

Public Document Pack



Monitoring Officer
Christopher Potter

County Hall, Newport, Isle of Wight PO30 1UD
Telephone (01983) 821000

Agenda

Name of meeting	CABINET
Date	THURSDAY 13 JULY 2023
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the Cabinet	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, J Jones-Evans, P Jordan, K Lucioni and I Stephens
	Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

1. **Minutes** (Pages 5 - 12)

To confirm as a true record the Record of Decision of the meeting held on 8 June 2023.

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, no later than two clear working days before the start of the meeting. Normally, Cabinet is held on Thursday, therefore the deadline for written questions will be Monday 10 July 2023.



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.

4. **Chairman's Announcements**
5. **Report of the Cabinet Member for Children's Services, Education and Lifelong Skills**
 - (a) Amalgamation of Chillerton & Rookley Primary School with Godshill Primary School (Pages 13 - 22)
6. **Report of the Cabinet Member for Transport & Infrastructure, Highways PFI and Transport Strategy**
 - (a) Newport High Street Traffic Regulation Proposals (Pages 23 - 52)
7. **Report of the Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness**
 - (a) Acquisition Strategy (Pages 53 - 68)
 - (b) Empty Property Strategy (Pages 69 - 90)
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 91 - 100)

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 no later than 5pm on Tuesday 11 July 2023. 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.

CHRISTOPHER POTTER
Monitoring Officer
Wednesday, 5 July 2023

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, or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email justin.thorne@iow.gov.uk.

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

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.



Minutes

Name of meeting	CABINET
Date and Time	THURSDAY 8 JUNE 2023 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, J Jones-Evans and I Stephens
Also Present	Cllrs G Brodie, C Jarman, P Spink and N Stuart Christopher Ashman, Laura Gaudion, Wendy Perera, Christopher Potter, Colin Rowland and Sharon Betts
Also Present (Virtual)	Cllrs P Fuller, K Lucioni Simon Bryant and Stuart Ashley
Apologies	Cllr P Jordan

100. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 11 May 2023 be approved.

101. **Declarations of Interest**

There were no Declarations of Interest.

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

A written question was received from Mrs R Mullins-Jacobs (PQ 31-23) regarding the possible closure of St Mary's Primary School in Ryde. The Leader read out a response.

An oral question was received from Sylvia Clare of Brighstone regarding the street lighting in Brighstone and its effect on the Dark Skies status and on local residents. Cllr Stuart presented a petition signed by 125 residents. The relevant Cabinet Members would seek more information and see what could be done and a written response would be provided.

103. Chairman's Announcements

The Island had hosted the recent Islands Forum. A number of messages of thanks had been received, including from Minister Michael Gove. Delegates had been impressed with the CECAMM facility at Whippingham. The Leader had had the opportunity to question OfGem, and SSE had agreed to meet and discuss the possibility of around £55m of investment into the Island.

Delegates from Coburg had paid a recent visit to the Island and more would be coming in the following week.

104. Report of the Cabinet Member for Finance, Climate Change and Biosphere

104a QPMR Q4 - 2022-23

The report had been considered by Corporate Scrutiny. It was pointed out that performance exceptions were now listed. Highlights included;

The significant reduction in debt since 2020
Visit IW data collection had resumed,
Although figures showed that there was a slight decline in visitor numbers, spend was growing.
The number of One Leisure Cards issued was increasing,

Council owned land at Lake had attracted Brownfield Release Fund money and a social provider had purchased the site for social housing. In response to a question from Councillor Spink regarding whether the social housing would be for rent, the Leader indicated that a written response would be provided.

It was important to be accurate in the way information was presented in future reports to ensure that residents could understand the meaning of the figures shown.

In future there would be more involvement of Cabinet members with their particular portfolio areas.

RESOLVED:

That Cabinet approves the Performance Report for the Quarter ended 31 March 2023, and the priority report detail as set out in appendices 1-10.

105. Report of the Cabinet Member for Adult Services and Housing, Public Health and Homelessness

105a Hampshire and Isle of Wight Level 3 Integrated Sexual Health Service Procurement

A number of organisations had been involved in the service procurement.

It was proposed that up to £8.5 million would be provided over a maximum of 9 years to provide the service with a focus on prevention.

RESOLVED:

That the Isle of Wight Cabinet approves:

(a) Spend in respect of Integrated Sexual and Reproductive Health Service an amount up to a maximum value of £8.5M over nine years.

(b) That Cabinet delegates authority to the Director of Public Health to award a contract for Integrated Sexual and Reproductive Health Service for a maximum of nine years, let on the basis of an initial period of seven years with the option to extend this period by two years.

106. Report of the Cabinet Member for Economy, Regeneration, Culture and Leisure

106a Adoption of the Newport & Ryde LCWIP as a Supplementary Planning Document (SPD)

The Newport and Ryde LCWIPs had already been adopted and the next stage was to include them as Supplementary Planning Documents, so that when the government announced future active travel plans the council would be ready to bid for funding. Members felt that the plans were a good starting point however more walking considerations should be included if and when the document was next reviewed.

RESOLVED:

That the 'Newport and Ryde Local Cycling and Walking Infrastructure Plan' be adopted as a supplementary planning document; and

That any final editorial and presentational changes to the supplementary planning document are delegated to the Strategic Manager for Planning in consultation with the Cabinet Member for Planning, Coastal Protection & Flooding. These changes will not alter the meaning of the document and will be restricted to grammatical, presentational and typographical errors.

106b Isle of Wight Cultural Strategy

Gavin Stride and Georgia Newman from The Island Collection gave a short presentation on the Cultural Strategy and explained the background and the purpose of the strategy. It was hoped that having a strategy would enable the council to bid for funding for example from the Heritage Lottery. Creative industry was the fastest growing sector in the Island's economy and it was hoped that the strategy would inspire young people, raise the collective ambition of people on the island, enable more collaborative working and improve quality of life. The Policy and Scrutiny Committee for Neighbourhoods and Regeneration had considered the strategy and given valuable input.

There were positive comments from members regarding the large range of culture on the island, the involvement of young people and the improvement in their confidence. It was believe the strategy was going in the right direction.

RESOLVED:

To agree the Isle of Wight Cultural Strategy 2023 subject to any further amendments agreed by the Cabinet Member for Economy, Regeneration, Culture and Leisure.

107. Report of the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy

107a Concessionary Travel Reimbursement April 2023 to March 2024

The number of bus users was still lower than pre-COVID, therefore the council would continue to support the bus services at the pre-covid numbers. This would be reviewed during the year with a view to moving back to real numbers from 2024. It would particularly help to support bus services in rural areas.

RESOLVED:

That Cabinet approves proposal to maintain the pre-Covid levels of concessionary fares reimbursement for local bus operators for the financial year April 2023 to March 2024 in line with the Department for Transport (DfT) Supplementary Note for 2023-24 (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. Which would be reviewed on a six-monthly basis in recognition of the ever-changing market environment.

Furthermore, that Cabinet approves the retention of remaining revenue funding currently budgeted for concessionary travel reimbursement, above the outlined levels of reimbursement, for the purpose of providing further support to local bus services on the Island and other transport related pressures. Any decisions on funding would be carried out in consultation with the Director of Finance Services/S151 Officer and the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy.

108. Report of the Cabinet Member for Children's Services, Education and Lifelong Skills

108a School Place Planning

This item was not discussed.

109. Motion by Cllr Brodie referred from Full Council on 17 May 2023

A lengthy discussion took place over the most appropriate course of action for the motion to be progressed. It was the view of Cabinet that the Audit and Governance

Committee was the most appropriate forum and suggested it might be further referred to Corporate Scrutiny due to budgetary implications.

RESOLVED:

That the Cabinet recommends to Full Council that the motion be referred to the Audit and Governance Committee.

110. **Cabinet Member Announcements**

The **Cabinet Member for Children's Services, Education and Lifelong Skills** reported that the School Place Planning report had been withdrawn from the agenda, to allow for a members' briefing then a public briefing before the end of term and allow for public comments to be considered.

Accommodation options for the new Primary Behavioural Support Service from September 2023 were being considered.

The Cabinet Member had been working with the IW Youth MP and they would be attending the Youth Conference in July. The Youth Council were also getting more involved in local issues for example, bus users' groups.

The Cabinet Member had been invited to speak to politics students at an island secondary school.

Funding had been obtained for a 75 place SEN school. The DfE would manage the project.

The Cabinet Member for Finance, Climate Change and Biosphere reported that staff had been very helpful in getting him up to speed with the finance area of his new portfolio.

There was still a lack of understanding about the Biosphere status of the island, which, among other things, included tree planting, coastal protection, dark skies and mission zero. He would be involved in the local Nature Recovery Strategy.

There was now a Climate Impact Assessment tool which could be used in all areas of the council's work to help with climate change.

The Cabinet Member for Planning, Coastal Protection and Flooding reported that he was familiarising himself with his new portfolio area of coastal protection. Thanks were expressed to staff for the repair work done to date at Ventnor Esplanade. With regard to Planning enforcement, discussions were currently under way with Town, Parish and Community Councils regarding their priorities for the coming year.

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported on successes over the past two years, including Newport Harbour moving forward with the Cultural Centre and steel yard, the sale of Shanklin Spa, Whippingham technology park, Building 41, Venture Quays Levelling- up funding, Packs (Ryde)

redevelopment, Branstone Development, involvement in the Southampton City of culture bid and developing good relationships with the Arts Council and Historic England.

The Cabinet Member for Adult Services and Housing, Public Health and Homelessness reported on the action plan and overview of actions planned to address the housing and homelessness issues facing the council. Thirty-three affordable homes had been provided at Branstone.

Letters had been sent to owners of properties which have been empty for more than 10 years, offering support to bring them back into use.

An Acquisition Strategy and an Empty Property Strategy would go to July's Cabinet meeting for approval. A housing briefing for all members would be provided in the near future.

111. **Consideration of the Forward Plan**

Following the withdrawal of the School Place Planning report, a stand alone item on the amalgamation of Chillerton and Rookley Primary School with Godshill Primary School would be added to the Forward Plan for the Cabinet meeting in July. The school place planning item would be removed for the time being.

112. **Members' Question Time**

Cllr Spink asked whether Cabinet would agree to set up a cross party group to look at the issues faced regarding the number of people on the housing register.

The Cabinet Member for Adult Services, Housing, Public Health and Homelessness responded that an all-members meeting was to be held as soon as possible to discuss the issue and look at the best way forward.

Cllr Jarman asked the question;

“Cabinet cannot be ignorant of the appalling and distressing figures released this week for the number of Isle of Wight children living in poverty. At the same time we learned this evening that the birth rate has dropped in the last decade by a further 20 per cent, whilst the rate of termination of pregnancies has increased by 50 per cent. Indeed the reports tonight show that a child born now on the Isle of Wight has a shorter life expectancy compared to the rest of England.

Does Cabinet agree that there is now strong and consistent evidence of and how are they proposing to respond to this alarming trend?”

The Cabinet Member for Children's Services, Education and Skills responded that a Child Poverty Strategy was being drafted but that a written response would be sent. It was agreed that this was a matter for which the Health and Wellbeing Board should also be responsible.

Cllr Brodie asked whether the Director of Finance/S.151 Officer could be present at the forthcoming all members briefing to explain the reason why no money has come

forward from the £40 million previously allocated to build social rented housing on the island.

The Cabinet Member for Adult Services, Housing, Public Health and Homelessness responded that he would ask the Director of Finance to attend the all members' briefing.

Cllr Stuart asked whether the Leader would agree that questions asked at Full Council should receive a response, as he had not had answers to previous questions asked regarding Kingston Marine Park and the number of people on the housing register.

The Cabinet Member for Economy, Regeneration, Culture and Leisure indicated that she would provide a full response as soon as possible.

CHAIRMAN

This page is intentionally left blank



Cabinet Report

Date	13 JULY 2023
Title	AMALGAMATION OF CHILLERTON AND ROOKLEY PRIMARY SCHOOL WITH GODSHILL PRIMARY SCHOOL
Report of	CABINET MEMBER FOR CHILDRENS SERVICES, EDUCATION AND LIFELONG SKILLS

EXECUTIVE SUMMARY

1. The Stenbury Federation (the Governing Body for Chillerton and Rookley and Godshill Primary Schools) wrote to the Isle of Wight Council on 19 January 2021 requesting that an amalgamation of Chillerton and Rookley and Godshill Primary Schools be consulted upon. An initial public consultation commenced on the 29 January 2021 and concluded on the 19 March 2021.
2. Cabinet took the decision to undertake a further period of consultation on a range of options and this period of consultation commenced on the 5 November and concluded on the 17 December 2021.
3. Cabinet reviewed the outcome of this consultation on the 10 February 2022 and took the decision to defer the decision pending a further review into options other than closure.
4. Further options have been considered, but due to continuing very low numbers on roll at the school, only 9 children, and governors being unable to recruit to a vacant teaching post the decision was taken by the Governing Body, supported by the IoW Council and in discussion with the impacted families to educate all children across the Federation on the Godshill Primary School site from 1 January 2023.
5. This report sets out the recommendations on next steps and associated timeframe.

RECOMMENDATION

That Cabinet approves the publication of a Public Notice that achieves the amalgamation of Godshill Primary School and Chillerton and Rookley Primary School through the closure of Chillerton & Rookley Primary School with effect from the 31 December 2023.

BACKGROUND

6. The Council received a letter from the Stenbury Federation (the Governing Body for Chillerton and Rookley and Godshill Primary Schools) on 19 January 2021 requesting that an amalgamation of Chillerton and Rookley and Godshill Primary Schools be consulted upon. On 22 January 2021, an officer delegated decision was taken to approve a pre-publication consultation on the future of Chillerton and Rookley Primary School, part of the Stenbury Federation with Godshill Primary School.
7. A pre-publication consultation commenced on 29 January 2021 and ran until 19 March 2021. It was informed by a number of issues that the governors explained are compromising the viability and educational provision at Chillerton and Rookley Primary school.
8. The consultation was an on-line consultation with no public meetings able to be held due to the coronavirus pandemic. People consulted included the parents of the pupils attending Chillerton and Rookley and Godshill Primary Schools, the Member of Parliament, Parish Councils, local councillors, Trade Unions, and residents. In total 110 responses were received from different sources with some people making more than one response.
9. Following a change in the Council's political administration after the local government elections in May 2021 the new administration took a decision to undertake a further period of public consultation that included a range of alternative options. This was to provide an opportunity for all stakeholders to comment on a broad range of options and bring forward alternate proposals should they wish.
10. This second period of consultation commenced on 5 November 2021 and ran until 17 December 2021.
11. An on-line consultation and two public meetings were held, one at Chillerton and Rookley and one at Godshill Primary School. People and groups consulted included the parents of the pupils attending Chillerton and Rookley and Godshill Primary School, the Member of Parliament, Parish Councils, local councillors, Trade Unions, and residents. In total 233 responses were received from different sources with some people making more than one response.
12. In February 2022, Cabinet took the decision to defer the decision to proceed with the publication of a Public Notice to achieve the proposed amalgamation of Godshill Primary School and Chillerton and Rookley Primary School through the closure of Chillerton & Rookley Primary School with effect from the 31 August 2022, in order for further options to be explored.
13. Further options were considered as requested by Cabinet, but with a sustained decline in children attending the school, and the governors being unable to appoint a teacher to work at the school, Cabinet should now reconsider the school's future.
14. The number of children attending the school has fallen steadily over the last few years, with 9 on roll as of June 2023. The school has a capacity of 91 places. This contrasts with 85 pupils on roll in the 2017/18 academic year. Of the 9 pupils on roll only 2 pupils live in Chillerton, and 3 in Rookley. The school has a Published Admission Number (PAN) of 13.

15. From the 1 January 2023 all the children on roll at Chillerton & Rookley, in agreement with their parents have been taught at the Godshill site. This has ensured they have access to the full primary curriculum, participate in extra-curricular activities and develop wider social and emotional skills with their peer groups.
16. Schools are mainly funded based upon the number of pupils on roll. Low and falling pupil numbers has a significant impact on a school's budget.
17. It is recommended that Cabinet approve the publication of the Public Notice to achieve the proposed amalgamation of Godshill Primary School and Chillerton and Rookley Primary School through the closure of Chillerton & Rookley Primary School with effect from the 1 January 2024.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

18. The recommendation in this report directly links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. In addition to this it supports the commitment that through ongoing business of the council we will work with and challenge schools' performance to ensure that all are good or outstanding, and to ensure work is undertaken to challenge schools in financial deficit to secure a more sustainable position for the schools and the council.

