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enda

Name of meeting CABINET

> Date **THURSDAY 14 SEPTEMBER 2023**

Time 5.00 PM

Venue COUNCIL CHAMBER, COUNTY HALL, NEWPORT,

**ISLE OF WIGHT** 

Members of the Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, Cabinet

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 - 10)

To confirm as a true record the Minutes of the meeting held on 13 July 2023.

#### 2. **Declarations of Interest**

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

#### Public Question Time - Maximum 15 Minutes for Written Questions and 15 3. **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 a Thursday, therefore the deadline for written questions will be Monday 11 September 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 Leader of the Council and Cabinet Member for Strategic Oversight and External Partnerships

- (a) Children's Services Future Arrangements (Pages 11 34)
- 6. Report of the Cabinet Member for Finance, Climate Change and Biosphere
  - (a) QPMR Q1 2023-24 (Pages 35 114)
- 7. Report of the Cabinet Member for Adult Services and Housing, Public Health and Homelessness
  - (a) Better Care Fund 2023-2025 (Pages 115 182)
- 8. Report of the Cabinet Member for Planning, Coastal Protection and Flooding
  - (a) Housing Affordability Supplementary Planning Document (SPD) (Pages 183 242)
- 9. Report of the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy
  - (a) Adoption of EV Chargepoint Infrastructure Strategy (Pages 243 354)
  - (b) Local Bus Service Enhanced Partnership Plan and Scheme (Pages 355 446)
- 10. Cabinet Member Announcements

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

11. Consideration of the Forward Plan (Pages 447 - 458)

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

#### 12. Members' Question Time

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to <a href="mailto:democratic.services@iow.gov.uk">democratic.services@iow.gov.uk</a> no later than 5pm on Tuesday, 12 September 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, 6 September 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 <a href="mailto:christopher.potter@iow.gov.uk">christopher.potter@iow.gov.uk</a>, or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email <a href="mailto:justin.thorne@iow.gov.uk">justin.thorne@iow.gov.uk</a>.

#### 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

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#### 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 13 JULY 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, P Fuller,

J Jones-Evans, P Jordan and K Lucioni

Also Present Cllrs G Brodie, A Garratt and N Stuart

Laura Gaudion, Chris Potter and Dawn Lang

Also Present (Virtual) Cllr C Jarman

Stuart Ashley, Chris Ashman, Wendy Perera, Colin Rowland,

Claire Shand and Richard Vaughan

Apologies Cllrs I Stephens

#### 113. Minutes

#### **RESOLVED:**

THAT the minutes of the meeting held on 8 June 2023 be approved, subject to noting that in respect of the question asked by Cllr Stuart under Members' Questions (minute number 112), although a full response had not been possible, the Cabinet Member had responded as far as she was able to.

#### 114. Declarations of Interest

Cllr Jones-Evans declared a non-pecuniary interest in Item 6a relating to the Newport Traffic Regulation proposals, as she was the local member for the area.

## 115. Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions

No public questions were received.

#### 116. Chairman's Announcements

The chairman reported that;

Following the Islands Forum, a letter had been sent to Michael Gove making clear the desired outcomes for the island.

The Chairman had met with the minister Lee Rowley regarding fair funding for the island and had pushed the island's case once again.

A meeting had also taken place with Dehanna Davison, another government minister regarding devolution and the ministerial preference for a single deal across the Solent unitary authorities and Hampshire areas. It had been reinforced that the island's priority was an Island Deal. Portsmouth and Southampton City Councils' leaders were also against the idea and further clarification had been sought prior to any further meetings.

A meeting had been held with Rent Plus who were returning to the Island in August as they were committed to providing housing on the island.

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

## 117a Amalgamation of Chillerton & Rookley Primary School with Godshill Primary School

It had taken a long time to get to this point, and there were no other options left. The Cabinet Member thanked the headteacher and staff for their work to the end, as well as remaining parents and families.

The Corporate Scrutiny Committee had made some recommendations regarding the provision of more detail regarding alternative options and these recommendations would be taken on board for future reports, however there were no other options available for this report.

#### RESOLVED:

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.

### 118. Report of the Cabinet Member for Transport & Infrastructure, Highways PFI and Transport Strategy

#### 118a Newport High Street Traffic Regulation Proposals

The regulations were proposed as part of a Historic England scheme, part of a bigger £1.4 million four-year project in Newport town. Of the 62 responses received to the consultation, 32 had been in support of the proposals and 26 had objected. A lot of work including surveys in the town had been carried out by Newport and Carisbrooke Community Council, who were generally in support of the proposals.

The proposals were only for repurposing of parking spaces and should not affect the movement of traffic in and around the town. It was hoped that people would feel safer and footfall would increase.

There were nine months left for the scheme which must be delivered within the timeframe to meet the funding proposals, and the council would wish to demonstrate it was a good partner for future funding.

Concern was expressed that there was still a problem with traffic flow from West to East down the High Street, which would need addressing in the future.

It was noted that NCCC had allocated 5% of its budget to the one-hour free parking scheme and would continue to do so provided the IW council also continued to help fund the scheme.

#### **RESOLVED:**

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.

### 119. Report of the Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness

#### 119a **Acquisition Strategy**

Adopting the strategy would enable cost effective option to meet the council's homeless duty and purchase properties to be used for temporary accommodation.

The Council's Corporate Plan 2021-25 highlighted the ambition to address the Island's housing crisis and it was felt this was a step in the right direction.

The Strategy had been discussed at length by the Policy and Scrutiny Committee for Neighbourhoods and Regeneration who had made several recommendations. These were being reviewed and would be incorporated into the Strategy.

#### RESOLVED:

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 any final amendments.

and

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.

#### 119b Empty Property Strategy

The existing strategy had been reviewed and updated with the purpose of increasing the availability of affordability by bringing empty properties back into use. Currently there were 109 properties which had been empty for more than two years. Bringing some of these back into use would help children and families.

#### RESOLVED:

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.

#### 120. Cabinet Member Announcements

The Cabinet Member for Children's Services, Education and Lifelong Skills expressed thanks to all involved with the PEACH games. 400 school pupils had taken part in an alternative range of sports. Thanks were also expressed to all school staff for their hard work over the year. There were still some places available on the HAF programme for secondary school pupils for a small payment. There were some new providers this time, including the Starlight Academy and the Skate Club. A newsletter was available with all activities listed.

Families were encouraged to take part in the Summer Reading Challenge 2023, held over the summer holidays, in conjunction with the library service.

The Cabinet Member for Finance, Climate Change and Biosphere reported that a very positive meeting had taken place with partners and stakeholders regarding the improvement of the Culver area, including the future of Browns, Wildheart Animal Sanctuary and Dinosaur Isle. Ideas put forward included a saltwater pool and beach sports area. The Eden project had expressed an interest. An action plan was to be drawn up to bring forward elements of the plans and should be available soon.

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported that she had been appointed to represent the island on the South West Arts Council.

Work had started at Culver parade in Sandown. The front of the Browns building would be open during the summer holidays for pitch and putt and refreshments.

Three intensive days of consultation on the Bay Place Plan had taken place in the last two weeks, including at a business meeting in Shanklin which had been very well attended.

Repairs to the Newport library were going well and were on budget and on target.

The Cabinet Member for Regulatory Services, Waste, Community Protection and ICT reported that she had been asked to speak at Westminster about Anti-Social

Behaviour Awareness week. She had mentioned some projects on the island which had been well received.

The Cabinet Member for Planning, Coastal Protection and Flooding reported that effective dialogue was ongoing with Seaview and Nettlestone PC regarding repairs to the sea wall. There had been a lot of deterioration of sea defences in other areas and these would be looked at with officers.

There was still no news from government of the NPPF so the Draft Island Planning Strategy was being delayed still further.

The Draft Housing Affordability SPD had gone to consultation on 16 July so there was still time remaining to respond. Consultation on the Planning statement on Community Involvement had gone live, and a questionnaire on the Planning Service would be going out shortly with a 2-month period for responses.

#### 121. Consideration of the Forward Plan

The items on the Forward Plan were noted, and no changes were proposed.

#### 122. Members' Question Time

No Members' questions were received.

**CHAIRMAN** 



### Agenda Item 5a

Purpose: For Decision



## Committee report

Committee CABINET

Date 14 SEPTEMBER 2023

Title FUTURE ARRANGEMENTS FOR THE STRATEGIC LEADERSHIP

AND MANAGEMENT OF CHILDREN'S SERVICES

Report of

LEADER OF THE COUNCIL AND CABINET MEMBER FOR STRATEGIC OVERSIGHT AND EXTERNAL PARTNERSHIPS

#### **EXECUTIVE SUMMARY**

- 1. This report considers the options open to the council for the future strategic leadership and operational management arrangements of its children's services functions. Hampshire County Council have requested that the current strategic partnership arrangements are ended on 31 January 2024. The council needs to now consider how it intends to deliver children's services in the short to medium term that allows for minimum disruption to those services, maintenance of the good standards of practice that have been secured; continued improvements to be delivered and at an affordable cost.
- 2. Each of the options presented has considered the benefits, opportunities, risks, and implications for successful delivery within the timescales available to put in place new arrangements with effect from 31 January 2024. Consideration has also been given to the legal processes that will need to be undertaken in the recommended option.

#### RECOMMENDATION

3. Option 2: To agree to the termination of the current partnership agreement with effect from 31 January 2024 returning the overall leadership and management of all Children's services functions, including education, inhouse, with arrangements for 'buy-back' of specialist service support/provision where there is a cost-benefit for a minimum period of twelve months.

#### **BACKGROUND**

- 4. The Isle of Wight Council entered a strategic partnership with Hampshire County Council for the leadership and management of children's services, including education, in June 2013. This followed an Ofsted inspection into the council's safeguarding service during 2012, which resulted in the council judged as inadequate in the effectiveness of its arrangements to protect children on the Isle of Wight. Local authority services to support and challenge schools were also deemed to be inadequate by the Department for Education. The partnership arose out of a Statutory Direction put in place by the Secretary of State for Education for a period of five years, to deliver the necessary improvements for both children's safeguarding and education services. The Cabinet at the time, at their meeting of 19 June 2013 undertook the formal constitutional decision to enter the partnership, subject to the views of Full Council. Full Council at its meeting of 1 July 2013 duly endorsed that decision and approved the appointment of the director of children's services for Hampshire County Council as the director for the Isle of Wight.
- 5. Under the terms of the partnership, the council's statutory duties and responsibilities remain with the council as does the overall political control and accountability for the delivery of outcomes for children and young people services. In accordance with the council's constitution, delegated authority and policy framework, the director of children's services has full delegated responsibility for the strategic and operational management of all children's services functions. This is also in accordance with the statutory guidance on the role of the director of children's services and the lead member (see link referenced under background papers).
- 6. At the conclusion of the initial five-year partnership term, Cabinet at their meeting of 9 November 2017 considered the options open to them for the future arrangements of children's services. Given the positive improvements that had been secured at that time, Cabinet determined to enter into a new term of engagement for a strategic partnership with Hampshire County Council with break clauses in the agreement to review after each substantive Ofsted inspection or every five years.
- 7. The aim of the new term of the strategic partnership was to ensure that there were continued improvements across all aspects of children's services, with a particular focus on safeguarding standards for vulnerable children and to work with schools across the Island to improve educational standards for all. The key services in scope of the partnership include:
  - Director of children's services
  - Directorate senior leadership and management
  - Education services including inclusion; educational psychology; virtual school and professional learning
  - Children's social care services including children and families; performance management; multi-agency safeguarding hub (MASH); fostering and adoption
  - Services for young children (early years)
  - Youth offending service
  - Home to school transport
  - School admissions
  - School place planning, school strategic development and capital programmes
     Page 12

- Children's services complaints
- School improvement function
- Governor services
- 8. The improvement programme has continued and in November 2018, Ofsted returned for a full inspection, and this resulted in a judgement of Good, across all aspects of children's services. Ofsted returned in July 2021 for a focussed visit and reported that "the senior leadership team has continued at pace with their transformation project since the previous inspection in November 2018 when they were rated as good."
- 9. When the partnership between the Isle of Wight Council and Hampshire County Council began, they key indicator was the percentage of children attaining 5 good GCSEs, including English and maths at Grade C. The Isle of Wight was at the bottom of all authorities on that measure at the time. That measure was abolished by the Department for Education and the nearest measure of 5 good GCSEs is now the English Baccalaureate (EBacc) suite of subjects. Grade C has been replaced by a grade 4. The EBacc is also a measure of 5 good GCSEs but must contain a specific combination of subjects English, mathematics, a science, a humanity, and a modern foreign language at grade 4 or above. It is the closest we have for comparison purposes. Every year since the partnership began, the gap has closed on other authorities by this measure and in 2022, the Island was above <sup>1</sup>38 authorities, including near neighbours Southampton and Portsmouth.
- 10. In line with the terms of the strategic partnership agreement a review of the current arrangements was instigated. In the context of the improvements secured during the tenure of the partnership as recognised by Ofsted and improved outcomes for children and young people on the Isle of Wight, the council is now in a different position, with renewed resilience, strength and good support for local children and families. This together with the ever-increasing financial challenges in the current economic climate, demand on local services faced by all local authorities, Hampshire County Council, indicated that it was the right time for the strategic partnership to end and requested that negotiations commence on termination of the partnership with effect from 31 January 2024. Cabinet is now required to formally confirm their acceptance of the termination of the strategic partnership with effect from that date.
- 11. In determining the acceptance of termination of the partnership agreement, the council needs to consider its options for the short to medium term leadership and management arrangements of children's services on the Isle of Wight. Due consideration will need to be given to the most economic, efficient, and effective model that will serve the needs of children and young people on the Isle of Wight. Irrespective of which option is agreed, it will need to also stand the test of Ofsted inspection and it is anticipated that inspectors will wish to undertake an early review of the council's arrangements post implementation. The options open to the council are considered to include:

<sup>1</sup> The other 38 authorities are: 1: Walsall 2: Staffordshire 3: City of Kingston Upon Hull 4: Southampton 5: Milton Keynes 6: Bedford 7: North Lincolnshire 8: Isles of Scilly 9: Portsmouth: 10: North-East Lincolnshire 11. Coventry 12. Salford 13: Calderdale 14: Bradford 15: South Tyneside 16: Wigan 17: Bracknell Forest 18: Northumberland 19: Rochdale 20: Sandwell 21: Hartlepool 22: Central Bedfordshire 23: Suffolk 24: Swindon 25: Wolverhampton 26: Cornwall 27: Backburn with Darwen 28: Somerset 29: Dudley 30: Nottingham 31: Middlesbrough 32: Peterborough 33: Stoke-on-Trent 34: Doncaster 35: Rotherham 36: Halton 37: Knowsley 38: Blackpool

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- (a) To return the overall leadership and management of all children's services functions in-house.
- (b) To return the overall leadership and management of children's services inhouse, with arrangements for buy-back of specific service support where there is a cost-benefit from Hampshire County Council for a minimum period of twelve months.
- (c) To enter a new strategic partnership with another local authority
- (d) To commission/create a not-for-profit Trust for the alternative delivery and governance arrangements for children's services outside the operational control of the local authority.
- (e) To align children's services with adult social care services under one directorship.
- 12. Following the request from Hampshire County Council to end the strategic partnership for children's services, an officer working group has been established with programme office support to develop the exit strategy and action plans necessary to deliver against it. The Policy and Scrutiny Committee for children's Services, Education and Skills will also be invited to consider the establishment of a cross party elected member review group. This would afford opportunity for oversight of the planned exit arrangements. The strategic direction for the delivery of any new arrangements would however remain with the Cabinet.

#### CORPORATE PRIORITIES AND STRATEGIC CONTEXT

13. Contained within the council's corporate plan 2021 – 2025 is a commitment to ensure that children and families on the Isle of Wight benefit from a well performing children's services department. As a highly regulated and inspected area of the council's activity with some 200 statutory duties to fulfil, it is imperative that the council continues to perform these functions well. As critical, is its accountability for ensuring the safeguarding of children and young people. There is a strong ambition for school improvement on the Island and equally so for children with special needs. In determining the most appropriate and cost-effective future business model for the discharge of children's services functions, it is necessary to keep those ambitions clearly in sight.

#### CONSULTATION

14. Section 3 of the Local Government Act 1999 sets out a duty that requires a best value authority to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. In fulfilling this duty, the council is obliged to consult with key stakeholders. In this set of circumstances, the proposals for the discharge of its children's services functions.

- 15. The options presented within this report and the recommended option for adoption has been made available for consultation by way of briefings as necessary with:
  - Hampshire & Isle of Wight Safeguarding Partnership
  - Youth Council
  - Headteachers Executive Group
  - Policy and scrutiny committee for children's services, education, and skills
  - Corporate scrutiny committee
- 16. Given the imperative nature to determine a way forward to ensure that there are appropriate arrangements in place for the leadership and operational management of children's services by 31 January 2024, stakeholder feedback will be collated and presented to Cabinet in conjunction with their deliberations in the lead up to and including the Cabinet meeting receiving this report.

#### FINANCIAL / BUDGET IMPLICATIONS

- 17. The costs associated with the delivery of children's services must be a consideration within the context of affordability within the council's overall financial envelope and constraints that exist. Whichever option pursued it must be capable of demonstrating value for money and a strong return on investment in delivering sustained improvements and outcomes for children and young people on the Isle of Wight.
- 18. The current budgetary provision for the delivery of the strategic partnership with Hampshire County Council is circa £1.64 million per annum. This makes provision for the allocation of an agreed percentage of Hampshire County Council officer time for work undertaken for the Isle of Wight Council, plus a 15 per cent overhead charge to cover additional administrative costs and travel expenses. It also directly funds a range of staff including those at the multi-agency safeguarding hub (MASH), educational psychologists and other statutory functions which will need to be maintained. The following table summarises the main components of the budgeted provision.

Service Area	Budgeted Provision	Proportion
	£000	%
Senior management team & associated support	148	9%
Access Resources & Business Development (including	140	9%
admissions, early years, procurement, complaints)		
Children & Families (including support, youth offending,	136	8%
LADO)		
Multi agency safeguarding hub (MASH)	500	31%
Education & Inclusion related	376	23%
Educational psychology support	291	18%
Strategic development support	47	3%
TOTAL CURRENT BUDGETED PROVISION	1,638	100%

There are an additional circa £0.4 million annual charges for the delivery of other service support activities, outside of the partnership agreement. The main components of which include school improvement, unaccompanied asylum-seeking children social work support the out of hours service.

- 19. Each of the presented options within this report have taken account of the anticipated financial costs associated with their delivery. However, given that these options remain at their formative stage, there will be a need for continued assessment of financial implications and actual budget provision undertaken within the in-year budget monitoring and as part of the preparation for 2024/25 budget setting through the autumn of 2023 to ascertain where there may be additional budgetary considerations that could not be anticipated at the time of decision on the future business model for pursuit.
- 20. The recommended option can be delivered within the existing budget envelope of £2.01million that makes provision for:
  - (a) A new leadership team employed by the Isle of Wight Council together with the additional operational posts required within education services.
  - (b) Provision for the 'buy-back' of services that are not currently possible to replicate within the Isle of Wight Council.

#### LEGAL IMPLICATIONS

- 21. Specific duties under the Children Act 1989 stipulate that the local authority is required:
  - To safeguard and promote the welfare of children within their area who are in need; and
  - So far as is consistent with that duty, to promote the upbringing of such children by their families by providing a range and level of services appropriate to those children's needs.
- 22. The local authority also has duties under the Children Act 1989 to provide accommodation for any child in need within their area who appears to require accommodation of them and further duties towards children that are being looked after by then.
- 23. Under the Children Act 2004, the council must make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children in its area. This is defined in the government guidance "Working Together to Safeguard Children (2018)" as:
- 24. Protecting children from maltreatment
  - (a) Preventing impairment of children's health or development
  - (b) Ensuring that children are growing up in circumstances consistent with the provision of safe and effective care
  - (c) Taking action to enable all children to have the best outcomes

- 25. There are also a number of specific duties to organise and plan services and to safeguard and promote the welfare of children and young people. Such duties are defined within the remit of the statutory position of director of children's services (section 18 of the Children Act 2004). It is essential that the director of children's services and senior managers reporting into that role have the relevant skills, experience, knowledge and competence in safeguarding and child protection.
- 26. The local authority retains a wide range of duties with regards to education which also fall under the remit of the director of children's services. These include ensuring a sufficiency of school places, including those for children with special educational needs, home to school transport, school improvement for maintained schools, sufficiency of early years and nursery places, some out of school activities and a range of post 16 support for young people.
- 27. The local authority is the lead agency and is responsible for ensuring children in need of protection receive the required services. It also has a statutory responsibility for ensuring that there is a Local Safeguarding Board in place and that it is fulfilling its roles and responsibilities under the "Working Together to Safeguard children" guidance.
- 28. Section 18 of the Children Act 2004 requires every top tier local authority to appoint a director of children's services. There is an obligation on the Isle of Wight Council therefore to make sure that there are arrangements in place for such an appointment to have been made in readiness for the ending of the strategic partnership on 31 January 2024. Due to the statutory nature of the post, there must always be a named director of children's services either on an interim or permanent basis.
- 29. Utilising the power to trade under section 1 of the Local Authorities (Goods and Services) Act 1970, a local authority has the power to enter into an agreement with any public body for the supply of administrative, professional or technical services. However, any agreement is subject to the council having complied with the public procurement regulations. An exemption applies where the agreement between two public bodies is one where there is a sharing of resources, that the agreement is one of partnership working rather than it being merely a supply of services which would indicate a contract for services arrangement.
- Irrespective of which option is chosen, it is anticipated that there will be staff who are 30. in the employment of Hampshire County Council during the term of the strategic partnership who spend a significant proportion of their time working on Isle of Wight children's services business. These roles will need to be considered under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) to ascertain whether they will necessitate transfer of employment to the Isle of Wight Council. The regulations apply when the whole or part of an employer's business or undertaking is transferred to another employer. If transfer is deemed necessary, consultation with affected staff and recognised trade unions must take place. The effect of TUPE is that employees will transfer to Isle of Wight Council employment but retain their rights established in their contract of employment with Hampshire County Council. This may incur additional employment costs to the local authority where terms and conditions are more favourable than those with the Isle of Wight Council. An assessment of those financial considerations will be taken account of in determining the overall costs associated with the exit of the strategic partnership.

#### **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 we are required to have due regard to our equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies. Improving outcomes for children and young people will have benefits for each of the protected characteristics but have most marked impact upon the life changes of the most vulnerable. In determining the future leadership and operational management arrangements for children's services it is imperative that equality and diversity is an integral part of our considerations and where necessary, a full equality impact assessment undertaken to inform decision making in respect of any service or policy changes. An impact assessment undertaken in respect of the options presented within this report is set out at Appendix 1.

#### **OPTIONS**

- 33. Option 1: To agree to the termination of the current partnership agreement with effect from 31 January 2024, returning the overall leadership and management of all Children's services functions, including education, inhouse.
- 34. Ofsted judged the Isle of Wight Council to be "Good" during their inspection in November 2018 in all aspects of children's services. There has continued to be improvements made since then, meaning that the council is now in a different position, with renewed resilience, strength and good support for local children and families. It is therefore an appropriate time to consider the option for the return of the strategic leadership and management of children's services to the Isle of Wight Council, building upon the learning gained from the partnership with Hampshire County Council. It would also afford greater opportunity for the development and progression of staff of the Isle of Wight Council.
- 35. This option will therefore be dependent upon appointing a director of children's services that has sufficient reputation and standing and comes from a local authority which is rated as 'good' or 'outstanding'. The recruitment market for such roles is also challenging although there is good reason to be optimistic in the attraction of potential candidates given the improvement journey thus far and current Ofsted rating secured.
- 36. Whilst Cabinet must fulfil the contractual obligation to formally confirm their agreement to the termination of the strategic partnership agreement with Hampshire County Council, given the relatively short timescales for the contractual notice period, it was considered prudent to request authorisation to recruit from the Appointments and Employment Committee for a director of children's services at its meeting of 29 August 2023. It is a statutory requirement for the local authority to always have a named director of children's services, whether on an interim or

permanent basis. A recruitment campaign at such a senior level can take on average, six months to complete and with no guarantee of success. With that in mind, the Appointments and Employment committee were also asked to approve the identification of potential interim arrangements to ensure that there is continued coverage of the statutory duties and responsibilities of the director of children's services should there be a need. The recruitment campaign will need to remain subject to a decision by Cabinet as to their preferred option for the future business model to be adopted.

- 37. This option will also see a wider increase in the staffing establishment as there will be a need to establish a new service structure and which provides the required level of staffing to operate effective children's social care and education services, and which replaces those that have been shared with Hampshire County Council. Recruitment in a challenging environment, recognised as a national issue, could mean that positions are difficult to fill. It is anticipated that there are also a small number of staff currently employed by Hampshire County Council who may fall within the Transfer of Undertakings (Protection of Employment), (TUPE) regulations 2006, necessitating a formal process to be established for transfer to Isle of Wight Council employment. These will be staff who are deemed to work a significant proportion of their time on Isle of Wight children's services business.
- 38. This option would also necessitate a review of the current business delivery models for aspects of children's social care and education that are currently delivered in conjunction with Hampshire County Council and those commissioned in accordance with the current strategic partnership arrangements. This is perhaps the biggest risk for this option in that it would be necessary to either undertake a full procurement exercise for the commissioning of new services which are currently purchased from Hampshire County Council, either from an alternative source provider or to establish entirely new in-house service provision by way of replacement of the full range of services required. It would be necessary to undertake the engagement of a substantial number of additional staff. Those commissioned services currently include:
  - Multi-agency safeguarding hub (MASH) which provides triage and multiagency assessment of safeguarding concerns for vulnerable children. This service is based within the Hampshire County Council contact centre.
  - Out of Hours service which makes provision for the local authority to access social work support outside of normal working hours.
  - The Local Authority Designated Officer (LADO) which is a person who affords oversight and management of allegations against people who work with children.
  - School Improvement services that offer a range of support options for schools and includes the educational psychology service.
  - Complaints handling and investigation.
  - Unaccompanied asylum-seeking children/young people placements and support.

- 39. It is unlikely that the council has the internal staffing capacity to respond to such an exercise within the given timescales for transition to a new business model and is anticipated that with the loss of economies of scale that existed through the strategic partnership by way of 'buy back' service provision as required, will mean a significant increase in the costs associated for the re-establishment of services specifically for the Isle of Wight. Meaningful school improvement requires access to a wide range of expertise, for example inclusion, special educational needs, teaching and learning, curriculum, and leadership succession. Many of those buy-back services are specialist in nature, such as the educational psychology service where there is a national shortage of expertise in this area. It is unlikely that the Island would be able to source the level of service required without accessing an established service provision elsewhere or would be faced with returning to a more generalist service provision, which puts improvements that have taken place at risk.
- 40. To undertake a full procurement exercise for the commissioning of new services that are required could bring benefits from greater insight of what the market has to offer as well as to afford the opportunity to fully evaluate quality and cost considerations. Conversely, it may bring with it the risk that the market is insufficient to provide the required service solutions, leaving the council vulnerable to gaps in provision and an inability to meet its statutory obligations.
- 41. It is feasible that the council could enter into an agreement for the buy-back of services from another local authority within the region. However, given the timescales, it is extremely unlikely that any local authority will be able to plan for the extension of such services, without the need for either agency/interim provision to be put in place in the intervening period, as well as the need to take account of agency costs being higher in value than that of direct employment. This would incur additional costs for which there is no current budget provision.
- 42. As a result, this option would also risk attention being detracted from the improvement plans that are in place to secure continued progress as a high performing children's services department. Any reduction in management oversight due to the development of alternative service provision risks a failure in standards of practice achieved thus far. Not only will this have reputational damage for the council, but it also risks a failure to meet its statutory duties to children and young people as well as the potential for a failed Ofsted inspection, resulting in further intervention. With all that in mind, this option is not recommended. However, the rebuilding of on Island services not currently provided for could be considered for the longer term once stable and robust leadership management arrangements have been put in place and assurance has been secured that there is a viable business case to pursue.
- 43. Option 2: To agree to the termination of the current partnership agreement with effect from 31 January 2024 returning the overall leadership and management of all Children's services functions, including education, inhouse, with arrangements for 'buy-back' of specialist service support/provision where there is a cost-benefit for a minimum period of twelve months.

- 44. The considerations for this option are the same as those for option one, as set out above, save for the potential to 'buy-back' specialist service support/provision from Hampshire County Council for a defined minimum period of twelve months to allow for smooth transition to take place and new arrangements to become established and provide a stable environment for service delivery.
- 45. A proposed structure for the return of leadership and operational management of children's services under the council's control has been developed with new or changed roles that would be required to fulfil the minimum requirements to provide assurance for the director of children's services that there is a robust and safe level of service to meet the council's statutory duties and those specifically assigned to that role. It is inevitable that a new director of children's services will wish to review and refine that structure once in post, but it is considered that it will stand the council in good stead for a transition to take place and facilitate the continuation of the improvement programme.
- 46. This option proposes that for an initial period of twelve months, that the council agrees to 'buy-back specialist service provision that is not currently available on Island or which has a cost-benefit from economies of scale perspective to commission. Hampshire County Council have agreed to this in principle. This would afford additional business resilience during the period of transition. These would include:
  - (a) Access to the multi-agency safeguarding hub (MASH) triage and assessment of safeguarding concerns for vulnerable children.
  - (b) The Local Authority Designated Officer (LADO) functions for which there is no requirement for a full-time officer to be established.
  - (c) School Improvement services including educational psychology service.
  - (d) Unaccompanied asylum-seeking children/young people placements and support.
- 47. This option is considered to provide the council with the ability to re-establish leadership and operational management of children's services within the council's overall control within the overall timetable for the exit from the strategic partnership to take place. It will afford a structure that is fit for purpose in accordance with available resources and which will facilitate the delivery of the council's statutory duties and commitment to seek continued improvements for children and young people of the Isle of Wight. It also provides security that there is continued access to specialist support functions which are not currently available directly on the Island or may not be cost effective to provide in their entirety on Island, but which are essential to a high performing service. Such provision from Hampshire County Council already has a strong track record in terms of performance. It will also avoid any additional and unbudgeted costs associated with the re-establishment of such functions and anticipated challenges in being able to recruit to specialist roles as may be required. However, any such agreement will need to comply with public procurement regulations with appropriate contract for services put in place with agreed performance measures established for contract monitoring purposes.

- 48. The indicative cost associated with the delivery of a new staffing structure, together with the continued 'buy-back of services identified can be delivered within the existing budget envelope of £2.01million.
- 49. Option 3: To enter a new strategic partnership with another local authority.
- 50. The current strategic partnership arrangement with Hampshire County Council has demonstrable benefits in terms of its overall improvement, levels of performance and quality of service provision. It has led the council to an Ofsted rating of 'good' in all aspects of inspection criteria and there are clear plans in progress for the improvement journey to be continued. It is feasible therefore for the council to consider an alternative partnership with another local authority. Due to the location of the Island however, it would ideally need to be an authority that is close by to allow for accessibility and to minimise travel and the associated costs with it. It would also need to be an authority that has an Ofsted rating of 'good' or 'outstanding' and to be of sufficient size to afford the capacity necessary to provide the strategic leadership and operational management of the Isle of Wight children's services functions without detriment to their own continued improvement and maintenance of practice standards. Neighbouring authorities at Southampton and Portsmouth have both recently been judged as 'good' by Ofsted in terms of children's social care although educational standards are similar if not lower in some aspects than the Isle of Wight.
- 51. This option could offer benefits to both partners in building cross Solent resilience and economies of scale across service provision as well as potential opportunities for new and innovative service infrastructures to be established. Small local authorities have all the statutory functions and responsibilities as larger local authorities, but these can have a disproportionate strain on budgets in comparison to those larger city and county councils. Working in collaboration with another authority would also give rise to continued career opportunities and pathways that have already realised benefits through the partnership with Hampshire County Council resulting in continued improvement for recruitment and retention.
- 52. Another joint service would give rise to align service provision, but which affords flexibility to be responsive to the needs of the respective communities to which each local authority serves. A similar model of a shared director of children's services and joint leadership team could be explored and determined collectively.
- 53. This option would be dependent upon there being a sufficient timescale to mobilise staffing resources to put in place satisfactory leadership and operational management arrangements by 31 January 2024 and to negotiate the terms of a new strategic partnership and its associated costs. Given the timescales, it is extremely unlikely that any local authority will be able to plan for the delivery of such a partnership arrangement without the need for an interim leadership team being put in place for the intervening period. This would incur additional costs for which there is no current budget provision as well as the need to take account of agency costs being higher in value than that of direct employment. The council would also need to be satisfied that that such an arrangement is sufficiently robust to ensure the safe delivery and continuity of statutory service provision. Given the challenges of recruitment nationally in this area, there is also a high risk of any short-term agency/interim cover being successfully secured. However, there is the potential for this option to be explored and feasibility established with a view to future or longer-

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term implementation.