Responding to climate change and enhancing the biosphere

19. Godshill Primary School is a more energy efficient building than Chillerton & Rookley Primary School.
20. Subject to the availability of funding heat decarbonisation plans will be commissioned in the near future for all Local Authority owned school buildings. The recommendation in this report will assist in the submission of applications for future funding and ultimately support the IWCs target to be carbon neutral by 2035.

Economic Recovery and Reducing Poverty

21. As set out within the corporate plan this report demonstrates the council's commitment to work with local communities to maintain and ensure appropriate local school provision, providing the best possible outcomes for children on the Island. In addition to this it supports the commitment that through the ongoing business of the council it will work with and challenge schools' performance to ensure that all are good or outstanding, and to ensure work is undertaken to challenge schools in financial deficit to secure a more sustainable position for the schools and the council.

Impact on Young People and Future Generations

22. 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 fully 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.

23. The consultation undertaken to date on the proposed amalgamation of Chillerton and Rookley Primary School and Godshill Primary School through the closure of Chillerton & Rookley Primary School invited those young people and their families to provide their views and suggestions. This information forms part of the final decision making process.

Corporate Aims

24. The recommendation in this report directly links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. In addition to this it supports the commitment that through ongoing business of the council we will work with and challenge schools' performance to ensure that all are good or outstanding, and to ensure work is undertaken to challenge schools in financial deficit to secure a more sustainable position for the schools and the council.

FINANCIAL / BUDGET IMPLICATIONS

25. Schools are funded through the ring-fenced dedicated schools grant (DSG) using a local funding formula, that mirrors the Department for Education's (DfE) national funding formula. The ability to deviate from the national formula has significantly reduced in recent years and will cease altogether by 2027/28 at the latest. The revenue funding passed through the local authority for maintained schools is strictly controlled by operational guidance supplied by the DfE. Most of the funding to schools is based upon the number of pupils on roll. Therefore, when the overall pupil numbers in the school reduce, then the funding allocation is reduced on a per pupil basis.
26. Under the current local and National Funding Formula school budgets are heavily linked to the number of pupils on roll. The age-weighted pupil unit (AWPU) is the basic funding that all pupils attract. The current AWPU funding amount is £3,442 for primary pupils and this illustrates how critical pupil numbers are to the funding of each school's provision. Schools with fewer pupils than expected can result in pressures that may affect standards, outcomes for children and therefore the overall viability of the school. A balanced budget is one that will lead neither to an excessive surplus at the end of the year nor to a deficit. A budget is well-informed when it takes account of the best available information on all variables, such as pupil numbers and staffing changes. Setting an annual budget is an absolute requirement as part of the local authority's budgeting arrangement as set out in the Schemes for Financing schools. Under school funding regulations, individual maintained schools must have devolved funding and individual responsibility to ensure expenditure does not exceed income. This is monitored and will lead to intervention to ensure financial viability if budget planning shows a future or continued deficit.
27. The pupil forecast for Chillerton and Rookley shows a continued fall in pupil numbers based on the historic trend of recruitment for reception year pupils. The school had 11 pupils on roll at the January 2023 census. This includes those pupils on roll at Chillerton and Rookley but being educated on the Godshill site for operational reasons.
28. The financial position of Chillerton and Rookley Primary School has remained unresolved since 2016/17 and for the financial year 2022/23 the cumulative deficit is now at £74,372. The school is currently under the Notice of Concern, which is

required to be issued to schools that are more than 5 years in deficit. The school budget share for 2022/23 was £266,000 with over £194,000 (73%) of this spent on staffing. The 2022/23 deficit is significant and an equivalent of 38% of the school's annual core funding.

29. Godshill Primary School was issued with the Notice of concern in June 2022, following confirmation of the outturn position for 2021/22 and the required submission of three-year budget plan in May 2022. The school successfully came out of deficit in 2022/23 and is currently predicting to be in surplus in the 2023/24 financial year. In comparison, the school budget share for 2023/24 for Godshill is £700,000, two and a half times larger, making it better placed to make the necessary efficiencies and structural changes to continue being affordable going forward.
30. Under the Isle of Wight Scheme for Financing Schools, the final balance of any closing schools reverts to the Council and therefore, the financial risk to the local authority needs to be closely monitored to minimise any future deficit should the school be closed.

LEGAL IMPLICATIONS

31. Decision-makers will need to bear in mind at this stage that some changes to maintained schools are considered 'prescribed alterations', which will require a specific statutory process to be followed for their correct implementation. This process is set out in the statutory guidance 'Making significant changes ('prescribed alterations') to maintained schools' updated in January 2023. Additionally, any proposal that requires a school to close (including a closure to amalgamate) will need to consider the statutory guidance 'Opening and closing maintained schools' updated in January 2023. Both Godshill Primary School and Chillerton and Rookley Primary School are designated as rural primary schools, the closure of which requires additional consultation and due consideration by decision-makers.
32. The guidance states that the Council should adopt a presumption against the closure of rural schools. However, this does not mean that a rural school will never close, but the case for closure should be strong and a proposal must be clearly in the best interests of educational provision in the area. When producing a proposal to close a rural primary school, the proposer must consider:
 - *the likely effect of the closure of the school on the local community*; the closure of Chillerton and Rookley Primary School can be mitigated by the proposed relocation of pupils to Godshill Primary School if parents wish to have their children educated at that school.
 - *the proportion of pupils attending the school from within the local community, i.e. is the school being used by the local community*; Chillerton and Rookley Primary School is not the school of choice by the majority of its community. As at June 2023 of the 9 primary age pupils who had Chillerton in their address only two attend Chillerton and Rookley Primary School.
 - *educational standards at the school and the likely effect on standards at neighbouring schools*; To ensure that the 9 pupils on roll at Chillerton & Rookley receive the very best educational, social, and emotional opportunities they have since January 2023 been taught on the Godshill site. This has ensured they have access to all the elements of the national curriculum, and a wide range of extra-curricular activities.

- The decision, in agreement with their parents to move them to the Godshill site was required as no teacher could be recruited to teach them on the Chillerton & Rookley site.
- This move to Godshill and the proposed closure of Chillerton & Rookley has and will have no impact on any neighbouring schools. Godshill have been able to accommodate all the required children from Chillerton & Rookley.
- *whether the school is now surplus to requirements (e.g. because there are surplus places elsewhere in the local area which can accommodate displaced pupils, and there is no predicted demand for the school in the medium or long term);* there are sufficient surplus places within the planning area at Godshill Primary School to accommodate the displaced pupils currently on roll at Chillerton and Rookley Primary School.
- *any increase in the use of motor vehicles which is likely to result from the closure of the school, and the likely effects of any such increases;* In November 2020 of the thirty-four pupils on roll at Chillerton and Rookley Primary, Godshill Primary was the nearest for eight of those pupils, and twelve travelled from out of area. The closure of Chillerton and Rookley Primary School and the subsequent relocation of pupils to Godshill Primary School will therefore not necessarily increase the overall use of the motor vehicle for the school run as parents drive their children to Godshill instead of Chillerton.
- *any alternatives to the closure of the school (including academy conversion, federation, or extending the school to provide local community facilities);* As noted within this report a number of alternatives have been considered and the local authority believes the closure of Chillerton and Rookley Primary School provides the best opportunity to stabilise the educational offer in that part of the Island.
- *transport implications i.e., the availability, and likely cost of transport to other schools and sustainability issues;* Chillerton resident pupils will be entitled to local authority funded transport if they are eligible under the Home to School Transport Policy, to what becomes their nearest school if Chillerton and Rookley Primary School closes. A previous paragraph provides further detail.
- *the size of the school and whether it puts the children at an educational disadvantage e.g., in terms of breadth of curriculum or resources available;* with a possible number on roll of 15 for the 2022/23 academic year the school was likely to be able to run only two classes, one for Key stage 1 pupils and the other for Key Stage 2 pupils. Running one class across three (KS1) or four (KS2) years impacts on the breadth of curriculum that can be offered at the school.
- *the overall and long-term impact on the local community of the closure of the village school and of the loss of the building as a community facility;* no decision has been made about the future of the Chillerton and Rookley Primary School site. The School building has been listed as an Asset of Community Value at the request of the local community.
- *wider school organisation and capacity of good schools in the area to accommodate displaced pupils;* pupil numbers in the area are forecast to fall over the next few years so it is anticipated that there will be places available at good schools in the area.

33. The proposed option to amalgamate Chillerton and Rookley Primary School with Godshill Primary School to be achieved through the closure of Chillerton and Rookley Primary School will require consideration of the statutory guidance in respect of rural school closures.
34. Any closure of a rural primary school requires consultation with: the parents of registered pupils; the governing body; the pupils; the teachers and other staff, the governing bodies, teachers and other staff of any other affected school(s); the parents of any pupils at other schools who may be affected; trade unions; the MP and any other interested organisation.
35. Making prescribed alterations requires a four-stage process to be followed prior to implementation, which includes a period of formal consultation. While there is no statutory pre-publication consultation period for this type of change, the statutory guidance makes it clear that there is a 'strong expectation' that schools and Local Authorities will consult all interested parties in developing their proposal prior to publication, to take into account all relevant considerations.
36. A prescribed alteration relevant to this proposal is the enlargement of premises (expansion). The prescribed alterations' statutory process must be followed to enlarge premises if the proposed enlargement is permanent (longer than 3 years) and would increase the capacity of the school by more than 30 pupils and the lesser of 25% or 200 pupils. The statutory process for prescribed alterations does not need to be followed for expansions falling short of this threshold.
37. The prescribed alterations guidance also suggests that local authorities are not expected to propose expansion of underperforming schools unless there is a strong case that this would help to raise standards. Where there is a proposal to expand a school that is rated inadequate, the guidance requires the local authority to send a copy of the proposal to the relevant Regional Director.

EQUALITY AND DIVERSITY

38. Consideration must be given as to whether there are any sex, race, or disability discrimination issues that arise from the changes being proposed. The proposal being put forward by the council in this report; The future of Chillerton & Rookley Primary School will have no negative impact on equality and diversity.
39. The policies of the Council in relation to equal opportunities and eliminating discrimination will continue to apply should a change be approved.
40. Council officers will work closely with the headteacher and governing body to assess any support that might be required by students and their families / carers should any proposed changes be approved.

PROPERTY IMPLICATIONS

41. No decision has been made about the longer-term use of the Chillerton & Rookley Primary School site should a decision be taken to close the school. However, concerns have been raised by consultees around the legal position of the Chillerton & Rookley Primary School site, should the decision be taken to cease educational use on it.

42. The school land is held on-trust by the council. If the school is closed the property (or any proceeds of sale) could revert to the beneficiaries of the estate of the original owner.
43. The proceeds of sale could be used to fund the purchase or improvement of alternative school premises. Alternatively, the council could apply to the Charity Commission to set up a scheme for a similar charitable purpose which would extinguish the trust.

OPTIONS

44. The options that the Council have considered and consulted upon prior to deciding on its preferred option are:
 - i) To approve the publication of a Public Notice that achieves the amalgamation of Godshill Primary School and Chillerton and Rookley Primary School through the closure of Chillerton & Rookley Primary School with effect from the 31 December 2023 as set out in the report.
 - ii) To not approve the publication of a Public Notice to amalgamate Chillerton and Rookley Primary School with Godshill Primary School to be achieved through the closure of Chillerton and Rookley Primary School with effect from the 31 December 2023.

PERSONNEL IMPLICATIONS

45. Staffing implications will be considered subject to the outcome of this consultation. However, with the actions already taken to move the children on roll at Chillerton & Rookley to Godshill it is unlikely that any further alterations to the staffing structure will be required. If any are required, they will be undertaken in accordance with the Council's Restructuring, Redundancy and Redeployment Policy, including the duty to consult with those staff potentially affected by any proposed school closure. Details of any staff consultation will be set out, including the timetable for formal consultation with staff and unions.

RISK MANAGEMENT

46. Financial risks have been reviewed and considered by the Senior Finance Business Partner and further information can be reviewed in the Finance section of this report.
47. An implementation group will be formed if required to take forward the final recommendation. It will meet on a monthly basis or more regularly if required; it will be chaired by a senior education and inclusion officer. Representatives will include governors, headteacher and local authority officers with expertise in governance, property, HR, finance, admissions, and school improvement. They will ensure that risks associated with the final recommendation are identified and mitigated.

EVALUATION

48. The recommendation in this report to amalgamate Chillerton and Rookley Primary School with Godshill Primary School to be achieved through the closure of Chillerton and Rookley Primary School has been carefully considered. It has taken into account many different factors and fully considered all the feedback received during both

consultation periods. The recommendation will reduce the number of surplus places in the area and support the on-going provision of high quality education across Godshill and Chillerton & Rookley and the Island.

Contact Point: Richard Vaughan, Strategic Manager, Children's Services

☎ 01962 846270 e-mail: richard.vaughan@hants.gov.uk

STUART ASHLEY
Director of Children's Services

CLLR DEBBIE ANDRE
*Cabinet Member for Children's Services,
Education and Lifelong Skills*

This page is intentionally left blank



Cabinet report

Date	13 JULY 2023
Title	TRAFFIC REGULATION CHANGES PROPOSAL RELATED TO THE NEWPORT HIGH STREET HAZ IMPROVEMENT SCHEME
Report of	CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Orders – The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023.
2. This report provides the details of recommendation for changing the existing parking arrangements in High Street in Newport, as detailed in **Appendix 1** (Proposal's plan).
3. If the proposed changes are approved and implemented, we will see amendment to the existing pay and display, loading and disabled drivers' parking bays in High Street in Newport.
4. The proposal is aiming to ensure safety for all road users and secure movement of the traffic, whilst enabling improvements to the pedestrian environment and street scene to be made as part of the Newport High Street Heritage Action Zone's improvement scheme.

RECOMMENDATION

- | |
|---|
| <ol style="list-style-type: none">5. That the proposed restrictions which are subject to this report in relation to The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023 be approved. |
|---|

BACKGROUND

6. The Isle of Wight Council (IWC), as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway network.
7. The Newport Highstreet Heritage Action Zone (HAZ) is a partnership of the IWC's Regeneration department, The Historic Buildings and Monuments Commission for England (Historic England) and the Newport & Carisbrooke Community Council. The partnership was created to deliver a programme of activity to improve the condition of the town centre conservation area and regenerate the town centre. A key element of this work is a High Street improvement scheme extending from St James Square to Holyrood Street.
8. The aim of the scheme is to revive the shopping and pedestrian environment in the area by improving the heritage landscape of St. James' Square and the High Street, and providing more space for pedestrians.
9. The design of the scheme maximises the width of the current footways through use of existing carriageway space, reorganising of street furniture, greening and repaving them - effectively creating new public realm areas.
10. The scheme requires some changes to the parking arrangements in the area and therefore a new Traffic Regulation Order (TRO) to make those changes lawful and enforceable is needed – hence the proposal subject of this report.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

11. The proposed new regulations are in line with the IoWC's [Corporate Plan 2021 – 2025](#) and more specifically with its vision and clear aim to work together openly and with our communities to support and sustain our economy, environment and people.

Responding to climate change and enhancing the biosphere

12. The proposal, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions. There may be some minor reduction in local air pollution and carbon emissions owing to fewer cars idling in the area, but it would most likely be a very small impact. Likewise, if the recommendation is approved, it may encourage residents/visitors to adopt more sustainable modes.

Economic Recovery and Reducing Poverty

13. It is not anticipated that the new regulations would have a direct impact on reducing the number of residents living in poverty.

Impact on Young People and Future Generations

14. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the improvement of the local amenities and the safety of all road users plays a big role in citizens' wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.

Corporate Aims

15. The key priorities within the plan, that this report is supporting are: 'Listen to people' – a 28-day island wide consultation was conducted; 'Encourage Sustainable transport and Active travel' – the recommended option would encourage walking, cycling and use of public transport.

CONSULTATION

16. An extensive programme of engagement has taken place throughout the development of the project, as well as a formal public consultation on the scheme. This engagement has led to some design changes to respond to feedback, including enhanced provision of parking for disabled people. Informal engagement with the Newport and Carisbrooke Community Council and Ward Councillors took place in the process of developing the improvement scheme last year, including this TRO proposal. The community council supports the scheme and the TRO proposal.
17. Following the legal TRO making process and its requirement for a formal consultation, public notices, outlining the TRO proposal and inviting public comments, were published in the Isle of Wight County press on 14 April 2023. Notices and plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days, see **Appendix 2** (Public Notices). An online consultation facility was made available for comments from the public. The closing date for representations was 12 May 2023.
18. The Authority received 62 valid representations in total, see **Appendix 3** (Consultation feedback). 32 of them supported the proposal and 26 objected it on the following grounds:

- 1) Removing Pay & Display (P&D) parking space could be detrimental to Newport town centre and its shops/businesses as it might have negative impact on the footfall in the high street.

Response: It's considered that there is sufficient parking provision in the Newport town centre given the overall number of on-street and off-street car parks in the area. It is anticipated the footfall to increase after implementation of the improvement scheme as the area will become more pleasant, pedestrian friendlier and safer.

- 2) Possible increase of the traffic in the surrounding streets as a result of the proposal.

Response: This proposal only includes changes to parking and loading arrangements, no changes to the moving traffic regulations form part of this proposal. As such, no displacement of traffic to other local streets is expected.

FINANCIAL / BUDGET IMPLICATIONS

19. The cost of making of these TROs and implementing the recommended parking changes on the highways will be met by the Heritage Action Zone Programme, using existing agreed funding from a Historical England grant match funded by Newport & Carisbrooke Community Council and Isle of Wight Council regeneration capital funding.

20. Any additional cost for maintenance of the affected part of the highway (any additional signs and lines) for the remaining 15 years of the PFI contract will be covered by the same funds.

LEGAL IMPLICATIONS

21. The Statutory Authority for making new TROs is contained within the Section 1 (1) of the Road Traffic Regulation Act 1984:
- (1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it
- (a) 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, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs, or
 - (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
22. In this case, the new order is proposed on the grounds of Section 1 (1) Para (a), (c) and (f) - to ensure safety for all road users and secure movement of the traffic, whilst enabling improvements to the pedestrian environment and street scene to be made.
23. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
24. The authority must consider all objections made before making a Traffic Regulation Order (regulation 13) and, where it does not "wholly accede" to any objection, provide reasons for this in its notification of the making of an order to any person that has objected (regulation 17(3)).
25. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.

26. Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.
27. 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:
 - (a) desirability of securing and maintaining reasonable access to premises;
 - (b) 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;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) 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;
 - (e) any other matters appearing to the local authority to be relevant.
28. No residential on-street parking will be lost if this proposal and the improvement scheme are implemented.
29. The validity of any traffic regulation order made by the council can be challenged by application to the High Court within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.
30. The Court has the power to suspend an order or any of its provisions until the final determination of the proceedings.

EQUALITY AND DIVERSITY

31. 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.
32. 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.
33. Due regard to the Council's responsibilities under the Equality Act 2010 has been given at the formative stage of this proposal. An Equality Impact Assessment form has been completed in **Appendix 4** (EIA form).

OPTIONS

34. Option 1: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023 as proposed.
35. Option 2: Not to approve the restrictions that are subject to this report in relation to The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023, and to abandon the proposal.
36. Option 3: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023 with amendment.

RISK MANAGEMENT

37. This proposal, if implemented, will improve the safety for all road users and secure the movement of traffic, whilst enabling improvements to the pedestrian environment, street scene and shopping experience to be made.
38. The Authority will monitor the impact of the changes and review the restrictions if necessary.

EVALUATION

39. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. No residential on-street parking will be lost if this proposal and the improvement scheme are implemented.
40. The HAZ is funded until March 2024 and all works which are part of the improvement scheme must be commissioned by the end of March 2024, including the delivery of the physical works. The necessary TROs also need to be delivered within this time frame.
41. Therefore the implementation of the proposed new TRO will occur once the associated physical works are completed. The physical works are programmed to commence in January 2024, as to not impact on the Christmas shopping period.
42. Option 1: To approve the TROs as proposed – following the approval of the proposed TROs the improvement scheme in the Newport town centre can be delivered on site on time and its aims would be achieved.

43. Option 2: Not to approve the proposed TROs and to abandon the proposal – the agreed improvement scheme would need to be re-designed and a new TRO proposal might be needed. The time needed for re-designing and consulting on any changes is longer than the available time, therefore, the overall scheme might need to be abandoned.
44. Option 3: To approve with amendment – the agreed improvement scheme would need to be re-designed and a new TRO proposal might be needed. The time needed for redesigning and consulting on any changes is longer than the available time, therefore, the overall scheme might need to be abandoned.

APPENDICES ATTACHED

Appendix 1 – Proposal's plan

Appendix 2 – Public Notices

Appendix 3 – Consultation results

Appendix 4 – EIA form

Contact Point: Scott Headey, Deputy Strategic Highways and Transportation
Manager, ☎ 821000 e-mail scott.headey@iow.gov.uk

COLIN ROWLAND
Director of Neighbourhoods

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

This page is intentionally left blank

High Street, Newport



Proposed 'Disabled Badge Holders Only, 4 Hours, No Return within 1 Hour' parking restriction



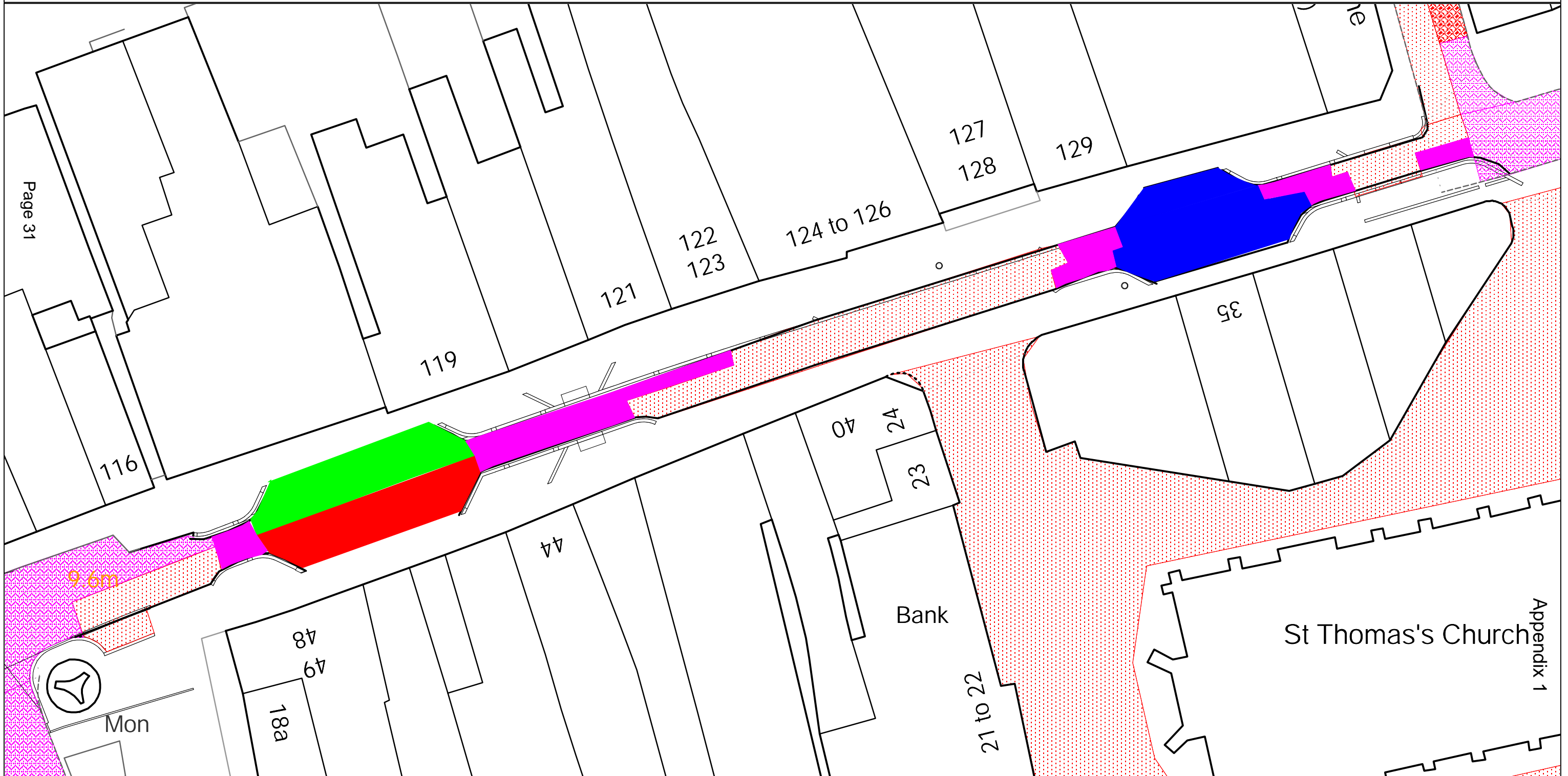
Proposed 'Pay & Display 8am-6pm 2 Hours No Return Within 2 Hours & 6pm to 8am' parking restriction



Proposed 'Loading Only Mon-Sat 6am-6pm 45 Mins No Return Within 1 Hour' parking restriction



Proposed 'No Waiting at Any Time' Parking Restriction



This page is intentionally left blank

**THE ISLE OF WIGHT COUNCIL
(HIGH STREET, NEWPORT, ISLE OF WIGHT)
(TRAFFIC REGULATION)
ORDER NO 2 2023**

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1(1) and (2), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 ('the Act' of 1984), the Road Traffic Act 1991 ('the Act of 1991') and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 proposes to make an order the effect of which will be to:

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

a. To introduce 'No Waiting at Any Time' in the following lengths of road:

High Street, Newport, on the north side, from a point 9 metres west to a point 16.5 metres west of its junction with Holyrood Street.

High Street, Newport, on the north side, from a point 29.5 metres west to a point 35.5 west of its junction with Holyrood Street.

High Street, Newport, on the north side, from a point 24 metres east to a point 27.5 metres East of its junction with St James Street.

High Street, Newport, on the north side, from a point 48 metres east to a point 73.5 metres East of its junction with St James Street

High Street, Newport, on the south side, from its junction with Holyrood Street a point 5 metres west thereof.

High Street, Newport, on the south side, from a point 11 metres west to a point 15.5 metres west of its junction with Holyrood Street.

High Street, Newport, on the south side, from a point 34 metres west to a point 39.5 metres west of its junction with Holyrood Street.

High Street, Newport, on the south side, from a point 46.5 metres east to a point 61.5 metres East of its junction with St James Street.

High Street, Newport, on the south side, from a point 21.5 metres east to a point 26.5 metres East of its junction with St James Street.

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 following the construction of a private driveway.

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 | Deputy Strategic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ or email pfi@iow.gov.uk, or by using the following link - <https://www.surveymonkey.co.uk/r/NewportTownCentreTRO> no later than 12 noon on Friday 12 May 2023. Any representations received may be open for public inspection. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000

Scott Headey | Deputy Strategic Manager

14 April 2023

**THE ISLE OF WIGHT COUNCIL
(DISABLED DRIVERS' STREET PARKING PLACES)
ORDER NO 2 2023**

Notice is given that the Isle of Wight Council, in exercise of their powers under 32(1) and 35(1) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ('the Act of 1984') and Section 21(1) of the Chronically Sick and Disabled Persons Act 1970, the Road Traffic Act 1991 ("the Act of 1991") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act 1984 proposes to make an Order the effect of which will be:

1. To revoke the provisions of The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 1 2023.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a. To introduce 'Disabled Badge Holders Only, 4 Hours No Return Within 1 Hour' in the following length of road:

High Street, Newport, on the north side, from a point 16.5 metres west to a point 29.5 metres west of its junction with Holyrood Street.

High Street, Newport, on the south side, from a point 15.5 metres west to a point 34 metres west of its junction with Holyrood Street

The aimed is to improve the number of on street parking spaces specifically designated for disabled drivers across the Island.

The amendments are being proposed to facilitate the passage on the road 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 or pfi@iow.gov.uk or using the following link <https://www.surveymonkey.co.uk/r/NewportTownCentreTRO>, no later than 12 noon on Friday 12 May 2023. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000

Scott Headey - Deputy Strategic Manager

Friday 14 April 2023

**THE ISLE OF WIGHT COUNCIL
(DESIGNATED LOADING BAYS)
ORDER NO 2 2023**

Notice is given that the Isle of Wight Council, in exercise of their powers under Sections, 1, 2, 32 and 35 of the Road Traffic Regulation Act 1984 as amended, and after consultation with the Chief Officer of Police and of all other enabling powers in accordance with Part III of Schedule 9 to the Act of 1984, propose to make an Order the effect of which will be:

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

- a. To revoke 'Loading Only Mon-Sat 6am-6pm 45 Mins No Return Within 1 Hour', parking restriction in the following length of road:

High Street, Newport, on the south side, from a point 7 metres east to a point 14 metres east of its junction with St James Street.

High Street, Newport, on the south side, from a point 21.5 metres east to a point 37 metres east of its junction with St James Street.

- b. To introduce 'Loading Only Mon-Sat 6am-6pm 45 Mins No Return Within 1 Hour' parking restriction in the following length of road:

High Street, Newport, on the south side, from a point 26.5 metres east to a point 46.5 metres east of its junction with St James Street.

The amendments are being proposed to facilitate the passage on the road and is aimed at managing the number of specific areas for vehicles to load and unload goods across the island thus reducing delay and congestion.

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 or pfi@iow.gov.uk or using the following link - <https://www.surveymonkey.co.uk/r/NewportTownCentreTRO>, no later than 12 noon on Friday 12 May 2023. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000

Scott Headey - Deputy Strategic Manager

Friday 14 April 2023

**THE ISLE OF WIGHT COUNCIL
(HIGH STREET, NEWPORT)
(PARKING PLACES)
ORDER NO 2 2023**

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:

To enact the provisions contained therein subject to the following amendments:

1. To revoke 'Pay & Display 8am-6pm 2 Hours No Return Within 2 Hours & 6pm to 8am' parking restriction from the following lengths of road:

High Street, Newport, on the north side, from a point 23.5 metres east to a point 73.5 metres east of its junction with St James Street,

High Street, Newport, on the north side, from a point 106 metres east to a point 130 metres east of its junction with St James Street,

High Street, Newport, on the south side, from a point 36.5 metres east to a point 61 metres east of its junction with St James Street,

High Street, Newport, on the south side, from a point 101.5 metres east to a point 129 metres east of its junction with St James Street,

High Street, Newport, on the south side, from a point 135.5 metres east to a point 140.5 metres east of its junction with St James Street.
2. To introduce "Pay & Display 8am-6pm 2 Hours No Return Within 2 Hours & 6pm to 8am' parking restrictions in the following length of road: need to confirm the current restriction

High Street, Newport, on the north side, from a point 27.5 metres east to a point 48 metres east of its junction with St James Street.