- 54. Negotiations to enter a new partnership will take careful consideration, be extensive in nature and will require the partnering authority to determine a staffing structure that will afford their director of children's services they can meet their statutory duties, and a full costed business model to be developed. It is imperative that during the period of transition that stability of service provision is maintained and for planned improvement programmes to continue with minimum disruption possible and to be able to provide assurance to Ofsted that there are robust arrangements in place and confidence that practice standards will be maintained. It is unlikely therefore for those negotiations to be concluded by 31 January 2024 when the current strategic partnership ends.
- 55. This option could bring about longer-term benefits for the respective potential partners for children's social care and education services and is an opportunity to establish a new business model that builds upon the successes and learning from the current strategic partnership with Hampshire County Council. Members are encouraged for this option to remain open as a consideration with a view to informing a longer-term strategy, plan, benefits realisation, efficiencies and effectiveness improvements for the Island's children's social care and education services. However, it should be noted that the push/pull dynamic between the desire for local autonomy (ownership) and efficient partnership (pooled sovereignty) would remain. This has been a feature of other similar partnerships that have subsequently separated (Torbay/Plymouth, Cambridgeshire/Peterborough, Tri borough /Hammersmith, and Fulham).
- 56. Option 4: To commission/create a not-for-profit Trust for the alternative delivery and governance arrangements for Children's Services outside the operational control of the local authority.
- 57. In May 2014, the Children and Young Persons Act 2008 was amended to allow majority of children's services functions to be delegated to not-for-profit third parties. This can result as a direction order from the Secretary of State for Education where Ofsted inspection identifies an inadequate rating or be sought voluntarily by the local authority. The council could therefore commission a not-for-profit organisation to deliver an alternative delivery and governance model for children's social care and education services, outside of the operational control of the local authority. This could be an existing organisation or involve the creation of a new organisation such as a Trust.
- 58. There are good examples of local authorities that have already commissioned alternative arrangements for children's services, including not-for-profit third parties at the Royal Borough of Kingston-upon-Thames and London Borough of Richmond-upon-Thames; Sunderland City, Royal Borough of Windsor and Maidenhead, Reading Council, Slough Borough Council and Worcestershire County Council. Trust arrangements are also in place at Birmingham City Council, Northamptonshire County Council, Sandwell Council and more recently Bradford Council. Almost all of these arrangements have been put in place because of service failure (Sunderland, Slough, Sandwell, Birmingham and Bradford). Some of these areas have subsequently progressed to being rated as either being 'good' or 'outstanding'. However, the quid pro quo has been a significant loss of local political oversight and some of those authorities are also now facing significant funding challenges. It

would be fair to say that whilst there can be service improvement benefits for this model if starting from a low base, the jury is still out when looking at longer term benefits.

- 59. If all, or part of children's social care and education is to be commissioned from a not-for-profit organisation outside of the operational control of the local authority then the transfer would need to be carefully planned, managed, and adequately resourced as well as to take account of learning gained from those authorities who have undertaken such outsourcing arrangements. Existing staff would transfer to the new provider under the Transfer of Undertakings (Protection of Employment) Regulations 2014. Effective commissioning and performance management by the local authority could drive further service improvements. However, this option does offer significantly less control in the direction of service delivery and ability to intervene to prevent failure. There is also likely to be significant unbudgeted additional costs to be incurred for set up and conducting of a procurement process. It will be a resource intensive process and is unlikely to be concluded by 31 January 2024 when the partnership with Hampshire County Council comes to an end. There will be a period of significant instability for the service, staff, families, carers and children and young people as well as partner organisations. Instability poses a high risk as will the detraction of management focus and oversight of social work practice and school improvement to develop the business model.
- 60. Given the extent of the planning and preparation required to enter a potential Trust arrangement, there would still need to be interim leadership team put in place post 31 January 2024 and arrangements made for the delivery of the full range of service provision required for the intervening period. This would incur significant additional costs for which there is no current budget provision. The council would also need to be satisfied that that such an arrangement is sufficiently robust to ensure the safe delivery and continuity of statutory service provision.
- 61. It is imperative that in delivering the exit from the current strategic partnership with Hampshire County Council that stability of service provision is maintained and for planned improvement programmes to continue with minimum disruption possible and to be able to provide assurance to Ofsted that there are robust arrangements in place and confidence that practice standards will be maintained. While this could be a beneficial model for the council to pursue in the longer term, it is not an option that is recommended at this time. Members are again encouraged for this option to remain open as a consideration with a view to informing a longer-term strategy, plan, benefits realisation for the Island's children's social care and education services.
- 62. Option 5 To align children's services with adult social care and housing needs services under one directorship.
- 63. This option would see the merging of all related care services under one director and who would take overall responsibility for the full range of statutory duties across the piece, often referred to as 'twin hat' social care directors. This option could bring about benefits for closer integration and oversight of all "family" related matters meaning that children and their families will have access to a range of services located all in one place. There may also be the potential for economies of scale to be achieved with regards to staffing structures and line management of teams/services, which could derive savings in the longer term. It also has the

potential to streamline operational practice models and arrangements as well as case management in a way that re-focusses on a whole family approach.

- 64. At the end of March 2023, there were some 17 'twin hat' directors holding responsibility for both children's and adult social services. However, these numbers are rapidly declining, and this is the lowest number since 2010. The division of children and adult services came about in 2002 because of the Laming enquiry into the death of Victoria Climbie. This was on the basis that the then health secretary Alan Milburn said that "fragmented decision making was not delivering the best for anyone, and it was time to develop more specialised local organisations that pooled local knowledge, skills and resources in education, health, and social services for children." Since that time, local authorities have continued to disaggregate services for that very reason, to better meet the needs of local communities.
- 65. Both the role of director of children's services and director of adult social care have distinct statutory duties to fulfil, both of a highly complex nature. Bringing the roles together does not automatically mean that there is less work as a result and such it could be argued that a distinct leader is needed for both. Children's services are a highly regulated function, with adult social care becoming equally so. With such a breadth of responsibility, it brings with it a significant risk that there is a potential for failure. This may be mitigated by having a strong second management tier to provide expert specialist support, but this does not take away the overall accountability for the director.
- Together with the director of children's services, the lead member for children's 66. services, the leader of the council and chief executive has a key leadership role to improve outcomes for children and young people. This political and officer leadership is fundamental to effectiveness and sustained improvement. It is the role of the chief executive, as the most senior professional concerned, to ensure these arrangements are functional and at best, collectively inspirational and transformational. See also the statutory guidance on the role of the director of children's services, which highlights the need for clear and unambiguous accountability. A separate director of children's services will afford greater confidence and assurance that the council's statutory duties can be fulfilled and that they are being effectively overseen. Aspects of service improvement required to maintain and further develop practice standards can also be effectively managed and monitored. Service collaboration, integration and working practices can be just as easily achieved to deliver a "whole family" approach by working alongside adult social care services. This is already in place and can continue to be nurtured and strengthened through effective leadership.
- 67. While there are some advantages to this option, the disadvantages or potential for failure in meeting the council's statutory duties and affording adequate services that meets the needs of local communities are considered to outweigh them. This option is therefore not recommended.

#### RISK MANAGEMENT

68. As a result of the council's strategic partnership arrangements with Hampshire County Council, there has been significant progress made to improve outcomes for children and young people on the Island. This has been evidenced by Ofsted inspections which saw the council being rated as 'good' in its last full inspection and

has maintained favourable indications that progress continues to be made. The Island's children's services department is now in a much better position, with renewed resilience, strength and good support for local children and families. Key factors that need to be considered in determining the future arrangements for the leadership and management of children's services, as evidenced by the inadequate rating by Ofsted in 2012, include the necessity to:

- (a) Minimise disruption to the improved practice standards secured through workforce stability in leadership direction and operational management.
- (b) Minimise the potential for professional isolation through loss of access to wider expertise and opportunities for development.
- (c) Minimise the loss of access to the range of professional expertise necessary to secure improvements in educational attainment.
- (d) Maximise the potential for confidence that there is evidence to substantiate a means for continued improvements to be secured in pursuit of retaining an Ofsted rating of 'good' and moving towards 'outstanding'.
- 69. Hampshire County Council have signalled their intention to withdraw from the partnership and have requested an end date of 31 January 2024. This is a relatively short period of time in which to determine and mobilise new arrangements beyond that date and as such Cabinet must secure the most realistic option to pursue within that timescale, which minimises disruption, avoids the potential for loss of staff and enables the council to continue to meet its statutory duties, but allows sufficient flexibility to adapt and change as is deemed necessary into the longer term.
- 70. While the director of children's services and lead member have statutory responsibilities for delivering effective children's services and providing corporate leadership to champion the needs and improved outcomes for children and young people, the chief executive also has a crucial role to ensure the whole council supports children and young people and enables the director to fulfil their role. Children's services are complex, risks are high, and the cost of failure can be profound. As such it is imperative that the best possible route is taken to afford the necessary assurance that these accountabilities can be discharged effectively.
- 71. The Island's children's services department is due a full Ofsted inspection which will be a full graded inspection. Given the change in leadership and management arrangements, Ofsted will want to seek assurance that the service continues to operate effectively and safely in line with expected standards of practice. Any new arrangements must take account of the inspection criteria and afford satisfaction that there will be no degradation in practice across all aspects of children's services functions. It is anticipated that a full graded inspection will take place in this calendar year with a particular focus on the planned future arrangements that will be put in place.

#### **EVALUATION**

- 72. The council has been in a strategic partnership with Hampshire County Council since June 2013 for the leadership and operational management of children's services on the Isle of Wight. Initiated by an 'inadequate' rating following Ofsted inspection during 2012 and under ministerial direction from the Secretary of State for Education. Significant improvements have been made during the tenure of the partnership which saw an Ofsted inspection rating of 'good' in all aspects of children's services in 2018. The identified improvement programme to move the council towards a rating of 'outstanding' has continued to be delivered and the council now finds itself in a better position to consider future arrangements.
- 73. Hampshire County Council have signalled a request to bring the partnership to a close at the conclusion of the required six-month notice period which expires on 31 January 2024. Cabinet is required to confirm acceptance of that request to end the partnership and consequently also consider the options open to them as to what arrangements are the most economic, efficient, and effective means to transition to new leadership and management for children's services.
- 74. The key options considered open to the council, their exploration and analysis of them are presented within this report. There are key risks that must be carefully considered in determining which of them can afford continued assurance of the practice standards achieved thus far; minimise disruption to services; fulfil the council's statutory duties for children and young people and remain affordable within the council's budget envelope. Given the relatively short timescale for transition, option 2 is recommended as the way forward. This option is believed to afford the greatest flexibility that can mitigate as far as possible the risks identified whilst not preventing further consideration at an appropriate point to fully evaluate and explore longer term options.

#### APPENDICES ATTACHED

75. Appendix 1: Equality Impact Assessment

#### BACKGROUND PAPERS

- 76. <u>Cabinet Report 9 November 2017: Options for the future arrangements of children's</u> social care and education services on the Isle of Wight
- 77. Statutory Guidance for Directors of Childrens Services and Lead Members

Contact Point: Claire Shand, Director of Corporate Services, **☎** 821000 e-mail: claire.shand@iow.gov.uk

WENDY PERERA
Chief Executive

CLLR LORA PEACEY-WILCOX Leader of the Council and Cabinet Member for Strategic Oversight and External Partnerships



### **Equality Impact Assessment Template**

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

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

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

### **Assessor(s) Name and job title:**

**Claire Shand - Director of Corporate Services** 

### Directorate and Team:

© rporate Services Directorate – HCC/IWC Childrens Services Partnership Exit Project

Name, aim, objective and expected outcome of the programme/ activity:

Name: HCC/IWC Childrens Services Partnership Exit Project

Aim: to terminate on 31 January 2024 the current partnership agreement was...
management of Children's Services for the Isle of Wight.

Objective: To secure the most economic, efficient and effective future leadership and management arrangements for the Isle of Wight Council's services functions and will serve the needs of children and young people on the Isle of Wight.

**Background:** The Isle of Wight Council entered a strategic partnership with Hampshire County Council for the leadership and management of Children's services in June 2013. This followed an Ofsted inspection during 2012 which resulted in the council judged as inadequate in the effectiveness of its arrangements to protect children. The partnership arose out of a Statutory Direction put in place by the Secretary of State for Education for a period of five years, to deliver the necessary improvements for both children's safeguarding and education services. The partnership was renewed in 2017 to ensure there were continued improvements across all aspects of children's services, with a particular focus on safeguarding standards for vulnerable children and to work with schools across the Island to improve educational standards for all.

The improvement programme continued and in November 2018, Ofsted returned for a full inspection. This resulted in a judgement of Good, across all aspects of children's services. Ofsted returned in July 2021 for a focussed visit and reported the senior leadership team had continued at pace with their transformation project since the previous inspection in November 2018 when they were rated as good. Hampshire County Council now believes it is the right time for the strategic partnership to end and requested that negotiations commence on termination of the partnership with effect from 31 January 2024.

In determining the acceptance of termination of the partnership agreement, the council needs to consider its options for the longer-term leadership and management arrangements of children's services on the Isle of Wight. On 14 September 2023 the Cabinet will review the report on the options open to the council for the future strategic leadership and operational management arrangements of its children's services functions. The recommended option is to return the overall leadership and management of children's services functions in-house with arrangements for the 'buy-back' of specialist service support/provision where there is a cost-benefit to do so.

Reason for Equality Impact Asessment (tick as appropriate)				
T∄is is a <b>new</b> policy/strategy/service/system function proposal				
This is a proposal for a <b>change</b> to a policy/strategy/service/system function proposal function (check whether the original decision was equality impact assessed)	✓			
Removal of a policy/strategy/service/system function proposal				
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.

Page 31	Negative, positive or no impact (before mitigation/ intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/ restrict this group from obtaining services or limit their participation in any aspect of public life?)	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/ advance the inequality? (Where it cannot be diminished, can this be legally justified?)
Age (restrictions/ difficulties both younger/older)		No – the proposal does not change the current services						
Disability a) Physical b) Mental health (must respond to both a & b)		No – the proposal does not change the current services						

Race (including ethnicity and nationality)  Religion or belief	No – the proposal does not change the current services  No – the			
(different faith groups/ those without a faith)	proposal does not change the current services			
Sex (Including Trans and non-binary – is your language inclusive of trans and non- binary people?)	No- the proposal does not change the current services			
Sexual orientation (Is your language inclusive of LGB groups?)	No - the proposal does not change the current services			
Pregnancy and maternity	No - the proposal does not change the current services			
Marriage and Civil Partnership	No - the proposal does not change the current services			
Gender reassignment	No - the proposal does not change the current services			

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

### H. Review

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

Service provision will remain unchanged by the decision being taken to secure the future arrangements for the leadership and management of the Isle of Wight Council's children's services functions.

Key stakeholders as outlined in the cabinet report will be invited to provide their feedback on the options presented for decision making purposes and to raise any equality and diversity concerns or issues that are considered necessary to be taken account of in determining the final decision.

H. Sign-off	
မျှင် Read of Service sign off & date: ယ	Name: Claire Shand – Director of Corporate Services Date: 4 September 2023
Legal sign off & date:	Name: Judy Mason Date: 31/08/23

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### Agenda Item 6a



Purpose: For Decision

### Cabinet report

Date 14 SEPTEMBER 2023

Title PERFORMANCE REPORT – QUARTER ENDED 30 JUNE 2023

Report of CABINET MEMBER FOR FINANCE, CLIMATE CHANGE AND

**BIOSPHERE** 

#### **EXECUTIVE SUMMARY**

1. The purpose of this report is to:

- a) provide a summary of progress against Corporate Plan activities and measures for the period April to June 2023 (unless otherwise stated and shown in detail at appendices 1-12)
- b) inform Cabinet of areas of success, issues requiring attention and remedial activity in place to deal with these.

This report reflects the performance position as at the 30 June 2023 and therefore refers to the Cabinet members and portfolios at that time. Any changes to the Cabinet and responsibilities, after June 2023, will be reflected in the Q2 2023/2024 report.

#### **Performance Exceptions**

The following areas are drawn from the attached appendices for particular attention:

- The average number of people on the housing register (all bands) remains red at 2501 people. This is slightly lower than the same period last year (2507) (Appendix 2).
- The floating bridge continued to operate consistently in Q1, with an average of 99.8 percent operation during scheduled hours (Appendix 3).
- The number of out of work benefit claimants dropped over quarter 1 and sits at 3.3 percent. This remains above the South East average of 2.8 percent, but below the England average of 3.7 percent (Appendix 5).
- The number of One Cards in issue has dropped from Green to Amber, although total numbers remain above the volumes issued in the previous 2 years. The decrease in issue is linked to seasonal trends (Appendix 5).
- The number of major planning applications received during quarter 1 is lower than the same time last year (8 in 2023/24 compared to 14 in 2022/23). This is however in line with a national trend in reduction of submissions (Appendix 6).

 The percentage of planning applications determined within the agreed extension of time remained steady over quarter 1 with an average of 33 percent, this is much lower than 2021-22 which had an average of 94 percent (Appendix 6).

#### RECOMMENDATION

2. That Cabinet approves the Performance Report for the Quarter ended 30 June 2023, and the priority report detail as set out in appendices 1-12.

#### **BACKGROUND**

3. On 17 November 2021, Full Council approved a Corporate Plan which set out the council's vision and strategic priorities for the period 2021 to 2025 and the performance metrics from that plan are the ones included within the appendices to this report.

#### CORPORATE PRIORITIES AND STRATEGIC CONTEXT

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

#### Provision of affordable housing for Island Residents

5. Whilst this report has no direct impact on the provision of housing for Island Residents it will play an important part on reporting on the progress towards the delivery of key activities concerned with that outcome. Details of progress on Housing activities can be seen in Appendix 5 (Economy, Regeneration, Culture and Leisure) of this report.

#### Responding to climate change and enhancing the biosphere

6. Details on the progress toward the delivery of the <u>Council's Climate and Environment Strategy</u> as well as the impact of the decision on the Island's designation as a <u>UNESCO Biosphere</u> and the biodiversity, environment, and sustainable growth of the area designated can be found in Appendix 8 (Finance, Climate Change and Biosphere) of this report.

#### Economic Recovery and Reducing Poverty

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

#### Impact on Young People and Future Generations

8. The decisions the Council makes now not only affect current residents, but may have long term impacts, both positive and negative, on young people and future generations. These impacts may not immediately be apparent or may not emerge for several years or decades. Impacts will be interrelated across the various domains of young people's lives from housing to education, employment or training, health, and the environment.

- 9. The United Nations Conventions on the Rights of the Child (UNCRC) in 1989, article 12, places a duty for children and young people to have an active voice in decision making on matters that affect them. We value the views of our young people. Incorporating coproduction and consultation with young people into our decision-making process is a robust way of ensuring young people's views are taken into consideration. Participation workers experienced in coproduction can support engagement with the Youth Council, our Island children, and wider groups of young people to ensure the voice of young people is sought, heard, and acted upon on important matters that will affect them.
- 10. Appendix 4 Childrens Services, Education and Lifelong Skills contains detailed information regarding this priority.
- 11. UN Sustainability Objectives The United Nations (Department of Economic and Social Affairs) have outlined 17 Sustainable Development Goals (SDGs), which are an urgent call for action by all countries in a global partnership. They recognize that ending poverty and other deprivations must go together with strategies that improve health and education, reduce inequality, and spur economic growth all while tackling climate change and working to preserve our oceans and forests. In support of this, we have mapped each Performance Measure and Aspiration, or Activity as outlined in the 2021-25 Corporate plan against the most appropriate / relevant SDG.

#### Corporate Aims

12. This report links to the key objectives, activities and performance measures as laid out in the latest Corporate Plan 2021 - 2025.

#### CONSULTATION

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

#### SCRUTINY COMMITTEE

14. The report will be reviewed by Corporate Scrutiny Committee on 12 September 2023.

#### FINANCIAL / BUDGET IMPLICATIONS

15. The Corporate Plan forms a key part of the budgeting, directorate, and service planning process for the council; it takes account of existing finance and resources and sets out the key priorities and outcomes that the council wishes to achieve. This report will include reference to any implications on the council's financial position arising from activity and performance outlined in the report.

#### SUMMARY POSITION OF Q4 (DRAFT OUTTURN) 2022/23

#### Revenue 2022/23

- 16. The net revenue budget for 2022/23 is £160.5m. The original budget was approved at Full Council on 23 February 2022 with on-going savings totalling £3m.
- 17. At this stage the accounts are still in draft until approved by the conclusion of the audit process later in the year. At the end of financial year, the council is provisionally reporting an overall saving against the budget of £2.4m (1.5%). Once the position is finalised, the S151 Officer plans, under delegated authority to transfer the saving to supplement the General Fund Reserve (£1m), the Transformation Reserve (£1m) and the Revenue Reserve for Capital (£0.4m) in order to mitigate against further inflationary rises, provide for one-off costs associated with the 2023-24 Organisational Review and to support further capital investment next year and future years where there is a substantial "capital gap" between funding and need.
- 18. The main variances against the budget are set out in the following table:

Key Items	Draft Outturn Variance £m
Main Forecast Pressure Areas:	
Adult Social Care - total net pressure	3.2
Children's Services - total net pressure	1.6
Main Forecast Savings Against Budget:	
Corporate Finance - Treasury Management savings & Housing Benefit overpayment recovery	-4.0
Concessionary Fares	-0.7
ICT - telecommunications & staffing	-0.5
NNDR S31 Grant Adjustments	-0.6
Miscellaneous Items	-1.4
Net Total Draft Saving Against Budget (1.5%)	-2.4
Transfer to General Fund Reserve	1.0
Transfer to Transformation Reserve	1.0
Transfer to Revenue Reserve for Capital	0.4
Total	0.0

19. See Appendix 9 for a more detailed Draft Revenue Outturn Report.

#### Capital 2022/23

- 20. The total capital budget for 2023/24 is £33.5m with a draft outturn position of actual expenditure of £28.9m. There is slippage in spending of £4.6m from 2022/23 into future years (i.e., simply representing budgeted spending that has not taken place in 2022/23 but will now fall into 2023/24).
- 21. See Appendix 10 for a more detailed Draft Capital Outturn Report.

#### General Reserves 2022/23

22. General Reserves at the end of quarter four indicates a draft balance of £13.0m and assumes the year end transfer of £1m as outlined above.

#### SUMMARY POSITION OF Q1 2023-24

#### <u>Revenue – 2023-24</u>

- 23. The net revenue budget for 2023/24 is £178.7m. The original budget was approved at Full Council on 22 February 2023 with on-going full year savings totalling £4.5m.
- 24. At the end of the first quarter the council is forecasting a potential pressure of £3.5m before the use of contingencies. The key pressure areas are Adults and Children's Social Care, and the underachievement of income relating to leisure centres, parking, and planning. This pressure is being partially offset by savings in concessionary fares and treasury management. The shortfall in leisure centre income relates to the legacy impact of Covid and will be offset using the Covid Contingency resulting in a net total forecast pressure of £2.9m.
- 25. It should also be noted that there is a considerable risk to this forecast position as the financial year progresses and the impact of further inflationary and demand pressures due to the current economic climate.
- 26. The main variances against the budget are set out in the following table:

Key Items	Forecast Variance £m
Main Forecast Pressure Areas:	
Adult Social Care - total net pressure	1.6
Children's Services - total net pressure	2.4
Leisure - income	0.5
Parking Income	0.3
Planning Income	0.3

Main Forecast Savings Against Budget:	
Corporate Finance - Treasury Management savings & Housing Benefit overpayment recovery	-0.7
Concessionary Fares	-0.6
Miscellaneous Items	-0.4
Total Net Pressure	3.4
Contribution from Covid Contingency	-0.5
Net Total Forecast Variance Against Budget (1.6%)	2.9

27. See Appendix 11 for a more detailed Revenue Budget Monitor.

#### Capital 2023/24

- 28. As at quarter one the total capital budget for 2023/24 is £39.6m. The council is forecasting expenditure of £39.6m and therefore the capital programme remains fully funded.
- 29. See Appendix 12 for a more detailed Capital Budget Monitor.

#### General Reserves 2023/24

30. General Reserves at the end of quarter one indicates a balance of £13.0m. This is consistent with the revised medium term financial strategy and includes the £1m transferred from last financial year (which will be confirmed upon completion of the audit process for 2022/23). This takes no account at this stage of the further impact of new emerging cost pressures described above.

#### **LEGAL IMPLICATIONS**

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

#### **EQUALITY AND DIVERSITY**

32. 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 the protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. It is not considered that there are any direct equality and diversity implications arising from this report.

#### **OPTIONS**

- 33. Option 1: Cabinet does not approve the Performance Report Quarter ended 30 June 2023 and the priority report detail as set out in appendices 1-12.
- 34. Option 2: Cabinet approves the Performance Report Quarter ended 30 June 2023 and the priority report detail as set out in appendices 1-12.

#### RISK MANAGEMENT

- 35. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-12.
- 36. Without the production of the QPMR there would be no overall view available on delivery against the Corporate Plan 2021-25.

#### **EVALUATION**

37. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance Report – Quarter ended 30 June 2023 and the priority report detail as set out in appendices 1-12.

#### **APPENDICES ATTACHED**

Corporate Plan priority reports for:

- Appendix 1: Leader, Strategic Oversight and External Partnerships
- Appendix 2: Adult Services and Housing, Public Health, and Homelessness
- Appendix 3: Transport and Infrastructure, Highways PFI and Transport Strategy
- Appendix 4: Children's Services, Education and Lifelong Skills
- Appendix 5: Economy, Regeneration, Culture and Leisure
- Appendix 6: Planning, Coastal Protection and Flooding
- Appendix 7: Regulatory Services, Community Protection, Waste, and ICT
- Appendix 8: Finance, Climate Change and Biosphere
- Appendix 9: Revenue Draft Outturn Report 2022-23
- Appendix 10: Capital Draft Outturn Report 2022-23
- Appendix 11: Revenue Budget Monitor Q 1 2023-24
- Appendix 12: Capital Budget Monitor Q 1 2023-24

#### BACKGROUND PAPERS

<u>Corporate Plan 2021-25</u> <u>United Nations Sustainable Development Goals</u> WENDY PERERA
Chief Executive

(CLLR) JONATHAN BACON Cabinet Member for Finance, Climate Change and Biosphere

## Appendix 1 - 2022/23 Q1 LEADER AND STRATEGIC OVERSIGHT

#### Cabinet Member: Councillor Lora Peacey-Wilcox

#### Portfolio Responsibilities:

- Strategic Oversight
- Integrated Care System
- County Deals and Evolution

- Civic Affairs and Events
- Communications and Design
- Covid Recovery
- Transformational Change

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

Public consultations that have opened during Quarter 1 are:

- **Customer experience survey –** Review of customer service approach and customer experience. Consultation commences 5 June and remains open.
- **Draft Housing Affordability Supplementary Planning Document** This document updates the information that needs to be considered and provided, relating to planning applications involving the provision of affordable housing on the island. Consultation commenced 16 June and remains open.
- Planning statement of community involvement This sets out how and when the council will seek the views of local people, businesses, and key organisations on local planning matters. Consultation commences 30 June and remains open.

Public consultations that have closed during Quarter 1 are:

- **Medina House School consultation** This included information about the proposals to increase the agreed place number. Consultation commenced 07 April and closed 19 May.
- Wightcare feedback survey This asked for feedback into the packages of service offered by Wightcare. Consultation commenced 6 April and closed 18 May.
- Newport and Ryde Local Cycling and Walking Infrastructure Plan Supplementary Planning Document – Consultation commenced in the previous quarter and closed 28 April.
- **Electric vehicle charging infrastructure strategy –** Consultation commenced in the previous quarter and closed 21 April.

#### Strategic Risks

Achieving the vision for the Island			
Assigned to: Chief Executive			
Inherent Score	Target Score	Current Score (June 23)	
14 HIGH	6 LOW	12 HIGH	
Previous scores			
Mar 23	Dec 22	Sep 22	
12 HIGH	12 HIGH	12 HIGH	
Risk score is consistent			

Dealing with threats to business continuity (including cyber incidents)				
Assigned to: Assistant Chief Executive and Director of Strategy				
Inherent score Target score Current score (June 23)				
12 HIGH	6 LOW	9 MEDIUM		
Previous scores				
Mar 23	Dec 22	Sep 22		
9 MEDIUM	9 MEDIUM	9 MEDIUM		
Risk score is consistent				

Ability to manage the impact and sustain service delivery	of the cost-of-living crisis (Co	LC) on the council's activities		
Assigned to: Chief Executive				
Inherent score	Target score	Current score (June 23)		
12 HIGH 6 LOW 12 HIGH				
Previous scores				
Mar 23	Dec 22	Sep 22		
12 HIGH	N/A	N/A		
	New risk			

## Appendix 2 - 2023/24 Q1 ADULT SERVICES AND HOUSING, PUBLIC HEALTH, AND HOMELESSNESS

#### Cabinet Member: Councillor Ian Stephens

#### Portfolio Responsibilities:

- Community Care
- Residential Care
- Nursing Care
- Home Care
- Direct Payments
- Day Care
- Supported Living
- Learning Disability Homes
- Respite Care
- Resettlement
- Safeguarding
- Social Workers
- Family Working

- Tobacco Control
- Domestic Abuse
- Early Help Services
- Obesity
- Sexual Health
- Substance Misuse
- 0-19 Services
- Homelessness
- Rough Sleeping
- Housing Related Support
- · Housing Renewal and Enforcement
- Disabled Facilities Grant
- Transformational Change

#### **Performance Measures**

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

**Aim**: The percentage of people still at home 91 days after discharge is above 84 percent **UN Sustainable Development Goal:** 3

Most Recent Status: March 2023

Previous Status: December 2022

AMBER

AMBER



- Please note that 91 days data provided by Adult Social Care (ASC) Performance reporting will always be three months in arrears, due to the nature of the measure.
- Of the 13 people in March that were not at home after 91 days, 9 people died, 1 was readmitted and 3 were placed in residential care.

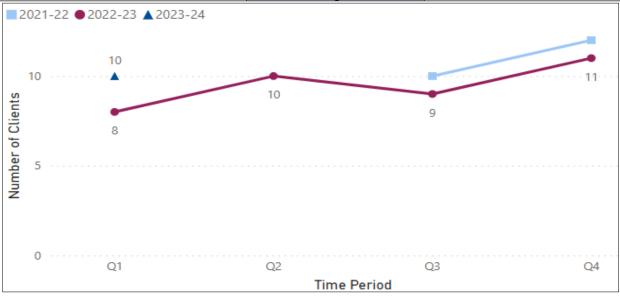
  Page 45

## Number of new ASC clients discharged from hospital progressing to short or long-term support at home, commissioned via Horizon.

Aim: Monitoring Measure only

**UN Sustainable Development Goal**: 3

Most Recent Status: June 2023Monitoring MeasurePrevious Status: March 2023Monitoring Measure



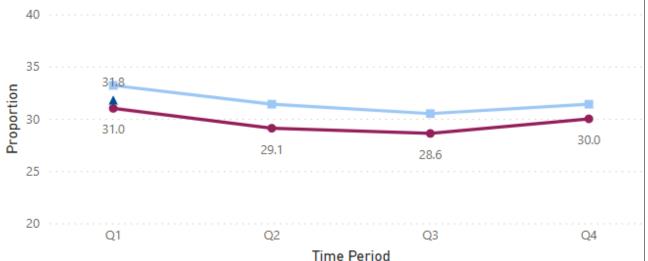
- Data from Horizon.
- The number of people discharged from hospital is recorded one quarter in arrears, as the homecare package won't always start the same quarter as the discharge.