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 or pfi@iow.gov.uk, or by using the following link - <https://www.surveymonkey.co.uk/r/NewportTownCentreTRO> no later than 12 noon on Friday 12 May 2023. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000

Scott Headey - Deputy Strategic Manager

Friday 14 April 2023

This page is intentionally left blank

Appendix 3

<p>I support the above traffic regulations as it will improve the local environment in this part of the high street for pedestrians and cyclists, and encourage town centre shopping.</p>
<p>Support - the road as it is prioritises car traffic and makes it quite hostile to pedestrians / this would be an improvement</p>
<p>I think this proposal can only help those who aren't in cars using Newport's High street. As a pedestrian it's hard to cross the street safely. As a cyclist I'm on high alert for people pulling out of parking places. Also anything to reduce the traffic volumes and the noise and emissions has got to be good for Newport.</p>
<p>I think this would be a significant improvement. The HighStreet is hazardous for pedestrians, wheelchair users, people with young children and dogs and cyclists at the moment. Crossing in many parts is a matter of praying. Lorries and vans make it quite hellish at times. I support these changes.</p>
<p>I think it will make the High Street a much more attractive site and more accessible</p>
<p>I believe that this is a very positive change to traffic regulations in the centre of Newport. The proposals combine improved priority for pedestrians with an enhanced public realm for visitors and shoppers and an uplift in ecological value and wildlife interest. These are exactly the changes needed to breathe new life into high streets.</p>
<p>I support the proposed new traffic regulations in Newport High Street. Improvements to the pedestrian experience is so important to encourage people to dwell longer on the high street. There is plenty of parking in nearby streets and car parks, to make up for the bays being removed. I look forward to the changes being made and seeing positive change for Newport.</p>
<p>Support. Improve environment for pedestrians.</p>
<p>I strongly support the measures proposed as these will provide a much improved pedestrian environment. Space in key streets in the town centre should not be used for car parking. Ideally the three P&D spaces should be omitted to create more space for pedestrians and reduce danger from manoeuvring cars. Ample parking is available nearby and people should be encouraged to park in nearby car parks rather than on street.</p>
<p>I fully support the proposed improvements and would be even more delighted if they were accompanied by a 20mph speed limit through the High st</p>

Newport and Carisbrooke Community Council Planning and Consultation Committee – 27th April 2023
 Newport High Street – Heritage Action Zone Draft Proposed Traffic Regulation Orders Members were presented with a brief overview to where the scheme has come from with thanks to speaker Martin Gibson, the Programme Manager for Newport & Ryde High Street Heritage Action Zones. Members were given some rationale behind what is being put forward with these proposed traffic regulation orders. Overall, the discussion from councillors leading up to this moment has been supportive of the scheme. Members were happy to see that the proposed disabled spaces will be able to be accessed on both sides of the high street, with extra space allocated for the single proposed bay on the north side of the high street as well as the double bay on the south side of the high street. The retained loading bay further up the high street was also a welcome addition. Councillors have jointly shared concerns regarding pedestrian safety within the high street, so the installation of safer seating spaces as well as dwelling space for pedestrians throughout the high street is highly desirable. The environmental benefits of this scheme are an appreciated addition. Working with Southern Water, the scheme hopes to introduce sustainable drainage which in turn will reduce the storm overflow into the river Medina which is currently a significant environmental issue. This will all be implemented with funding drawn in by Southern Water who are looking at infiltration of water, as well as more sustainable areas including loading bays, parking bays and planting all being designed with permeable paving as part of the sustainable urban drainage system. The benefit of the reduction in street furniture and obstacles is something that councillors also welcome, as this provides better accessibility for pedestrians as well as safer movement around town. With the current volume of traffic and noise within the high street, members feel that pedestrians cannot currently enjoy the built heritage and environment of the town. Members are keen to see the restoration of some of the streetscape around the town centre and the conservation area, which hosts over 350 listed buildings and monuments, which is why another welcome benefit from this scheme is the proposed paving of the loading bay next to the grade 2 listed Victoria Monument, which in turn will enhance the visual area, allowing for the monument to be enjoyed by pedestrians. Members commented that the high street will change dramatically in terms of its visual appearance, with the proposed design allowing for narrowing of the carriageway in certain points as well as the introduction of wider seating spaces which in turn will make clear visual cues that this is a space where pedestrians have security and safety, which in turn will reduce speeds from through traffic. Members noted that there is compelling evidence that narrowing of carriageways has shown a reduction in the speed of vehicles in that area. It is hoped that this scheme will change people's perception as they travel through the town. The changing visual scene of the town may also encourage motorists to choose to use the car parking spaces at some of the surrounding car parks instead of travelling down the high street, knowing that the area is now not a vehicular space primarily. Members understand that this scheme is a starting point, not an end point, and this proposal will not eradicate all of the issues that the high street currently faces, but the benefits are clear to see and are welcomed. NEWPORT AND CARISBROOKE COMMUNITY COUNCIL WISH TO SUPPORT THIS PROPOSAL

In general, I support the proposed new traffic regulations in the High Street and Southern Waters proposal, but I do wonder how in practice this will work re car drivers shopping in Newport High Street. They won't.

I agree with the new traffic adjustments. In the image I see that there are trees and grills. I hope this will mitigate the concrete area for water run off.

I fully support this, it would be great to see our town centre setting an example for sustainable drainage and showing that it's not just the water company's problem, it's for all of us to work together. Would make the centre look nice and green too!

Approve

Support. As a pedestrian, this will be a pleasant change.

<p>I support the new traffic regs, BUT additional parking must be allocated in the town with 2hrs free parking to attract visitors. Also incentives must be made to attract independent businesses/shops back to the high st. Otherwise it will be a waste of time as no one will visit with the current state of business premises in Newport town centre.</p>
<p>I support the proposal, but I'm disappointed that it doesn't go further to remove vehicles from the high street. I believe this is a good step forward to improve the experience of people visiting Newport, and will help encourage them to spend more time and money on and around the high street</p>
<p>Support</p>
<p>Support</p>
<p>I fully support the proposed traffic regulations. I think they would be safer for pedestrians and give the town centre a more attractive, greener look. Moreover, I think the drainage improvements are fundamental to reducing storm overflows.</p>
<p>I am generally very supportive of the plans. It should provide greater balance between people and vehicles in a town centre currently dominated by car movement. It should also add some much needed greenery and seating down the high street, allowing for a more enjoyable space to move round the town. I'd assume this would improve traffic flow too as we should see less backup into the St James/High St junction with the addition of more 'NWAAT' zones. The only thing I would have liked to have changed is the removal of ALL 'pay & display' down the high street and swapped out for 'Disabled badge holder' parking. We should be pushing non-badge holders to park in the many off-street car parks in Newport, allowing for greater accessibility for on-street parking to those who truly need it.</p>
<p>Support, less vehicular traffic the better (as long as alternative routes exist for through traffic - down by Castle Pub' round by Sainsburys)</p>
<p>Support. Reducing parking will improve traffic flow and encourage use of car parks. Wider pavements will be safer for pedestrians. Introducing flower beds will improve visual impact of Newport.</p>
<p>It will mean better access for disabled people. Make it a more pleasant for all to shop. Hopefully encourage more shops to open. Bring life to the town</p>
<p>I support the proposed changes. The town centre should be designed around the needs of pedestrians who visit the shops and services along the high street. A pleasant comfortable environment could boost footfall and benefit local businesses. Whilst, the movement of traffic is also important, the proposed designs does make significant improvements to the pedestrian experience. It would be even better if the whole section of road could be pedestrianised with traffic diverted via Towngate.</p>
<p>I work on the High Street and feel this is going to be a positive thing for Newport. The high street will attract people to stay longer if seating and planting are there. People just use the high street as a thoroughfare, now they will see more shops and spend more time looking at different shops, increasing footfall and business</p>
<p>I think it looks okay but maybe would be better if there was another seat opposite the bench in the picture. I think this would be better for pedestrians who need to sit down. Looks like it needs another waste bin or two to disused people from littering.</p>
<p>Strongly support</p>
<p>Yes, Newport needs green spaces and pleasant swell spaces as currently it's corridors of traffic with narrow</p>
<p>I fully support changes to encourage pedestrians, and to discourage people coming into town by car. The buses are mostly great. More greenery and trees improve air quality and visual appeal. Walking is good for us and should be encouraged from an early age. Jumping into our cars at every opportunity is no longer acceptable. Could workers who do need to use cars, eg care workers etc, have priority car charging?</p>

I support these proposed new traffic regulations because I think they will make High Street, Newport a safer and pleasanter place for people to shop and spend their leisure time. I do not think that this main shopping street should be used as a through route for traffic, nor should it be used as a car park, except by those with mobility problems.
I support the proposals but suggest a raised kerb on both sides of the road because it's too easy for pedestrians to wander into the traffic
I generally support the scheme but I don't think it goes far enough. Cars should be entirely removed from Newport Town Centre. Pedestrians, wheelchairs and bicycles only. Wherever roads are deemed necessary, the speed limit should be a strictly enforced (one rule break, one year ban) 20mph
I fully support the plan
Fully support
I oppose the proposals. Newport High St is the heartbeat of the County town and this represents pedestrianisation by stealth, with a reduction to just 6 parking bays (3 for disabled) from a total of 20 in this stretch. A reduction of 70%. Not being able to park will be a deterrent to those who like to pop into a shop, with little real or tangible benefit to pedestrians or indeed cyclists. It would be better if the Council took steps to address the problem of through traffic west to east; something that has largely been ignored by all
I object to these proposals. This will further restrict access and footfall to the high street retailers will be reduced, probably causing even more closures to an already impoverished retail area.
Object. The High Street is already very quiet compared to recent years, further reducing the ability to park will only lead to fewer shoppers.
I object because I have not seen any consideration of the impact of the changes on surrounding roads. Will the changes lead to avoidance of the High Street by traffic and therefore increased traffic along nearby roads (eg Trafalgar Road - Medina Avenue). What is being done to make these surrounding roads safer for pedestrians? Will more cars now seek to park in York Road, for example? I would like to see an overall plan.
whole plan is well meaning but entirely misguided and will damage trade and town Centre vibrancy. Cars and convenient affordable parking are the lifeblood which is already stretched to breaking point. We are one of an increasing number having to move out of town (currently additional but parking even as it is driving people from town) to sustain business. It is not people first it will be a ghost town and ghetto.
I object to the suggested plans due to traffic pollution. My suggestion would be to make Newport high street traffic free. This is a relatively short piece of road and I have seen people wander straight out of the shops and across the road rather than walk to the existing pedestrian crossing. If the high street was traffic free then cafes and restaurants could potentially increase numbers of customers by having seating and tables outdoors as they do on the continent. No one would want to sit outside a cafe with traffic going past. Any parking facilities in the high street would become a free for all and traffic would be backed up whilst people wait for available spaces as they do in Union street.
I object to the proposals. I believe that the restrictions on vehicular access and stopping / parking will greatly effect the businesses in the high street and the town generally. This road is the main throughfare from Carrisbrooke to the other side of Newport and the narrowing of traffic road space, the limiting of unloading and some on street parking for the purely cosmetic attraction of a few shrubs and a couple of trees is not beneficial to the town, the inhabitants or visitors.

I object to the proposed changes as it will lead to traffic congestion elsewhere in Newport. There is no problem with the layout as it is currently. People need short stay parking in the town centre to do some shopping and the proposed changes will simply kill off Newport as a shopping centre. The Isle of Wight roads were designed for horse and cart, and there is very little you can do to make it better to accommodate both motor traffic and pedestrians. Please think very carefully before making any change and listen to the comments

I do not support the new traffic regulations. This is the final nail in the coffin that will prevent more people shopping in Newport and. Death nelly to the businesses that are losing trade at the present time because of more shops closing We don't have a decent dress shop now in Newport it is a disaster

I strongly object to the proposal on the grounds that it will result in much increased traffic in the back street's surrounding the High Street (these streets being predominantly residential) and further traffic towards Carisbrooke will find its way through the Sylvan estate (more than it does at present) and this is not only a very residential area with children playing outside but also site for at least three schools. Additionally I object as it will be the final nail in the coffin of Newport as a shopping centre. One only had to reflect on the damage caused to Ryde High street and the loss of small businesses when that happened. It's only good for Poundland now! If you want to pedestrianise part of Newport town centre, the bit between HSBC and the monument would work - or the bit between the monument and Hong Kong Express even. Just having my say for once. Clearly a sign I'm getting old!

I strongly object to the new proposal. Firstly it is unfair to restrict everybody else's parking but remove the restriction on loading bays for yourselves. Secondly businesses in Newport already suffer for lack of parking facilities this will increase those issues. Thirdly and finally it is basically a 15 minute city plan by another name. I can not object strongly enough. The town was more accessible for everyone prior to the pandemic. The proposal will damage businesses further in my opinion. If large stores like H&M are closing down whilst maintaining success elsewhere in the UK you have to consider why. Lack of parking = lack of customers. It's a simple concept. Also where are the proposed electric charging stations to be situated? No mention of those here. Do you as a council actually cross reference your proposals to ensure they all run smoothly when being rolled out simultaneously? If traffic can not stop at any time would that not make it more difficult for pedestrians? The artistic impression shows many benches will be removed, does this really facilitate pedestrianising Newport town? Will it make it a nice place to be if people can't sit for 5 minutes with their shopping (when having to walk further to their vehicles) is such a small disabled bay sufficient? By removing traffic from what is essentially a main road traffic will be diverted around the town causing more traffic jams with the traffic lights surrounding Newport. More traffic jams = more air pollution, is this sensible when attempting to reach net zero? It will also presumably increase the length, mileage and time it takes to navigate around Newport rather than through it thus further increasing air pollution. Having lived previously in a mainland town that had been pedestrianised for decades I can confidently affirm less traffic = more people which in turn increases the risk of anti social and violent behaviour. There are many issues with the proposal, I can not stress My objection strongly enough.

I do not support these plans as it means reduced parking in this area and will therefore result on those wishing to park to shop in going elsewhere thereby having a negative impact upon local businesses

I cannot believe that anyone with a modicum of sense could support these proposals. Newport is already on its knees in terms of retail outlets and these proposals could signal the end for many of those that are still hanging on. Parking is a major problem at the moment in Newport and was exasperated by the extortionate hike in parking permits - resulting in empty car parks and fewer short term customers. If you are trying to create a safer high street pedestrian environment these idiotic proposals may well succeed - simply because there will be no reason for anyone to go into town, as there will be nothing to go there for, unless a visit to a Turkish barber, or a trip to a fast food outlet is considered to be essential. As a Newport resident I make no apology for my comments, as I am so frustrated with the way the town has been, and is being systematically run down by well intentioned, sadly thought out ideas from elected members of our poorly run Council.

Object - It is already difficult at times to find parking in Newport, reducing yet further the availability of parking will make people less likely to visit the town. There will be the added problem of making deliveries to shops more difficult which could result in businesses choosing to not have shops within the town

I object to the proposal as this will be the nail in the coffin of the independent shops which are already struggling in the present climate

There should be no pavements. The foot surface should be identical in height level and for materials used for the entire area. Retaining pavements causes demarcation. Speed limit should be 5mph at all times and pedestrians should have priority over vehicles

I assume whoever came up with the draft plan has been fired from their job, I have lived in Newport all my 55 years as I have never such a Mickey Mouse idea, the first thing that needs doing is getting rid of the bus only lanes

Unfortunately I don't support the removal of on street parking in this location. In my opinion this won't encourage more people to visit the town and support the retailers.

Object..roadside parking is the only reason I use the town centre. These proposals will be the final nail in the coffin for the town centre. In this area there are very few shops so a quick stop and shop is essential for creating a busy high street

This all looks pointless. With so few parking spaces might as well have none at all. It will just become a through fare for vehicles. With the change of traffic lights at the roundabout that only lets 2 or 3 cars through at a time there could either be long queues or vehicles - in frustration - will cease to use the road altogether. Time will tell. Disabled parking could be situated in Pyle street opposite the chemist. There is already a parking area for delivery vehicles just after the traffic lights. That could stay. The road could be completely closed (I guess this is the long term plan that you will have discussed with retailers) and traffic encouraged to divert left towards Sainsburys or through the quieter Crocker street. I have seen various comment that it will kill off trading in the high street. What evidence is there for this? Trade is collapsing now with the street open. Done properly - and I don't think you are - It might, might, add a new and exciting dimension to the town. But tinkering at the edges is not going to work. It has to be big, bold and ground breaking. Such as - Dig up the road entirely and turn it into a nature reserve for people to truly sit and enjoy. Build in a rain garden, encourage birds and ducks. Go for it

I totally object to these proposed new traffic regulations in the High Street. It does not need widened pavements, they are plenty wide enough, the road needs to keep its width to attempt to keep the traffic flowing, it certainly does not need trees and planting for the local jobs to be destroyed and thrown around and seating to get broken or defaced. It needs to keep as much parking as possible to encourage people to use the shops in town that remain and are trying their best to survive. People like to park and pop in quite often for quick stops, by taking that option away you will deter them even more. This would particularly impinge on those that need to pop into a bank or building society quickly, not everyone does everything online and not everything can be done online.

Object you are putting the cart before the horse. Newport needs shops first to give you a reason to come to Newport in the first place. Address the route cause of Newports decline.

I feel that the visual sense will be improved but at sacrifice of the places where shoppers can park. This is a very popular parking area and until parking charges are reduced in Newport or there are additional free spaces (short term) to support local traders, I do not support this scheme

Object the old road is fine as it is .