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

Aim: Monitoring Measure only

**UN Sustainable Development Goal:** 3

Mos	st Recent Status: June 2023	Monitoring Measure
Pre	vious Status: March 2023	<b>Monitoring Measure</b>
	■2021-22 ●2022-23 ▲2023-24	
	40	



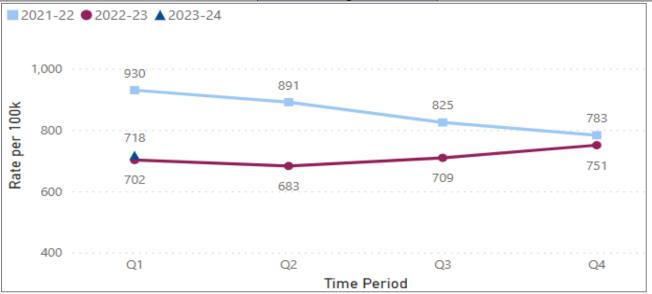
 This figure has remained fairly consistent over a number of years, and will be linked with the capacity which the market has available.

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

**Aim**: Monitoring Measure only

**UN Sustainable Development Goal:** 3

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

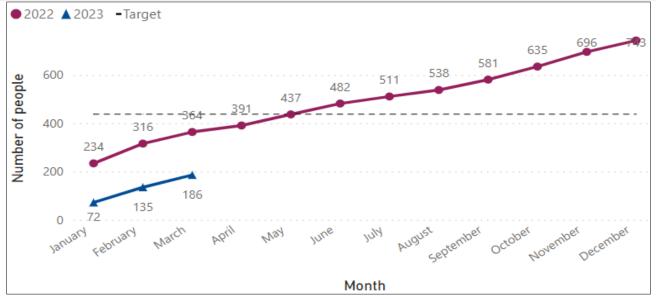


This figure is in line with this time last year. This is also reflected in the measure for the
percentage of people in their own homes remaining stable.

#### Smoking Quitters – number of people quitting smoking at 4 weeks

**Aim**: Number of people quitting smoking at 4 weeks reaching end of year target **UN Sustainable Development Goal:** 3

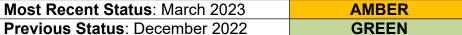
Most Recent Status: March 2023	GREEN
Previous Status: December 2022	GREEN



- Data not yet available. Please note: There can be a data lag of 6 weeks.
- This indicator includes those who have guit smoking with specialist support.
- The contract year for the stop smoking service runs from 1 January to 31 December.

## Number of people achieving weight loss of 5% of body weight in 12 weeks (in commissioned service)

**Aim**: Number of people achieving 5 percent weight loss reaches/exceeds the end of year target **UN Sustainable Development Goal:** 3





- The yearly target is per calendar year (January-December).
- In contract year 2 (calendar year 2022) the Tier 2 Weight Management provider, Healthy Lifestyles Isle of Wight, supported 208 residents to achieve weight loss of 5% of their body weight (or more).
- The Tier 2 Weight Management contract stopped taking on new referrals from the 1 February 2023 due to the early exit of the Tier 2 Weight management contract. A new Tier 2 Weight Management service will commence on the 1 July 2023.

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

**Aim**: Number of Adults taking part in sport or physical activity reaches/exceeds 16,000 end of year target

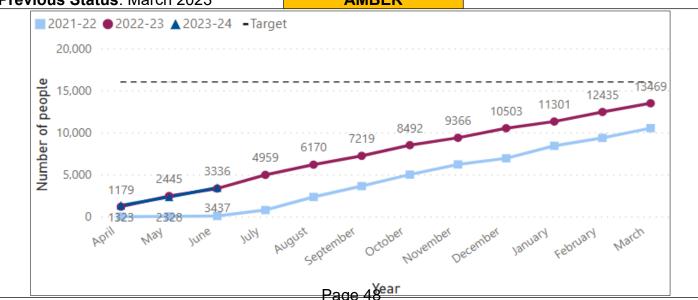
**UN Sustainable Development Goal:** 3

Most Recent Status: June 2023

Previous Status: March 2023

AMBER

AMBER

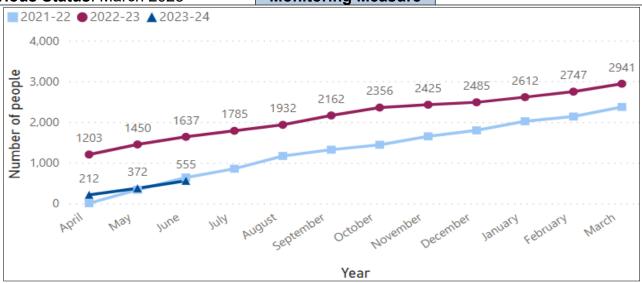


- Activities taking place include the parkrun and the CPD cycling training course, although there
  was no CPD in June.
- By the end of quarter 1, we had achieved 21 percent of our target (16,000).

#### Number of juniors and young people (under 25) taking part in sport and play activity

**Aim**: Number of juniors taking part in sport or physical activity increases **UN Sustainable Development Goal**: 3

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



 Activities taking place in schools include junior parkrun, Duke of Edinburgh Award and Bikeability, although no Duke of Edinburgh Award activity took place in June.

#### Successful completion of alcohol treatments

**Aim**: Successful completion of treatment exceeds end of year target **UN Sustainable Development Goal**: 3

Most Recent Status: March 2023	GREEN
Previous Status: December 2022	GREEN



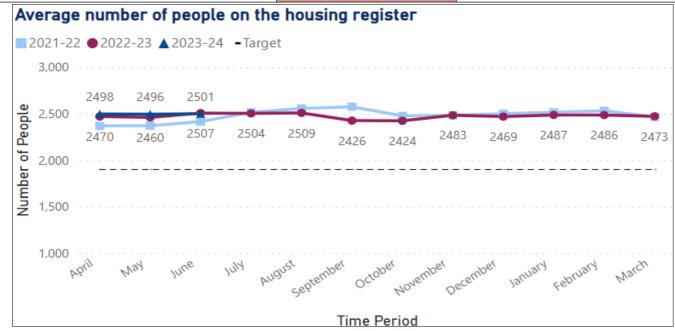
- The data captured in the National Drug Treatment Monitoring System shows only structured treatment outcomes. There are increasing numbers in treatment which can affect the overall percentage.
- The data shows an increase on the previous quarter and the baseline (26.5 percent) and is
  evidence of effective intervention pathway to support in alcohol treatment. This is also in the
  context of increasing numbers in treatment evidencing both increased reach as well as
  increased need.

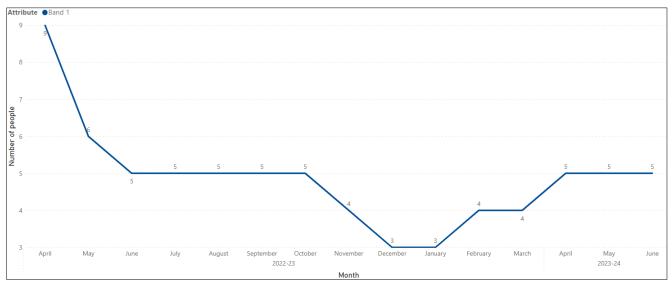
Quarter 1 2023/24 data is expected to be published in September 2023.

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

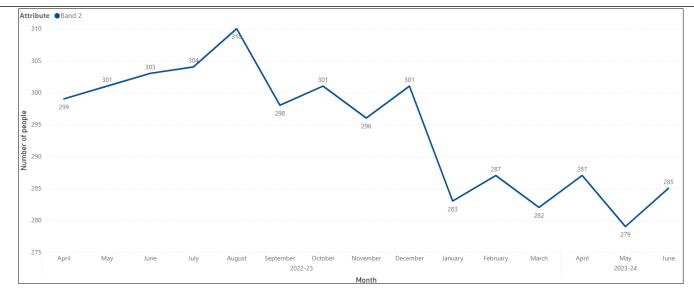
**Aim**: Reduction in the number of people on each band of the housing register at month end **UN Sustainable Development Goal**: 11

Most Recent Status: June 2023REDPrevious Status: March 2023RED

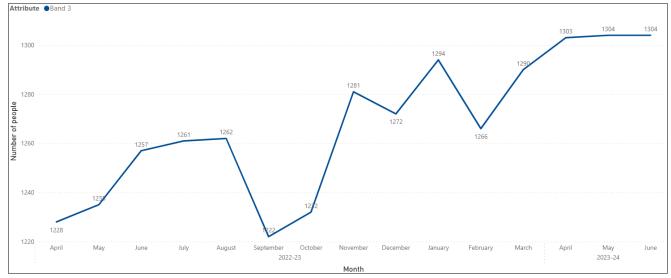




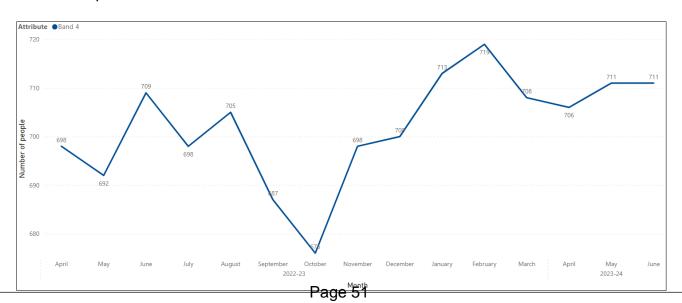
- Band 1 of the housing register includes those who meet the following criteria:
  - o Urgent medical / welfare issues
  - Multiples of Band 2



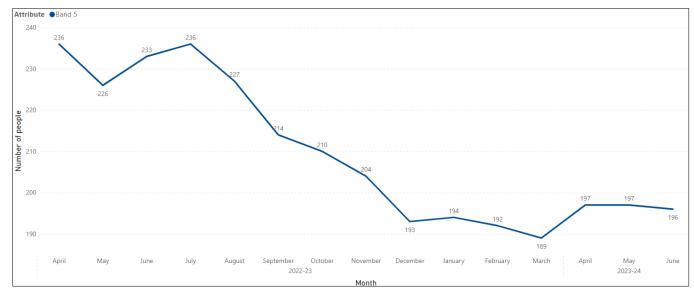
- Band 2 of the housing register includes those who meet the following criteria:
  - Severe overcrowding (at least 2 bedrooms)
  - Severe under-occupation (social housing tenants resident on the island
  - Applicants identified as being ready for 'move-on' accomodation
  - o Social housing tenants on the island vacating disable adapted accomodation



- Band 3 of the housing register includes those who meet the following criteria:
  - Multiples of Band 4



- Band 4 of the housing register includes those who meet the following criteria:
  - Homeless applicants
  - Significant medical / welfare issues
  - o Hazardous property condition as defined by the Housing Renewal team
  - Lacking or sharing amenities
  - Households within insecure accommodation
  - Minor overcrowding (1 bedroom)
  - o Minor under-occupation (private tenants or owner occupiers resident on the island)



- Band 5 of the housing register includes those who meet the following criteria:
  - o Households with secure accomodation and no other housing need

#### Number of households prevented from becoming homeless

Aim: Monitoring Measure only

**UN Sustainable Development Goal: 1** 

Most Recent Status: Ju	ıne 2023	Monitoring Measu	re
Previous Status: March	າ 2023	Monitoring Measu	re
■2021-22 ●2022-23 ▲20	123-24		
sp 400			372
Honseholds		195	
o 200 · · · · · · · · · · · · · · · · · ·	93	155	
100	83		
April May	June July Aug	Just September October Novem	per December, January Lepinary, Watch
		Time Period	

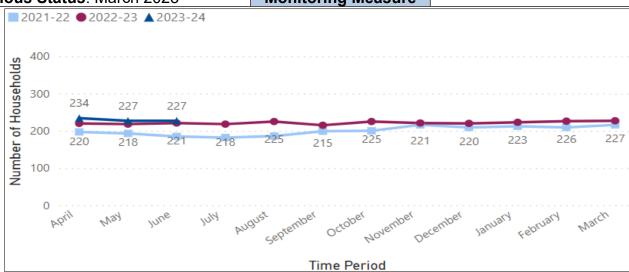
 This figure is slightly lower than this time last year. The number of approaches is up on last year, but market acceptances are down.

#### Number of households in temporary accommodation

Aim: Monitoring Measure only

**UN Sustainable Development Goal**: 1

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



- June sees the number of households in temporary accommodation remain the same at 227 (June 2022 = 221).
- June saw a decrease in the number of households in Bed and Breakfast (32 compared to 33 in May) with 4 families with children included in this count.

#### Number & value of Disabled Facility Grants approved

Aim: Monitoring Measure only

**UN Sustainable Development Goal: 11** 

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure
■2021-22 ●2022-23 ▲2023-2	24





- During quarter 1, 61 grants were approved.
- Coupled with the carried forward approved amount from 2022/23 the current live approved value of cases is just over £1.5m.

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

#### The following activity supports UN Sustainable Development Goal 1:

Acquisition Strategy drafted and to be submitted to Cabinet in July 2023.

Empty Property Strategy is being updated, and this will include a review of data and an action plan to ensure issues addressed. This is due to go to Housing Members Board in June and Cabinet in July 2023.

Pipeline list of current sites produced and work ongoing to review the wider asset base.

#### The following activity supports UN Sustainable Development Goal 3:

Workshops are taking place with the current extra care housing residents, a survey to all Island residents who are aged 50+ is currently live and will close in early July. The consultation phase of the Independent Living Strategy which also includes survey of professionals' experience of extra care housing is well underway. It is anticipated that the draft version of the strategy will be completed by the end of the summer 2023.

Carers strategy adopted and launched during Carers week June 2023. Work will be undertaken with residents, who are carers, to develop a robust action plan to support implementation and sustainability.

Waiting list has been reduced significantly for Disabled Facility Grants (DFG) (currently 6). Highest ever demand with 23/24 commitment to date currently at £3 million, approx. £100,000 of referrals being received each month. Expected end of year commitment is likely to be £4 million. Budget is £2.3million. The new grant support officer post is working well.

A builder/supplier event was held to increase supply chain and capacity for DFGs – this was well received.

Public Health developed a Healthy Places workplan and will facilitate consideration of health and wellbeing through partnership working with council colleagues including those led by Regeneration, Transport

Focus Groups to put people at the centre of an impactful Smoking in Pregnancy campaign for the Island have concluded and findings are being used to inform the design of campaign assets and appropriate communications channels.

Public Health have successfully awarded the Tier 2 Adult Behavioural Weight Management Service contract to Thrive Tribe. Thrive Tribe is a specialist, experienced provider of well-being improvement services, taking an innovative approach including traditional weight management, a digital offer and innovative physical activity. The service will go live on the 1 July 2023.

An older adult's public health plan focusing on falls prevention, and communications to older adults about a range of issues or opportunities to support people to remain healthy as they age.

IWC in partnership with Hampshire, Portsmouth, Southampton, and NHS England are commissioning a new Integrated Sexual and Reproductive Health Service from 1st April 2024. This is for an integrated service that prioritises prevention and ensures that our residents have timely access to the high-quality, effective, and efficient services to improve and manage their sexual and reproductive health through the delivery of a fully integrated, cost-effective sexual and reproductive health service model, accessed by a digital single point of access and clinical front door.

A newly constituted Health and Care Partnership for the IOW is in place including all key partners. The format of the board includes a part held in public and a workshop approach to discuss solutions for the Island. There is a strong governance structure and work programme to enable delivery of the signed off plan. The IOW system is represented on both the Integrated Care Board (ICB) and Integrated Care Partnership (ICP). The ICP is co-chaired by the Director of Public Health

The Isle of Wight Mental Wellbeing Plan has been finalised and presented at Scrutiny and the Health and Wellbeing Board. It is to be taken in its final publishable form to the Mental Health and Suicide Prevention Partnership (MHSPP) at the beginning of July. The Isle of Wight Suicide Prevention Plan has also been finalised and presented to Scrutiny and the Health and Wellbeing Board. The Mental Health Communications Plan continues to be delivered marking Mental Health Awareness Week and Men's Health Week with targeted campaigns centred on the 5 Ways to Wellbeing. The Mental Health Alliance and MHSPP held a face-to-face meeting in April which successfully brought partners together to discuss priorities and facilitate links across services/support. We continue to work with partners to develop a trauma informed approach as well as working across the system to develop and embed the co-occurring conditions pathways.

Inclusion Community Substance Misuse Service – continues to adapt to need, including increase in demand for alcohol support through structured brief intervention. Homeless navigator role and Drug and Alcohol nurse - positive influence on partnership working and provision of service to people who are often vulnerable and have complex need. Increased need for inpatient detox. treatment is being met from additional national funding. Partnership working continues to be a focus e.g., working with pharmacies to provide opiate replacement; working with NHS Trust colleagues to develop improved pathway of care for those with co-occurring conditions (mental ill-health and substance misuse); working with prisons to ensure better continuity of care.

Sexual and Reproductive Health: The Solent NHS Trust Systems Thinking roll out on the Island is in progress to implement a clinical front door to improve service outcomes, quality, and efficiency. Data will be monitored to ensure equitable access to improve outcomes for groups at higher risk of poor sexual and reproductive health outcomes. We are currently working with partners to scope the Health Education England (HEE) funded workforce development project to improve wider

workforce sexual and reproductive health training for Island professionals, with a focus on sustainability and train the trainer model.

Mandatory HMO licensing, non-licenced HMO standards activity/investigations and Minimum Energy Efficiency Standards enforcement activities are ongoing.

Private sector housing standards investigation/enforcement activity is ongoing with a priority/risk waiting list. This includes enforcement action where necessary.

A new Bill is currently going through parliamentary process relating to housing. Additional decent homes standards legislation is expected but not yet confirmed.

Attendance at Landlords Fayre was undertaken to discuss decent homes standards and energy efficiency, this was well received.

#### The following activity supports UN Sustainable Development Goal 11:

The Isle of Wight Domestic Abuse Partnership Board continues to strengthen, with engagement and commitment from key partners to develop a new domestic abuse strategy for the Island. There has been significant progress on the requirements of the Domestic Abuse Act (2021) including enabling the survivor voice in shaping strategy and services.

Contracts have been awarded for new domestic abuse services to commence on 1October 2023 and mobilisation is underway. These services will provide support for victims/survivors of domestic abuse (including refuge and alternative accommodation) as well as a service supporting change in people using abusive behaviours.

#### The following activity supports UN Sustainable Development Goal 16:

The Voluntary sector are active members of the reconstituted Health and Care partnership and continue to be members of the Health and Wellbeing Board

Building on The Isle of Wight Mental Wellbeing Plan the statutory Suicide Prevention Plan has now been developed. These plans have strong voluntary sector representation.

### Strategic Risks

Failure to recruit acceptable quality of professional practice across Adult Social Care (ASC) and Housing Needs Assigned to: Director of Adult Social Care			
Inherent score	Target score	Current score (June 23)	
14 HIGH	6 LOW	8 MEDIUM	
Previous scores			
Mar 23	Dec 22	Sep 22	
8 MEDIUM	8 MEDIUM	8 MEDIUM	
Risk score is consistent			

Failure to identify and effectively manage situations where vulnerable adults are subject to abuse Assigned to: Director of Adult Social Care and Assistant Director of Operations			
Inherent score	Target score	Current score (June 23)	
16 VERY HIGH	6 LOW	8 MEDIUM	
Previous scores			
Mar 23	Dec 22	Sep 22	
8 MEDIUM	11 MEDIUM	10 MEDIUM	
No change to risk score			

Failure to secure the required outcomes from the integration of adult social care and health Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score (June 23)
16 VERY HIGH	5 LOW	5 LOW
Previous scores		
Mar 23	Dec 22	Sep 22
5 LOW	10 MEDIUM	10 MEDIUM
No change to risk score		

Independent Social Care Sector Sustainability (care Homes and Home Care)  Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score (June 23)
16 VERY HIGH	6 LOW	9 MEDIUM
Previous scores		
Mar 23	Dec 22	Sep 22
12 HIGH	12 HIGH	12 HIGH
Reduction in risk score		

Additional demands placed upon the Isle of Wight Council and partners owing to pandemic flu or similar large-scale outbreaks Assigned to: Director of Public Health			
Inherent score	Target score	Current score (June 23)	
16 VERY HIGH	12 HIGH	12 HIGH	
Previous scores			
Mar 23 Dec 22 Sep 22			
12 HIGH	12 HIGH	12 HIGH	
Risk score is consistent			

QPMR Q1 2023/24 Appendix 3

### Appendix 3 – 2023/24 Q1 TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY

# Cabinet Member: Councillor Phil JordanPortfolio Responsibilities:• Concessionary Fares• Parking Services• Subsidised Bus Services• Floating Bridge• Highways PFI Contract• Harbours• Highways Authority

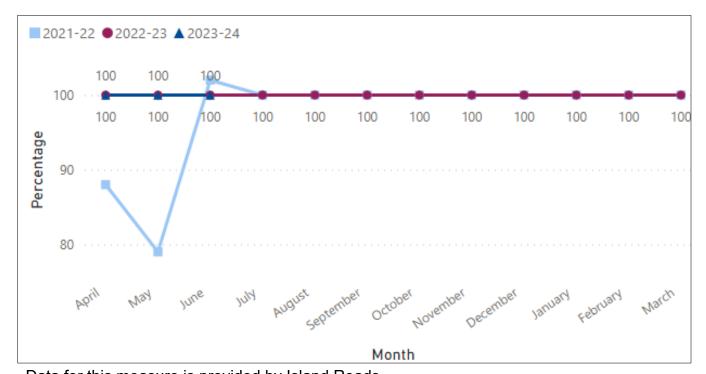
#### **Performance Measures**

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

Aim: 100 percent Category 1 Emergency Responses within 2 hours.

**UN Sustainable Development Goal:** 9

Most Recent Status: June 2023 GREEN
Previous Status: March 2023 GREEN



- Data for this measure is provided by Island Roads.
- Emergency responses have maintained 100 percent timeliness since June 2021/22.
- Category 1 defects require remedial action within 2 hours to ensure the highway remains safe.
   2-hour defects may include:
  - Potholes
  - Fallen Trees / Branches
  - Damaged Street furniture (vandalism or vehicular collision)
  - Street Light outage
  - Damaged Kerbing or Tactile Crossings

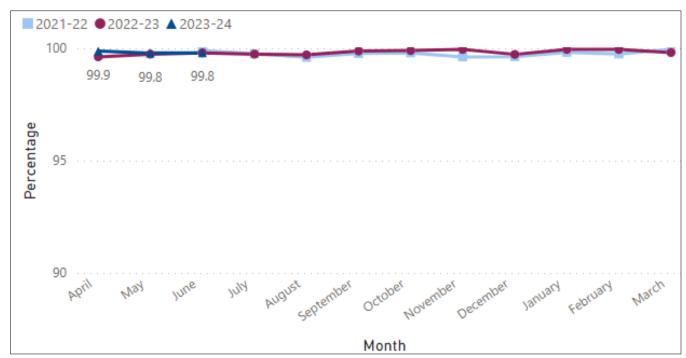
- Category 1 defects are notified to Island Roads and recorded in their asset management system 'Confirm'. These are reviewed for compliance with contract by Commercial Manager.
- Island Roads have attended 322 Category 1 defects in quarter 1.

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

**Aim**: 100 percent of highways inspections undertaken

**UN Sustainable Development Goal**: 9

Most Recent Status: June 2023	GREEN
Previous Status: March 2023	GREEN



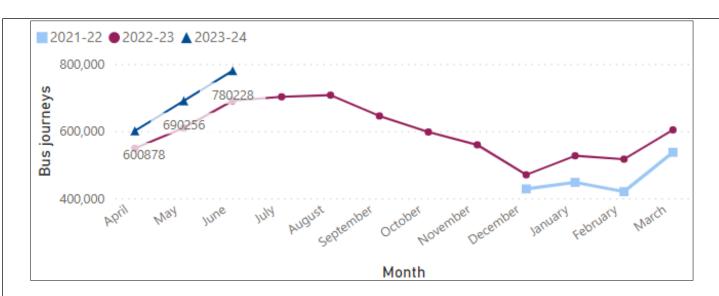
- Currently the Isle of Wight Council audits a percentage of Island Roads inspections to ensure
  the Island Roads District Stewards are identifying and rectifying defects in line with the code of
  practice and contractual requirements.
- There were two inspections not completed on time and this relates to two roads that require further investigation as these are routinely behind schedule.
- Island Roads have a target of 1,990 in June and have undertaken 1,986 in the timeframe expected. The average number of safety inspections per month is 2,111 with an average performance of 99.8 percent

#### Number of public transport users

Aim: Increase in the number of public transport users

**UN Sustainable Development Goal**: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

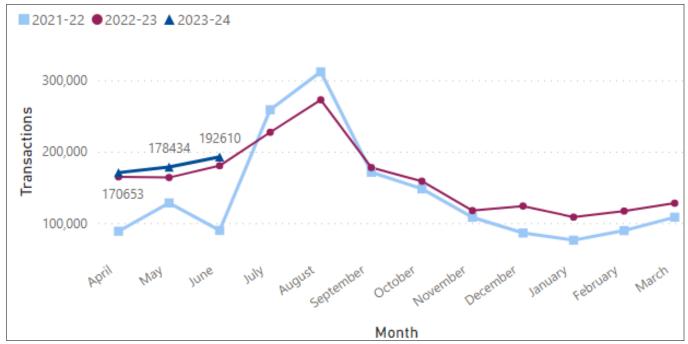


- Data for Bus travel on the island is provided by Southern Vectis
- We are in the process of formalising a non-disclosure agreement with South Western Railways for data related to Islandline usage, so there is a delay in obtaining this data until the process is concluded.
- We are awaiting an update from ferry service providers relating to cross-Solent travel, and this is currently being followed up by the Highways and Transport Client team.

#### Car parking utilisation

Aim: Increase in car parking utilisation UN Sustainable Development Goal: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

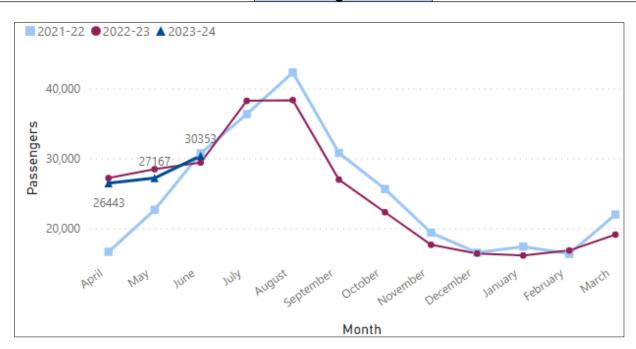


- Pay and Display transaction data is extracted from the Flowbird (ticket machine manufacturer), back-office communications system (Smartfolio) and PayByPhone transactions data comes from our PayByPhone back-office system.
- Quarter 1 shows car parking utilisation above the same period last year, with the expected increase over the summer period.

#### Floating bridge number of foot passengers

Aim: Increasing number of foot passengers UN Sustainable Development Goal: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

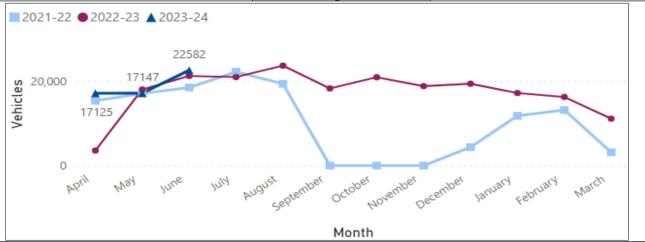


- Floating bridge data shows that quarter 1 saw an increase in the number of foot passengers using the service, however foot traffic did not match the level for the same period last year (83,963 for quarter 1 of 2023/24 against 85,000 for 2022/23).
- Service was suspended from 4 May 19:30 until 12:30 on 5 May and from 16:30 on 20 May to 20:00 on 22 May owing to generator problems. Service was suspended for 1 hour on 22 June.
- Barring any unforeseen circumstances, trends suggest that we can expect numbers to pick up over the summer months

#### Floating bridge number of vehicles

Aim: Increasing number of vehicles
UN Sustainable Development Goal: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	<b>Monitoring Measure</b>

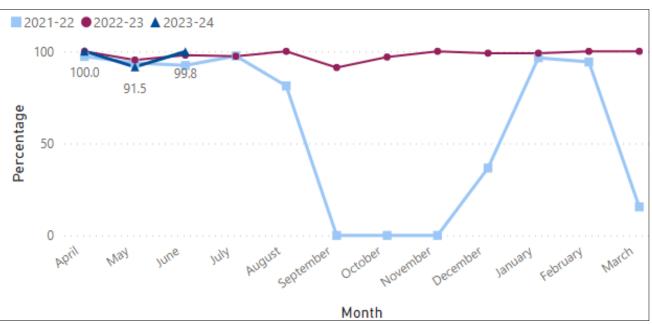


 The total number of vehicles seen during quarter 1 was 56,854 compared to 42,824 for the same period last year

#### Floating bridge hours operated as a percentage of scheduled hours

**Aim**: High percentage of hours operated as a proportion of scheduled hours **UN Sustainable Development Goal**: 9

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



• The floating bridge was operational for an average 97.1 percent of its scheduled hours during quarter 1, this was slightly lower than during the same period last year (97.7 percent).

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

The following activity supports UN Sustainable Development Goal 8:

No progress with the Island Wide Parking Strategy this quarter.

#### The following activity supports UN Sustainable Development Goal 9:

The floating bridge continues to provide a reliable service and has operated at 100% in March and April and at 91.1% in May.

The Council has now commissioned locally based consultants 3S Business Services to review the two remaining issues which impact the efficiency and operation of Floating Bridge 6: -

 The failure to be able to operate at all states of the tide whilst maintaining the chain clearance of tide height plus 1.5m – they will work with the council and a specialist Computation Fluid Dynamic (CFD) supplier to populate a CFD model to replicate the dynamics of Floating Bridge 5 and Floating Bridge 6; this will be combined a with a review all previous work and reports on the issue.  Review the operation of Floating Bridge 6 in terms of vehicles, foot passengers and cyclists queuing, paying, loading, and unloading – they will review the operation and available information and identify if and how this could be improved to increase the number of crossings per hour.

The work is expected to take six months and should be concluded in December 2023; at this point they will provide a comprehensive paper setting out above findings and recommendations for the council's consideration and approval.

As agreed at the Major Highways Project Board it was agreed that the final draft of the Local Transport Plan 4 (LTP4) for ratification of Cabinet and the subsequent public consultation is deferred until the Department for Transport's (DfT) long-awaited guidance to Local Transport Authorities has been received (or at least the consultation version). This has meant that little progress has been made since March 2023, though the draft LTP4 is with the Graphics Team to revise so that it is an appropriate format for publicising the document. Likewise further advice has been sought from the DfT, though there are no confirmed timescales for the release of the quidance at this time.

Further Active Travel England (ATE) Capability funding received and currently procuring consultancy support for the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Bay Area (Sandown, Shanklin & Lake). The development of the LCWIP is due to commence in autumn 2023.

Work on producing an annual report highlighting key improvements and successes of the Transport Infrastructure Partnership is ongoing with discussions focusing on operational matters.

The draft Enhanced Bus Partnership Plan and Scheme have been finalised; these are currently out for statutory consultation due to end on 28 July. This is to ensure it is ratified and published by 30 September to align with the conditions of the Bus Service Improvement Plan+ funding.

The council continues to provide challenge where any non-compliance of contractual standards are identified. Several new contractual disagreements have surfaced because of these challenges, but these have since been resolved without compromise from the council. A list of historic disagreements has been compiled and initial conversations have been held to understand all parties' positions. Discussions are ongoing whilst simultaneously obtaining legal advice on the priority issues.

Several safety-based highways improvements schemes are currently in the development stages. Progress has been slower than anticipated due to several factors, including resources being required to develop a safer route scheme for the A3056 to secure funding from Department for Transport (DfT) and the highway design capacity within Island Roads.