The whole length of the street should be pedestrianised so I do not support the proposal. A new route should be established for north- south traffic in central Newport by redesigning the Trafalgar Road route. Pedestrianisation is feasible in other town centres - Southampton, Chichester etc which have a higher volume of activity so requesting this in Newport is perfectly reasonable. I made this proposal in the original consultation and it has not been acknowledged/adopted. This scheme effectively does little to rejuvenate or environmentally improve central Newport and without pedestrianisation is both a major lost opportunity and unwise use of resources.

High streets up and down the country are dying - other local authorities have played and messed with streets too much, especially since Covid-19 - don't be the council to put the final nail in the coffin of high street shops. I do not agree.

This page is intentionally left blank

Equality Impact Assessment

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

Assessor(s) Name and job title:
Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate and Team/School Name:
Neighbourhoods
Name, aim, objective and expected outcome of the programme/ activity:
Name: The Isle of Wight Council (High Street, Newport) (Traffic Regulation) Order No 2 2023; The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 2 2023; The Isle of Wight Council (Designated Loading Bays) Order No 2 2023; The Isle of Wight Council (High Street, Newport) (Parking Places) Order No 2 2023.
Aim: To ensure safety for all road users and secure movement of the traffic, whilst enabling improvements to the pedestrian environment and street scene to be made as part of the Newport High Street Heritage Action Zone's improvement scheme.
Objective: Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. These restrictions were 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.
Expected outcome: Safety for all road users and expeditious movement of traffic.

Page 47

Appendix 4

Reason for Equality Impact Assessment (tick as appropriate)	
This is a new policy/strategy/service/system function proposal	X
This is a proposal for a change to a policy/strategy/service/system function proposal function (<i>check whether the original decision was equality impact assessed</i>)	X
Removal of a policy/strategy/service/system function proposal	X
Commencing any project/programme	√

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	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>)
Disability								
Age								
48								

		participation in any aspect of public life?)						
Age (restrictions/difficulties both younger/older)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Disability a) Physical b) Mental health (must respond to both a & b)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Race (including ethnicity and nationality)	Positive. Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A

	crossing the road and ensuring access to footways.							
Religion or belief (different faith groups/those without a faith)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Sex (including trans and non-binary – is your language inclusive of trans and non-binary people?)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Sexual orientation (is your language inclusive of LGB groups?)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A

	crossing the road and ensuring access to footways.							
Pregnancy and maternity	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Page 51 Marriage and Civil Partnership	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A
Gender reassignment	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when	No	N/A	No negative feedback in terms of protected characteristics has been raised during the 28-day consultation.	N/A	No	N/A	N/A

	crossing the road and ensuring access to footways.								
--	--	--	--	--	--	--	--	--	--

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), 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.

Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity?

Through the formal consultation exercise from 14/04/2023 to 12/05/2023, the opportunity to provide comment and representation on the proposals was provided. Notices and plans were displayed on site, published in the local press, and made available in the County Hall; these were also accessible online via the Council’s website. Large print copies were available on request.

62 valid representations were received during the consultation period and these have been considered by the Local Highway Authority. In summary, most representations welcomed the proposals, whilst others objected some of the proposals on the same basis of potential decrease of the footfall in Newport high street and potential increase of the traffic in the neighboring streets.

All representations have been fully considered in the Cabinet Report.

Date of next review: One year from implementation.

Sign-off

Head of Service/Director/Headteacher sign off & date:	Name: Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team Date: 30 May 2023
Legal sign off & date:	Name: Judy Mason - Strategic Manager of Human Resources and Employment Lawyer Date: 8 June 2023



Cabinet report

Date	13 JULY 2023
Title	ACQUISITION STRATEGY
Report of	CABINET MEMBER FOR ADULT SERVICES & HOUSING, PUBLIC HEALTH AND HOMELESSNESS

EXECUTIVE SUMMARY

1. This report seeks adoption of an Acquisition Strategy (Appendix 1) to support cost effective delivery of our homeless duty.
2. The councils Corporate Plan 2021-25 highlighted the ambition to address the Islands housing crisis.
3. The Council currently contracts with a number of providers for temporary accommodation and this includes Bed & Breakfast, caravans and leased properties. The number of properties needed is demand led and so is having flexible cost-effective options is important.
4. This report seeks agreement to the draft Acquisition Strategy subject to any final amendments agreed by the Cabinet member

RECOMMENDATION

5. Option 1: To agree the Acquisition Strategy as attached and delegate authority for minor amendments to the Chief Executive in consultation with the Cabinet Member for Adult Services & Housing, Public Health and Homelessness to conclude and final amendments.
6. Option 2: To delegate to the Portfolio Holder, S151 and Director of Adult Social Care and Housing Needs the ability to progress schemes in line with the Strategy.

BACKGROUND

7. Since the onset of the pandemic the Island has recently faced a housing crisis like never before. Over 80% of private rented stock has become unavailable for long term lets and approximately 15,000 households struggle to accommodate themselves in the local housing market.
8. Those on the lowest incomes and highest needs struggle to afford current market rents and this has resulted in an increase in families and individuals presenting themselves as homeless.
9. The Council currently contracts with a number of providers for temporary accommodation and this includes Bed & Breakfast, caravans and leased properties. The number of properties needed at any time of year is demand led and so is having flexible cost-effective options is important.
10. There is an increasing need for temporary accommodation and due to a reduction in availability the Council is having to find alternative options need to be cost effective. The Acquisition Strategy seeks to address this by creating an approach for the Council to purchase properties and directly provide temporary accommodation.
11. The Acquisition Strategy sets out the justification for purchasing properties specifically to address the housing need for temporary accommodation. It also sets out the criteria which will be applied to properties purchased and the financial criteria that each property will need to meet.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

12. One of the key areas for action within the Corporate Plan 2021-25 is “Provision of affordable housing for Island residents”.
13. The Island has faced a significant housing crisis since the pandemic with over 80 per cent of its private rented stock becoming unavailable for long term lets. Approximately 15,000 households struggle to accommodate themselves in the local housing market. Those on the lowest incomes and highest needs struggle to afford current market rents and prices, well below the Government’s accepted standard definition of affordable housing.
14. The Strategy has set the following as an indicator of progress in addressing the homelessness:
 - The number of temporary housing units delivered (annual measure);

Provision of affordable housing for Island Residents

15. The Housing Strategy ‘vision’ is “To enable everyone living on the Island to have a place they call home” Six strategic priorities underpin this vision which in turn shape the desired outcomes in the action plan to prioritise key actions and expected outcomes.

- Strategic priority 1: New housing supply – Ensuring the right supply and mix of new homes and increasing affordable housing delivery through the efficient use of land and capital resources including those the council owns or has control of.
 - Strategic priority 2: Housing affordability – Defining “affordability” on the Island through detailed and on-going research of both incomes and housing costs to inform both planning and housing policy going forward.
 - Strategic priority 3: Private sector housing – Ensuring that the private housing sector provides enough good quality market housing through support for developers and landlords and, where necessary, robust quality control and regulation.
 - Strategic priority 4: Partnerships – Enabling housing associations and our other partners to build more new affordable homes for Island residents while maintaining their current homes to a high standard.
 - Strategic priority 5: Homelessness and housing need – Reducing homelessness and rough sleeping through effective prevention work and building a new homeless pathway through property solutions and wrap-around services.
 - Strategic priority 6: Special housing needs and vulnerable people – Ensuring that specialist accommodation is available for vulnerable people including primarily extra-care housing for older people and people with disabilities.
16. The key activity is to deliver and facilitate a programme of 100 homes per year through Council led activity over the life of the strategy, and these should mainly be affordable homes. The acquisition of properties will indirectly support the delivery of this objective.

Responding to climate change and enhancing the biosphere

The council has set a target to achieve net zero emissions:

- in its business and delivery of services by 2030;
- across the school estate by 2035; and
- as an island by 2040.

17. This strategy proposes the acquisition of existing property and therefore there will be limited opportunities to address emissions.

Economic Recovery and Reducing Poverty

18. Whilst the strategy does not have a direct impact on reducing the numbers of residents, and especially children, who are living in poverty (particularly those living in absolute poverty), it will have an indirect impact as the homes provided will be for temporary accommodation and support them accessing affordable housing in the future.

Impact on Young People and Future Generations

19. 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.
20. The acquisition of temporary accommodation will support families living in good quality homes and opportunities are being developed between our services as corporate parents to address the needs of care leavers. The provision of good quality homes improves the life chances of children and young people.

CONSULTATION

21. Internal consultation has been carried out but there is no statutory duty to consult.

SCRUTINY COMMITTEE

22. The Acquisition Strategy is being considered by Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 6 July 2023 and due to timing their comments cannot be included in this report but will be reported verbally at the meeting.

FINANCIAL / BUDGET IMPLICATIONS

23. The Acquisition Strategy sets out the formal financial assessment criteria which properties will go through a to ensure that they do not have a negative impact on the Councils overall financial position.
24. The purchase and management of properties for temporary accommodation will enable revenue budgets to be better managed.

LEGAL IMPLICATIONS

25. Under the Local Government Act 1972 local authorities can acquire property for use as temporary accommodation within its General Fund.
26. A local authority can hold up to 199 homes and may borrow prudentially through the General Fund for these. Once the 200 homes threshold is reached a local authority must open an Housing Revenue Account and may borrow prudentially to continue to acquire or build homes.

EQUALITY AND DIVERSITY

27. 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.
28. It is not considered that the Acquisition Strategy will have any direct adverse implications to any of the protected characteristics groups as these services operate within protocols to ensure equal access to services.

PROPERTY IMPLICATIONS

29. There are direct implications associated with the day to day repair and longer-term maintenance of properties. Both capital and revenue issues relating to property will be taken account of in the financial assessment.
30. Property related Health & Safety Compliance issues will be managed and monitored by the Housing Team so that there are no breaches.

OPTIONS

31. The options considered by the Cabinet are:
32. Option 1: To agree the Acquisition Strategy as attached and delegate authority for minor amendments to the Chief Executive in consultation with the Cabinet Member for Adult Services & Housing, Public Health and Homelessness to conclude and final amendments.
33. Option 2: To delegate to the Portfolio Holder, S151 and Director of Adult Social Care and Housing Needs the ability to progress schemes in line with the Strategy.
34. Option 3: To seek changes to the acquisition strategy and request that a revised draft is brought back to Cabinet for consideration at a later date.
35. Option 4: Not to adopt an Acquisition Strategy

RISK MANAGEMENT

36. If the Council does not adopt this strategy it will need to rely on the market to provide it access to accommodation for homeless families and individuals. This will leave it open to market fluctuations in cost and availability.
37. In addition, purchase of property in the absence of a strategic approach which is evidence led results in ad-hoc acquisition that may not provide accommodation to support need.

EVALUATION

38. The Island has an increasing demand for temporary accommodation and by adopting this strategy it will increase the number of properties for which it has direct control and help to manage the financial implication of a demand-based budget.
39. The Acquisition Strategy forms the steppingstone to address the Council's aspirations to address the housing issues on the Island.

APPENDICES ATTACHED

Appendix 1 – Acquisition Strategy

Contact Point: Dawn Lang, Strategic Manager – Housing Enabling & Delivery, ☎ 821000
dawn.lang@jow.gov.uk

WENDY PERERA
Chief Executive

(CLLR) IAN STEPHENS
*Cabinet Member for Adult Services &
Housing, Public Health and
Homelessness*

This page is intentionally left blank

Isle of Wight Council Acquisition Strategy – Homeless Accommodation 2023-2026

1 Document Information

Title:	Acquisition Strategy
Status:	Draft
Current Version:	1.0
Author:	Dawn Lang Strategic Manager - Housing Enabling & Delivery ✉ dawn.lang@iow.gov.uk ☎ (01983) 821000 ext: 6187
Sponsor:	Wendy Perera Chief Executive ✉ wendy.perera@iow.gov.uk ☎ (01983) 821000
Consultation:	Housing Programme Officer Board Housing Members Board
Approved by:	X
Approval Date:	X
Review Frequency:	Every 3 years
Next Review:	September 2026

Version History		
Version	Date	Description
1.0	130323	Draft

2 Introduction

- 2.1 The Acquisition Strategy sets out the approach that the Isle of Wight Council (IWC) is putting in place to address the impact that homelessness has on individuals and families who are in housing need. The strategic focus to provide temporary accommodation is short term and aimed to relieve financial pressures faced by the Council.
- 2.2 This Strategy focuses on the consideration required in respect of strategic acquisitions and buy-backs, establishing a set of criteria upon which acquisition decisions can be made.
- 2.3 The provision of any affordable housing for temporary accommodation by the General Fund, will need to be closely aligned with the identified need for housing on the Island, as dictated by the housing waiting list, which is reviewed periodically to ensure it is representative of current need.

3 Temporary Accommodation

- 3.1 The cost of temporary accommodation is set out below:

	2021/22 Actual	2022/23 Actual	2023/24 Budget
Bed & Breakfast	257,155	477,924	573,248
Caravan/Holiday Let	119,929	384,901	425,000
Hostel	242,368	233,532	249,879
Leased Accommodation	1,084,415	1,116,680	1,134,071
Total Expenditure	1,703,867	2,213,037	2,382,198
Income	(967,014)	(1,070,942)	(1,222,099)
Net Cost	736,853	1,142,096	1,160,099

- 3.2 The Council uses a range of options to deal with individuals and families who need to access temporary accommodation. The weekly cost of the different types of provision are set out below:

Type	No of times per year	Estimated costs per bedspace/caravan per week Based on 2023/24 Budget
Bed & Breakfast (Emergency Accommodation)	584 placements in B&B totalling 12,975 nights over 2022/23	£309
Caravan	16 caravans block booked	£409
Leased Accommodation	95 direct leases to IWC 25 leased from Vectis HA 26 leased from Southern Group	£149
Hostel	20 units	£35

- 3.3 The number of households in temporary accommodation at 31 March:

Year	Number
-------------	---------------

2022/23	220
2021/22	203
2020/21	205

3.4 Snapshot of the accommodation in use at 31 March 2023 (provisional):

Household type	Bed & Breakfast	Caravan/ Holiday Let	Hostel	Leased Accommodation	Total
Singles/Couples	25	0	0	20	45
Families	10	17	18	130	175
Total	35	17	18	150	220

3.5 Housing Register numbers at 31 March 2023:

	1 bed	2 bed	3 bed	4 bed	5 bed	6 bed	Total
Band 1	1	2	0	0	1	0	4
Band 2	173	40	34	20	11	4	282
Band 3	670	350	214	54	2	0	1,290
Band 4	259	269	146	33	1	0	708
Band 5	97	71	18	3	0	0	189
Total	1200	732	412	110	15	4	2,473

4 Strategic Context

4.1 Corporate Plan 2021-25

One of the key areas for action within the Corporate Plan is “Provision of affordable housing for Island residents”.

The Island has faced a significant housing crisis since the pandemic with over 80 per cent of its private rented stock becoming unavailable for long term lets. Approximately 15,000 households struggle to accommodate themselves in the local housing market. Those on the lowest incomes and highest needs struggle to afford current market rents and prices, well below the Government’s accepted standard definition of affordable housing.

The Strategy has set the following as an indicator of progress in addressing the homelessness:

- The number of temporary housing units delivered (annual measure);

4.2 Homelessness Strategy and Rough Sleeping Strategy 2019-24

Losing a home can be the consequence of different social economic or personal reasons. In the past ten years, the number of households affected by homelessness has increased across the country. During this time, welfare reform has introduced the freezing of the local housing allowance, benefit caps for low-income families, and universal credit replacing several other forms of benefit; average rents in the private-rented sector have increased, whilst demand for social affordable housing has grown, significantly outstripping supply

The impact of homelessness is devastating for individuals and families. It can affect both physical and mental health, educational and employment opportunities (for both adults and children) and has long term consequences for those affected.

Key outcomes from the Homelessness and Rough Sleeping Strategy that will specifically be supported by the Acquisition Strategy are set out below:

- We will endeavour to reduce the use of bed and breakfast for homeless households without children by 50 per cent.
- Deliver and facilitate a programme of 100 homes per year through council-led activity over the life of the strategy, mainly affordable homes. (Isle of Wight Council Housing Strategy 2019-2024).

4.3 Housing Needs and Tenure Types

Locally across the Isle of Wight, the issues around the need for additional homes and an increase in housing supply across all tenures and typologies (houses, bungalows, flats, studios & HMO's) was recognised in the Housing Strategy. Demand as indicated by the housing waiting list supports this.

5 Key Objectives

The key objectives of this strategy are to:

- 5.1 Improve the delivery offer for homelessness individuals and families who require temporary accommodation by having Council owned homes available for direct provision.
- 5.2 Improve the cost effectiveness of the homelessness provision of temporary accommodation.
- 5.3 Take advantage of grant funding opportunities for the provision of housing.

6 Acquisition Criteria

- 6.1 Each potential acquisition will be assessed on an individual basis, in line with the criteria set out below, considering the financial implications of the acquisition and the relative merits in value for money terms.
 - The portfolio of properties acquired will reflect the Housing Register requirements (as set out below) and also take into consideration the homelessness priorities.

Property Size - Beds	Portfolio % Based on all Priority Needs Bands	Portfolio %

		Based on Priority Needs Bands 1 to 3 bed only
1	48%	53%
2	30%	25%
3	17%	16%
4	4%	5%
5	1%	1%
6	0%	0%

- Building condition, including the costs to bring the property up to a lettable standard
- EPC C or higher

6.2 A proposed acquisition will only be progressed if the criteria are met, and the relative financial benefits can be demonstrated. The key criteria proposed are as follows:

- A property in specific or high demand at any time.
- Market units on existing or future development sites.
- An Isle of Wight Council Shared Ownership unit.

6.3 **Property in specific or high demand**

This key criterion would enable the purchase of suitable dwellings on the open market, in areas of high demand and to meet an identified housing need.

Housing need is evidenced by the number of individuals and families on the Island Home Finder (the Council's waiting list for housing).

6.6 **Market units on existing or future development sites**

Working with registered providers, and potentially developer partners, in delivering housing on our own development sites there may be an option to acquire new build dwellings direct from the developer, purchasing some of the dwellings initially identified as market housing. This would increase the supply of affordable housing delivered on any of these sites, with potential opportunities to acquire both general needs and shared ownership housing.

6.4 **Shared Ownership**

The Council has 55 shared ownership homes. If the owner is looking to sell they have a requirement to notify the Council and give us an opportunity to purchase back their share.

6.5 From time to time there may be other opportunities to acquire an existing dwelling. In these circumstances a business case will be prepared to demonstrate the financial viability of any proposed acquisition.

7 **Financial Criteria**

7.1 The ability to demonstrate value for money in respect of any acquisition is key, with the following tools identified to support the Council's ability to effectively demonstrate this:

- Financial appraisal will be carried out, ensuring that the financial impact of the proposed acquisition or disposal is clearly demonstrated. The key criteria to ensure that the acquisition is financially viable and does not have a negative impact on the overall financial position of the Council are:
 - Breakeven point to be year 1 to minimise the impact the purchase has on the councils financial position
 - Overall viability of cashflow over 50 years
 - Net savings from Temporary Accommodation to be taken account
- The financial assessment will take account of the management and maintenance cost for the property and include appropriate allowances for voids, bad debts, etc.
- Appropriate surveys will be conducted, and could include valuation, condition, full structural, dilapidations, ground condition and asbestos surveys. These surveys should result in an estimate of the potential initial and future investment need for a property, whether it be to support the proposal to dispose of a dwelling or for inclusion in the business case for a purchase, to ensure that the rental stream for a property can support the required investment to render the property lettable.

7.2 In order to achieve the desired policy outcome and achieve value for money the Council will need to take the following factors into consideration when determining the extent to which it should subsidise the acquisition of affordable housing:

1. The number of housing units that it wishes to acquire from its £1m allocation contained within the Capital Programme e.g., a £25,000 per unit subsidy would provide 40 additional social housing units (assuming this was sufficient subsidy to ensure that no additional cost fell to the Council's budget)
2. The subsidy per unit generally provided by other agencies such as Homes England and therefore deemed to be a reasonable public subsidy and cost to the taxpayer
3. That the use of the subsidy for the number of units provided could not be used for an alternative purpose with a greater public outcome - e.g., £1m for 40 units provides an overall better outcome that £1m spent on an alternative public use

As a comparator, Homes England provide subsidies on schemes as follows:

- Social rent grant not above 40% of total scheme costs
- Affordable rent around 25% of total scheme costs

7.3 Rents

Any properties acquired will be let at rent levels that demonstrate that the acquisition is financially viable and does not have a negative impact on the overall financial position of the Council. Ideally this would be at social rent levels, however it is recognised that affordable rent levels are likely to be needed from a financial perspective in most instances.

8 Related Documents

Please refer to the following related plans and strategies.

- Corporate Plan 2021-25
- Medium Term Financial Plan 2021-25



- Homelessness and Rough Sleeping Strategy 2019-24
- Housing Strategy 2020-25

9 Acquisition Strategy - Action Plan

Key Objective	Lead Officer	Outcome	2023/24	2024/25	2025/26
Improve the delivery offer for homelessness individuals and families who require temporary accommodation by having Council owned homes available for direct provision.	Strategic Manager - Housing Enabling & Delivery	<ul style="list-style-type: none"> Deliver up to 50 properties over the life of the strategy 	X	X	X
Improve the cost effectiveness of the homelessness provision of temporary accommodation.	Strategic Manager - Housing Enabling & Delivery	<ul style="list-style-type: none"> Revenue savings 		X	X
Take advantage of grant funding opportunities for the provision of housing.	Strategic Manager - Housing Enabling & Delivery	<ul style="list-style-type: none"> Maximise income from external grants 	X	X	X

This page is intentionally left blank



Purpose: For Decision

Cabinet report

Date	13 JULY 2023
Title	EMPTY PROPERTY STRATEGY (RESIDENTIAL) 2023-2028
Report of	CABINET MEMBER FOR ADULT SERVICES & HOUSING, PUBLIC HEALTH AND HOMELESSNESS

EXECUTIVE SUMMARY

1. The Empty Property Strategy (Residential), which covers residential properties, has been reviewed and updated.
2. It is not a statutory requirement for councils to have an empty property strategy. However, it is considered good practice to have one to provide a framework for action.
3. One of the key areas of the Corporate Plan is to increase the availability of affordable housing. The Housing Strategy recognises that bringing empty property back into use will utilise existing housing stock. The Corporate Plan includes the requirement to keep the Empty Property Strategy under review.
4. There are currently 72,359 residential properties on the Isle of Wight with an estimated 956 that are empty according to the Council Tax base. A residential property is considered empty if it has been vacant and unfurnished for six months or more. The number of homes empty six months, or more is 639. Most empty homes are sold or re-let within a year and only 109 remaining empty more than two years.
5. The empty property strategy aims to bring long term empty homes back into use to increase the supply of quality and affordable homes for Island residents and in turn reduce the detrimental impact of empty properties on communities.
6. This will have some additional benefits to the council including
 - Detection of fraud or recovery of unpaid council tax
 - Reduced criminal activity and anti-social behaviour
 - Addressing the blight caused by eyesore properties
7. The Empty Property Strategy will ensure the Council acts strategically to push the empty homes agenda to promote good practice with the overall aim of reducing the numbers of empty homes.

RECOMMENDATION

8. That Cabinet adopt the Empty Property Strategy (Residential) as attached at Appendix 1 and delegate authority for minor amendments to the Director - Adult Social Care and Housing Needs in consultation with the Cabinet Member for Adult Services & Housing, Public Health and Homelessness.

BACKGROUND

9. An Empty Property Strategy, which covers residential properties, is not a statutory requirement but the Council has one to ensure that empty properties numbers are monitored and the associated community issues are managed.
10. There are 72,359 properties on the Island and the number of properties empty more than six months at the end of March 2023 was 639 (0.88%). The total number of empty residential properties remains relatively consistent and most empty homes are sold or re-let within two years, with only 109 remaining empty for more than two years.
11. Residential properties remaining empty for more than 2 years are considered long term empty homes. The focus will be to bring long term empty homes back into use to increase the supply of quality and affordable homes for Island residents and in turn reduce the detrimental impact of empty properties on communities.
12. The strategy objectives are to
- Maintain relevant, accurate and up to date information relating to empty homes on the Island
 - Bring empty homes back into use by encouragement and advice to property owners
 - Consider options for action when negotiations fail to bring empty homes back into use.
 - Raise awareness of the Empty Property Strategy (Residential) with residents, property owners and community, town and parish councils.
13. We will achieve this through an action plan focussed on
- Identification of empty properties
 - Engagement with property owners
 - Working in partnership
 - Raising awareness
 - Monitoring the number of empty homes and how long they are empty
 - Monitoring the number of empty homes that come back into use
 - Prioritising intervention and enforcement where necessary
14. The Council Tax database is the government's preferred method to measure the number of empty homes. It is, however accepted that this method does not provide a full account of all empty properties. The action plan that supports this strategy sets out how the empty property role can help provide additional information, informing Council Tax team when empty properties are reported using housing

renewal information, planning records and customer complaints to assist in an accurate database of empty homes.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

15. Within reference to the [Corporate Plan 2021 – 2025](#) the Empty Property Strategy supports several key areas of activity

Provision of affordable housing for Island Residents

16. Bringing empty properties back into use can increase the supply of housing. Raising awareness and sign posting property owners to the Council's Landlord Incentive Scheme may result in more landlords joining the scheme.

Responding to climate change and enhancing the biosphere

17. The refurbishment and renewal of existing housing stock can help reduce the greenhouse gas emissions because of energy use in buildings. Encouragement of owners to upgrade their property to improved insulation standards will support the council net zero emissions as an island by 2040

Economic Recovery and Reducing Poverty

18. The Isle of Wight is a UK visitor destination for tourists. This strategy supports economic recovery by prioritising empty properties in dilapidated condition that are in prominent and sensitive locations such as Conservation Areas and town centres.

19. The encouragement of empty property owners to bring properties back into use will result in opportunities for investors to buy dilapidated properties as more empty properties are put on the market. This refurbishment of empty properties provides employment and skills development for small to medium builders. Supporting the council's ambition for regeneration increased confidence in an area supports economic growth by renewal and occupation of unused properties.

Impact on Young People and Future Generations

20. The strategy aims to bring empty properties back into use and so could provide properties for families and young people to live locally now and in the future. This will also create places where young people and future generations have a home where they live.

Corporate Aims

21. One of the key areas within the Corporate Plan is to increase the availability of housing across the Island. The Council will work to bring empty properties back into use, including the use of compulsory purchase if necessary. The Council corporate aim is to wherever possible bring appropriate empty and derelict buildings back into use for affordable housing. Bringing empty properties back into use can increase the supply of housing.

CONSULTATION

22. Internal consultation has been carried out but there is no statutory duty to consult.

23. The strategy was shared with Community, Town and Parish Councils and registered social landlords to obtain feedback.

FINANCIAL / BUDGET IMPLICATIONS

24. There may be cost implications as a result of this strategy. The activities of the empty property intervention may result in associated costs of individual enforcement actions that will need to be found in existing budgets and or reclaimed through the legal process by way of cost applications in successful cases. If there is an identified risk in the ability to claim back relevant costs, this will limit the enforcement decisions to reduce/ negate that risk.
25. The costs of deferring enforcement could lead to increased cost to the authority, for example in some cases the authority may need to carry out works in default. If the council do not apply enforcement the deterrent of the strategy will not be so effective.

LEGAL IMPLICATIONS

26. The Local Authority have a number of legislative powers that enable them to action the aims of the Empty Property Strategy. It is acknowledged the majority of empty property will come back into use through advice and guidance, threat of enforcement and serving of notice used only after negotiations fail.
27. Statutory Notices served under a range of legislation can require owners to address issues of neglect and safety. It should be noted owners have rights to appeal against notices. Any decisions will be made in line with the enforcement policy relevant to that power or department. Although the powers available under legislation may deal with a specific problem, they may not necessarily result in the empty property coming back into use.
28. Local Authorities can recover charges against a property through its enforced sale. This option may be used when there is a debt against the property registered as a charge at the Land Registry. Council tax debts or works in default can be charged to a property in many cases bringing about a sale and a change in ownership will mean the property comes back into use
29. The powers to compulsory purchase an empty property will depend on the reason identified for it being subject to the power to CPO. These powers should only be used as a matter of last resort to achieve the strategy aims and would have to regard to the Crichel Down rules guidance. Before the powers are used the council would be expected to demonstrate that it has taken reasonable steps to acquire all of the land and rights included in the and CPO by agreement with appropriate compensation paid. Compulsory purchase is intended as a last resort.

EQUALITY AND DIVERSITY

30. 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.

31. It is not considered that the Empty Property Strategy will have any direct adverse implications to any of the protected characteristics groups as these services operate within protocols to ensure equal access to services.

SECTION 17 CRIME AND DISORDER ACT 1998

32. This Strategy directly assists the local authority in meeting its statutory duty under Section 17 of the Crime and Disorder Act 1998 (as amended by Police and Justice Act 2006) in the determining of further enforcement action to achieve compliance and reduce criminal behaviour.

OPTIONS

33. To agree to adopt the Empty Property Strategy (Residential) as attached at Appendix 1 and delegate authority for minor amendments to the Director - Adult Social Care and Housing Needs in consultation with the Cabinet Member for Adult Services & Housing, Public Health and Homelessness.
34. To agree to adopt the Empty Property Strategy (Residential) as attached and delegate authority for minor amendments to the Chief Executive in consultation with the Cabinet Member for Adult Services & Housing, Public Health and Homelessness.
35. To seek changes to the Empty Property Strategy and request that a revised draft is brought back to the Cabinet at a later date for further consideration.
36. Not to adopt an Empty Property Strategy.

RISK MANAGEMENT

37. The current empty property policy requires a review in regard to the current national and local context, and to be fully compliant with the Regulators' Code under the Legislative and Regulatory Reform Act 2006. This legislation places a duty on the Isle of Wight Council as a regulator to have regard to the principles specified in the legislation.
38. If the Council does not adopt this strategy it will result in no coordinated approach to the management of empty properties and the risk that the number of properties and associated issues increases.

EVALUATION

39. The Island has an increasing demand for housing and by adopting this strategy it will manage the number of properties that remain empty and help to manage the associated community issues.
40. The Empty Property Strategy is one tool that the Council can use to support delivery of its aspirations to address the housing issues on the Island.

41. The review focused on the need for a Empty Property Strategy as a framework for enforcement action. The work being undertaken by Revenue and Benefits in light of the Levelling Up Bill which has had its first reading in parliament has been incorporated into the aims and objectives of the strategy. The main changes within this Strategy are:
- The document provides clear strategic direction and guidance linked to the Councils Corporate Plan and the Housing Strategy.
 - The document extends the need to work co-operatively across the Council and with our external partners to ensure an accurate database of empty properties.
 - Makes clear that the Empty Property Strategy is a proportionate and graduated approach to encouragement and working with owners of empty property to see most buildings brought back into use before two years. But also defines a robust approach where negotiations fail and enforcement action is considered necessary.
42. Responses to the consultation included the emphasis of enforcement action policies for the various regulatory powers available to different areas of the Council. The availability of resources and the challenges of tracing owners on whom to serve notices for enforcement. The complexities of the classification and identification of empty residential buildings to be able to accurately monitor the number of empty properties. The potential for involvement by Community, Town and Parish Councils and Community Led housing groups in identifying empty properties.

APPENDICES ATTACHED

Appendix 1 - Empty Property Strategy (Residential) 2023-2028

Contact Point: Dawn Lang, Strategic Manager – Housing Enabling & Delivery, ☎ 821000
e-mail dawn.lang@iow.gov.uk

LAURA GAUDION
*Director of Adult Social Care & Housing
Needs*

(CLLR) IAN STEPHENS
*Cabinet Member for Adult Services &
Housing, Public Health and
Homelessness*



Empty Property Strategy (Residential) 2023 – 2028

DRAFT

1 Document Information

Title:	Empty Property Strategy (Residential)	
Status:	FINAL DRAFT	
Current Version:	2	
Author:	Joanna Murray-Smith Empty Property Officer- Housing Enabling & Delivery ✉ joanna.murray-smith@iow.gov.uk ☎ (01983) 821000 ext: 8518	
Sponsor:	Dawn Lang Strategic Manager – Housing Enabling & Delivery ✉ dawn.lang@iow.gov.uk ☎ (01983) 821000	
Consultation:	Empty Property Group 25 April 2023 Housing Programme Officer Board 16 May 2023 IWALC 1 June 2023	
Approved by:	X	
Approval Date:	X	
Review Frequency:	Every 3 years	
Next Review:	September 2026	
Version History		
Version	Date	Description
1.0	19/04/2023	Draft to Empty Property Group for comment
1.1	25/04/2023	Updated at Empty Property Group
1.2	01/06/2023	Update Council Tax meeting
1.3	06/06/2023	Action Plan Added
2	200623	Update from CMT

1. Executive Summary

The overall purpose of the Empty Property Strategy (Residential) is to understand the impacts of empty residential property on the Island's housing supply and explain what measures the Council can take in terms of bringing empty homes back into use.