The Highways team are in the process of developing options for the community to consider. While issues highlighted by local parish councils remain under active consideration, some potential solutions could also have a significant negative impact on the area if treated in isolation. As such a considerable investment in time is required to develop viable options holistically. Although some progress has been made with this work, particularly in relation to Niton village centre, it has proved impossible to make significant progress with so many urgent safety issues needing the attention of the Highway's Authority (HA) during the last year. Unfortunately, there have been no relevant funding opportunities during this period to enable the HA to fund further capacity to accelerate the delivery this work.

There are no updates on the strategic infrastructure and capacity review this quarter. Page 64

#### The following activity supports UN Sustainable Development Goal 11:

In relation to the Island Wide Speed Assessment project, whilst there remains an issue of resource, a further summary report has been commissioned with Island Roads, which is due imminently. The purpose of the subsequent summary report is to collate outcomes/recommendations into a single document for Cabinet in the autumn to review, to help inform their decision on whether to support the development of an implementation plan covering specific speed limit schemes, which is then likely to spread over several years.

#### **Strategic Risks**

disruption for the council and		nt financial and operational	
Assigned to: Director of Neig	hbourhoods		
Inherent score	Target score	Current score (June 23)	
16 VERY HIGH	5 LOW	9 MEDIUM	
	Previous scores		
Mar 23	Dec 22	Sep 22	
7 MEDIUM	7 MEDIUM	7 MEDIUM	
	Increase in risk score		



## Appendix 4 – 2023/24 Q1 CHILDREN'S SERVICES, EDUCATION AND LIFELONG SKILLS

#### Cabinet Member: Councillor Debbie Andre

#### Portfolio Responsibilities:

- Adoption
- Fostering
- Disabled Children Support
- Respite Care
- Early Help
- Care Leavers
- Safeguarding
- Short Breaks

- Youth Service
- Special Educational Needs
- Alternative Education
- Early Years Development
- School Improvement
- Schools
- Asset Management
- Home to School Transport
- Youth Council and Youth MP

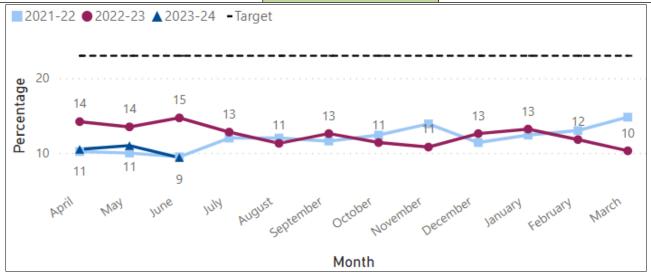
#### **Performance Measures**

Percentage of children becoming the subject of Child Protection Plan for a second or subsequent time (within two years of the previous plans end date)

**Aim**: The percentage of children becoming subject of a second or subsequent plan remains below 23 percent.

**UN Sustainable Development Goal:** 3

Most Recent Status: June 2023 GREEN
Previous Status: March 2023 GREEN

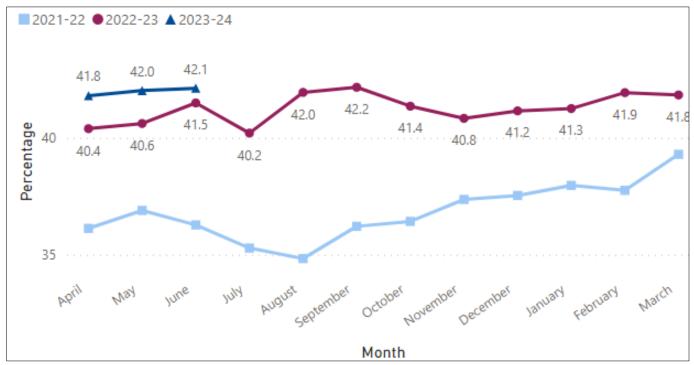


- The management team reviews each case of a child who is subject to a second or subsequent child protection plan within two years to ensure that the response from the social care teams and Independent Reviewing Service is proportionate, and to provide assurance that there were no missed opportunities for earlier intervention or support.
- The reason for the second or subsequent child protection plan is analysed; the majority being because of associated issues with the first child protection plan such as domestic abuse, adult substance misuse and/or adult mental health.

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

**Aim**: The percentage of children with a referral within 12 months is below 30 percent target **UN Sustainable Development Goal**: 3

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



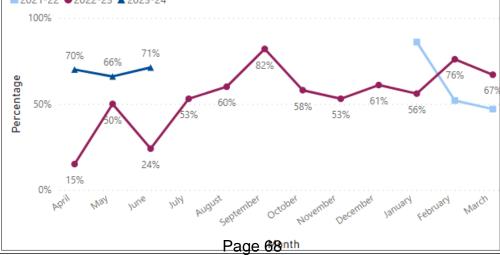
- Unlike other local authorities, the Multi-Agency Safeguarding Hub (MASH) counts all re-referrals
  to ensure a more accurate view rather than only counting those re-referrals that originally
  progressed to an authorised completed assessment.
- Additional corporate investment was made to increase the number of frontline social workers to prepare and respond to this rise in demand, although recruitment of qualified social workers remains challenging both regionally and nationally.

#### Percentage of early help cases closed with outcomes achieved

**Aim**: The percentage of children with a referral within 12 months is below 30 percent target **UN Sustainable Development Goal**: 3

Most Recent Status: June 2023 Monitoring Measure
Previous Status: March 2023 Monitoring Measure

2021-22 ●2022-23 ▲2023-24
100%

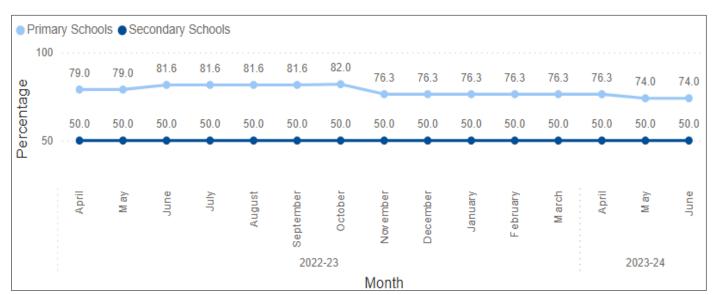


- There are assorted reasons for closure of Early Help cases, of which outcomes is one. The number of closed cases and of those with outcomes achieved is shown in the below table.
- Many of the cases reported during this period were closed under the category of 'other,' which
  makes it hard to distinguish whether outcomes have been achieved.

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

**Aim**: Increase in the number of schools graded good or outstanding in the most recent inspection. **UN Sustainable Development Goal**: 3

Most Recent Status: April 2023	Monitoring Measure
Previous Status: June 2023	Monitoring Measure



- No further secondary school inspections have taken place that have had reports published as of June 2023
- The Bay All Through School inspection report was published in April 2023, the school was graded good.
- Four further primary inspections were published during this period, Newport, St Blasius and
  Freshwater and Yarmouth all judged to be good. Greenmount was judged to be RI. New
  leadership is in place in Greenmount from September and a collaboration has been established
  between Greenmount and Gatten and Lake Primary School. This collaboration will secure rapid
  improvement at Greenmount.

## Percentage of all Isle of Wight LA schools graded good or outstanding in most recent inspection

**Aim**: Increase in the percentage of schools graded good or outstanding in the most recent inspection.

**UN Sustainable Development Goal:** 3

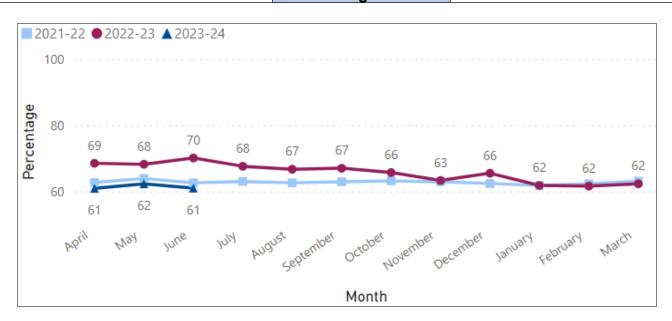
Most Recent Status: April 2023 Monitoring Measure
Previous Status: June 2023 Monitoring Measure

Schools	Inadequate	Requires Improvement	Good	Outstanding	Ungraded
49	0	13	36	0	0
	0.00%	26.00%	74.00%	0.00%	0.00%
	26	.00%	74	.00%	0.00%

## Percentage of care leavers in education, employment, or training (all care leavers aged over 16)

**Aim**: Increase in the percentage of care leavers in education, employment, or training **UN Sustainable Development Goal**: 3

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

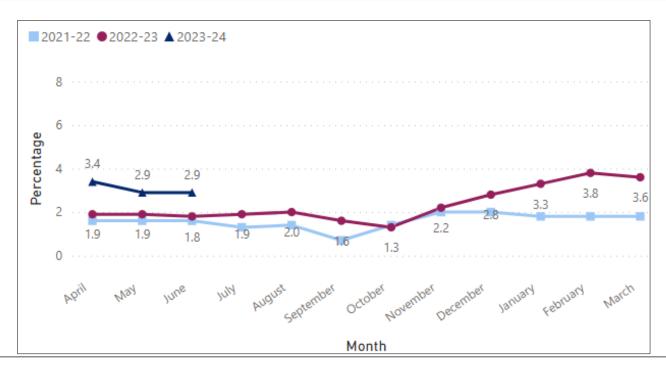


• The team continue to support young people access University providing role models to other young people.

#### **Number of Post 16 Not in Education, Employment or Training**

**Aim**: Decrease in the percentage of post 16 not in education, employment, or training **UN Sustainable Development Goal**: 3

L		
	Most Recent Status: June 2023	<b>Monitoring Measure</b>
	Previous Status: March 2023	Monitoring Measure



- The Department for Education uses a combined measure of young people 16-18 who are either NEET or Unknown and publishes an annual average across the 3-month period December-February.
- Island Futures monitor young people's post 16 destinations (years 12 and 13) and provide careers, education, employment, or training support to young people identified as NEET.

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

#### The following activity supports UN Sustainable Development Goal 3:

Participation has continued to progress in children's services this quarter with Come Dine with Us continuing and an activity at Robin Hill to engage with our Care experienced parents and their children. Elected members joined us for the annual star awards which celebrated the educational achievements of our children looked after and was a very positive event for all concerned.

We had a presentation of our Bright Spots Children in Care Survey with Coram Voice which was well attended by Officers and Elected Members and now further work is being undertaken to complete an action plan. The Bright Spots Your Life Beyond Care Survey has been received and plans are in place to share the findings of this in September.

HYPE has continued to meet, and plans are in place for them to begin to attend corporate parenting board. A care experienced young person has also been recruited to sit on fostering panel.

The Transforming SEND (TSEND) work continues apace with all workstreams on track to deliver against targets. Impower has been commissioned to work with the Isle of Wight as part of the Safety Valve deal and their work is guided by a steering group that includes IoW parent voice. The process for the special school build is underway and on track to open in 2027. The sufficiency strategy and self-evaluation against the Ofsted framework are underway and are being further informed by the feedback form the Alternative Provision Thematic Review inspection (of Hampshire learning transfers) that took place in June.

The Family Hub programme continues with its implementation plan with a full launch of all family hub sites planned for September 2023. The Isle of Wight hosted a visit from Dame Andrea Leadsom, in June, who requested to visit the local authority as one of the chosen LAs to receive funding for Family Hubs, and as a Trailblazer authority. Dame Leadsom had the opportunity to visit a main hub site in Ryde, meet with children and their families and receive a full briefing from the Programme Team plus other LA teams and partner agencies.

The quality assurance programme continues with monthly casefile auditing and CFMT auditing of the audits to consider the quality of both the audit and the casework. Effective management oversight is tested as part of this process.

Children continue to be supported to live safely at home, when safe to do so including the progression of reunification plans for children. For those children in care suitable placements are made.

A review of the Social Care system implementation is started on 10 July 2023 to understand the progress and set a clear go live date.

Workstreams have begun to progress some Modernising Placement Programme (MPP) work on the Isle of Wight. Work continues to draw up a business case to progress MPP further.

Adopt South have continued to be successful with finding adoptive parents for the island's children and children have continued to move to adoptive families in a timely way. One island child has been formally matched and placed with their new adoptive family this quarter and plans are progressing with a match for three island siblings to an island adoptive family. The end of quarter 1 has seen all island children either matched or with a family identified.

#### The following activity supports UN Sustainable Development Goal 4:

The paper outlining a comprehensive place planning strategy that sought approval for a period of public consultation was ready for the June Cabinet meeting however was withdrawn between Pre-Cabinet and Cabinet.

A new paper seeking 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 is being taken to the July Cabinet.

The Youth Council has appointed a new Chair and Vice Chair with nominated portfolio leads. The Chair and Transport lead met with managers at the ferry companies and Southern Vectis to challenge them on the cost and availability of transport on and off and around the island. They continue to meet monthly with attendance increasing. A new logo has been developed and social media is now used to promote the work of the Youth Council and to increase membership. The iwight.com webpages for the Youth Council have been updated. Two Youth Council on the road meets were hosted in 6th forms to promote membership.

The Youth Council has invited speakers from a range of organisations to question them on topics of their interest. 'Out On The Island' introduced their work to the Youth Council. Ryde Town Council and ASPIRE asked to come along to ask the Youth Council their advice on how Ryde Town Council could set up their own town youth council. The High Sheriff was invited to explain the role and to look to develop a share approach to promoting literacy amongst children. Fusion attended to explain the planned changes around NHS services especially improvements to CAMHS. South Wight Area Youth and Youth for Christ were invited to highlight their work with young people and to encourage them to nominate young people from their organisations to be part of the Youth Council. Membership of the British Youth Council has been paid for and reinstated and contact made with the regional network to be included. The Youth MP was supported recently to attend the British Youth Council national conference.

The Youth MP has not been added to corporate parenting board membership at this time as work continues to be ongoing to arrange for care experienced young people to be present at the board. When this has occurred, they can be asked about the Youth MP joining but the presence of care experienced young people is currently taking priority.

Work on school's performance is ongoing, with a continued focus of all involved on raising academic outcomes. The addition of significant training through the safety valve programme to better support children with SEND needs to be carefully balanced against that needed to ensure that children's progress against KPIs continues to improve, so that overload of schools and headteachers can be avoided.

# **Strategic Risks**

Failure to improve education	al attainment.	
Assigned to: Director of Child	dren's Services	
Inherent score	Target score	Current score (June 23)
16 VERY HIGH	6 LOW	10 MEDIUM
	Previous scores	
Mar 23	Dec 22	Sep 22
10 MEDIUM	10 MEDIUM	10 MEDIUM
	Risk score is consistent	

Failure to identify and effection subject to abuse. Assigned to: Director of Child	vely manage situations where dren's Services	vulnerable children are
Inherent score	Target score	Current score (June 23)
16 VERY HIGH	5 LOW	9 MEDIUM
	Previous scores	
Mar 23	Dec 22	Sep 22
9 MEDIUM	7 MEDIUM	7 MEDIUM
	No change in risk score	



# Appendix 5 – 2023/24 Q1 ECONOMY, REGENRATION, CULTURE AND LEISURE

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

#### Portfolio Responsibilities:

- Economic Development
- Events
- Regeneration Projects
- Levelling Up, SLEP
- Tourism
- Leisure Centres
- Sports Development
- Events

- Libraries
- Theatres
- Museums
- Archaeology
- Records Office
- Allotment's
- Playing Fields/Sports Grounds
- Amenity Land Hire

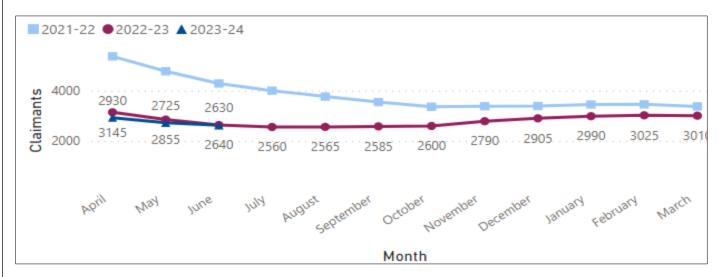
#### **Performance Measures**

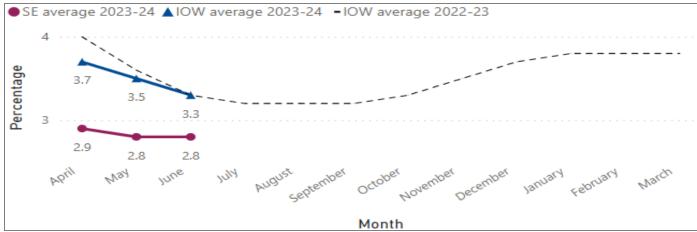
#### Average number of out of work benefit claimants (per month)

Aim: Reduction in the number of out of work benefit claimants

**UN Sustainable Development Goal: 8** 

Most Recent Status: June 2023 Monitoring Measure
Previous Status: March 2023 Monitoring Measure





• Labour market data from Office of National Statistics shows that the number of out of work

- benefit claimants dropped over quarter 1 and is at the same rate as at the end of quarter 1 2022/23 (3.3 percent).
- We remain above the South East average of 2.8 percent, but below the England average of 3.7 percent.

#### **Total number of One Cards in issue**

Aim: Increase in the number of One Cards in issue

**UN Sustainable Development Goal**: 3

Most Recent Status: June 2023	AMBER
Previous Status: March 2023	GREEN



- Data from Leisure Facilities shows the number of One Cards (giving unlimited access to selected sports and leisure activities, subject to availability) in issue has remained above the volume seen over the previous two financial years.
- Over quarter 1 we have begun to see the expected seasonal decrease the good weather can impact memberships as people choose to exercise outside.
- The council recognises the importance of leisure services to residents and visitors to the island and is carrying out a review of services in the light of the large increases in fuel costs and the overall impacts of the rise in the cost of living.

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

#### The following activity supports UN Sustainable Development Goal 1:

Thompson House demolition in progress and will be complete by the end of June 23. Registered Providers engaged in conversations about Thompson House.

Options agreement being produced for Berry Hill.

Variation for Weston School agreed and to be remarketed.

#### The following activity supports UN Sustainable Development Goal 4:

Under the UK Shared Prosperity Fund the delivery of the 'Skills 4 Work' programme is in the final stages of being agreed and the programme has begun supporting people into work – full launch September 2023.

An application for Museum Estate and Development Fund (MEND) funding to support renovation of Dinosaur Isle has reached Stage 2.

The feasibility study for the Newport cultural centre, including a potential new home for the records office is underway with report expected October 2023.

#### The following activity supports UN Sustainable Development Goal 8:

External legal advice sought in relation to East Cowes land confirmed need to undertake a further procurement exercise for land. Preference identified for Extra Care housing on site known as Land at Maresfield and potential for other residential (or mixed use) on Land known as Albany. Procurement process estimated at 3 months once out to tender in July 2023.

An Outline Business Case completed for Nicholson Road outlining options for bringing forward site for development when market conditions improve. Funding gap of circa £8 m identified to fund initial infrastructure with Levelling Up next round of funding being a possible source. Preferred option from OBC is to partner with an anchor tenant and discussions to be progressed with potential tenants take this forward and identify potential funding options.

Wightfibre have started their works in Camphill to bring gigabit internet to the estate. There is ongoing discussion with Island Roads towards a schedule of further works being progressed.

Development of a place plan for the Bay area in conjunction with the three local town councils is progressing well.

Several press releases were made as part of continued public engagement, these included the National Gallery's visit to the island and the Isle of Wight hosting Coburg councillors in celebration of the 40<sup>th</sup> year twinning anniversary.

#### The following activity supports UN Sustainable Development Goal 11:

Heritage High St action zone funded public realm improvement projects in Ryde and Newport going through detailed design with expected physical delivery in early 2024.

Once detailed designs for Sustainable Drainage Systems (SuDS) schemes are confirmed, associated utility diversion costs / ongoing maintenance obligations to be agreed and formalised with Southern Water.

Shopfront and repurposing work at Wadhams in St James square commenced June 2023. Three further shopfront improvements are planned for Newport.

Three shopfront improvements in Ryde are at contractor stage with physical works commencing September 2023. Two further shops with planning permission are proceeding to tender.

#### **Strategic Risks**

N/A



QPMR Q1 2023/24 Appendix 6

# Appendix 6 – 2023/24 Q1 PLANNING, COASTAL PROTECTION AND FLOODING

#### Cabinet Member: Councillor Paul Fuller

#### Portfolio Responsibilities:

- Island Planning Strategy
- Local Development Framework
- Planning Applications
- Planning Appeals
- Planning Enforcement

- Trees and Landscape Protection
- Building Control and Inspection
- Coastal Management
- Flood Policy and LLFA
- Town, Parish & Community Council Liaison

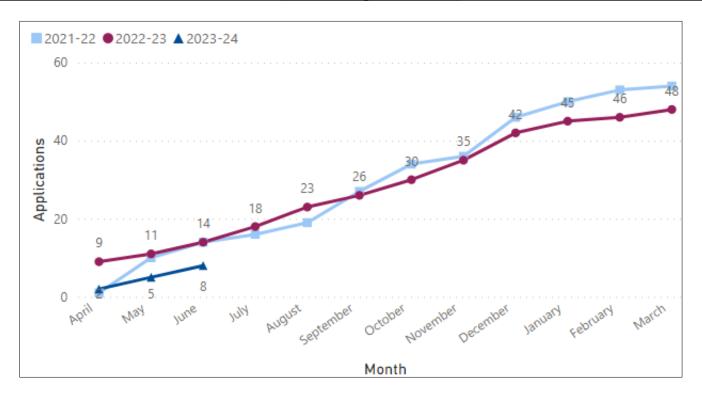
#### **Performance Measures**

#### Number of major planning applications received

Aim: Not applicable

**UN Sustainable Development Goal**: 12

Most Recent Status: June 2023Monitoring MeasurePrevious Status: March 2023Monitoring Measure



- We have received fewer major applications up to the end of June, compared to the same time last year (8 in 2023/24 compared to 14 in 2022/23).
- This is in line with the national trend showing a reduction in submissions.

# Planning applications dealt with in timescales, including those that do not have a mutually agreed timescale

- The percentage of planning application decisions issued in time, remained consistent over quarter 1 with an average 93.6 percent.
- Of the 309 decisions issued over the quarter, only 18 were out of time (5.8 percent)

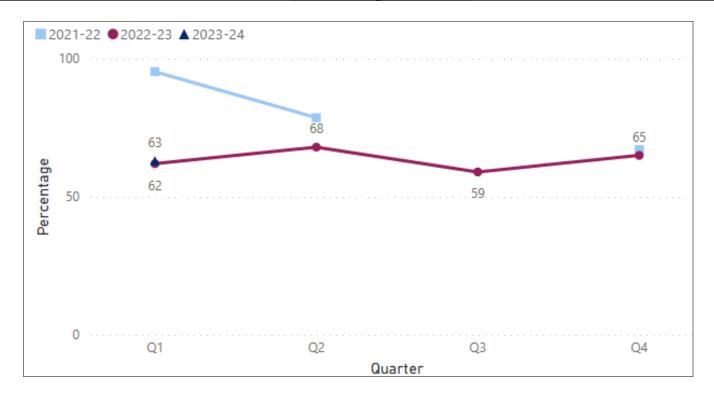
	Percentage of decisions issued in time	Total number of decisions issued	Total number of decisions issued in time	Total number of decisions issued within agreed extension	Decisions out of time
Apr-23	94	84	58	21	5
May-23	93	106	63	36	7
Jun-23	94	109	69	34	6

#### Percentage of all planning applications processed within agreed timescales

**Aim**: The percentage of planning applications processed within agreed timescales is at/above 95 percent.

**UN Sustainable Development Goal**: 12

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



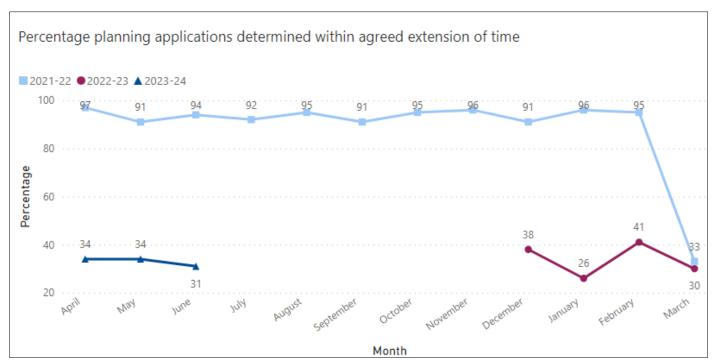
- Please note, this graph does not include agreed upon extensions of time, which affects the percentage considered as 'on-time'.
- The IWC target of applications is 95 percent, however we are within minimum government thresholds before intervention (60 percent for major and 70 percent for non-major over a twoyear rolling period).

#### Percentage of planning applications determined within agreed extension of time

Aim: Not applicable

**UN Sustainable Development Goal**: 12

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



 The percentage of applications determined within the agreed extension of time has remained steady over quarter 1 but remains lower than 2021-22 figures.

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

The following activity supports UN Sustainable Development Goal 9:

A verbal update from the Leader was provided at a Full Council meeting in May 2023, giving the Cabinet's position on taking the draft Island Planning Strategy forward.

The approach agreed by Cabinet was to await the revisions to national planning policy and quidance, following the Government's consultation and statements on the matter.

The revisions to national planning policy and guidance which the Government had advised would be published in the 'spring' of 2023 are still awaited. The indication within the trade, which is yet to be confirmed by Department of Levelling Up, Housing and Communities (DLUHC), is that these changes are unlikely to happen until the end of 2023 and that other factors may further influence the timescales (such as party conference season and the ongoing deliberation with the Levelling Up and Regeneration Bill, given that there are significant amendments tabled).

Progress against the planning department improvement action plan was reported to the Policy & Scrutiny Committee for Neighbourhoods and Regeneration in advance of its July meeting.

	Interventions for 22/23	Completed
Progressing the local plan	4	2
Improving our pre-application advice	9	3
offer		

#### QPMR Q1 2023/24

Improving our Development	5	0
Management function		
Improving our Enforcement function	9	7
Improving trust, learning and customer	8	8
service		

Significant progress was made against the interventions programmed in 22/23 (some of which spilled into quarter 1 of 23/24) in the Improving our Enforcement function workstream, notably the adoption of a new Enforcement Strategy by Cabinet in May and its implementation.

A draft new Statement of Community (SCI) was published for consultation (although there is no statutory requirement to do so) on 30 June and will run until 4 August 2023. Following any subsequent changes, the SCI will be brought into force at the earliest opportunity.

A customer survey has been prepared during quarter 1 and is planned to be launched on 18 July.

At its meeting on 26 June the Planning Services Improvement Steering Group resolved to prioritise the Improving our pre-application advice offer and Improving our Development Management function workstreams as priorities for 23/24.

#### **Strategic Risks**

Failure of coastal defences (where the policy is to "hold the line") resulting in high risk to people, property, infrastructure and land, significant impact on communities and the council finances. The Isle of Wight Council has a vested responsibility for controlling coastal erosion under the Coast Protection Act 1949.

#### **Assigned to: Director of Neighbourhoods**

Inherent score	Target score	Current score (June 23)
16 VERY HIGH	13 HIGH	13 HIGH
	Previous scores	
Mar 23	Dec 22	Sep 22
15 VERY HIGH	N/A	N/A
	Reduction in risk score	

QPMR Q1 2023/24 Appendix 7

# Appendix 7 – 2023/24 Q1 REGULATORY SERVICES, COMMUNITY PROTECTION, WASTE AND ICT

#### Cabinet Member: Councillor Karen Lucioni

#### Portfolio Responsibilities:

- Contingency and Emergency Planning
- Bereavement Services
- Celebratory and Registrars
- Coroner
- Licensing
- Environmental Health
- Trading Standards
- Community Safety
- Waste Disposal
- Waste Collection (Household, Schools, and Trade)
- Forest Road Waste Recovery Park (MT Plant and Energy from Waste)

- Household Waste
- Recycling Centres
- Commercial Waste Recycling Centres
- Closed Landfill Sites
- Littering and Fly Tipping
- ICT Contracts
- Applications Development
- Digital Service
- Software Development
- Compliance and Infrastructure
- Desktop Support
- Telecommunications

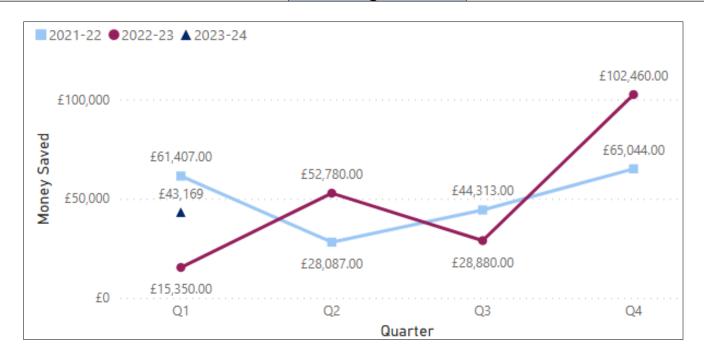
#### **Performance Measures**

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

**Aim**: Increasing the amount of money saved to vulnerable consumers by trading standards interventions

**UN Sustainable Development Goal**: 16

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



• This data is provided by the Isle of Wight reams ig 3 rading Standards Service.

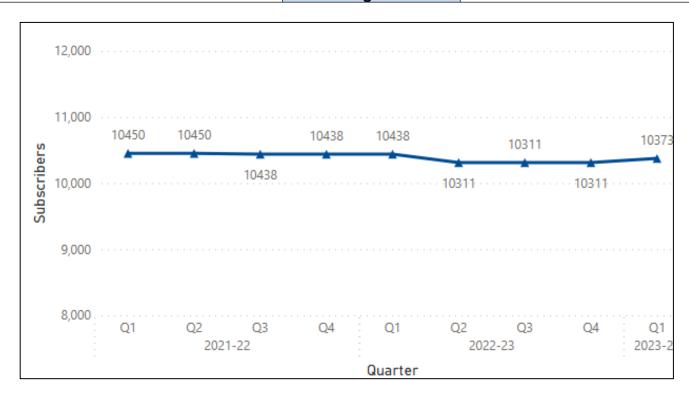
- In quarter 1, 8 events were attended to promote advice, there were 10 Scam hub referrals, and 14 requests were responded to directly regarding financial abuse.
- A total £43,169 was saved over the quarter, nearly three times the value for the same period last year (£15,350).

#### Total number of garden waste subscribers

**Aim**: Increasing the number of garden waste subscribers

**UN Sustainable Development Goal**: 13

Most Recent Status: June 2023	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



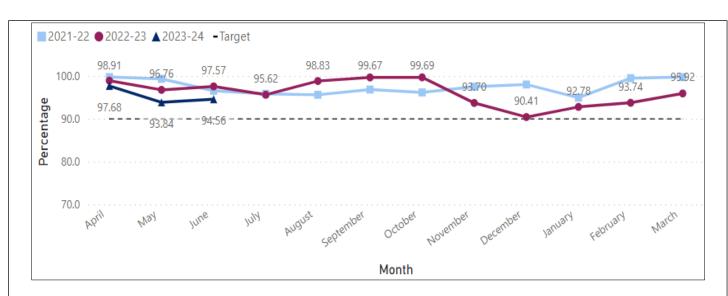
The number of subscribers has increased slightly from 10311 in quarter 4 to 10373 in quarter 1.

#### Percentage of domestic waste diverted from landfill

Aim: 90 percent of domestic waste is diverted from landfill

**UN Sustainable Development Goal**: 13

Most Recent Status: June 2023 Monitoring Measure
Previous Status: March 2023 Monitoring Measure



- Diversion rates are slightly lower than during the same period last year (94.56 for 2023/24 against 97.57 for 2022/23).
- Rates remain well above the target 90 percent, as they have consistently throughout the last three years.

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

**Aim**: Reduction in residual household waste per person is 181.19 kilograms by end of year **UN Sustainable Development Goal**: 13

Most Recent Status: June 2023 **GREEN** Previous Status: March 2023 **GREEN** ■2021-22 ●2022-23 ▲2023-24 200 165.7 150 Percentage 100 60.0 48.8 50 16.6 41.3 29.6 February May

• The end of year target for the reduction in residual household waste has reduced this year from 203.64 kilograms to 181.19 kilograms.

Month

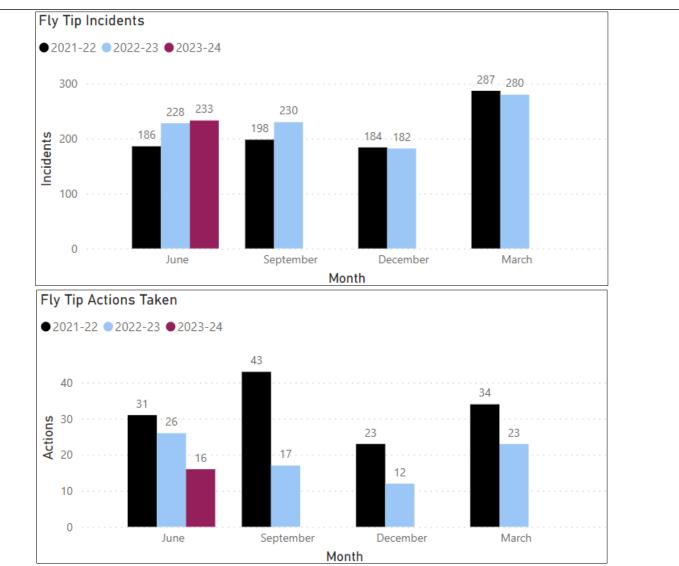
• We are currently below the same period last year in terms of reduction in kilograms for May (41.3 for 2023/24 and 48.8 for 2022/23.

#### Number of fly-tip incidents and actions taken (cumulative)

Aim: Not applicable

**UN Sustainable Development Goal**: 13

Most Recent Status: June 2023	Monitoring Measure
Previous Status: December 2022	Monitoring Measure



- Fly-tip incident data is provided by Island roads and actions data by Environmental Health
- Of the 233 incidents in guarter 1, 161 were black bags and other household waste.
- Of the 16 actions, there were 3 fixed penalty notices issued and paid in the quarter.

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

#### The following activity supports UN Sustainable Development Goal 11:

Environmental Health inspection programme is on track as to where we expect to be, following the recovery period. The internal audit has been completed with some exception reporting and recommendations. At the beginning of the quarter the team were involved with an outbreak investigation. This has now been passed to the Health and Safety Executive. The event season has now started, and officers are busy 7 days a week.

Trading Standards have saved £43,169 through interventions. This was achieved through a mixture of direct referrals to the Service including scams and financial abuse, along with referrals from the national Scams Hub. In addition, we have installed call blockers at identified vulnerable consumer's homes who have been victims of scams, and this has been a mixture of units obtained from the national team and our own units. The Service has several large investigations ongoing at present with significant financial detriment to residents.

Further enforcement action has been taken around illegal vapes with a quantity of unsafe ones being seized from a local premise. Underage Sales test purchasing enforcement has also been carried out including working with the Police on 'Operation Sceptre' for knives, alcohol and vapes at the IW Festival and a separate vapes test purchasing operation. The festival was compliant with this and with the Weights and Measures checks that were conducted at the bars on site, however, our test purchasing outside of the event and on the separate operation with retailers across the island has shown some non-compliances that we are in the process of following up.

The licensing service undertook a joint exercise with the Vehicle Operator and Services Agency (VOSA) and the police around our taxi trade and compliance of vehicles.

The licensing service has had a considerable increase of Temporary Event Notifications.

The Community Safety Partnership (CSP) annual strategic assessment and partnership plan has been presented to the Scrutiny Committee. Work has started on the next Strategic Assessment for 2022/23 data.

The Counter Terrorism Local Profile has been delivered by Counter Terrorism Policing South East (Low risk). The situational risk assessment and partnership plan has been updated, presented to the Prevent Partnership Board and circulated to partners. Prevent referrals are being received with few cases progressing to channel.

The Violence Reduction Unit (VRU) has now transferred back to the Police and Crime Commissioner. This is being merged with Pan Hampshire work on the new serious violence duty which places a new requirement (from Jan 23) on the CSP and specified partners (including the Local Authority) to reduce serious violence. A Strategic Needs Assessment, Strategy and Partnership plan will need to be produced.

#### The following activity supports UN Sustainable Development Goal 13:

Waste Target A in the Waste Public Private Partnership Contract minutes the reduction of household waste per person. The 2023/24 target is less than 181.19kg per capita. The year to date (April) weight per capita is 13.78kg.

### **Strategic Risks**

for the council and its residents  Assigned to: Director of Neighbourhoods							
Inherent score	Target score	Current score (June 23)					
16 VERY HIGH 5 LOW 8 MEDIUM							
Previous scores							
Mar 23	Dec 22	Sep 22					
8 MEDIUM 8 MEDIUM 8 MEDIUM							
Risk score is consistent							



QPMR Q1 – 2023/24 Appendix 8

# Appendix 8 – 2023/24 Q1 FINANCE, CLIMATE CHANGE AND BIOSPHERE

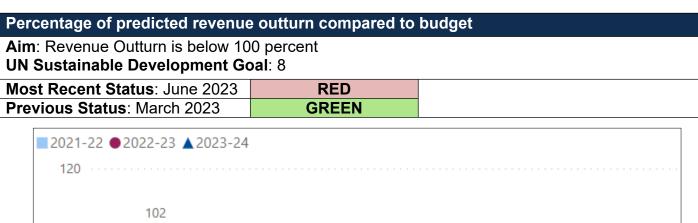
#### Cabinet Member: Councillor Jonathan Bacon

#### Portfolio Responsibilities:

- AONB
- Countryside Management
- Parks and Open Spaces
- Beach Huts
- Rights of Way
- Biosphere
- Climate Change and Environment
- HR
- Elections
- Democratic Services
- Legal Services

- Workforce Learning and Development
- Finance
- Business Centre
- Benefits and Grants
- Audit
- Treasury Management
- Transformational Change
- Property & Asset Management
- Commercial Property Investments
- Leasing
- Procurement and Contract Management
- Business Intelligence

#### **Performance Measures**





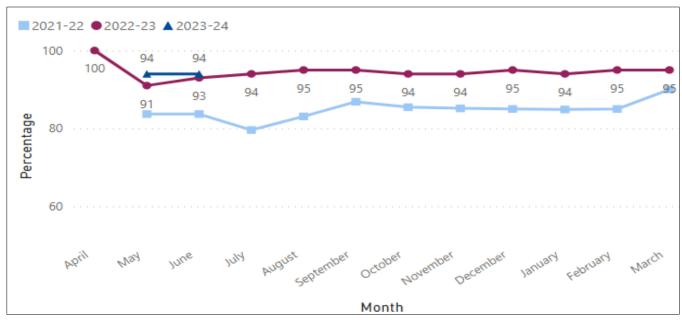
- Data provided by the Council Financial Service.
- The current revenue budget is £178.7m and the forecast outturn is £182.2m resulting in a
  forecast overspend before reliance on transfers from contingencies, of £3.5m. After the
  planned use of contingencies, the forecast overspend is £2.9m, Key pressure areas include
  Adults & Childrens Social Care, and income shortfalls from Leisure Centres, parking, and
  planning.

• Plans to mitigate these pressures are being put in place by Directors to achieve a balanced budget position at year end.

#### Percentage of forecast revenue income (fees & charges) compared to budget

Aim: Revenue income is above 100% UN Sustainable Development Goal: 8

Most Recent Status: June 2023 AMBER
Previous Status: March 2023 AMBER



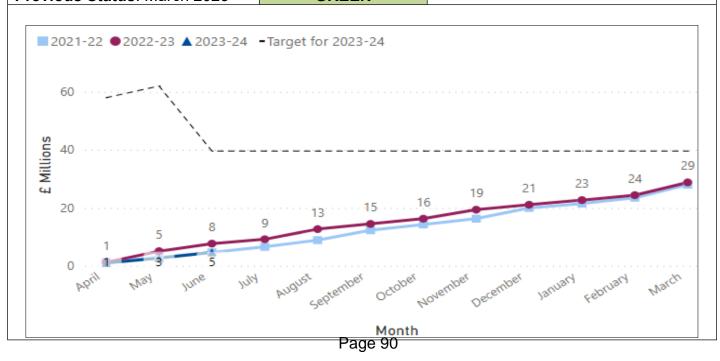
- Data provided by the Council Financial Service.
- No narrative provided

#### Value of cumulative capital expenditure compared to profiled budget

Aim: Capital expenditure is within or under budget

**UN Sustainable Development Goal: 8** 

Most Recent Status: June 2023 GREEN
Previous Status: March 2023 GREEN



- Data provided by the Council Financial Service.
- Work with project managers to profile budgets in line with delivery plans has commenced but will be subject to further adjustments as contracts are tendered and delivery targets agreed with successful contractors.
- As at quarter 1 the capital programme remains fully funded.

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

Aim: Calls are answered within 60 seconds UN Sustainable Development Goal: 16

Most Recent Status: June 2023	RED
Previous Status: March 2023	GREEN



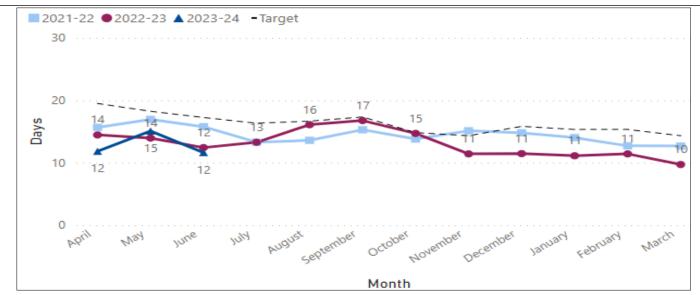
- All telephony data is extracted directly from the Avaya Content Management System (CMS) supervisor system.
- June saw an increase in the number of calls received into the contact centre for revenues, benefits and housing enquiries which is reflective of the cost-of-living crisis. Residents were seeking support and guidance on financial matters which in turn increased the call talk time and subsequently impacted the average speed of answer to 58 seconds.

#### Average speed of processing new benefit claims

**Aim**: Benefit new claims are processed within the average target of 16 days.

**UN Sustainable Development Goal**: 16

Most Recent Status: June 2023	GREEN
Previous Status: March 2023	GREEN



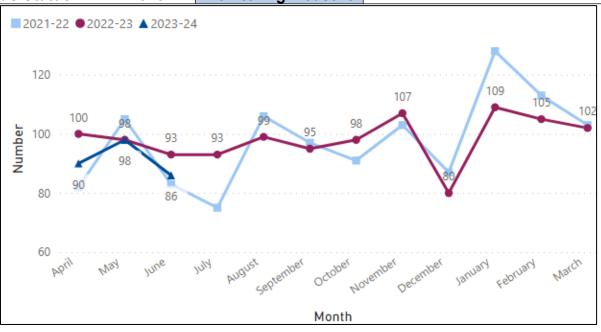
- Data provided by the Council Benefits team.
- There has been a continual flow of new claims which in the main are for local council tax support.
- The team are doing well with the new claims as well as the additional work required to support claims such as universal credit information and changes to claim data being received. They remain below the annual target of 16 days.

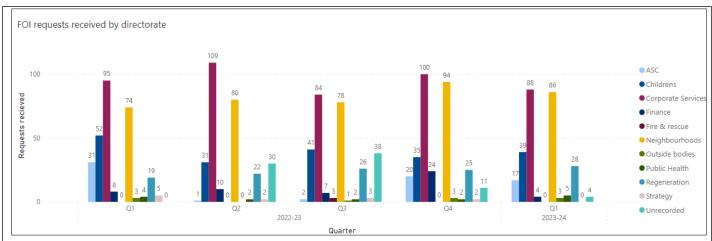
#### **Number of FOI requests received**

Aim: Not applicable

**UN Sustainable Development Goal: 16** 

Most Recent Status: June 2023 Monitoring Measure
Previous Status: March 2023 Monitoring Measure





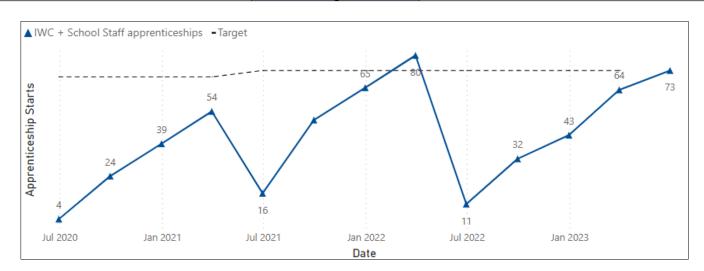
- The number of FOI requests logged in the Customer Resource Management (CRM) system has dropped over quarter 1, remaining below 100
- Of the 86 FOIs received in June: ASC received 2, Children's Services received 12, Corporate Services received 31, Neighbourhoods received 31, Public Health received 2, Regeneration received 7 and a further request was received but the directorate was not recorded.
- On average for quarter 1, 90.3 percent of requests have been processed on time (April was 92 percent, May was 87 percent, and June was 92 percent)

#### Isle of Wight Council use of Apprenticeship Levy

Aim: Increased number of apprentices signed on

**UN Sustainable Development Goal**: 16

Most Recent Status: June 2023 Monitoring Measure
Previous Status: March 2023 Monitoring Measure



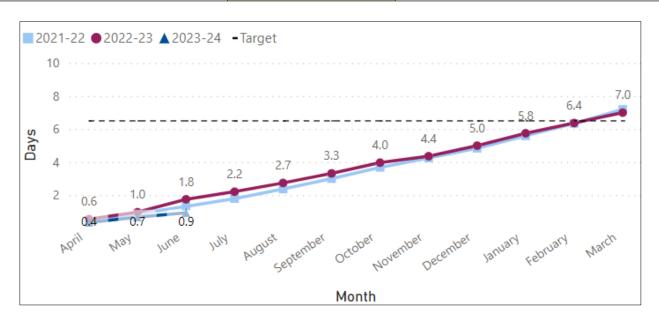
- Apprenticeship data is provided by Workforce Learning and Development.
- The Isle of Wight Council Public Sector Apprenticeship Report has now been submitted for 2022-23.
- This year council staff, and school data was able to be reported on separately, in the return for
  greater transparency, as well as providing more precise data on apprenticeship numbers in
  maintained schools. Due to this change the Isle of Wight Council are now recorded by
  Government as having exceeded the 2.3 percent (informal) target again for 2022-23 with 2.48
  percent

#### Average working days lost to sickness per employee (cumulative)

**Aim**: Average days lost to sickness is below the end of year target

**UN Sustainable Development Goal**: 3

Most Recent Status: June 2023 GREEN
Previous Status: March 2023 GREEN



- The latest outturn for quarter 1 is lower than the same period from the previous two financial years (2021/22 and 2022/23). It is still higher than 2020/21, but this year was exceptional due to the impact of the pandemic.
- It is too early in the year to forecast, as retrospective (late) entries to absence data can significantly affect figures.
- As with the previous year there is a continuing trend of an increasing number of employees having 4 or more absences (policy trigger), Mental Health related absence and long-term absences.
- Detailed analysis is provided in the Quarterly People Management CMT paper.

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

#### The following activity supports UN Sustainability Goal 3:

The benefits team are continuing to process new claims within an average of 13 days and changes to claims within 5 days to ensure that monies are received as soon as resident's circumstances have changed thereby ensuring that they receive the correct entitlement to benefits and that monies are paid in a timely manner.

As a result of the cost-of-living crisis, landlords are increasing their rents. Unfortunately, the Local Housing Allowance rates have again been frozen by government (last increased 01/04/2020), so this is having an adverse effect on the finance of claimants as there is a shortfall in benefit being paid compared to the rental charge. As such the benefits team are supporting the most vulnerable cases with awards of discretionary housing payments. To date the team have received 145 applications and paid out £57k from the total annual allocation of £225,653.00. There was no

increase in funding for DHP funding from the DWP for 2023/24 so every consideration is having to be given to those most vulnerable who are experiencing exceptional circumstances.

Although the Local Council Tax scheme is now more generous this year with a maximum reduction of 70% being introduced from 1 April (65% last year), the benefits team have already received 104 applications for exceptional hardship payments, compared to 91 for the same period last year) and have processed 59 applications and awarded £8,512.02.

Residents who do not qualify for Local Council Tax Support but who are struggling financially can apply for financial support via the Council Tax Discretionary Reduction (CTDR) scheme. Again, the number of applications for financial support have increased with 25 applications being received in the first quarter of 23/24 compared to 15 for the same period last year and to date the team have allocated £7973.39 to council tax accounts.

The alternative energy rebate schemes have now closed. 1211 applications were received across the two schemes of which 1125 were paid totalling £362,200.00. Members of the revenues team joined forces with 'Pan Together' colleagues to promote the schemes at the Pan Community Centre and local school to encourage take up of the government funding.

#### The following activity supports UN Sustainability Goal 8:

The health and safety team have been working on new auditing procedures for stress risk assessments and will be introducing these to services over the summer to ensure that stress risk assessments are being undertaken correctly and the appropriate support is in place for employees.

The next phase in the work to improve the availability of absence information to the organisation is nearing completion. Currently sickness reports are being produced periodically in a PDF format, but the enhancement will soon see absence reports accessible digitally via Power BI. The absence report will be part of a suite of reports being developed by HR which includes sickness, workforce profile, recruitment, and information on Occupational Health referrals.

The project with Southampton City Council (SCC) and Portsmouth City Council (PCC) to automate HR appointment services is moving forward, but still at the early stages of discovery and planning within SCC. Additional resources have been recruited in readiness for the initial meeting between the three organisations scheduled for August.

In May, three apprentices from the Council took part in the Local Government Apprentice of the Year competition. They represented the Council well and the experience gave the apprentices the opportunity to meet other apprentices in Local Government roles and to undertake a series of tasks throughout the day to encourage innovation and collaboration.

This year the Learning and Development team are targeting areas with more specific programmes. They are supporting workforce planning across all directorates with the identification of career pathways and need for succession planning. IT and Data roles will be a particular focus for this year as they support the delivery of the Digital Strategy and the draft Data Strategy.

A Leaders and Manager Conversation took place at the end of March with the theme of the need to be 'Customer focussed'. The session was led by the chief executive and leaders. Managers were asked to explore what being customer focused meant to them (both external facing and internal facing services) and to consider changes in service delivery that ensured the customer was at the heart of service delivery. The feedback gathered will inform a refreshed Customer Charter. The next conversation will take place on 17th July and will be centred on the theme of 'Working Page 95

Page **7** of **10** 

Together'. As we embed the new organisational framework, teams will need to work collaboratively, actively supporting each other to achieve joint outcomes.

An innovative new leadership programme supporting 18 developing leaders working across the organisation concluded in May. The programme was a departure from the usual leadership development course based on content, instead the programme was built on the principles of self-managed learning. The group presented their learning to the chief executive and corporate management team and signed up to a leadership charter committed to supporting a culture within the council that supports peer learning and collaboration, taking pride in the work they do and striving for success.

The Long Service event was held on the 9 June where by 2 members of staff were recognised for 40 years' service and 13 members of staff for 25 years' service. Both the Leader and the Chief Executive presented certificates and glassware and thanked colleagues for their commitment and hard work.

Due to the delay in the corporate plan refresh and the organisational review the staff survey with now take place later in the year. This information will inform the refresh of the People and Organisational Development Strategy in October 2023

#### The following activity supports UN Sustainable Development Goal 12:

Delivering of home energy efficiency grant schemes is ongoing within the available resources. Current schemes on the Island are Ecoflex and Warmer Homes Consortium. Activities undertaken are primarily signposting activities for these schemes delivered by partners.

There are plans to recruit an energy efficiency officer to enable sign-off of Ecoflex applications approval and to work on the new fuel poverty grant scheme following successful bid for capital funding (£500k).

Scottish and Southern Electricity Network (SSEN) has accepted the evidence base for additional network capacity which was produced by the Regeneration Consultancy under SSEN commission.

SSEN are now carrying out an options appraisal, including looking at future proofing for net zero, pending a decision on investment by the end of 2023. The report recommends that the immediate need is for an additional 132kV interconnector at a cost of £55m.

#### The following activity supports UN Sustainability Goal 13:

The preprocurement planning prompts commissioners to consider climate, environment, and UNESCO biosphere impact and to build appropriate criteria into procurement documentation. Work is ongoing as part of the climate and environment programme delivery board action plan to consider how to develop guidance for commissioners, on what to include in specifications and how specialist support to tender evaluations could be provided.

The team have spoken with Chale, Niton, Whitwell, Brighstone and Shorwell parish council members regarding their concerns about the enforceability of private lighting and future planning applications.

The team have responded setting out the planning process relating to current plan and the Draft Island Planning Strategy (IPS) in respect of dark skies as follows:

- The draft IPS contains policy EV12 'Dark Skies'.
- The proposed Dark Skies Park boundary on the Draft IPS map follows that of the AONB boundary in the south west of the island (copy attached).
- At present the draft IPS is paused in terms of its preparation due to imminent changes to national planning policy at government level, however we expect this to start to move forward into the formal plan making stages towards the end of this year.
- Once the draft IPS moves into the formal plan making stages and is passing through independent examination, some weight can start to be given to the draft policies in decision making.
- As and when the draft IPS is formally adopted by the council as our new 'local plan', the
  policies can be given full weight in planning decision making.
- At this stage, a more detailed document called a Supplementary Planning Document (SPD) could be prepared that leverages the Dark Skies policy in the IPS.
- SPDs provide more detail information on issues and topics, often including technical detail
  and guidance that doesn't fit comfortably into policy.
- Any preparation of an SPD would include a minimum 6-week period of consultation on a draft.
- The approach of adopting a policy in the IPS and then following up with an SPD would provide the greatest amount of weight to both the policy and SPD in planning decision making (and the greatest ability to robustly defend any reasons for refusal based on that policy and SPD).

The team are working through the updated criteria guidance issued in May 2023 for applications and supporting documentations.

Awaiting street lighting management plan from Highways for the proposed dark skies area.

### Strategic Risks

Lack of financial resource and the ability to deliver the council's in-year budget strategy  Assigned to: Director of Finance and Section 151 Officer								
Inherent score	Target score	Current score (June 23)						
16 VERY HIGH 5 LOW 5 LOW								
Previous scores								
Mar 23	Mar 23 Dec 22 Sep 22							
5 LOW 5 LOW 5 LOW								
Risk score is consistent								

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

Assigned to: Director of Finance and Section 151 Officer

Inherent score	Target score	Current score (June 23)				
16 VERY HIGH	9 MEDIUM	9 MEDIUM				
Previous scores						
Mar 23	Dec 22	Sep 22				
9 MEDIUM	9 MEDIUM					
Risk score is consistent						

Insufficient staffing capacity and skills  Assigned to: Director of Corporate Services							
Inherent score	Target score	Current score (June 23)					
16 VERY HIGH 9 MEDIUM 12 HIGH							
Previous scores							
Mar 23	Dec 22	Sep 22					
12 HIGH 10 HIGH 10 HIGH							
No change to risk score							

A change in organisational culture fails to keep a pace with the speed of organisational change, negatively impacting on the delivery of the required transformation to deliver the corporate plan Assigned to: Director of Corporate Services								
Inherent score	Target score	Current score (June 23)						
16 VERY HIGH	16 VERY HIGH 6 LOW 8 MEDIUM							
Previous scores								
Mar 23	Mar 23 Dec 22 Sep 22							
8 MEDIUM 6 LOW 6 LOW								
No change to risk score								

### CABINET REVENUE BUDGET MONITOR - DRAFT OUTTURN 2022-23

Portfolio/Service Area	Budget £000	Draft Outturn £000	Pressure/- Saving £000	Comments	
Adult Social Care & Public Health					
ASC Care Packages	40,820	45,467	4,647	Various pressures across settings for care packages, in particular nursing, residential care and direct payments	
ASC Other	15,440	13,986	-1,454	Various savings mainly related to staff vacancies	
Public Health	850	847	-3		
Portfolio Total	57,110	60,300	3,190		
Children's Services, Education & Lifelong Skills					
Access Performance & Resources	4,682	5,459		Main pressure related to Home to School Transport - SEN and network ticket demand growth and HantsDirect increased costs due to higher activity  Net pressure in the various elements of the care budget - including high cost residential and supported accommodation placements, purchased	
Children's & Families	25,688			foster care placements and leaving care costs	
Education & Inclusion	1,510	1,493		Main pressure relates to SEN Statutory Assessment Team - agency and mediation being offset by staff vacancies	
Strategic Development	253	138		Various minor variances relating to income and maintenance costs of ex-school sites	
Portfolio Total	32,133	33,730	1,597		
Digital Transfermation Hereing Hemelessness 9 Devents					
Digital Transformation, Housing, Homelessness & Poverty	260	240	EO	No significant variances	
Housing Renewal	368	310		Various minor variances including underspends on telecommunications and staffing	
ICT	6,388	5,854		Pressures in B&B costs offset by use of grant and reserves	
Housing Needs	2,898	2,899		· · ·	
Climate Environment Heritage HB Legal & Demogration	9,654	9,063	-591		
Climate, Environment, Heritage, HR, Legal & Democratic Amenities & Theatres	151	-376	70	Various minor variances - main pressure relating to the theatre income	
Libraries	-454 1,035	1,023		No significant variances	
		598		Various minor pressures including museum income	
Museums/Archaeology/Records Office  Music Service	562	596		No variances	
Parks & Open Spaces/Countryside/Coastal Management	1 701	1,726		Various minor variances	
Climate Change	1,791 72	75		No significant variances	
AONB	72	73		No variances	
HR	809	793		No significant variances	
Legal/Democratic/Elections & Land Charges	2,283			Various minor variances	
Learning & Development	1,079	1,067		No significant variances	
Learning & Development	7,177	7,259	82		
	7,177	1,200	02		
Infrastructure, Highways PFI, Transport					
Car Parking	-4,596	-4,556	40	Main pressure relates to car parking income - mainly off-street parking and permits	
Floating Bridge	925	925		0 Main pressure related to income - funded from contingency as planned	
Harbours	78	74		-4 No significant variances	
Public Transport & Crossing Patrols	5,430	4,684		46 Underspend related to concessionary fares	
Highways PFI Contract & Management	14,189			Various minor variances	
Shanklin Lift	-25	-11		No significant variances	
	16,001	15,201	-800	<u> </u>	
	.,	.,			

	Budget	Draft Outturn	Pressure/-			
Portfolio/Service Area	£000	£000	Saving £000	Comments		
Leader & Strategic Partnerships						
Chief Executive	818	471	-347	Main variances include savings on staffing and project costs		
Civic Events	21	11	-10	No significant variances		
Communications	442	411	-31	No significant variances		
Portfolio Total	1,281	893	-388			
Planning & Enforcement						
Planning	1,162			Various minor variances		
Portfolio Total	1,162	1,107	-55			
Community Protection, Regulatory & Waste						
Emergency Planning	211	174	37	No significant variances		
Bereavement Services	-671	-646		Various minor variances		
Registrars & Coroners	752	806		Various pressures in Coroners Service		
Regulatory Services	1,213			Various variances including underspends on staffing		
Waste Contract	3,754	3,901		Various minor variances		
waste Contract	5,259	5,379	120			
	3,233	3,373	120			
Levelling Up, Regen, Bus. Development & Tourism						
Economic Development	463	416	-47	No significant variances		
Events	-35	-28		No significant variances		
Regeneration	521	463	-58	Various minor variances		
Leisure/Sports Development	1,181	1,094	-87	Main pressure related to leisure centres income funded from contingency as planned		
Portfolio Total	2,130	1,945	-185			
Strategic Finance, Transformational Change & Corporate Re	esources					
Corporate Finance Items	21,397	17,390	-4,007	Mainly savings in treasury management interest charges and housing benefit overpayment recovery		
Financial Management	2,265	2,056		Various minor variances		
Strategic Land & Property Assets	-506	-858		Various minor variances		
Shared Services	4,652		_	Various minor variances forecast		
Procurement	324	307		No significant variances		
Org Change & Corporate Performance	446	393		Various minor variances		
Pan Management Company	21	21		No variances		
Portfolio Total	28,599		-4,730			
Sub-Total	160,506		-1,760			
NNDR S31 Grant adjustments		-605	-605			
Total	160,506	158,141	-2,365			
Transfer to General Fund Reserve			1,000			
Transfer to Transformation Reserve			1,000			
Transfer to Revenue Reserve for Capital			365	365		
Net Final Position			0			

# CAPITAL PROGRAMME DRAFT OUTTURN 2022/23

		In year 22/23 only			Total Scheme	ars if relevant)	
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	Notes
Adult Social Care, Public Health							
Residential and Community Care	22.064	20.450	2 505	22.064	22.054		A small amount of grant funded slippage will be carried forward to support the
equipment replacement programme	32,964	29,459	3,505	32,964	32,964	· ·	ongoing programme of equipment replacement
Gouldings	82,000	58,605	23,395	2,132,308	2,132,308	C	A small of slippage will be carried forward to support the refurbishment project  which has no awarded the main construction contract
Adelaide	0	0	0	338,363	338,363	C	Any works will be programmed once the Gouldings has reopened and scope will depend on the final budget position of the Gouldings project
							Capital project complete, a small of grant is held in reserve for on going maintenance
Brooklime House	6,208	6,208	0	1,590,189	1,590,189	C	works
Relocation of Elmdon LD residents -							£55k is available for any further adaptations or capital maintenance required in
Carisbrooke House	0	0	0	475,000	475,000	C	23/24.
Wightcare Digital switch over	118,282	117,372	910	500,000	500,000	C	A small amount of grant funded slippage will support the project due to complete in 23/24
Supported independent living	0	0	0	1,400,000	1,400,000		Approved budget for 23/24 and 24/25 to develop supported independent living facilities for adults with learning disabilities. Funded from Better Care Fund.
Lease home obligations	14,000	12,876	1,124	14,000	14,000	C	A small of amount of grant funded slippage will be available for further works required under the lease agreement
St Lawrence water supply	0	0	0	101,964	101,964	C	£37k is programmed for 23/24 dependent on remaining works to be completed by Southern Water
or Lawrence water supply	253,454	224,520	28,934	6,584,788	6,584,788	0	)
Children's Services, Education and Lifel	ong Skills						
Schools capital maintenance							
programme	3,328,277	2,954,053	374,225	3,328,277	3,328,277	C	Grant funded slippage will be reprogrammed into 23/24
Priority schools building programme	4,596,774	4,522,151	74,623	25,490,196	25,490,196	C	Grant funded slippage will be reprogrammed into 23/24
Devolved formula capital	646,192	335,842	310,350	646,192	646,192	C	Grant funded slippage will be reprogrammed into 23/24
Healthy Pupils Capital Fund	3,268	3,268	0	103,025	103,025	C	Final phase of grants to schools now completed
Beaulieu House	78,568	72,775	5,793	365,974	365,974	C	Small amount of slippage which will support ongoing works
East Cowes Family Centre	8,836	0	8,836	10,000	10,000	C	Grant funded slippage will be reprogrammed into 23/24
New Island Learning Centre	2,367	2,367	1	2,027,508	2,027,508	C	Project now complete
Foster carers adaptations	0	0	0	223,015	223,015	C	£163k is available in 23/24
	8,664,282	7,890,456	773,826	32,194,187	32,194,187	0	
Digital Transformation, Housing, Home		-					
Howard House	19,028	19,027	0	851,773	851,773	C	Project to provide accommodation to support homelessness complete
RSAP purchase of flats	409,218	405,600	3,618	779,736	779,736	C	Small amount of grant funded slippage which will support ongoing works completing in 23/24

			In year			Total Scheme		
			22/23 only		(incl previous	and future ye	ars if relevant)	
		Budget	Outturn	Variance			Variance	
		£	£	under/(over)	Budget	Forecast	under/(over)	Notes
				£	£	£	£	
								£1.1m was slipped into 23/24 prior to budget setting but there has been increased
	Disabled Facilities Grants	1,293,773	1,598,842	-305,069	1,293,773	1,293,773	0	activity since which requires some of that to be pulled back into 22/23 at year end.
	Housing Renewal and Well Being							
	Grants	160,084	139,548		160,084	160,084		Small amount of grant funded slippage which will support on going grant offer
	Fuel Poverty grants	0	0	0	548,266	548,266	0	New 23/24 scheme to offer grants to household in fuel poverty
		245 222	450.040	4=2 000	4 = 6= 0=0			Timing of spend depends on demand and delivery by self builders so grant funded
	Community housing fund	316,000	162,018		1,567,252	1,567,252		slippage will support the on going programme
	Housing equity capital	0	0	0	1,315,000	1,315,000		Budget profiled in 23/24
	Housing	0	0	0	40,000,000	40,000,000		Budget profiled in future years
	Brownfield Land Release Schemes	0	0		1,149,765	1,149,765		Budget profiled in future years
	Revolving Housing Loans	0	0	0	2,400,000	2,400,000		Housing project profiled in 23/24
	Medina Avenue	0	0		650,000	650,000		Housing project profiled in 23/24
	Emergency Housing HMO	0	0	0	680,000	680,000		Housing project profiled in 23/24
	Compulsory purchase orders	0	0	0	750,000	750,000		Budget profiled in future years
	PSN Compliance	87,656	23,430	64,226	87,656	87,656	0	Small amount of slippage which will support ongoing works
v	ICT rolling equipment replacement							
	programme	315,458	313,231	2,227	315,458	315,458	0	Small amount of slippage which will support ongoing replacement programme
_	Back up server/storage and firewall							
02	replacement	236,380	200,096		1,208,000	1,208,000		Small amount of slippage which will support ongoing works
	Corporate applications update	18,654	7,850	10,804	18,654	18,654	0	Small amount of slippage which will support ongoing works
							_	Programme of works over next 5 years for replacement of hardware in data centre
	Switches in data centre	0	0	0	798,400	798,400		commencing in 23/24
	Lord Louis Library Circuits	3,551	3,551	0	3,551	3,551	0	Completed
								Programme of works over next 5 years to replace key components of hardware
	Data Centre Infrastructure	0	0	0	661,750	661,750	0	commencing in 23/24
								Capital element of wider, council funded project to ensure security of systems and
								information. Commenced in 21/22, next element of spend forecast in 23/24 due to
	Cyber security back up solution	2 050 003	2 072 102	12 201	823,000	823,000	0	procurement issues.
		2,859,802	2,873,193	-13,391	56,062,118	56,062,118	U	
	Climate Change For the control of							
	Climate Change, Environment, Heritage			_		202.402		Constitution of all the second black to an about all the second second
	Rights of Way	202,483	197,928		202,483	202,483		Small amount of slippage which is contractually committed
	England Coast Path	148,593	188,540	-39,947	216,124	216,124	0	Budget in 23/24 will be reprofiled to cover variance
	A stirre Trevel	122 242	4.653	127.562	647.467	647.467	•	Final invoice due for Active Travel project to improve Rew Lane for pedestrians and
	Active Travel	132,213	4,652	127,562	617,167	617,167	0	cyclists, partially funded from Govt Grant and other external funding.
								Active Travel funding announced for Scarrots Lane Project. We are going back to DFT with a redecign (the original hid was for £1.8m) so this has been reprefiled to spend
	Active Travel Convertedan	0	_	0	70.200	70.200	0	with a redesign (the original bid was for £1.8m) so this has been reprofiled to spend
	Active Travel - Scarrots lane	0	0	0	79,200	79,200	0	in 23/24.