Whilst any empty property is a wasted resource, the Isle of Wight does not suffer a significant issue with empty homes. This strategy therefore sets out a balanced approach to tackling empty homes in a way that is fair and proportionate in relation to the overall supply of housing. There are always dwellings which naturally become vacant for short periods of time due to buying and selling. A residential property is considered empty if it has been vacant for six months or more.

Bringing empty properties back into use will not only provide a source of accommodation but also have additional benefits including detecting fraud and unpaid council tax, reducing crime and antisocial behaviour, tackling the negative affect on the surrounding area and reducing the risk of damage to adjoining properties.

The overall objectives of the Empty Property Strategy (Residential) are to.

- 1. Maintain relevant, accurate and up to date information relating to empty homes on the Island.**
- 2. Bring empty homes back into use by encouragement and advice to property owners.**
- 3. Consider options for acting when negotiations fail to bring empty homes back into use.**
- 4. Raise awareness of the Empty Property Strategy (Residential) with residents, property owners and community, town and parish councils.**

Owners of long term empty residential properties (more than 2 years) will be contacted to clarify their intentions for the property, advice and assistance will be provided wherever practicable. Where practical support has not resulted in the improvement and occupation of the dwelling, the Council have a range of legal powers available, and the Council will work with other agencies to promote a coordinated approach.

2. Introduction - What is an empty home?

Isle of Wight Council are committed to the provision of affordable housing for Island residents. As part of this commitment both the Corporate Plan and the Housing Strategy include actions to address the situation with empty dwellings.

This Empty Property Strategy (Residential) supports our Corporate Plan and Housing Strategy and outlines how we will identify empty homes and utilise resources effectively to reduce the number of empty homes across the Island.

Our main approach will be to encourage early engagement to prevent properties becoming long term empty. We will utilise the gathering of data, targeted prevention, provide encouragement, make intervention, and where necessary take action.

An empty home is a residential property that is unoccupied and substantially unfurnished for six months or more. There are exemptions for example when a person goes into care. A property which is substantially unfurnished is unlikely to be occupied or be capable of occupation. A property which is capable of occupation can reasonably be expected to contain some, if not all, items from both of the following categories: furniture such as bed, chairs, table, wardrobe or sofa, and white goods such as fridge, freezer and cooker.

Where a property is said to be occupied it will be reasonable for the local authority to cross-check with the electoral roll, or ask for evidence, such as utility bills showing usage of services, driving licence as proof of address, or receipts or other proof of moving costs.

There are broadly two main types of empty property, transactional short term empty property and long-term empty property. Transactional empty property, usually up to six months occur as part of the normal cycle of people moving house. Transactional empty properties are less of a concern, although they may be empty for longer if they need renovation and can still present a problem if their condition becomes a hazard or a detractor to the street scene.

In some cases, a dwelling may appear empty, but is not classed as empty by Council Tax. For example:

- Second homes
- A dwelling in the process of being redeveloped
- A dwelling where the owner is living elsewhere for care

Properties that have been empty for more than six months are monitored by the Isle of Wight Council, residential properties that remain empty after two years are likely to decline without intervention. The reason that a dwelling is left empty may vary including:

- Issues with inheritance / or probate
- Lack of finance to carry out necessary repairs and or refurbishment
- Perceived problems associated with letting of properties
- Unwillingness or capacity to bring property into use

The Isle of Wight Council are keen to work with owners to resolve issues to ensure owners can benefit from bringing empty properties back into use and to help the supply of suitable homes for local people.

3. Strategic Context

Corporate Plan 2021 to 2025

One of the key areas within the Corporate Plan is to increase the availability of housing across the Island. The Council will work to bring empty properties back into use, including the use of compulsory purchase if necessary. The Council corporate aim is to;

- wherever possible bring appropriate empty and derelict buildings back into use for affordable housing.

The corporate plan has a key activity to:

- Annually increase the number of empty and derelict properties that are brought back into use and keep the Empty Property Strategy under review so that it remains fit for purpose.

The Corporate plan has set the following as indicators of progress in addressing empty properties on the Island:

- The percentage of long-term empty residential properties (annual measure)
- The number of empty residential properties where Isle of Wight Council intervention results in their being brought back into residential use (annual measure)

Housing Strategy 2020-2025

The Housing Strategy recognises that bringing empty properties back into use can increase the supply of housing and it sets out the way the council can utilise existing housing stock.

- Bring empty properties back into use for residential purposes where possible.
- Improve the quality of stock already built and where relevant improve how it is managed.

The Housing Strategy has set the following actions in the housing action plan in relation to empty properties:

- Use all available powers to bring genuine empty properties back into use.
- Continue to be first port of call for unsecured buildings, offering advice, assistance and enforcement powers if necessary.

The Empty Property Strategy does not seek to duplicate other policies or processes and should be read alongside the following:

- The Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings
- Neighbourhoods Enforcement Policy
- Planning Enforcement Policy

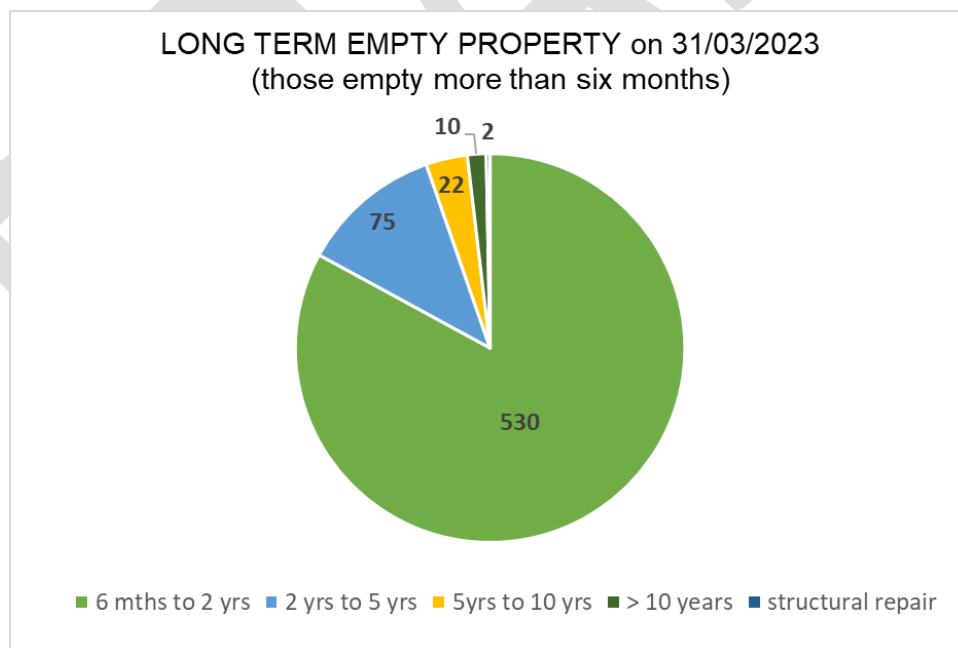
4. National and Local Context

The Department for Levelling Up, Housing and Communities is responsible for gathering the total number of empty properties in the UK (those empty more than six months). Second homes are not included in empty homes figures.

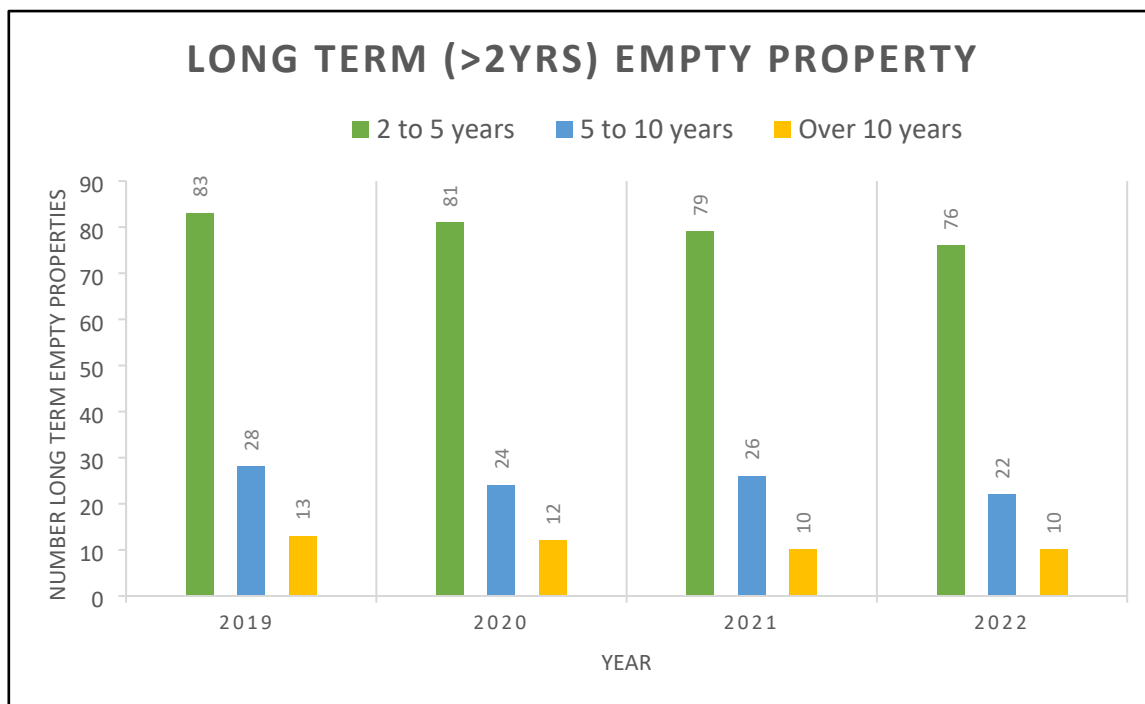
As of 31 March 2023, there are currently 72,359 properties on the Island. The total number of empty homes according to Council Tax records is **956**. (source Isle of Wight Council Tax base).

- 317 are empty less than six months
- 530 are empty more than 6 months but less than 2 years
- 109 are empty more than 2 years

Property empty for less than six months is not problematic and is attributed to people selling or changing tenants. This provides a certain amount of churn required in a housing market. As a proportion to the overall number of homes (72,359) the number of empty properties **639** (those empty more than six months) represents just 0.88% of the overall housing stock.



Of these **639** empty properties (empty more than 6 months) only **109** have been left empty more than 2 years. More than two years is the current length on time at which an Empty Dwelling Management Order (EDMO) can be considered, and a Council Tax premium can be applied. Council Tax premiums do not currently apply to second homes.



Powers previously held by central government to vary council tax paid on some empty homes has been devolved to a local level. The Isle of Wight Council have had an empty property premium under Council Tax Policy S11 since its introduction in April 2021.

Government regulations allow local authorities to apply a council tax premium depending on the length of time the dwelling has been empty and substantially unfurnished. The Isle of Wight Council applies the council tax premium in respect of empty periods as below:

- Empty Property Premium 100% two to five years
- Empty Property Premium 200% five to ten years
- Empty Property Premium 300% over ten years

More recently, the Levelling Up and Regeneration Bill, had its first reading in Parliament in May 2022. The bill proposes to introduce changes to the qualifying period for the use of the empty home premium. The bill if passed into legislation proposes to allow local authority to apply the premium after one year (as opposed to two years which is the current requirement). The Isle of Wight Council will consider whether to amend their Council Tax policy should the bill be passed. The Levelling Up and Regeneration Bill may also introduce council tax premiums on second homes if it becomes legislation.

5. Strategy aims and objectives

The overarching aim of the strategy is to:

Bring long term empty residential properties back into use to increase the supply of quality and affordable homes for Island residents and in turn reduce the impact of empty properties on local communities.

We have four objectives that will underpin the delivery of this aim:

Objective 1: Maintain relevant, accurate and up to date information relating to empty homes on the Island.

The main source for monitoring empty homes is Council tax records. Permission to use the tax database for the purpose of empty homes is set out in legislation in Section 85 Local Government Act 2003.

For this reason, it is important that the Council retains an up-to-date database. An annual review is carried out by the Council Tax team. The outcome of this exercise may result in an increase in the number of empty properties being identified.

Isle of Wight does not have a significant concentration of empty residential properties they are dispersed across the Island. The reason for a home staying empty may include:

- Structural or land stability issues
- The property is being renovated or extended
- The owner has limited finance / time/ skills to manage the property
- The property is subject to Probate
- The owner has emotional sentiment to dwelling and is reluctant to sell
- The owner is being cared for elsewhere
- The property was bought as an investment, but the project is not viable

A property may appear empty but is still being used as a second home, a property may be empty but is not registered as such with Council tax records.

Some dwellings are deliberately kept empty by the owner, the reason may be financial, family disputes, or that the owners have health issues. Some owners have emotional attachment to a property which makes it difficult for them to clear the property and they can't consider selling or renting it. They may be unaware of, or have no concern for, the affect the empty dwelling has on the local area and the surrounding neighbours.

Empty properties are sometimes listed buildings and / or located in a conservation area or might otherwise be considered as a 'non designated heritage asset'. Empty properties in sensitive locations and in prominent locations will be prioritised.

Objective 2. Bring empty homes back into use by encouragement and advice to property owners.

Empty homes are a wasted resource, we need to maximise the availability of housing for people to live in. Empty homes can have a negative impact on the surrounding community including:

- Attracting unwanted crime, vandalism, fly tipping and anti-social behaviour
- Causing damage and reducing values of neighbouring homes
- Requiring additional resources from Council services and Police

- Having overgrown gardens and encouraging vermin
- Adding to the pressure for housing and housing waiting lists

The Empty Property Strategy (Residential) will raise awareness of the empty homes issue. We will promote the strategy within the authority, with local councils, the community and on our web site to ensure owners are aware of the strategy and that the public can report problem empty homes easily.

When an empty residential property becomes a priority case, the council will contact the owner and set out the help and advice we can offer. The ability to bring the dwelling back into use will depend on the level of repairs needed and the desire of the owner to reach a resolution. The council can provide information on VAT relief for renovation of property and assistance in finding tenants through our Landlord Incentive Scheme.

Objective 3. Consider options for acting when negotiations fail to bring empty homes back into use.

The Council aims to bring empty dwellings back into use working with owners. Legal powers will be used where the owner has been unwilling to engage over a significant period of time, and the building is creating a specific problem impacting on the local area. This will be based on a case-by-case basis and is subject to the available resources within the council and available funding.

The Council can use a range of legislative powers to deal with specific issues that are presented by empty properties, such as vermin, nuisance, fly tipping, insecure and dangerous buildings. Where appropriate we will consider the use of improvement notices and where necessary enforcement to deal with cases that have exhausted all means of informal encouragement.

Improvement notices

Shall be used where the condition of the property is such that it poses a threat to public health, safety, or the integrity of the property or the neighbouring property. The council has powers given through law to address environmental nuisance or blight to the amenity of an area. When making decisions for regulatory action, we will take account of the location of the property, the condition of the property, complaints received, association with anti-social behaviour, the degree of neighbourhood blight caused and any explanation by the owner for the reason why the building is empty. Where costs are incurred by the Council through carrying out works in default of improvement notices, they will be recovered from the property owner wherever possible.

Any decisions will be made in line with the enforcement policy relevant to that power or department. Although the powers available under legislation may deal with a specific problem, they may not necessarily result in the empty property coming back into use.

Options for action to bring the property back into use include.

Voluntary Purchase

Where there would be a significant public benefit and the property cannot be sold on the open market, in certain circumstances, the Council may consider a voluntary purchase this would require an agreement of the relevant parties. Any arrangement with a third party would include an agreement to bring the property back into use and or redevelop for the purpose of residential accommodation. The Council will where possible work in partnership with registered providers, community town / parish councils, charitable organisations and community led housing groups where such opportunities arise.

Enforced Sale

Local Authorities can recover charges against a property through its enforced sale. This option is used when there is a debt against the property registered as a charge at the Land Registry. Council tax debts or works in default can be charged to a property in many cases bringing about a sale and a change in ownership will mean the property comes back into use.