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over)	Notes
							Budget has been profiled into 23/24 until agreement with landowners and LUF bid is
West Wight Greenway	0	0	0	496,479	496,479	0	reached.
	46.250	46.250		560.004	560.004		There has been some minor spend this year but the remainder of the budget has
Coastal defences	16,250	16,250	0	569,824	569,824		been profiled to spend in 23/24.
							Match funding set aside for EA coastal defences schemes. Profiled into future years until EA have completed their assessments and we have confirmation that they go
EA Coastal schemes match funding	9,800	9,800	0	40,951,633	40,951,633		ahead.
Coastal monitoring	349,563	349,563		40,551,055	40,551,055		Annual monitoring funded by grant and delivered by New Forest District Council
Beach huts	6,916	1,600		201,130	201,130		Small amount of slippage will support on going project
Downside Recreation ground drainage	12,085	0		90,000	90,000		Final phase of council funded works will be slipped to 23/24
East Cowes Community library	15,000	15,000		100,000	100,000		Final grant to community library/hub, funded from \$106
Public realm	77,045	79,513		77,045	77,045		Budget from 23/24 will be reprofiled to cover variance
	, ,	70,020	2,100	17,010	77,010		Contract has been awarded but commencement was delayed pending budget setting
Lord Louis Library Roof	561	561	. 0	387,404	387,404	0	so the budget is profiled to spend in 23/24.
ည် Shanklin Cliff Lift	0	0	0	170,000	170,000		Repainting of lift shaft and replacement of lower canopy currently programmed for spring 23.
							New match funding which may be required to pump prime &/or support a bid to the
New Cultural Centre	10,000	10,000	0	160,000	160,000	0	National Lottery Fund, profiled in 23/24 until plan developed.
Ryde Cultural Venue	56,563	56,563	0	1,969,458	1,969,458		New scheme to provide a new cultural centre in Ryde
Whitegates Pontoon	0	0	-	85,000	85,000		New scheme to refurbish pontoons and handover to Cowes Harbour
Cothey Bottom Roof	0	0	-	250,000	250,000		New scheme to complete works to roof
Appley Tower	0	0		40,000	40,000		New scheme to provide match funding for grant
	1,037,072	929,970	107,102	46,662,947	46,662,947	0	
Community Protection, Regulatory Ser	vices and Wast	· a					
New garden waste vehicle	vices and wast	.e 0	0	350,000	350,000	0	New waste vehicle to meet additional demand, delivery programmed for 23/24.
New garden waste vehicle	O O	U	J	330,000	330,000		Slippage to fund final phases of Forest Road contract which is expected to be
Waste contract capital payments	2,083,330	812,170	1,271,160	63,851,876	63,851,876		commissioned in July 23
ASB and community safety CCTV	887	638		3,000	3,000		Small amount of slippage to fund on going equipment purchases
Chapel refurbishment to replace			_ 10	3,000			7, 0
seating, catafalque and other							
furnishings	0	0	0	98,309	98,309	0	New project programmed to commence in 2023/24 to replace chapel furnishings.
	2,084,217	812,808	1,271,409	64,303,185	64,303,185	0	
Infrastructure, Highways PFI, and Trans	sport						
Newport Harbour Walls and Quayside	12,065	12,065	0	1,578,618	1,578,618		Small amount of spend in 22/23 but the majority of the remaining budget is profiled for 23/24

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			
	Budget £	Outturn £	Variance under/(over)	Budget	Forecast	Variance under/(over)	Notes
			£	£	£	£	
Highways Network Integrity Priority Works	808,097	670,478	137,620	2,404,735	2,404,735	0	Slippage will be reprofiled to fund contractual commitments
Safety schemes - Small Brook junction	749,050	482,185	266,865	1,423,000	1,423,000	0	Slippage will be reprofiled to fund contractual commitments
Safety schemes - Forest Road Junction Other safety schemes	25,000 6,961	22,727 40,687		318,000 242,800	318,000 242,800		Slippage will be reprofiled to fund contractual commitments  Budget from 23/24 will be reprofiled to cover variance
Highways PFI additional street lighting	0	0	0	95,000	95,000	0	Programmed for delivery in 23/24
Newport junctions	45,000	49,094	-4,094	9,502,053	9,502,053	0	Budget from 23/24 will be reprofiled to cover variance
Transforming Cities Fund - Ryde	6,449,834	4,787,566	1,662,268	10,472,644	10,472,644	0	Slippage will be reprofiled to fund contractual commitments
Highways PFI Capitalised Unitary Charge	930,490	930,490	0	930,490	930,490	0	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
D Binstead Flood alleviation	0	0	0	170,000	170,000	0	Funding for flood alleviation works following Binstead flooding, working with EA to establish lead for project and timescales, currently profiled in 23/24.
Car parking contactless/new machines	68,452	65,876	2,576	233,000	233,000	0	Small amount of slippage to fund on going equipment purchases
Car Parking equipment	20,000	19,955		20,000	20,000		Small amount of slippage to fund on going equipment purchases
							New grant funding stream announced via Southampton City Council Solent Transport
Solent Transport Bike Share Dark Skies Initiative	223,560 49,453	223,560 50,000		335,340 49,453	335,340 49,453		Partnership  Budget from 23/24 will be reprofiled to cover variance
Ryde Safer Street CCTV	42,306	38,173		42,306	42,306		Small amount of slippage to fund on going equipment purchases
S3056 safety scheme	42,300	0		2,521,000	2,521,000		Mostly grant funded scheme profiled in 23/24
Advanced design	0	0	-	33,000	33,000		Active travel funding for advanced design profiled in 23/24
FB6 CCTV	8,743	8,743		17,485	17,485		CCTV for FB6 funded from corporate resources.
FB6 spares	51,159	30,593		89,138	89,138		Small amount of slippage to fund on going equipment purchases
FB6 chains	0	0		25,000	25,000		Approved budget for replacement chains in 24/25
	9,490,169	7,432,192	2,057,977	30,503,063	30,503,063	0	
Levelling Up, Regeneration, Business D	evelopment ar	nd Tourism					
BAE site innovation hub (Building 41)	1,776,496	1,761,798	14,698	1,850,000	1,850,000	0	Small amount of slippage which will support the on going project
Branstone Farm	1,480,444	1,453,419	27,026	5,071,766	5,121,766		Small amount of slippage which will be required to fund retentions and snagging works. Still forecasting an overspend against the project in total
Venture Quays Levelling up Fund	2,852,874	2,789,842		7,485,883	7,485,883		Small amount of grant funded slippage which will be reprofiled into 22/23
Nicolson Road	3,441	4,712		903,344	903,344		Budget from 23/24 will be reprofiled to cover variance
Heritage High Streets	111,227	12,258	98,970	991,442	991,442	0	Grant funded slippage will be reprogrammed into 23/24

	In year 22/23 only			Total Scheme (incl previous and future years if relevant)			
	Budget £	Outturn £	Variance under/(over)	Budget	Forecast	Variance under/(over)	Notes
						-	Budget available for other regeneration projects not yet released so budget has been
Other Regeneration Schemes	0	0	0	19,168,381	19,168,381	0 p	profiled into 23/24.
East Cowes Landslip	100,092	97,602	2,489	113,991	113,991	0.9	Small amount of slippage which will support the on going project
Camp Hill Infrastructure	388,169	287,836	100,333	1,030,000	1,030,000	0.5	Slippage will be reprofiled to fund contractual commitments
On street electric charging points	39,002	39,002	0	122,348	122,348	0 (	Grant funding accrued for spend in 22/23
Changing Places	76,000	0	76,000	76,000	76,000	0 /	Approval obtained to slip grant funding
Shared prosperity Fund	0	0	0	12,908	12,908	0 (	Grant funding for Town Centres and High Streets
Medina heat and power	53,112	53,112	0	141,000	141,000	0 8	Budget profiled in 23/24 may be utilised to match fund a grant bid for Dinosaur Isle
Sales and marketing	4,800	3,668	1,132	74,800	74,800		Small amount of slippage which will support the on going project
	,	·			,		Grant funded slippage which will be retained until we can establish if this needs to be
AONB Removing Barriers	56,181	54,393	1,788	56,181	56,181		repaid
	00,202	2 1,222	_,	23,222	5 5,25 2		Replacement of units at both facilities, overspend will be covered from within service
Heights and Medina Pools dosing units	19,000	19,449	-449	19,000	19,000		area.
Heights replacement pool filters	0	0	0	32,160	32,160		Budget in 23/24 being reviewed to establish if it will be sufficient
	6,960,838	6,577,091	383,747	37,149,203		-50,000	budget in 20/2 i being reviewed to establish in it will be summer.
Page			,			,	
	ange and Corn	orate Resour	res				
Strategic Finance, Transformational Ch	ange and corp	orate nessea.				4	Annual programme of fleet vehicle replacement, remaining budget is profiled into
Fleet vehicle replacement	7,000	7,000	0	7,000	7,000		23/24.
Strategic assets	345,259	358,278	-13,019	345,259	345,259		Budget from 23/24 will be reprofiled to cover variance
County Hall Uninterruptable Power	3 13,233	330,270	13,013	3 13,233	3 13,233		budget from 23/21 will be reprofited to cover variance
supply	189,272	189,071	201	231,072	231,072	ns	Small amount of slippage which will support on going work
County Hall Service room air con	50,000	612	49,388	200,000	200,000		Small amount of slippage which will support on going work
county than service room an con	30,000	012	45,500	200,000	200,000		Replacement windows in old building to improve insulation and heat retention. Being
							delivered in conjunction with Salix decarbonisation programme so budget is in 23/24
County hall replacement windows	0	0	0	676,302	676,302		until procurement and contract award
Salix Decarbonisation grant	0 1,541,126	0 1,573,208	-32,081	3,501,477	3,501,477		Budget from 23/24 will be reprofiled to cover variance
County hall CCTV and security	1,341,120	1,373,208	-32,081				Budget profiled in 23/24
County Hall CCTV allu Security	2,132,657	2,128,169	4,488	17,500 <b>4,978,609</b>	17,500 <b>4,978,609</b>	0	buuget profiled III 23/24
	2,132,037	2,120,103	4,400	7,376,003	7,576,005	0	
Total Programme	22 /02 /00	28,868,399	4,614,092	279 /29 100	278,488,100	-50,000	
Total Flogramme	33,402,430	20,000,333	4,014,032	270,430,100	270,400,100	-50,000	

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## **REVENUE BUDGET MONITOR - QUARTER 1 2023/24**

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
Adult Services, Housing, Public Health & Homelessness				
ASC Care Packages	43,363	45,642	2,279	Pressures in all types of care settings and shortfall in mitigation of budget pressures
ASC Other	11,926	11,211	-715	Various savings mainly related to staff vacancies and use of contingency
Housing	3,120	3,110	-10	No significant variances forecast to date
Public Health	333	333	0	Any net variance at year end is balanced by a transfer to or from the Public Health Reserve
Portfolio Total	58,742	60,296	1,554	
Children's Services, Education & Lifelong Skills				
Access, Performance & Resources	5,591	5,805	214	Main pressure related to Home to School Transport
Children & Families	25,032	27,188	2,156	Net pressure forecast in various elements of the care budget - including growth in residential care, supported accommodation, leaving care costs, S15 and Support for looked after children and secure remand placements being slightly offset by in house and purchased foster care placements
Education & Inclusion	1,721	1,705	-16	No significant variances forecast to date
Strategic Development	252	251	-1	No significant variances forecast to date
Portfolio Total	32,596	34,949	2,353	
Finance, Climate Change & Biosphere	4 047	4.000	45	No significant variances forecast to date
Parks/Open Spaces/Countryside	1,617	1,662		•
Climate Change	107	103		No significant variances forecast to date  No significant variances forecast to date
Legal/Democratic/Elections/Land Charges Shared Services	2,336	2,350		Mainly utility costs of corporate buildings
	4,609	4,961		No significant variances forecast to date
HR/Learning & Development  Procurement	1,847	1,844		No significant variances forecast to date
Corporate Finance Items	321 39,618	328		Mainly savings forecast in treasury management interest charges and housing benefit overpayment recovery
Financial Management	2,676	2,621		No significant variances forecast to date
Strategic Land & Property Assets	-517	-660		Mainly pressure from utility costs
Business Intelligence	405	403		No variances forecast to date
Pan Management Company	0	0	_	No variances forecast to date
Portfolio Total	53,019	52,514	-505	
. Ortione retail		02,014		
Economy, Regeneration, Culture & Leisure				
Amenities/Allotments/Theatres	-192	-172		No significant variances forecast to date
Libraries	1,023	998		No significant variances forecast to date
Museums/Archaeology/Records Office	583	621	38	No significant variances forecast to date
Events	-35	-35		No variances forecast to date
Leisure/Sports Development	-15	988	1,003	Pressures in relation to Leisure Centre income and utility costs

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments	
Economic Development	414	415		No significant variances forecast to date	
Regeneration	425	656	231	Mainly shortfall on leasing income across various Regen projects	
Portfolio Total	2,203	3,471	1,268		
Transport, Infrastructure., Highways PFI & Transport Strategy					
Car Parking	-5,130	-4,837	203	Mainly shortfall in off street parking and all Island parking permits	
	583	-4,63 <i>7</i> 562		No significant variances forecast to date	
Floating Bridge				No significant variances forecast to date	
Harbours	58	27		Saving on concessionary fares	
Public Transport & Crossing Patrols	5,325	4,765		No significant variances forecast to date	
Highways PFI & Contract Management	15,358	15,332		Shortfall in income	
Shanklin Lift	-25	14			
Portfolio Total	16,169	15,863	-306		
Leader, Strategic Oversight & External Partnerships					
Civic Events	11	12	•	No variances forecast to date	
Communications	440	439		No significant variances forecast to date	
Misc	2,721	2,716		No significant variances forecast to date	
Portfolio Total	3,172	3,167	-5		
Planning, Coastal Protection & Flooding					
Planning/Building Control	836	1,104	268	Pressure forecast in planning income	
Trees & Landscape	91	93		No significant variances forecast to date	
Coastal Management	120	120		0 No variances forecast to date	
Portfolio Total	1,047	1,317	270		
Regulatory Services, Community Protection ,Waste & ICT					
Emergency Planning	209	203		No significant variances forecast to date	
ICT	6,421	6,346		No significant variances forecast to date	
Bereavement Services	-1,023	-882		Mainly pressure in utility costs	
Registrar & Coroners	789	825		No significant variances forecast to date	
Regulatory Services	1,171	1,168		No significant variances forecast to date	
Waste Contract	4,204	4,197		No significant variances forecast to date	
Portfolio Total	11,771	11,857	86		
Utility inflation to be allocated	0	-1,226	-1,226	Inflation to be allocated to service areas above	
Forecast Total (before use of Contingency)	178,719	182,208	3,489		
Leisure Income - shortfall funded from Covid contingency pending review	0	-576	-576		
Net Forecast Total	178,719	181,632		Forecast net overspend 1.6%	

# CAPITAL BUDGET MONITOR - Qtr 1 2023/24

		In year			Total Scheme		
		23/24 only		(incl previous	and future ye	ars if relevant)	
	Pudgot	Outturn	Variance			Variance	
	Budget £	£	under/(over)	Budget	Forecast	under/(over)	Notes Notes Notes
Adult Social Care, Housing, Public Health			ž.	£	£	£	
and Homelessness							
Residential and Community Care							
equipment replacement programme	83,505	83,505	0	83,505	83,505	C	Annual programme of equipment replacement
equipment replacement programme	33,303	00,503		00,000	00,000		Refurbishment project which has recently commenced, majority of spend will be in
Gouldings	1,541,395	1,541,395	0	2,132,308	2,132,308	C	23/24 with retentions and possible minor works in 4/25
<u> </u>	, ,	, ,		, ,	, ,		Any works will be programmed once the Gouldings has reopened and scope will depend
Adelaide	0	0	0	338,363	338,363	C	O on the final budget position of the Gouldings project
							£55k of ringfenced grant funding is available for any further adaptations or capital
Carisbrooke House	54,918	54,918	0	475,000	475,000	C	) maintenance
Wightcare Digital switch over	100,910	100,910	0	500,000	500,000	C	Project due to complete in 23/24
							Approved budget 24/25 to develop supported independent living facilities for adults
Supported independent living	0	0	0	1,400,000	1,400,000	C	with learning disabilities. Funded from Better Care Fund.
							A small of amount of grant funded slippage available for further works required under
Lease home obligations	1,124	1,124	0	14,000	14,000	C	the lease agreement
							No further information has been received from Southern Water so this remaining
St Lawrence water supply	37,558	0	- ,	101,964	64,406		budget is forecast to be an underspend in 23/24.
Howard House office accommodation	60,000	60,000	0	60,000	60,000	C	Project to provide office accommodation adjacent to Howard House
							Small amount of grant funded slippage which will support ongoing works completing in
RSAP purchase of flats	103,618	103,618		779,736	779,736		23/24
Disabled Facilities Grants	1,794,931	1,794,931		1,794,931	1,794,931		Annual grant funded programme
Housing Renewal and Well Being Grants	210,452	210,452	0	210,452	210,452	C	Small amount of grant funded slippage which will support on going grant offer
							New scheme with budget profiled over 23/24 and 24/25 to offer grants to household in
Fuel Poverty grants	148,266	148,266	0	548,266	548,266	C	) fuel poverty
	240 400	240 400		4 567 252	4 567 050		Timing of spend depends on demand and delivery by self builders so grant funded
Community housing fund	248,186	248,186	0	1,567,252	1,567,252	C	Slippage will support the on going programme over the next few years
Haveing aguity, aspital	0	0	0	1 215 000	1 215 000		Budget profiled in 24/25 until delivery programme agreed and then funding can be
Housing equity capital	0	0	0	1,315,000	1,315,000	C	brought forward
Housing	1 150 000	1 150 000	0	20 150 000	20 150 000		Budget profiled over next 3 years but can be brought forward once delivery programme
Housing Brownfield Land Release Schemes	1,150,000	1,150,000 135,000		39,150,000	39,150,000		) is agreed ) Grant funding to release brownfield sites including Thompson House
Revolving Housing Loans	135,000 0	155,000		1,149,765 2,400,000	1,149,765 2,400,000		Housing project profiled in 24/25 but can be bought forward
Medina Avenue	0	0	0	650,000	650,000		Housing project profiled in 24/25 but can be bought forward
iviedina Avenue	U	U	U	030,000	030,000		One property has been identified and is profiled for acquisition in 23/24 with the
Emergency Housing HMO	480,000	480,000	0	680,000	680,000	0	remaining budget profiled in 24/25
Lineigency riousing rivio	400,000	+00,000	J	000,000	000,000		Grant funded scheme with match funding from borrowing. A number of properties have
Refugee Housing	2,179,000	2,179,000	0	2,179,000	2,179,000	r	been profiled for acquisition in 23/24
Compulsory purchase orders	0	0	0	750,000	750,000		Budget available for any back to back purchase and resale
Compaisory parchase orders	8,328,863	8,291,306		58,279,542	58,241,984	37,558	
	-,,	-,,	11,223	3,2,2,0,0	,,	3.,220	
Children's Services, Education and Lifelong	Skills						
Schools capital maintenance programme	3,640,781	3,640,781	0	3,640,781	3,640,781	(	Annual grant funded programme of capital maintenance works to schools
Priority schools building programme	267,304	267,304		25,422,049	25,422,049		O Retention amounts on PSBP builds
osos. sanama probramme	207,004	20,,504		_5,2,0 15			

		In year			Total Scheme	ne
		23/24 only				years if relevant)
			Variance	(	,	Variance
	Budget	Outturn	under/(over)	Budget	Forecast	under/(over) Notes
	£	£	£	£	£	£
Devolved formula capital	1,134,568	1,134,568	0	1,134,568	1,134,568	0 Grant funding passported to schools
Beaulieu House	140,208	140,208	0	365,974	365,974	0 On going refurbishment works
East Cowes Family Centre	8,836	8,836	0	10,000	10,000	0 Grant funding
Family Hubs	55,330	55,330	0	55,330	55,330	0 O Grant funding
Foster carers adaptations	0	0	0	223,015	223,015	.5 0 £163k is available currently programmed in 24/25 but can be bought forward
	5,247,027	5,247,027	0	30,851,717	•	,,, ,
Regulatory Services, Community Protection	, Waste and IC	T				
						New waste vehicle if required to meet additional demand, currently profiled in 24/25
New garden waste vehicle	0	0	0	350,000	350,000	0 but can be brought forward if required.
						£1.3m contractual payment for replacement of plant and vehicles as well as slippage to
						fund final phases of Forest Road contract which is expected to be commissioned in July
Waste contract capital payments	1,963,794	1,963,794	0	63,851,876	63,851,876	
ASB and community safety CCTV	249	249	0	3,000	3,000	
Chapel refurbishment to replace seating,				0,000	3,220	and an entrant of output and outp
catafalque and other furnishings	98,309	98,309	0	98,309	98,309	0 New project programmed to commence in 2023/24 to replace chapel furnishings.
Ryde Safer Street CCTV	4,133	4,133	0	4,133	4,133	
Newport Safer Streets CCTV	30,837	30,837	0	30,837	30,837	
PSN Compliance	84,226	84,226	0	84,226	84,226	
·	04,220	04,220	U	04,220	04,220	o Annual programme of works required to maintain compliance
ICT rolling equipment replacement	1 070 027	1 070 027	0	1 070 027	1 070 027	O On gaing ranks coment programms of mainly dealton equipment
programme	1,078,827	1,078,827	0	1,078,827	1,078,827	On going replacement programme of mainly desktop equipment
Back up server/storage and firewall	26.204	26.204		4 200 000	4 200 000	
replacement	36,284	36,284	0	1,208,000	1,208,000	
Corporate applications update	50,804	50,804	0	50,804	50,804	
Switches in data centre	318,000	318,000	0	798,400	798,400	-
Data Centre Infrastructure	89,000	89,000	0	661,750	661,750	
						Capital element of wider, council funded project to ensure security of systems and
Cyber security back up solution	78,678	78,678	0	823,000	823,000	·
	3,833,142	3,833,142	0	69,043,163	69,043,163	3 0
Diaming Coastal Protection and Florida						
Planning, Coastal Protection and Flooding	70.000	70.000	0	FC0 924	FC0 024	O Dynama was of main an usanlus to manimtain and defended in least leastings
Coastal defences	78,006	78,006	0	569,824	569,824	0 Programme of minor works to maintain sea defences in key locations Urgent works to Ventnor seawall reimbursed from EA which has commenced on site.
Vontage Foolerede Herent works FA						
Ventnor Esplanade Urgent works EA	2 500 000	2 500 000		22 222 222	22 222 222	The urgent works will be followed by further phase when agreement is reached by the
scheme	3,500,000	3,500,000	0	32,000,000	32,000,000	
						Match funding set aside for EA coastal defences schemes. Profiled into future years
						until EA have completed their assessments and we have confirmation that they go
EA Coastal schemes match funding	0	0	0	8,951,633	8,951,633	
						Funding for flood alleviation works following Binstead flooding, working with EA to
						establish lead for project and timescales, currently profiled in 24/25 but can be bought
Binstead Flood alleviation	0	0	0	170,000	170,000	
	3,578,006	3,578,006	0	41,691,457	41,691,457	7 0

		In year 23/24 only			Total Scheme and future ye	ears if relevant)	
	Budget	Outturn	Variance under/(over)	Budget	Forecast	Variance under/(over)	Notes
			£	£	£	£	
Transport, Infrastructure, Highways PFI, and	d Transport St	rategy					
							On going works to maintain harbour structures, design budget profiled for 23/24 with
Newport Harbour Walls and Quayside	50,000	50,000	0	1,578,618	1,578,618		actual works profiled for 24/25
Active Travel - Mews Lane	127,562	127,562	0	617,167	617,167	0	Externally funded programme of works completing in 23/24
							Active Travel funding announced for Scarrots Lane Project. We are going back to DFT
Astina Traval. Consusta la ra	70 200	70 200	0	70 200	70 200	0	with a redesign (the original bid was for £1.8m) so this has been reprofiled to spend in
Active Travel - Scarrots lane	79,200	79,200	0	79,200	79,200	Ü	23/24.
Astina Tannal Buda Badastais aisatis a	660.250	CC0 250	0	660.350	660.350	0	Active travel funding for Ryde - contract not yet awarded so an accurate profile of
Active Travel Ryde Pedestrianisation	668,350	668,350	0	668,350	668,350		spend will be developed once this is completed
Public realm	118,297	118,297	0	118,297	118,297		Annual programme of works
Cowes The Cut	60,000	60,000	0	60,000	60,000		S106 funded project
Wootton Rec Multi-use path	15,000	15,000	0	15,000	15,000	0	S106 funded project  Repointing of lift shaft and replacement of lower capeny surrently profiled in 2024/25
Charlin Cliff Life	0	0	0	170,000	470.000	0	Repainting of lift shaft and replacement of lower canopy currently profiled in 2024/25
Shanklin Cliff Lift	0	0	0	170,000	170,000	U	but can be bought forward if work commences earlier
							Annual programme of works which will be dependent on Island Roads capacity to
High control National Later with Daily with Manufacture	4 725 440	4 725 440	0	1 725 110	4 725 440	0	deliver. Reprofiling is therefore likely as IR commitments are confirmed throughout the
Highways Network Integrity Priority Works	1,735,110	1,735,110	0	1,735,110	1,735,110		year.
Safety schemes - Small Brook junction	266,865	266,865	0	1,423,000	1,423,000		Final payments to be made, project complete
Safety schemes - Forest Road Junction	269,393	269,393	0	318,000	318,000		Phase 1 complete, phase 2 to commence
Other safety schemes	196,274	196,274	0	242,800	242,800		Annual programme of works
Highways PFI additional street lighting	95,000	95,000	0	95,000	95,000	0	Programmed for delivery in 23/24
	400.000	400.000		0 -00 0-0			Budget for design works in 23/24 with a further £1m in 24/25 pending agreement on
Newport junctions	100,000	100,000	0	9,502,053	9,502,053	0	priorities
The officer's City Food Body	E 426 204	E 426 204		40.677.226	40.677.226	•	On going programme at Ryde Pier/Station expected to complete in 23/24 with
Transforming Cities Fund - Ryde	5,126,291		0		10,677,336		retentions paid 24/25
Highways PFI Capitalised Unitary Charge	766,310	766,310	0	766,310	766,310	Ü	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
	420.624	76.000	62.624	222.045	460.424	62.624	On going programme of renewal which has forecast an underspend of transport grant
Car parking contactless/new machines	139,621	76,000	63,621	233,045	169,424	63,621	funding of around £63k
Calcul Turning at Pills Chang	444 700	444 700		225 240	225.240		New grant funding stream announced via Southampton City Council Solent Transport
Solent Transport Bike Share	111,780	111,780	0	335,340	335,340	0	Partnership, expected to complete in 23/24
C205C f-t h	640,000	C40.000	0	2 524 000	2 524 000	0	Mostly grant funded scheme with design and commencement in 23/24 and remainder
S3056 safety scheme	640,000	640,000	0	2,521,000	2,521,000		of spend profiled for 24/25
Advanced design	33,000	33,000	0	33,000	33,000		Active travel funding for advanced design profiled in 23/24
On street electric charging points	26,148	26,148	0	89,000	89,000	0	Grant funded scheme with claims made in retrospect
EDG charac	25.700		25.766	110 100	74.424	25.766	Small amount of transport grant funded slippage which is currently forecast as an
FB6 spares	35,766 0	0	35,766	110,189	74,424	-	Approved budget for replacement chains in 24/25
FB6 chains	U	<b>10,560,580</b>	99,386	25,000 <b>31,412,815</b>	25,000 <b>31,313,429</b>		Approved budget for replacement chains in 24/25
	10,033,300	10,300,380	33,380	31,712,013	31,313,423	39,380	
Economy Dogoroustion Culture and Lairne							
Economy, Regeneration, Culture and Leisur	e						Potentian sums due in 22/24 shocking on breakdown of aversand which recover
PAE site innovation bub (Duilding 41)	14.600	EA 667	20.000	1 047 700	1 007 755	20.000	Retention sums due in 23/24, checking on breakdown of overspend which may require
BAE site innovation hub (Building 41)	14,698	54,667	-39,969	1,847,786	1,887,755	-39,969	adjusting with revenue funding  Retention sums in 2022/24, everyoned is forecast but will depend on final assessment.
Pranctono Farm	27.026	126 200	100 272	E 044 740	E 1E / 112	100 272	Retention sums in 2023/24, overspend is forecast but will depend on final assessment
Branstone Farm	27,026	136,398	-109,373	5,044,740	5,154,113	-109,373	of shared costs with partners