Empty Dwelling Management Orders (EDMO)

An EDMO can be made where an owner leaves a property empty. The council can use a partner housing association to undertake the management of the property for a set period, up to seven years. However, the EDMO is open to appeal and can be burdensome.

Compulsory Purchase Orders (CPO)

Compulsory Purchase Orders provide the final sanction to ultimately facilitate the renovation and reoccupation of the most problematic empty properties. CPO's are seen as the ultimate consequence of owners leaving problem empty properties. This route is both resource intensive and costly and CPO's should only be used where there is a compelling public benefit.

Objective 4. Raise awareness of the Empty Property Strategy (Residential) with residents, property owners and community, town and parish councils.

Empty dwellings can have a direct impact on adjoining property through issues of damp and structural problems. Unsightly dwellings can have a detrimental impact on being able to sell and effect neighbouring house prices resulting in a lack of pride in an area. There is also the probability of empty dwellings attracting crime and anti-social behaviour which causes anxiety to residents and uses up police resources.

Encouraging the use of empty properties particularly in town centres will improve the local economy and the attraction of visiting town centres for visitors. Community, Town and Parish councils, community groups and residents are encouraged to advise the council when and where the empty properties occur if they are creating a problem in their local area or where they know the owner may need some assistance.

6. Performance Monitoring and review

The purpose on this strategy is to explain the current situation regarding empty homes on a local basis and sets out the Councils plans for supporting owners to bring property back into use. The strategy will be monitored and reviewed, to ensure the Council is achieving the objectives of the strategy it is proposed to

- Monitor the number of empty homes and how long they are empty
- Develop best practice through research and liaison with partners
- Create and review an action plan on an annual basis, based on the up-to-date position on empty properties.

The action plan identifies a range of approaches and activities that can be used to bring empty property back into use and address the related challenges. Data related to empty property can be limited and challenging to collect, and property can be empty for various and complex reasons at individual, societal and fiscal levels. Additionally, bringing property back into use requires dedicated effort.

The strategy and action plan will ensure the Council acts strategically to push the empty homes agenda to promote good practice with the overall aim of reducing the numbers of empty homes.

DRAFT

Appendix 1 - Government data

Data is published by the government in the live tables on vacant dwellings is drawn from several separate sources, each of which has its own statistical release:

- [Local authority housing statistics \(This collection brings together all documents relating to local authority housing data.\)](#)
- [Council Taxbase](#)
- the Regulator of Social Housing's [Statistical data return](#)

Interested parties may wish to see [notes and definitions for dwelling stock data](#), which includes the housing flows reconciliation (HFR) returns form and full guidance.

Appendix 2 - List of Legislative Powers

• Town & Country Planning Act 1990

- Section 215, Adverse affect on the amenity of an area

• Listed Buildings and Conservation Areas Act 1990

- Section 9 – Unauthorised works to listed building

Building Act 1984

- Section 59 – Drainage (Inadequate Provision or Defective)
- Section 77 – Dangerous or dilapidated buildings
- Section 76 – Premises prejudicial to health or nuisance
- Section 78 – Dangerous Buildings (Emergency Works)

• Housing Act 1985 & 2004

- Section 11 – Improvement Notice
- Section 20 – Prohibition Order
- Section 28 – Hazard Awareness Notice
- Section 40 – Immediate Risk (Cat1 Hazard)
- Section 43 – Emergency Prohibition Order
- Section 265 (1985) – Demolition Order

• Environmental Protection Act 1990

- Section 79-81 – Statutory Nuisances (Smoke, Dust, Noise, Smell)
- Abatement Notice (Part 3 EPA 1990)
- Prevention of Damage by Pest Act 1949
- Section 4 – Destruction of rats and mice

- **Local Government (Miscellaneous Provisions) Act 1982**

- Section 29 – Prevention from Unauthorised Entry

- **Public Health Act 1936**

- Section 83 & 84 – Filthy & Verminous Articles/Premises

- **ASB, Crime & Policing Act 2014**

- Community Protection Notices

DRAFT

Empty Property Strategy - Action Plan	23/24	24/25	25/26	26/27	27/28	Lead
Objective 1: Maintain relevant, accurate and up to date information relating to empty homes on the Island.						
Policy and procedures- Determine what empty property policies and procedures are required and put in place	X	X				EPO
Council Tax Data - Receive monthly performance data from Council Tax and review changes etc.	X	X	X	X	X	EPO
Gathering Information - Ensure that reports received about empty property gets forwarded to Council Tax and records updated with 14 days	X	X	X	X	X	EPO
Record Complaints - Ensure online reporting of problem empty homes is followed up and complaints dealt with	X	X	X	X	X	EPO
Liaise with Council Tax team to ensure empty property data is up to date	X	X	X	X	X	EPO
Agree Prioritising Criteria - Create a scoring matrix for empty property to enable prioritisation of workload	X	X	X	X	X	EPO
Prioritise Cases - Assess all empty property over 2 years against scoring matrix to prioritise cases	X	X	X	X	X	EPO
Reporting - Annual Report to Housing Programme Officer Board and Housing Members Board on progress including update on action plan	X	X	X	X	X	SMHED
Monitoring- Set up a recording procedure to capture actions on empty homes and provide performance monitoring information and stats	X					EPO
Objective 2: Bring empty homes back into use by encouragement and advice to property owners.						
Identify owners of long term empty property - proactive warning of empty property premium approaching. Identify owners of multiple empty property	X	X	X	X	X	EPO

Empty Property Strategy - Action Plan	23/24	24/25	25/26	26/27	27/28	Lead
Engage with empty property owners focusing on- Registered providers to ensure that social housing is not left empty for long periods Owners of multiple empty property to understand reasons and encourage bring back into use. To ensure awareness of Landlords Incentive Scheme is known to owners of empty properties To ensure awareness of VAT reduction is known to owners of empty properties	X	X	X	X	X	EPO
Funding- Grant/Incentive Schemes research what could be offered to support landlords bring back into use Investigate funding options for landlord repair grants and other incentives Investigate options for the purchase/lease of empty properties (Council/Registered Providers) and make available for letting to council nominees		X				EPO
Develop a capital bid for funding to support new initiatives to bring empty homes back into use		X				SMHED
Objective 3: Consider options for taking action when negotiations fail to bring empty dwellings back into use.						
Implement a case management system that ensures accurate information is held for cases that may progress to enforcement	X					EPO
Design and produce an empty homes procedure, consider enforced sale, empty dwelling management orders (EDMO) and compulsory purchase orders (CPO).	X					EPO
Objective 4: Raise awareness of the Empty Homes Strategy with residents, property owners and town and parish councillors.						
Publish the empty homes strategy and keep it under review	X		X		X	EPO
Join Empty Homes Network to ensure process and procedures comply with good practice.	X					EPO
Communications - Develop a communications and publicity programme to raise public awareness of empty homes and how Isle of Wight Council can help owners to sell or use them.	X					EPO
Ensure website includes appropriate information to enable property owners to understand councils role and strategy	X		X		X	EPO

Empty Property Strategy - Action Plan	23/24	24/25	25/26	26/27	27/28	Lead
Information Review content and need for Empty property leaflet	X					EPO
Engage with community town and parish councils to raise awareness of Council approach to manage Empty homes	X		X		X	EPO
Promote Action on Empty Homes Week annually by website and local press.	X	X	X	X	X	EPO

DRAFT

Isle of Wight Council Forward Plan – July 2023 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 Oversight) is Cllr Lora Peacey-Wilcox.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness - Cllr Ian Stephens

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

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

Cabinet Member for Economy, Regeneration, Culture and Leisure - Cllr Julie Jones-Evans

Cabinet Member for Planning, Coastal Protection and Flooding - Cllr Paul Fuller

Cabinet Member for Finance, Climate Change and Biosphere - Cllr Jonathan Bacon

Cabinet Member for Regulatory Services, Community Protection, Waste and ICT – Cllr Karen Lucioni

* 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>Island Planning Strategy</p> <p>As the Draft IPS was not agreed on 5 October, Full Council is to specify its objections and to formally refer the matter back to the Cabinet.</p>	<p>Full Council</p> <p>Date 1st added: 17 March 2022</p>	<p>17 May 2023 DEFERRED</p>		<p>Internal and External Full public consultation</p>	<p>Open</p>
<p>Acquisition Strategy</p> <p>Approval of a strategy that enables the council to purchase properties for letting.</p>	<p>Cabinet</p> <p>Deputy Leader, Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty (Archived 19 May 2023) Date 1st added: 6 April 2023</p>	<p>13 Jul 2023</p>		<p>Internal Council Services</p>	<p>Open</p>
<p>Newport High Street Traffic Regulation Proposals</p> <p>Proposed revisions to parking and loading restrictions on Newport High Street to enable improvements to the pedestrian environment and street scene to be made as part of the Newport Heritage Action Zone.</p>	<p>Cabinet</p> <p>Cabinet Member for Infrastructure, Highways PFI and Transport (Archived 19 May 2023) Date 1st added: 3 May 2023</p>	<p>13 Jul 2023</p>		<p>Formal 28-day 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>Empty Property Strategy</p> <p>Approval of a strategy that sets out the approach to dealing with empty properties</p>	<p>Cabinet</p> <p>Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness</p> <p>Date 1st added: 5 June 2023</p>	<p>13 Jul 2023</p>		<p>Internal Council Services</p>	<p>Open</p>
<p>Amalgamation of Chillerton & Rookley Primary School with Godshill Primary School</p> <p>The amalgamation of Chillerton & Rookley Primary School with Godshill Primary School through the closure of Chillerton & Rookley Primary School.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills</p> <p>Date 1st added: 9 June 2023</p>	<p>13 Jul 2023</p>		<p>Consultation undertaken previously</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>Adoption of three LCWIPs (East Cowes & Whippingham; Cowes, Gurnard & Northwood; Brading, Bembridge & St Helens) as a Supplementary Planning Documents (SPD)</p> <p>Following a period of public consultation, Cabinet to be asked to adopt three separate Local Cycling and Walking Infrastructure Plans (LCWIP) for East Cowes & Whippingham; Cowes, Gurnard & Northwood; and Brading, Bembridge & St Helens as Supplementary Planning Documents (SPD) that post adoption can be used as a material consideration in planning decisions.</p>	<p>Cabinet</p> <p>Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 1 March 2023</p>	<p>14 Sep 2023</p>		<p>Prior to the cabinet decision, a formal 6 week public consultation in the LCWIPs will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees</p>	<p>Open</p>
<p>Adoption of EV Chargepoint Infrastructure Strategy</p> <p>Following a period of public consultation, an Electric Vehicle Charging Infrastructure Strategy has been developed. This provides detail on the roll out of public chargepoints and associated policies to ensure that a lack of charging infrastructure does not act as a barrier to electric vehicle ownership.</p>	<p>Cabinet</p> <p>Cabinet Member for Infrastructure, Highways PFI and Transport (Archived 19 May 2023) Date 1st added: 2 May 2023</p>	<p>14 Sep 2023</p>		<ol style="list-style-type: none"> 1. Public – via public consultation 2. Stakeholders – via public consultation 3. Town, Parish or Community Councils – via webinars 4. Internal Council Services – direct contact on technical issues 	<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>QPMR Q1 - 2023-24</p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period January 2022 to March 2023. 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 Finance, Climate Change and Biosphere Date 1st added: 31 May 2023</p>	<p>14 Sep 2023</p>			<p>Open</p>
<p>Local Bus Service Enhanced Partnership Plan and Scheme</p> <p>To seek approval for the proposed Local Bus Service Enhanced Partnership Plan and Scheme with Southern Vectis, based on the recently adopted Bus Services Improvement Plan.</p>	<p>Cabinet</p> <p>Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy Date 1st added: 5 June 2023</p>	<p>14 Sep 2023</p>		<p>N/A</p>	<p>Open</p>

Page 5

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>Housing Affordability Supplementary Planning Document (SPD)</p> <p>Seeking formal adoption of the 'Housing Affordability Supplementary Planning Document (SPD)' following a period of public consultation that will take place in June/July 2023. The principle of preparing and adopting a Housing Affordability SPD was agreed at the Housing Members Board in April 2023.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding</p> <p>Date 1st added: 5 June 2023</p>	<p>14 Sep 2023</p>		<p>Statutory consultation to be undertaken in line with planning legislation for 6 week period to include key stakeholders and the public with targeted consultation to RSLs and developers providing affordable housing.</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>Better Care Fund 2023-2025</p> <p>The Better Care Fund (BCF) programme supports the Isle of Wight Council (IWC) and Integrated Care Board (ICB) to successfully deliver integrated working that best supports Island residents. The requirements of the BCF are set by NHS England (NHSE), including details on financial and contractual arrangements. The Cabinet is asked to note the 2022/23 BCF end of year submission and to approve the work undertaken to date and to delegate to the Director for Adult Social Care and Housing Needs for the Isle of Wight (IWC) and the ICB (Isle of Wight place) Place Director authority to further develop the BCF 2023 – 2025 templates in line with the national guidance and deadlines.</p>	<p>Cabinet</p> <p>Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness Date 1st added: 5 July 2023</p>	<p>14 Sep 2023</p>		<p>Stakeholders - LA, ICB</p>	<p>Open</p>
<p>The adoption of the Newport Harbour Masterplan Supplementary Planning Document</p> <p>Whether to adopt the draft Newport Harbour Masterplan as a supplementary planning document</p>	<p>Cabinet</p> <p>Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 7 September 2022</p>	<p>12 Oct 2023</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>Disposal of potential housing site(s) in East Cowes</p> <p>To confirm the granting of an option to dispose , subject to securing planning permission, on one or both of the council owned development sites known as Maresfield Rd and Albany</p>	<p>Cabinet</p> <p>Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 6 July 2022</p>	<p>12 Oct 2023</p>		<p>East Cowes Waterfront Implementation Group and local member</p>	<p>Part exempt Yes – appendix summarising appraisal of responses to EOI issued in April 2022 – responses were submitted as commercial in confidence</p>
<p>Local Council Tax Support</p> <p>Every year local authorities are required to undertake a review of their scheme to ensure it still meets local needs as well as financial impacts. Any potential changes require full consultation with residents and the final decision made at Full Council ahead of the finance Full Council for implementation on the 1 April every year for the statutory provisions to be undertaken.</p>	<p>Cabinet</p> <p>Cabinet Member for Finance, Climate Change and Biosphere Date 1st added: 5 July 2023</p>	<p>9 Nov 2023</p>		<p>Public/Service Users Stakeholders Town, Parish & Community Councils Internal Council Services</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>Local Council Tax Support</p> <p>Every year local authorities are required to undertake a review of their scheme to ensure it still meets local needs as well as financial impacts. Any potential changes require full consultation with residents and the final decision made at Full Council for implementation on the 1 April every year for the statutory provisions to be undertaken.</p>	<p>Full Council</p> <p>Cabinet Member for Finance, Climate Change and Biosphere</p> <p>Date 1st added: 5 July 2023</p>	<p>17 Jan 2024</p>		<p>Consultation to be undertaken if decision is made to make changes to the scheme for 8 weeks. Each claimant will be written to advising them of the changes, advice sent through the anti-poverty meetings, online survey via questionnaire explaining the proposals and likely impact – paper survey on request, People Matter consulted, Age Friendly Group provided with details, letter to the Parish Councils, Letter sent to the police commissioner and fire authority.</p> <p>www.iwight.com</p> <p>Press releases.</p> <p>Face to face communication at customer service points.</p> <p>The council's Facebook and Twitter sites (weekly promotions).</p> <p>Information on the front page of iwight.com</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>Determination of School Admission Arrangements for 2025/26</p> <p>To determine the Isle of Wight Council's school admissions arrangements for 2025/2026.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023</p>	<p>8 Feb 2024</p>			<p>Open</p>
<p>Determine School Academic Year/Term Dates for 2025/2026</p> <p>To seek approval from the Cabinet on the determination of the pattern of school term and holiday dates for the school year 2025/2026.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023</p>	<p>14 Mar 2024</p>			<p>Open</p>
<p>Post 16 Transport Policy Statement 2024</p> <p>To seek Cabinet approval for the Post 16 Transport Policy Statement which applies to the 2024 academic year. The Post 16 policy statement must be published annually by 31 May each year.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023</p>	<p>9 May 2024</p>			<p>Open</p>