		In year			Total Scheme		
		23/24 only		(incl previous	and future ye	ears if relevant)	
	Destant	0	Variance			Variance	
	Budget	Outturn	under/(over)	Budget	Forecast	under/(over)	Notes
	Ľ	т.	£	£	£	£	
						C	On going project of works to Columbine, Victoria Barracks and public realm currently
						f	orecast within budget. However tenders received for the Barracks refurbishment have
						С	come back over budget so we are currently investigating whether this can be managed
Venture Quays Levelling up Fund	2,499,496	2,499,496	0	7,485,883	7,485,883		within the funding envelope
Nicolson Road	48,727	48,727	0	903,344	903,344		Remaining budget for further planning requirements
							Grant funded programme delivered in conjunction with Town councils and funding
							partners. We are currently checking with partners to see if some budget needs to be
Heritage High Streets	915,550	915,550	0	991,442	991,442		reprofiled into 24/25 so this may be adjusted later in the year.
Other Regeneration Schemes	0	0	0	19,168,381	19,168,381		Other regeneration schemes not yet commenced, profiled in 24/25
							Small amount of slippage which is being retained to support any next steps in the on
East Cowes Landslip	16,388	16,388	0	113,991	113,991	-	going project
Camp Hill Infrastructure	225,333	225,333	0	1,030,000	1,030,000		On going programme funded by grant
Changing Places	76,000	76,000	0	0	0		Approval obtained to slip grant funding
Shared prosperity Fund	12,908	12,908	0	12,908	12,908		Grant funding for Town Centres and High Streets
Queensgate	101,534	101,534	0	101,534	101,534		5106 funded project
	206.042	205.042		207.404	207.404		Contract has been awarded but commencement was delayed pending budget setting
Lord Louis Library Roof	386,843	386,843	0	387,404	387,404		so the budget is profiled to spend in 23/24.
No. C. It and Control	450,000	450.000	0	450,000	460,000		New match funding which may be required to pump prime &/or support a bid to the
New Cultural Centre	150,000	150,000	0	160,000	160,000		National Lottery Fund, profiled in 23/24 until plan developed.
							New scheme to provide a new cultural centre in Ryde, spend is profiled across 23/24
D. J. C. H. addy	500,000	500,000		4 060 450	4 000 450		and 24/25 but will be adjusted once delivery is clearer following tender and contract
Ryde Cultural Venue	500,000	500,000	0	1,969,458	1,969,458		award.
Whitegates Pontoon	85,000	85,000	0	85,000	85,000		New scheme to refurbish pontoons and handover to Cowes Harbour
Cathou Bottom Boof	350,000	250,000	0	250,000	250,000		New scheme to complete works to roof, not yet tendered so may need to be reprofiled once a contact is awarded
Cothey Bottom Roof	250,000	250,000	0	250,000	250,000		New scheme to provide match funding for grant
Appley Tower  Medina heat and power	40,000 84,969	40,000 84,969		40,000 140,551	40,000 140,551		Budget profiled in 23/24 may be utilised to match fund a grant bid for Dinosaur Isle
Sales and marketing	71,132	71,132		74,800	74,800		On going programme, pending planning
Sales and marketing	/1,132	/1,132	U	74,000	74,800	0.0	on going programme, pending planning
							At a last and taken a construction of the form of the second state
							Works to clubhouse as a result of a condition survey prior to grant of lease. A initial
Brown clubhouse	22 160	22 160	0	22.160	22 160		oudget allocation has been made from within the existing capital programme and costs n addition to the available budget will be covered from corporate reserves
Brown clubilouse	32,160 <b>5,537,764</b>	32,160 <b>5,687,106</b>		32,160 <b>39,839,381</b>	32,160 <b>39,988,723</b>		if addition to the available budget will be covered from corporate reserves
	3,337,704	3,007,100	143,342	33,033,301	33,300,723	145,542	
Finance, Climate Change and Biosphere							
Rights of Way	121,556	121,556	0	121,556	121,556	0.0	Annual programme of works
England Coast Path	27,584	27,584	0	216,124	216,124		Grant funded programme
England Coust Futh	27,304	27,304	, and the second	210,124	210,124		Delivery is pending agreement with landowners as well as any required planning
West Wight Greenway	80,558	80,558	0	496,479	496,479		consents and capacity of suitable contractors
Trest trigite di ceriway	00,556	00,550		430,473	430,473		Grant funded slippage which will be retained until we can establish if this needs to be
AONB Removing Barriers	1,788	1,788	0	56,181	56,181		repaid
Beach huts	85,316	85,316		201,130	201,130		Awaiting outcome of final negotiations
							Final phase of works in 23/24
Downside Recreation ground drainage Fleet vehicle replacement	12,085	12,085		90,000 489,316	90,000 489,316		•
	489,316	489,316		-	-		Annual programme of fleet vehicle replacement
Electric vehicle charging points	65,000	65,000	0	125,000	125,000	U C	Charging points for electric fleet

		In year 23/24 only	Variance	(incl previous	Total Scheme and future ye	ars if relevant) Variance	
	Budget	Outturn	under/(over)	Budget	Forecast	under/(over)	Notes Notes
	_		£	£	£	£	
Strategic assets	225,518	225,518	0	225,518	225,518	C	Annual programme of works
County Hall Uninterruptable Power supply	42,001	42,001	0	231,072	231,072	C	Final invoices due
County Hall Service room air con	249,388	249,388	0	250,000	250,000	C	Works commencing shortly
							Replacement windows in old building to improve insulation and heat retention. Being
							delivered in conjunction with Salix decarbonisation programme so budget is in 23/24
County hall replacement windows	676,302	676,302	0	676,302	676,302	C	until procurement and contract award
Salix Decarbonisation grant	321,381	321,381	0	3,654,939	3,654,939	C	On going grant funded decarbonisation of council buildings
County hall CCTV and security	17,500	17,500	0	17,500	17,500	C	Budget profiled in 23/24
	2,415,291	2,415,291	0	6,851,116	6,851,116	C	
Total Programme	39,600,059	39,612,457	-12,398	277,969,191	277,981,589	-12,398	

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# Agenda Item 7a



Purpose: For Decision

# Cabinet Report

Date 14 SEPTEMBER 2023

Title BETTER CARE FUND

Report of DEPUTY LEADER AND CABINET MEMBER FOR ADULT

SERVICES AND HOUSING, PUBLIC HEALTH AND

**HOMELESSNESS** 

# **EXECUTIVE SUMMARY**

- 1. 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.
- 2. This paper provides an update for Cabinet about the...
  - a) 2022/2023 Better Care Fund (BCF) End of Year template submission to the National Better Care Fund team (Appendix 1), and
  - b) proposal for the 2023-25 BCF (Appendices 2 and 3).
- 3. For 2022/23 we can confirm that all requirements have been complied with to date. The final national requirement for 2022/23 was the submission of an End of Year template reviewing the delivery performance against plan for both the BCF and the Adult Social Care Discharge Fund.
- 4. On 4 April 2023 the Department of Health and Social Care (DHSC) issued the 2023 to 2025 Better Care Fund policy framework and accompanying Better Care Fund planning requirements 2023-25 guidance document.
- 5. Cabinet is asked to note the update on the 2022/2023 year end position.
- 6. Cabinet are asked to note and approve the work undertaken to date and to delegate to the Director for Adult Social Care and Housing Needs the authority on behalf of the Isle of Wight Council in consultation with the Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness to further develop and submit the BCF 2023 2025 templates in line with the national deadlines, and make amendments to the allocations and provision of services within the BCF during its 2 year period.

# RECOMMENDATION

7. That the cabinet note the 2022/2023 BCF End of Year submission and approve the BCF 2023-2025 BCF submission.

That the cabinet delegate authority to the Director for Adult Social Care and Housing Needs the authority on behalf of the Isle of Wight Council in consultation with the Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness Needs to further develop and submit the BCF 2023 – 2025 templates in line with the national deadlines, and make amendments to the allocations and provision of services within the BCF during its 2 year period.

## BACKGROUND

- 8. The Isle of Wight BCF has been in place since April 2017 and is a statutory vehicle for pooled funding. Since 2018/2019 the BCF has been stable in terms of the workstreams it contains, and the funding provided by both the council and the Integrated Care Board (ICB).
- 9. Locally the BCF is split into 4 key themes:
  - (a) Integrated Help and Early Prevention
    This includes services and support such as the Living Well and Early Help service and the Voluntary Sector Infrastructure Support Grant
  - (b) Integrated Discharge and Admission Avoidance
    This includes services and support such as Crisis Rapid Response, Carers
    Support Services, DFG and Rehabilitation and Reablement
  - (c) Integrated Community Support
    This includes services and support such as Community Outreach, Integrated
    Community Equipment Store, User Led Organisation
  - (d) Integrated mental Health and learning Disability Support
    This includes services and support such as Woodlands, Westminster House
    and Supported Living
- 10. The only significant changes in year (2022/23) is the inclusion of the short-term funding arrangement of the Adult Social Care Discharge Fund. This fund temporarily introduced the following projects for the period of 16 November 2022 to 31 March 2023 (Breakdown included in Appendix.) For 2023-25 the notable change has been the move from the DHSC to a 2-year plan and submission for 2023-25 for the BCF, which in the past has been for 1 year at a time.
- 11. The Government also uses the BCF as a mechanism for additional grant funding such as the Adult Social Care Discharge Fund. This is to ensure a joint approach and transparency across Local Authorities and Integrated Care Boards.
- 12. To ensure responsiveness to additional government funding and the move to 2-year period, which will likely require changes to the original submitted plan, require the delegation of authority to the to the Director for Adult Social Care and Housing Needs the authority on behalf of the Isle of Wight Council to further develop the plans, spend and services within the BCF.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

- 13. The Isle of Wight BCF plan underpinned by section 75 agreement. This is a key system initiative dating back to its inception in 2014 revised for 2017/19 and rolled forward to successive years by deed of variation.
- 14. The BCF plan and section 75 needs to be considered within the context of the refreshed Isle of Wight Health and Care Plan to drive system transformation, financial savings and efficiencies. The section 75 agreement will remain in place as the financial and contractual vehicle between the ICB and Local Authority and supports the development of an integrated health and care partnership.
- 15. The framework for the BCF derives from the government's mandate to the NHS issued under section 13A of the NHS Act 2006. The BCF provides a mechanism to promote and strengthen integration of health, social care and housing planning and commissioning.
- 16. It brings together ring-fenced ICB allocations, and funding directly to local government, including iBCF, DFG and winter pressures alongside locally identified budgets into pooled budget arrangements.
- 17. The BCF plan aligns with a number of strategic plans including the:
  - a) The Isle of Wight Health and Wellbeing strategy
  - b) The Isle of Wight Health and Care Plan
  - c) The ASC Care Close to Home strategy (CCH) which also aligns with the Council's Corporate Plan.
  - d) The Isle of Wight ICB partnership delivery plan
  - e) The System Winter Resilience Plan
  - f) The Independent Living Strategy
  - g) Dementia Strategy
  - h) NHS Long Term Plan

## CONSULTATION

- 18. The BCF planning template is developed and updated by the ICB and Council, robust processes are in place to ensure that the submission is reflective of input and consultation from officers across the Council and ICB.
- 19. As part of the review process an extensive engagement process has been undertaken with service leads and wider stakeholders, which will inform the development of the plan. Providers including the voluntary and community sector and IOW NHS Trust have been engaged to lead on review of specific services and shape new service models. For example, Early Help and Prevention Service, Reablement and Rehabilitation service.
- 20. The oversight of the BCF on the Isle of Wight is in collaboration between the ICB and Council commissioners. This is overseen by both the ICB Place Director for the Isle of Wight and the Director of Adult Social Care and Housing Needs, IW Council. Proposals to use the BCF monies must be submitted to both the IW Health and Care Partnership and then via the Health and Wellbeing Board for formal sign off and approval. This is in addition to the sovereign organisations' internal governance

routes (for example, ICB Board and Council's Cabinet). Monitoring of BCF spend is provided through quarterly monitoring reports.

## FINANCIAL / BUDGET IMPLICATIONS

- 21. The total value of the Better Care Fund in 2022/23 is £31,059,697. The value is made up of both mandated and discretionary funding contributions from both the ICB and the Council detailed in the table below.
- 22. From this allocation, services are then agreed in line with the BCF guidance and funding transferred to either the ICB or Council based on who commissions the service. The table below shows the schemes within the BCF plan and whether the money has been transferred to provide the services and contractual payment commitments against each of the four identified themes:

IW BCF	Yr 1 2023/24	Yr 2 2024/25
DFG	£2,272,039	£2,272,039
Minimum NHS Contribution	£13,972,426	£14,763,265
iBCF	£6,180,112	£6,180,112
Additional LA Contribution	£3,943,489	£3,943,489
Additional ICB Contribution	£2,739,223	£1,948,384
Local Authority Discharge Funding	£866,442	£1,438,294
ICB Discharge Funding	£1,085,966	£1,513,972
Total	£31,059,697	£32,059,555

Note: table shows the BCF funds pooled together (£31,059,697) and how much of this is then allocated to each organisation to undertake the commissioning activities it is responsible for.

- 23. The BCF template that will be submitted includes a summary of the expected income and expenditure that will form the basis of the Section 75 finances. It outlines the quantum of financial resource included on a scheme-by-scheme basis, including reference to both the mandated ICB contribution, mandated Council elements and additional local investments and pooled funds.
- 24. The ICB has approved the Isle of Wight local planning approach and are satisfied that all mandatory contributions have been refreshed and uplifted in line with the national technical guidance.
- 25. The section 75 agreement sets out the arrangements for financial risk sharing between the ICB and the Council should the aligned budget over spend or underspend. The current provision of the section 75 agreement provide that each organisation is responsible for overspend/underspend relating to its own functions. Therefore the BCF does not increase the financial risk to either organisation

# LEGAL IMPLICATIONS

26. The BCF Policy Framework set out by the Department of Health and Social Care (DHSC) and the Department for Levelling Up, Housing and Communities provides the mechanisms for joint health, social care, housing, planning and commissioning of integrated care to support independence (including reducing admissions to care homes), avoid hospital admissions and delays at discharge to appropriate care.

- 27. The BCF is mentioned 13 times in the NHS White Paper "Integration and Innovation" (February 2021) mainly in the context of:
  - a) changes to the legal functioning of the BCF (standalone from the NHS Mandate) and
  - b) re-invigoration of place-based structures for NHS/Adult Social Care (ASC) integration (Health and Wellbeing Boards (HWB) and BCF/S75 arrangements), as a mechanism for agreeing priorities, particularly local mental health, community, and primary care services integrated care pathways.
- 28. The general legal implications are that national policy sets out the BCF requirements that the council and ICB are required to work within. The way this is achieved is by the IW BCF Section 75 agreement. The document sets out the legal basis, governance (BCF S75 Board via Integrated Care Board (ICP) now Health Care Partnership Board, to Health and Wellbeing Board); Key Performance Indicators and reporting; and schemes descriptions/service specifications etc.
- 29. Although required to review and revise the Section 75 agreement around the agreed priorities, it is not necessary to create a complete re-write of the Section 75 document every year to form a new agreement. In considering revisions:
  - (a) It will be reviewed to reflect any specific changes and will maintain the financial risk sharing between the ICB and council should the pooled budget overspend or underspend;
  - (b) It will clarify the transfer of the ICB minimum mandated contribution to Adult Social Care and the agreed way in which that will be spent;
  - (c) It will seek to simplify the Section 75 Agreement to reflect new governance and aspirations based on emerging Health Care Partnership place principles, priorities, and fit with both NHS Integrated Care Systems and Local Government direction of travel.
  - (d) It continues to maintain the spirit of the original Section 75 rather than seeking to start a new agreement that would take considerable time and resource to produce a very large agreement document from scratch with little change to the needs of the agreement.
- 30. The risks associated with the BCF plan for 2023-2025 not being agreed are set out at paragraph 36 of this paper. The legal implications of these risks are that the local authority could lack sufficient funding to comply with its statutory and regulatory obligations with the associated risk of legal action for failures or omissions, particularly where these have led to lack of support for or neglect of vulnerable adults.

# **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. The review of the BCF schemes will include equality impact assessments. These will determine how a service promotes equality and diversity to ensure legal

compliance in how the services we provide and the decisions we make meet the needs of our local community under our equality and diversity duties.

# **OPTIONS**

- 33. Options 1 For cabinet to note the 2022/2023 BCF End of Year submission and approve the BCF 2023-2025 BCF submission and delegate to the Director for Adult Social Care and Housing Needs the authority on behalf of the Isle of Wight Council in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs to further develop and submit the BCF 2023 2025 templates in line with the national deadlines, and make amendments to the allocations and provision of services within the BCF during its 2 year period.
- 34. Option 2 For cabinet **not** to note the 2022/2023 BCF End of Year submission and approve the BCF 2023-2025 BCF submission and delegate to the Director for Adult Social Care and Housing Needs the authority on behalf of the Isle of Wight Council in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs to further develop and submit the BCF 2023 2025 templates in line with the national deadlines, and make amendments to the allocations and provision of services within the BCF during its 2 year period.

# RISK MANAGEMENT

35. There is significant risk to both the IW Council, ICB and the wider system if the BCF plan for 2023 - 2025 is not agreed and subsequently approved by regulators.

No.	Risk	Level	Mitigation
1	Should the system not agree and fail to submit its plan by September 2023, Isle of Wight system will not receive additional funding earmarked for local systems to support ASC. In particular, the Improved Better Care Fund (iBCF) and Disabled Facilities Grant (DFG) continue to be paid to local authorities on the condition that they are pooled locally into the BCF and spent on specific purposes set out in the grant determinations and conditions. The worst-case scenario could see mandatory funding withheld from the system.	A	Cabinet to support and approve the proposals for BCF plan 2023/25  Cabinet to approve delegated authority for the Director for Adult Social Care and Housing Needs in consultation with the Cabinet Member for Adult Social Care, Public Health and Housing Needs to further develop and submit the BCF 2023 – 2025 templates in line with the national deadlines and make amendments to the allocations and provision of services within the BCF during its 2-year period.
2	Failure to submit presents a significant reputational risk to the ICB, LA, HWB and wider system. In particular, the BCF planning guidance forms part of the core NHS Operational Planning and Contracting Guidance. ICBs are therefore required to have regard to this guidance by section 14Z11 of	A	Fortnightly planning meetings in place with representatives from the ICB and IWC.  Plan in place for meeting all the required deadlines including final submission on 26 September.

	the NHS Act 2006. With a view to the wider system; having published a single system Health and Care Plan, that includes a single control total, failing to submit the BCF plan will likely result in external scrutiny from National regulators and further scrutiny of system plans and agreements to develop ICP arrangements.		As the set deadline does not allow for sign off by HWB at a meeting virtual HWB sign-off process prior to the final deadline
3	Failure to agree financial contributions within the BCF plan may result in the requirement to undertake a significant BCF and S75 refresh placing additional resource strain upon the system.	A	Financial contributions have been agreed by the finance leads in line with policy guidelines.
4	HWB governance arrangements and decision making does not support effective BCF development and delivery.  Where there are concerns over the submission, performance or compliance with BCF requirements the Better Care Fund Support team (BCST) and Better Care Manager (BCM) will take action that could range from informal support, advice and guidance moving through formalized support and formal regional meetings up to formal escalation panels that involve NHS England and LGA.  In the event of national escalation, under the NHS Act 2006 NHS England does have the ability to direct the use of ICB funds where an area fails to meet the BCF conditions.  The escalation panel may also make recommendation that an area should amend plans that relate to spending of the DFG, Winter pressures or IBCF- however this money is not subject to NHS E powers. However, if there is not agreement and a plan cannot be agreed Departments can recover grant payments or withhold future funding.	A	HWB to agree BCF management and decision-making infrastructure as part of the Health and Care Plan implementation.  To engage with the local BCM for guidance prior to final submission.  To have cross organisational contribution and review of the plan prior to submission.

36. In addition to the risk associated with failing to agree the plan, the scale of system financial challenge threatens BCF development and delivery. The ICB and the Council continue to review current budgets to ensure BCF schemes are aligned to sustainability plan priorities.

## **EVALUATION**

37. The proposed way forward has been carefully considered with senior staff of both the Council and the ICB. Having considered the above, it is felt that option 1 is preferred, as it maintains the requirement to agree and prepare to sign off and submit BCF planning submission which is due by 26 September prior to virtual sign off by the HWB. It enables continuation of significant funding for Adult Social Care and Health services on the island.

# APPENDICES ATTACHED

Appendix 1 – IW BCF End of Year Template 2022 / 23

Appendix 2 – IW BCF 2023-2025 Narrative document

Appendix 3 – IW BCF 2023-2025 Planning template

Contact Point: Peter Smith, Assistant Director Commissioning and Partnerships, **2** 821000 ext. 6069 e-mail *peter.smith@jow.gov.uk* 

LAURA GAUDION

Director of Adult Social Care and Housing

Needs

(CLLR) Ian Stephens
Deputy Leader and Cabinet Member for
Adult Services and Housing, Public Health
and Homelessness

# Better Care Fund 2022-23 End of Year Template

#### 1. Guidance

#### Overview

The Better Care Fund (BCF) reporting requirements are set out in the BCF Planning Requirements document for 2022-23, which supports the aims of the BCF Policy Framework and the BCF programme; jointly led and developed by the national partners Department of Health (DHSC), Department for Levelling Up, Housing and Communities, NHS England (NHSE), Local Government Association (LGA), working with the Association of Directors of Adult Social Services (ADASS).

The key purposes of BCF reporting are:

- 1) To confirm the status of continued compliance against the requirements of the fund (BCF)
- 2) To confirm actual income and expenditure in BCF plans at the end of the financial year
- 3) To provide information from local areas on challenges, achievements and support needs in progressing the delivery of BCF plans
- 4) To enable the use of this information for national partners to inform future direction and for local areas to inform improvements

BCF reporting is likely to be used by local areas, alongside any other information to help inform HWBs on progress on integration and the BCF. It is also intended to inform BCF national partners as well as those responsible for delivering the BCF plans at a local level (including ICB's, local authorities and service providers) for the purposes noted above.

BCF reports submitted by local areas are required to be signed off by HWBs as the accountable governance body for the BCF locally. Aggregated reporting information will be published on the NHS England website in due course.

#### Note on entering information into this template

Throughout the template, cells which are open for input have a yellow background and those that are pre-populated have a grey background, as below:

Data needs inputting in the cell

Pre-populated cells

#### Note on viewing the sheets optimally

To more optimally view each of the sheets and in particular the drop down lists clearly on screen, please change the zoom level between 90% - 100%. Most drop downs are also available to view as lists within the relevant sheet or in the guidance tab for readability if required. The row heights and column widths can be adjusted to fit and view text more comfortably for the cells that require narrative information.

Please DO NOT directly copy/cut & paste to populate the fields when completing the template as this can cause issues during the aggregation process. If you must 'copy & paste', please use the 'Paste Special' operation and paste Values only.

The details of each sheet within the template are outlined below.

### ASC Discharge Fund-due 2nd May

This is the last tab in the workbook and must be submitted by 2nd May 2023 as this will flow to DHSC. It can be submitted with the rest of workbook empty as long as all the details are complete within this tab, as well as the cover sheet although we are not expecting this to be signed off by HWB at this point. The rest of the template can then be later resubmitted with the remaining sections completed.

After selecting a HWB from the dropdown please check that the planned expenditure for each scheme type submitted in your ASC Discharge Fund plan are populated.

Please then enter the actual packages of care that matches the unit of measure pre-specified where applicable.

If there are any new scheme types not previously entered, please enter these in the bottom section indicated by a new header. At the very bottom there is a totals summary for expenditure which we'd like you to add a breakdown by LA and ICB.

Please also include summary narrative on:

- 1. Scheme impact
- 2. Narrative describing any changes to planned spending e.g. did plans get changed in response to pressures or demand? Please also detail any underspend.
- 3. Assessment of the impact the funding delivered and any learning. Where relevant to this assessment, please include details such as: number of packages purchased, number of hours of care, number of weeks (duration of support), number of individuals supported, unit costs, staff hours purchased and increase in pay etc
- 4. Any shared learning

### Checklist ( 2. Cover )

- 1. This section helps identify the sheets that have not been completed. All fields that appear as incomplete should be complete before sending to the BCF Team.
- 2. The checker column, which can be found on the individual sheets, updates automatically as questions are completed. It will appear 'Red' and contain the word 'No' if the information has not been completed. Once completed the checker column will change to 'Green' and contain the word 'Yes'
- 3. The 'sheet completed' cell will update when all 'checker' values for the sheet are green containing the word 'Yes'.
- 4. Once the checker column contains all cells marked 'Yes' the 'Incomplete Template' cell (below the title) will change to 'Template Comple
- 5. Please ensure that all boxes on the checklist are green before submission.

#### 2. Cover

- 1. The cover sheet provides essential information on the area for which the template is being completed, contacts and sign off.
- 2. HWB sign off will be subject to your own governance arrangements which may include a delegated authority.
- 3. Question completion tracks the number of questions that have been completed; when all the questions in each section of the template have been completed the cell will turn green. Only when all cells are green should the template be sent to: england.bettercarefundteam@nhs.net

(please also copy in your respective Better Care Manager)

4. Please note that in line with fair processing of personal data we request email addresses for individuals completing the reporting template in order to communicate with and resolve any issues arising during the reporting cycle. We remove these addresses from the supplied templates when they are collated and delete them when they are no longer needed.

#### 3. National Conditions

This section requires the Health & Wellbeing Board to confirm whether the four national conditions detailed in the Better Care Fund planning requirements for 2022-23 (link below) continue to be met through the delivery of your plan. Please confirm as at the time of <a href="https://www.england.nhs.uk/publication/better-care-fund-planning-requirements-2022-23/">https://www.england.nhs.uk/publication/better-care-fund-planning-requirements-2022-23/</a>

This sheet sets out the four conditions and requires the Health & Wellbeing Board to confirm 'Yes' or 'No' that these continue to be met. Should 'No' be selected, please provide an explanation as to why the condition was not met for the year and how this is being addressed. Please note that where a National Condition is not being met, the HWB is expected to contact their Better Care Manager in the first

In summary, the four national conditions are as below:

National condition 1: Plans to be jointly agreed

National condition 2: NHS contribution to adult social care is maintained in line with the uplift to NHS Minimum Contribution

National condition 3: Agreement to invest in NHS commissioned out-of-hospital services

National condition 4: Plan for improving outcomes for people being discharged from hospital

#### 4. Metrics

The BCF plan includes the following metrics: Unplanned hospitalisation for chronic ambulatory care sensitive conditions, Proportion of discharges to a person's usual place of residence, Residential Admissions and Reablement. Plans for these metrics were agreed as part of the BCF planning process.

This section captures a confidence assessment on achieving the plans for each of the BCF metrics.

A brief commentary is requested for each metric outlining the challenges faced in achieving the metric plans, any support needs and successes that have been achieved.

The BCF Team publish data from the Secondary Uses Service (SUS) dataset for Dischaege to usual place of residence and avoidable admissions at a local authority level to assist systems in understanding performance at local authority level.

The metrics worksheet seeks a best estimate of confidence on progress against the achievement of BCF metric plans and the related narrative information and it is advised that:

- In making the confidence assessment on progress, please utilise the available metric data along with any available proxy data.
- In providing the narrative on Challenges and Support needs, and Achievements, most areas have a sufficiently good perspective on these themes and the unavailability of published metric data for one/two of the three months of the quarter is not expected to hinder the ability to provide this useful information. Please also reflect on the metric performance trend when compared to the quarter from the previous year emphasising any improvement or deterioration observed or anticipated and any associated comments to explain.

Please note that the metrics themselves will be referenced (and reported as required) as per the standard national published datasets.

#### 5. Income and Expenditure

The Better Care Fund 2022-23 pool constitutes mandatory funding sources and any voluntary additional pooling from LAs (Local Authorities) and NHS. The mandatory funding sources are the DFG (Disabled Facilities Grant), the improved Better Care Fund (iBCF) grant, minimum NHS contribution and additional contributions from LA and NHS. This year we include final spend from the Adult Social Care **Income section:** 

- Please confirm the total HWB level actual BCF pooled income for 2022-23 by reporting any changes to the planned additional contributions by LAs and NHS as was reported on the BCF planning template.
- In addition to BCF funding, please also confirm the total amount received from the ASC discharge fund via LA and ICB if this has changed.
- The template will automatically pre populate the planned expenditure in 2022-23 from BCF plans, including additional contributions.
- If the amount of additional pooled funding placed intothe area's section 75 agreement is different to the amount in the plan, you should select 'Yes'. You will then be able to enter a revised figure. Please enter the actual income from additional NHS or LA contributions in
- Please provide any comments that may be useful for local context for the reported actual income in 2022-23.

#### **Expenditure section:**

- Please select from the drop down box to indicate whether the actual expenditure in your BCF section 75 is different to the planned
- If you select 'Yes', the boxes to record actual spend, and explanatory comments will unlock.
- You can then enter the total, HWB level, actual BCF expenditure for 2022-23 in the yellow box provided and also enter a short commentary on the reasons for the change.
- Please provide any comments that may be useful for local context for the reported actual expenditure in 2022-23.

#### 6. Year End Feedback

This section provides an opportunity to provide feedback on delivering the BCF in 2022-23 through a set of survey questions These questions are kept consistent from year to year to provide a time series.

The purpose of this survey is to provide an opportunity for local areas to consider the impact of BCF and to provide the BCF national partners a view on the impact across the country. There are a total of 5 questions. These are set out below.

#### Part 1 - Delivery of the Better Care Fund

There are a total of 3 questions in this section. Each is set out as a statement, for which you are asked to select one of the following

- Strongly Agree
- Agree
- Neither Agree Nor Disagree
- Disagree
- Strongly Disagree

#### The questions are:

- 1. The overall delivery of the BCF has improved joint working between health and social care in our locality
- 2. Our BCF schemes were implemented as planned in 2022-23
- 3. The delivery of our BCF plan in 2022-23 had a positive impact on the integration of health and social care in our locality

#### Part 2 - Successes and Challenges

This part of the survey utilises the SCIE (Social Care Institue for Excellence) Integration Logic Model published on this link below to capture two key challenges and successes against the 'Enablers for integration' expressed in the Logic Model.

#### Please highlight:

- 4. Two key successes observed toward driving the enablers for integration (expressed in SCIE's logic model) in 2022-23.
- 5. Two key challenges observed toward driving the enablers for integration (expressed in SCIE's logic model) in 2022-23?

For each success and challenge, please select the most relevant enabler from the SCIE logic model and provide a narrative describing the issues, and how you have made progress locally.

#### SCIE - Integrated care Logic Model

- 1. Local contextual factors (e.g. financial health, funding arrangements, demographics, urban vs rurual factors)
- 2. Strong, system-wide governance and systems leadership
- 3. Integrated electronic records and sharing across the system with service users
- 4. Empowering users to have choice and control through an asset based approach, shared decision making and co-production
- 5. Integrated workforce: joint approach to training and upskilling of workforce
- 6. Good quality and sustainable provider market that can meet demand
- 7. Joined-up regulatory approach
- 8. Pooled or aligned resources
- 9. Joint commissioning of health and social care









#### Better Care Fund 2022-23 End of Year Template

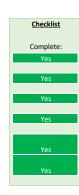
2. Cover

#### Version 1.0

#### Please Note:

- The BCF end of year reports are categorised as 'Management Information' and data from them will published in an aggregated form on the NHSE website. This will include any narrative section. Also a reminder that as is usually the case with public body information, all BCF information collected here is subject to Freedom of
- At a local level it is for the HWB to decide what information it needs to publish as part of wider local government reporting and transparency requirements. Until BCF information is published, recipients of BCF reporting information (including recipients who access any information placed on the BCE) are prohibited from making this information available on any public domain or providing this information for the purposes of journalism or research without prior consent from the HWB (where it  $concerns\ a\ single\ HWB)\ or\ the\ BCF\ national\ partners\ for\ the\ aggregated\ information.$
- All information will be supplied to BCF partners to inform policy development.
   This template is password protected to ensure data integrity and accurate aggregation of collected information. A resubmission may be required if this is breached.

Health and Wellbeing Board:	Isle of Wight	
Completed by:	Matt Leek, Cheryl Hardin	ng-Trestrail
E-mail:	cheryl.harding@nhs.net	
Contact number:	01983 552064 (preference	ce via MS Teams)
Has this report been signed off by (or on behalf of) the HWB at the time of submission?	No	
If no, please indicate when the report is expected to be signed off:	Thu 20/07/2023	<< Please enter using the format, DD/MM/YYYY



Question Completion - when all questions have been answered and the validation boxes below have turned green you should send the template to <a href="mailto:england.bettercarefundteam@nhs.net">england.bettercarefundteam@nhs.net</a> saving the file as 'Name HWB' for example 'County Durham HWB'. This does not apply to

#### Please see the Checklist on each sheet for further details on incomplete fields

	Complete:
2. Cover	Yes
3. National Conditions	Yes
4. Metrics	Yes
5. Income and Expenditure actual	Yes
6. Year-End Feedback	Yes

<< Link to the Guidance sheet

^^ Link back to top

## Better Care Fund 2022-23 End of Year Template

#### 3. National Conditions

Selected Health and Wellbeing Board: Isle of Wight

Confirmation of Nation Conditions							
		If the answer is "No" please provide an explanation as to why the condition was not met in 2022-					
National Condition	Confirmation	23:					
1) A Plan has been agreed for the Health and Wellbeing	Yes						
Board area that includes all mandatory funding and this is							
included in a pooled fund governed under section 75 of							
the NHS Act 2006?							
(This should include engagement with district councils on							
use of Disabled Facilities Grant in two tier areas)							
2) Planned contribution to social care from the NHS	Yes						
minimum contribution is agreed in line with the BCF							
policy?							
3) Agreement to invest in NHS commissioned out of	Yes						
hospital services?							
4) Plan for improving outcomes for people being	Yes						
discharged from hospital							



#### Better Care Fund 2022-23 End of Year Template

4. Metrics

Selected Health and Wellbeing Board:

Isle of Wight

National data may be unavailable at the time of reporting. As such, please utilise data that may only be available system-wide and other local intelligence.

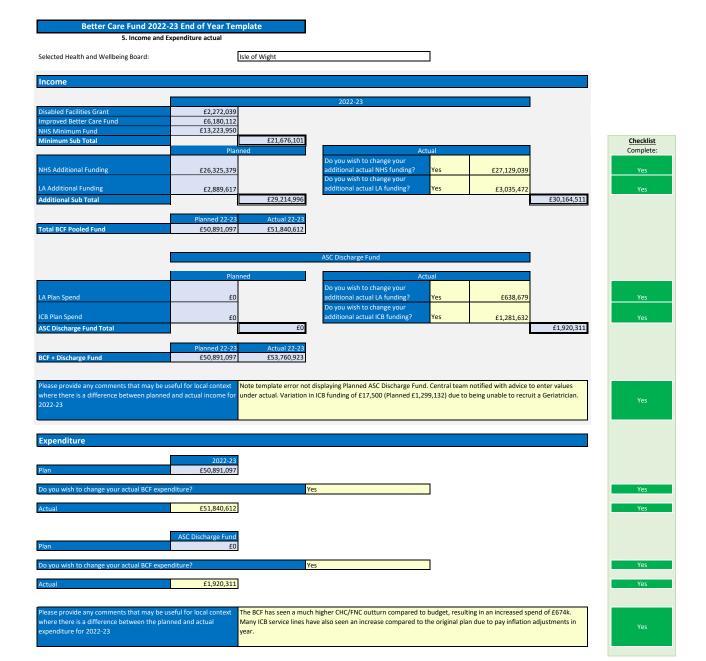
Challenges and

Please describe any challenges faced in meeting the planned target, and please highlight any support that may facilitate or ease the achievements of metric plans

Achievements Please describe any achievements, impact observed or lessons learnt when considering improvements being pursued for the respective metrics

Metric	Definition	For information - Your planned performance as reported in 2022-23 planning		Challenges and any Support Needs	Achievements
Avoidable admissions	Unplanned hospitalisation for chronic ambulatory care sensitive conditions (NHS Outcome Framework indicator 2.3i)	650.0	On track to meet target	A challenging workforce position remains a consistent theme across the health and care system.	However, despite this, the continuation of schemes during 2022/23 have been successful contributed on a reduction in unplanned hospitalisations for ACS conditions. BCF SUS data Grand Total for year
Discharge to normal place of residence	Percentage of people who are discharged from acute hospital to their normal place of residence	84.0%	Not on track to meet target	As a system one of the greatest challenges has been, and continues to be, that of sourcing home care packages. Urgency to enable discharge from hospital and sparsity of domiciliary care provision on the Isle of	In spite of the workforce / package of care shortfall the target has only been missed by 1.01% (82.99%) and this is still an improvement on the 21/22 position. Confirmation has been received that
Residential Admissions	Rate of permanent admissions to residential care per 100,000 population (65+)	644	Not on track to meet target	We are still seeing an increasing trend of c.17% compared to 2018/19, this correlates with the reported increase in acuity and complexity being seen by all teams. End position 753.	ASC DF interventions have helped to increase domiciliary care Nov 22-Mar 23 offering additional flexibility and capacity in the system, along with TEC solutions. This, along with Virtual Wards, is seeking to help address
Reablement	Proportion of older people (65 and over) who were still at home 91 days after discharge from hospital into reablement / rehabilitation services	77.8%	Not on track to meet target	Please note due to the nature of this measure figures for 91 days will always be 3 months in arrears. Current quarterly average 80% - likely to be slightly over planned position. Subject to final data provision 91	Relatively stable levels of activity with slight positive trend; given the heightened pressures experienced by the system during and since the pandemic this is viewed as an achievement to maintain performance levels.

<u>Checklist</u> Complete:
Yes
Yes
Yes
Yes



The purpose of this survey is to provide an opportunity for local areas to consider and give feedback on the impact of the BCF. There is a total of 5 questions. These are set out below.

Selected Health and Wellbeing Board: Isle of Wight

Statement:	Response:	Comments: Please detail any further supporting information for each response
The overall delivery of the BCF has improved joint working between health and social care in our locality	Agree	The establishment of a refreshed governance structure, including the Joint Strategic Partnership Board with representation across the ICB, IWC and Public Health, is raising the profile of the Better Care Fund. This is helping to increase system-wise integrated working and create a clear route for partners to implement pathway changes. The cultural shift for
Our BCF schemes were implemented as planned in 2022-23	Strongly Agree	All workstreams were implemented as planned. Additional workstreams added in year including those funded through the ASC Discharge Fund.
The delivery of our BCF plan in 2022-23 had a positive impact on the integration of health and social care in our locality	Agree	The workstreams implemented helped to continue collaborative working practices along the patient pathway. The additional governance work undertaken, including initial service reviews, have identified opportunities for future development going into the 2023 - 2025 planning cycle.

art 2: Successes and Challenges
lease select two Enablers from the SCIE Logic model which you have observed demonstrable success in progressing and two Enablers which you have experienced a relatively greater degree of

Outline two key successes observed toward driving the enablers for integration (expressed in SCIE's logical model) in 2022-23	SCIE Logic Model Enablers, Response category:	Response - Please detail your greatest successes
Success 1	9. Joint commissioning of health and social care	The Living Well and Early Help Service, delivered by Aspire Ryde and their community partners, was awarded 'Gold' in the transformation in health and social care category in this year's IESE Transformation Awards. The service was jointly commissioned by the Isle of Wight Council and the Hampshire and Isle of Wight Integrated Care Board (ICB) in April 2022. Since then, this community-led partnership has made a real difference to the lives of more than 2,390 Islanders, helping them to stay well, independent and connected with their local community. And with the launch in December of its
Success 2	5. Integrated workforce: joint approach to training and upskilling of workforce	Approval was granted in-year to commence an integrated workforce development pilot. The IWC has linked in with the HTF College and the IOW College to enable learners who will be completing Level 2 and 3 H & SC programmes to access practice experiences within their first year of employment. This is helping to support a local 'grow our own' approach to the workforce challenges being faced. Locally, we are more geographically isolated due to the Solent. By implementing this scheme we are encouraging local residents to remain on the Island with access to long-term careers development
5. Outline two key challenges observed toward driving the enablers for integration (expressed in SCIE's logical model) in 2022-23	SCIE Logic Model Enablers, Response	Resonnse - Please detail vour greatest challenges

5. Outline two key challenges observed toward driving the		
enablers for integration (expressed in SCIE's logical model) in	SCIE Logic Model Enablers, Response	
2022-23	category:	Response - Please detail your greatest challenges
Challenge 1	5. Integrated workforce: joint approach to training and upskilling	Workforce remains a recurrent theme both within the context of the BCF and wider service delivery. The Isle of Wight, like other more isolated areas, faces a degree of geographical isolation which impacts on recruitment and retention of staff. Services often then are unable to reach optimum delivery of their potential either due to carrying internal vacancies or becoming holders of caseloads where bottlenecks prevent onwards flow. At present, whilst services and pathways may be integrating, workforce is still foren viewed at a service rather than system level - other resulting in high turnovers with
Challenge 2	Good quality and sustainable provider market that can meet demand	There is a significant challenge being faced in respect of workforce within the Isle of Wight community services. In additional to local capacity issues experienced prior to the pandemic, the impact of Covid-19 has further reduced capacity across both care homes and home care – a position which is disproportionately felt by those with complex needs and people with dementia who require more specialist support. One of the most significant consequences arising is that we are seeing a higher number of individuals, Not Meeting the Criteria to Reside (MMCLR), remaining in hospital longer than we,

- Footnotes:

  Question 4 and 5 are should be assigned to one of the following categories:

  1. Local contextual factors (e.g. financial health, funding arrangements, demographics, urban vs rural factors)

  2. Strong, system-wide governance and systems leadership

  3. Integrated electronic records and sharing across the system with service users

  4. Empowering users to have choice and control through an asset based approach, shared decision making and co-production

  5. Integrated workforce: joint approach to training and upskilling of workforce

  6. Good quality and sustainable provider market that can meet demand

  7. Joined-up regulatory approach

  8. Pooled or aligned resources

  9. Joint commissioning of health and social care

  Other

#### Better Care Fund 2022-23 End of Year Template

ASC Discharge Fur

Isle of Wight	٦

Please complete and submit this section (along with Cover sheet contained within this workbook) by 2nd May

he actual impact column is used to understand the benefit from the fund. This is different for each sheme and sub type and the unit for this metric has been pre-populated. This will align with metrics reported in fortnightly returns for scheme types.

pased care). 2) For 'home care or domiciliary care', please state the number of care hours purchased through the fund.

For 'reablement in a person's own home', please state the number of care hours purchased through the fur

For "Additional or redeployed capacity from current care workers', please state the number of additional hours worked purchased through the fund purchased.

6) For 'Assistive Techonologies and Equipment', please state the number of unique beneficiaries through the fund.
7) For 'I neal Requirement Initiatives', please state the additional number of staff this has belied require through the fund.

If there are any additional rehease types invested in since the submitted also places extent there into the bettern certical found by credition further down

Scheme Name	Scheme Type	Sub Types	Planned Expenditure	Actual Expenditure	Actual Number of Packages	Unit of Measure	Did you make any changes to planned spending?	If yes, please explain why	Did the scheme have the intended impact?	if yes, please explain how, if not, why was this not possible	Do you have any learning from this scheme?
community unit	bed based intermediate care services	step down (discharge to assess pathway 2)	£451,333	£451,333	14	Number of beds	No		Yes	Intensive rehabilitation bedded unit located at Isle of Wight NHS Trust main site to provide a nurse led unit for patients no longer meeting criteria to reside but awaiting onward care. Beds	Weekly reporting templates varied method of counting which made it harder to
home bridging service	home care or domiciliary care	domiciliary care packages	£300,000	£350,000	2,323	Hours of care	Yes	We have encountered some delays in being able to rapidly mobilise additional services and this is predominately around recruitment and delays to services starting over the Christmas	Yes	Planned up to 80 care visits per day by 8 carers. Patient numbers will vary depending on the frequency of visits needed per patient. Service provided immediate care for patients who	Workforce challenges still in place. The care sector in general is difficult to recruit
discharge to assess beds	bed based intermediate care services	step down (discharge to assess pathway 2)	£268,299	£268,299	101	Number of beds	No		Yes	Successful implementation that exceeded original planning.  The average LOS reduced, demonstrating the benefit of increase flexibility of capacity in the community. Contributed to	Flexible approach to needs rather than just beds allowed for patients needs
residential capacity	residential placements	care home	£266,193	£266,193	119	Number of beds	No		Yes	28 intermediate care beds across Hartford Care, (Springfield and Elms) and Solent Grange and extra residential capacity. The Elms x 5 beds 21 Jan – 31 Mar	Discrepancy of method of counting across different reporting sources as well as
home care capacity	home care or domiciliary care	domiciliary care to support hospital discharge	£222,486	£222,486	3,456	Hours of care	No		Yes	Successfully increased number of hours available to facilitate discharge with immediate support available via Elder Care to supplement existing team, augmenting Outreach improved	Demand and capacity planning needs to reflect seasonal variances in acuity
reablement capacity	bed based intermediate care services	step down (discharge to assess pathway 2)	£150,000	£150,000	13	Number of beds	No		No	Bluebell House plan 70 beneficiaries to be aided. Actual: 13 beds 267 referrals	
community day hub pilot	home care or domiciliary care	domiciliary care to support hospital discharge	£98,000	£98,000	593	Hours of care	No		Yes	Number of packages from fortnightly reporting route of ASC Business Intelligence; not secondarily validated by service lead.	Where only short-term funding in place more successful to recruit to
telehealth and proactive support to care homes	assistive technologies and equipment	telecare	£73,000	£73,000	20	Number of beneficiaries	No		No	Plan 48 per month. Time taken to secure equipment and set up process - limited by number of handset for pilot. Costs include whole package - equipment, Wightcare link and response.	TEC model complements shift towards alternative pathways e.g. virtual wards.
additional medical workforce (geriatrician)	additional or redeployed capacity from current care workers	costs of agency staff	£67,500	£0	0	hours worked	Yes	Unable to recruit. Funding reallocated to support Home Bridging Service.	No	Unable to recruit.	The island despite its age demographic does not have a comprehensive frailty
discharge team capacity extension	additional or redeployed capacity from current care workers	costs of agency staff	£41,000	£41,000	248	hours worked	Yes		Yes	Immediate support available to supplement the existing team. Contributed to 4297 hours of home or domiciliary care packages and 2323.25 hours of reablement in a person's own home.	Where only short-term funding in place more successful to recruit to





#### 1. Cover

#### 1.1. Health and Wellbeing Board(s).

This submission has been made on behalf of the Isle of Wight Health and Wellbeing Board (HWB) in line with its direction to commence the national assurance process. Final approval will be considered retrospectively due to the scheduling arrangements of the 2023 / 2024 HWB meeting dates.

# 1.2. Bodies involved strategically and operationally in preparing the plan

This document, along with the supplementary planning template, have been prepared by officers of Hampshire and Isle of Wight Integrated Care Board (ICB) Isle of Wight place team and Isle of Wight Council (IWC) with support from the Voluntary Care Sector (VCS), on behalf of the HWB. Service reviews provided by operational leads, including those across the Isle of Wight NHS Trust (IWT), VCS organisations and social care providers have been incorporated in the development of this plan and will continue to shape transformation of delivery across 2023 – 2025.

A golden thread of alignment between the previous BCF and wider system strategies has been the Isle of Wight Health and Care Plan (HCP; 2019) and its refreshed document for 2022-25, which included public consultation, whole system participation in its development with engagement from the ICB-Isle of Wight place, IWT, IWC, GPs, primary care, VCS, Independent Care Providers, Public Health (PH) and Healthwatch.

In addition, the following documents have also aided the development of the Isle of Wight's BCF Plan for 2023-2025: the NHS Long Term Plan (2019), NHS Trust Strategy (2020), Local Government Association Managing transfers of care – A High Impact Change Model, Quality Outcomes Framework, RightCare, Isle of Wight Council Corporate Plan, the IWC Care Close to Home Strategy, the Isle of Wight Joint Strategic Needs Assessment (JSNA), ONS Health Index and Public Health Insight.

The inclusive approach which has been adopted to date will be carried forward into the implementation phase of this plan and beyond to ensure the BCF Plan represents the views of the widest possible range of stakeholders, people with lived experience and those who access care and support, together their families and carers.

#### 1.3. How have you gone about involving these stakeholders?

This plan has been developed through a mixture of local place-based discussions and feedback from all sectors across the Isle of Wight health and care system, as well as strategically considered at an 'at scale' level within the ICB after its establishment on 1 July 2022. Examples of such forums include:

- System Resilience Group which includes the ICB, LA, Trust and Independent Care Home Sector leads
- Tactical Discharge Group which includes Hospital Discharge Team, LA Social Workers and VCS
- Community Transformation Board which includes ICB, Primary Care, IW Trust divisional leads including Mental Health and Ambulance staff
- Project Fusion leads which include clinical and managerial leads from the three current community services who
  are set to merge into one new organisation by April 2024
- Hampshire and Isle of Wight Transformation Board
- ICS Primary and Local Care Programme Board which oversees the transformation and modernisation of community and out of hospital services
- Executive Delivery Group (place) which is tripartite and includes the ICB Place Director, Trust CEO and DAS for the Local Authority.
- Executive Management Group (ICB)



Joint Strategic Partners including the VCS, Earl Mountbatten Hospice and Public Health

Within the BCF governance structure outlined below, at a place level our BCF Plan is co-produced through local partnership meetings with commissioning representation from the ICB, IWC and PH. Within these forums, priorities for the local organisations are presented and reviewed together to form the basis of shared decisions to invest or transform pathways. Additional pathway engagement throughout the year has included:

- BCF workstreams reviewed with commissioners and provider leads in 2022 / 23 via a workshop and accompanying desktop review comparing current delivery models with original (pre-pandemic) specifications.
- Feedback from independent consultations e.g., 4OC review of the Community Equipment Service (CES).
- Stakeholder pathway workshops when developing new specifications e.g., Prescriber Engagement Event for CES.
- Feedback from Emergency Care Improvement Support Team (ECIST) review and multi-agency discharge events (MADE)
- ICB community public engagement event with place executive representation hosted by People Matter Isle of Wight and supported by the new ICB Community Involvement Officer.
- Learning Disability Consultation (ages 16+) co-produced with the Learning Disability Partnership Group.
- Autism Consultation (ages 16+) co-produced with the Autism Partnership Board

Work underpinning the refresh of the Island Health and Care Plan 2022–25 has also been incorporated with feedback from a range of stakeholders on the plan, its strategy and approach.

## 2. Governance

The Isle of Wight Health & Wellbeing Board provides strategic leadership and direction for decision-making and joint commissioning across the Isle of Wight. The Isle of Wight Health and Wellbeing Board has a statutory role (set out in law by the Health & Social Care Act 2012). It works to:

- improve the health and wellbeing of local people,
- to reduce health inequalities amongst the Island population, to promote the integration of services so they work more closely together.

Hosted by the Isle of Wight Council, the Board brings together the NHS, public health, adult social care and children's services, including elected representatives and Local Healthwatch, to plan how best to meet the needs of the local population and tackle local inequalities in

Budget	Value for 23/24
DFG	£2,272,039
Minimum NHS Contribution	£13,972,426
iBCF	£6,180,112
Additional LA Contribution	£3,943,489
Additional NHS Contribution	£2,739,223
Local Authority Discharge Funding	£866,442
ICB Discharge Funding	£1,085,966
Total	£31,059,697

Table 1: Funding Streams

health. Within the scope of duties, the Board has ultimate responsibility for the development and delivery of the local Better Care Fund. In execution of this duty, the HWB is consulted and asked to approve the Isle of Wight Better Care Fund Plan, and to endorse the execution of the Section 75 Framework Partnership Agreement between the IWC and ICB which governs the BCF and enables an aligned budget inclusive of the grant and funding streams detailed in Table 1.

Sitting beneath the Health and Wellbeing Board, the Joint Strategic Partnership (JSP) acts as the lead partnership forum for the development, and management of, the Isle of Wight Better Care Fund plan. This group includes tripartite statutory commissioning representation overseen by the:

- Director for Adult Social Care and Housing Needs for the Isle of Wight (IWC)
- ICB Isle of Wight Place Director
- Associate Director of Public Health

The JSP acts as a single health and wellbeing commissioning voice for the Isle of Wight, ensuring oversight, delivery and efficiency assurance. It convenes monthly and exercises its functions following consensus / consultation with each other on those functions in scope – including the Better Care Fund. Where consensus is not reached, it has the power to allocate tasks to the joint BCF Working Group to enable furth clarification or proposal development to reach a decision.

The JSP was established to ensure effective collaboration, assurance, strategic oversight, and good governance across integrated, joint and aligned commissioning arrangements between the Isle of Wight Council and NHS Hampshire and Isle of Wight Integrated Care Board (Isle of Wight Place/Local Delivery System). The JSP agrees priority areas of work to be taken forward against a vision for integrated/joint commissioning; developing and overseeing the programme of work to be

delivered. It provides direction on priorities and the agreed work programme with deliverable milestones. Evidence based commissioning acts as a key to achieving an integrated/joint commissioning vision with decisions to invest or transform pathways being informed and driven by local needs assessment, market analysis, the experiences of local people and the communities they live in, through collaboration, co-production, consultation, and engagement.

Tactical oversight is provided by a monthly joint BCF Working Group, which is drawn from key partners within the system. Transformational plans and programmes are formally discussed and approved by existing local authority governance processes and within each ICB's governing bodies.

The operational delivery of the BCF plan is undertaken on an integrated end-to-end basis; from point of commissioning to service provision, including the aligned budget arrangements. Oversight of the latter is supported by quarterly meetings of a BCF / S75 finance sub-group drawn from the council and ICB Isle of Wight local delivery team.

Leadership for service delivery is agreed and comes from across the system for the individual schemes and interventions, including specialist interest groups to address local inequalities, such as Mental and Children's Health teams. Where development of new models and services requires contractual changes, formal contractual processes with providers are put in place to ensure effective assurance and consistent and robust monitoring.

# 3. Executive Summary

The Isle of Wight boasts a unique combination of rural, coastal, and urban communities with its population of c. 145,750 registered residents (May 2023) which increases up to 150% during peak tourism weeks. It is the home of one of the oldest populations in England: as of May 2023, the CSU reported 42,172 were aged 65 and older – 28.9% of the population with the ONS projecting that this percentage will continue to grow. 18% of demographic profile live in a single person household (2021 Census) and almost one in four people (23.1%) have two or more long-term conditions and the acuity and complexity witnessed in patients accessing services has also, in general, continues to be exacerbated since the pandemic with non-elective admissions still showing an increasing trajectory with c.55% of patients requiring some type of onward support (Pathway 1-3). Some of this may be directly attributable to Covid-19, and some indirectly as a consequence of restricted access to care during the peak of the pandemic response, with subsequently compounded delays during the restoration and recovery period as waiting lists are addressed. The combination of single-person households with increasing prevalence and acuity of health conditions increases the likelihood that people will turn to statutory services for care needs.

The BCF programme helps support the Isle of Wight health and care system to address these challenges and successfully deliver the integration of health and social care in a way that supports person-centred care, sustainability and better outcomes for local people and carers. In particular, the entire intermediate care model of services sits within in the BCF as a lynchpin of supporting the flow of entire health and care system. The allocations are set by NHS England and are pooled into a section 75 agreement alongside the Disabled Facilities Grant (DFG), Improved Better Care Fund (iBCF) and Additional Discharge Fundings (ADF). The total value of the 2023/24 Isle of Wight BCF pooled budget is £31,059,697. This final figure reflects an increase in line with average NHS revenue growth (5.66%) and the Additional Discharge Fund, introduced for 2023/24.

#### 3.1. Priorities for 2023-25

The Health and Wellbeing Board has developed the *Healthy Places for Healthy People to lead Healthy Lives: The Isle of Wight Health and Wellbeing Strategy (2022 to 2027)* which, together with the Health and Care Plan, have a joint aim to ensure that people on the Island live healthy and independent lives.

The HWB strategy outlines a shared vision using an approach for improving health and wellbeing on the Island for all ages (the life course) under which the Better Care Fund sits as a facilitator for integrated design and delivery of services. The strategy is based on the principle that a family-centred, all age approach that promotes a holistic view of an individual's total health and wellbeing is an effective means of improving the health in our communities. It also emphasises the social perspective, looking back across an individual's or group's life experiences for clues to current patterns of health and disease, while recognising that both past and present experiences are shaped by the wider social, economic, and cultural context.

As a system, our ambition is to create healthy places for healthy people to live healthy lives across the Island, through a focus on three priorities:



- Healthy Places focus healthy homes including addressing the four housing themes of affordability, quality, security, and homelessness
- Healthy People focus mental health and emotional wellbeing
- Healthy Lives focus health inequalities including delivery of healthcare provision in line with the NHS programme of CORE 20 plus 5 and addressing the growing prevalence of long-term conditions.

The Health and Care Plan identifies four pillars of opportunity through which this may be achieved: prevention, partnerships, productivity, and pathways. Better Care Funded schemes and services are key to delivering the priorities of the Health and Wellbeing Strategy and the Health and Care Plan.

The ambitious Health and Wellbeing strategy is set against a need to work in collaboration to address workforce challenges and drive towards long-term financial sustainability as a system. More recently, on 22 May 2023, the Discharge Support and Oversight Group (part of the Department of Health and Social Care) met to discuss demand and capacity planning within the wider context of work being undertaken to create a structured and comprehensive scoping process and cross-system focus on hospital flow - particularly regarding hospital discharge and system-wide demand and capacity. In advance of this meeting, preparatory work was undertaken to collate data sources and present in a single-system approach. A follow up meeting was undertaken on 12 June 2023.

Review and support of the Discharge Support and Oversight Group led all parties to conclude that, as with every health system nationally – and considering the very challenging financial position across both the HIOW ICB and the IWC, we demonstrated absolute commitment to ensuring that best value, best outcomes, and best experience is delivered for every pound invested in the BCF. Specifically, we are committed to ensuring that we minimise any duplication in service, which could be better invested in other service models – for the benefit of our population.

During 2023 – 2025, the joint fund will:

- 1. Continue to support the four BCF schemes developed in 2022/23 of:
  - Integrated Early Help and Prevention
  - Integrated Discharge and Admissions Avoidance
- Integrated Community Support
- Integrated Mental Health and Learning Disability Support
- 2. Continue to use local data to review and refresh specifications for services enabled via the BCF, implementing agreed service changes during the lifetime of this strategy to ensure that patient experience, workforce resilience, efficiency and financial sustainability opportunities are optimised.
- 3. Act as a key enabler for 'Project Fusion' the work being undertaken to bring together all community, mental health and learning disability services across Hampshire and the Isle of Wight into one, new NHS Trust. Our ambition is to have formed the new organisation by April 2024.
- 4. Work in partnership towards a single system financial control, finding efficiency opportunities that can only be delivered the combined efforts of commissioning and provider organisations.

#### 3.2. Key Changes since previous BCF plan

This year has seen the introduction of Integrated Care Boards (ICBs) and Integrated Care Partnerships (ICPs), helping to broaden our opportunities to work at scale across other HWB footprints to deliver our ambitions for integration and shared priorities, and our duties set out in the Care Act. We have also seen:

- Agreement between HIOW partners to undertake Project Fusion
- The expansion of the Living Well and Early Help Service
- The redesign and re-specification of the Community Equipment Service.
- The end of the Falls Co-Ordinator role, Life After Stroke and Independent Living Service workstreams following evaluation.
- The reallocation and reinvestment of funds into supporting Care Home Providers (via the Maintenance of Adult Social Care Provision and Community Equipment Service) and Community Equipment Service,

- supporting the 2023/24 priorities and operational planning objective to Deliver a balanced net system financial position for 2023/24.
- The introduction and application of the Adult Social Care Discharge Fund during Q3/4 of 22/23, securing additional capacity to improve discharge flow during Winter.

# 4. National Condition 1: Overall BCF plan and approach to integration

Local health and care partners have a long history of working together and with our population and are united in our vision to support people in our communities to live healthier, longer lives. We are committed to further building on our partnerships with local authorities, emergency services, voluntary organisations, independent sector providers and local communities for the benefit of our populations.

We have a shared ambition to be one of the best health and care systems, with local partners continuing to work closely together with the wider community to tackle the challenges we face. Working in partnership, we can provide more consistency of care, break down barriers between services and reduce inequalities. With rising demand on the health and care system and increasing complexity of presentations set against a backdrop of workforce and financial challenges, there is an increasing impetus for the Island's partners to work as one. Collaboration and integration of services is an essential factor in developing the local health and care model for sustainable delivery now and into the future.

As partners we have committed to acting together for the population of the Isle of Wight by:

- aligning and allocating our collective resources to achieve priority outcomes that make real differences.
- orientating our work to the whole population, or to groups of the population where significant improved outcomes can be secured
- supporting people to become more independent and do things for themselves by changing the relationship between local people and local offers of care and support
- promoting choice and control for local people
- being innovative and have an appetite for risk to make the change
- making the most of new opportunities and powers
- building on our existing good work and relationships
- ensuring that the system is financially sustainable and flexible enough to meet current and future challenges
- being clear, open, and honest with ourselves about priority work areas that we are going to jointly take forward and commit to resourcing and delivering the expected change outcomes

At a place-level, the model of care for the Isle of Wight was developed in partnership with the Island's citizens and its health, wellbeing and care related statutory, voluntary, and independent sector organisations. In 2018, the Isle of Wight began development of a joint Island Health and Care Plan which was refreshed in 2022. Key to the Health and Care Plan is the shared vision, which is echoed in the BCF Plan, that Islanders will spend fewer years of their lives in ill health as health and care services focus on promoting, improving and maintaining independence as well as preventing ill health, addressing health inequalities and better management of long-term conditions. To enable this, the plan outlines a commitment for partner organisation to work together to address wider issues that impact the health of local people, from the earliest age and support those in the most vulnerable families at risk of the poorest health.

One element has included alignment with the *Healthy Places for Healthy People to lead Healthy Lives: The Isle of Wight Health and Wellbeing Strategy (2022 to 2027)* and Island Health and Care Plan's 2022-25 vision of a 'life course' approach which is being implemented via four system priority pillars: prevention, partnerships, productivity, and pathways. 'Pathways' includes reviewing models of care including community supported care, mental health, and supporting return to home.

The productivity work stream focuses predominately on the internal systems and process of all health and social care partners, making sure we work together in a more integrated way, communicate better with each other and the public, and use our collective resources as efficiently and effectively as possible, to aid admission flow and

discharge. Our collective approach to delivering improvement to admission flow and discharge is framed around the High Impact Change Model, applying a Home First model, which is underpinned by the BCF Plan.

The alignment of the Health and Care Plan and the BCF Plan is aimed at improving the health, wellbeing, and care of our Island population, improving care and quality outcomes, delivering appropriate care at home and in the community, whilst delivering financial sustainability for the longer term.

Further joint working has emerged and been aligned with the development of the Community Transformation Programme (CTP) which enables collaboration across the whole system including commissioners and providers from across statutory, VCS and independent organisations. Alongside this transformative undertaking, Project Fusion will now facilitate a closer working relationship with 'off-Island' teams.

Over the past year we have seen this approach slowly progress the groundwork laid during the 22/23 BCF strategy to review existing schedules of work and governance structure. We have seen the following changes arise as a result:

Help service was indeed ground-breaking as following the review over 2020 - 2021 it recognised that the service would better support the community by being within the heart of the community and run by those organisations within it. Pulling together Voluntary Community and Social Enterprise organisations and Town, Parish, and Community Councils to work together providing that wrap around support that our islands residents need, enabled cohesive and seamless support for people, who may have in the past been passed from pillar to post. Working as a collective support network to maximise peoples' abilities and building the community resilience that our Island needs, is something which both the health and social care statutory partners endorse though the commissioning of the Living Well and Early Help service. The importance of having a holistic service to support people not eligible for statutory services, enables us as a Health and Social Care System to ensure that people live a good, healthy, and happy life, that they are supported to 'thrive' and not simply 'survive', and that we minimize the need for intrusive or unwanted statutory service interventions.

The service was jointly commissioned by the IWC and the ICB in April 2022. Since then, this community-led partnership has made a real difference to the lives of more than 2,390 Islanders, helping them to stay well, independent and connected with their local community. And with the launch in December of its innovative mobile hub, the service can reach people living in more rural areas of the Island. The mobile support vehicle provides targeted provision in the community including emergency support, advice, and education to enable people to live safe and affordable lives. It is also helping the most vulnerable Island residents during the cost-of-living crisis with the provision of food, drink, and a warm space to spend some time.

The service between April and December 2022 is has:

- o Actively supported in the community 2,389 individuals
- Supported 1,046 new individuals (not known to the service previously)
- Only 23 people have been referred to further statutory service support

The Living Well and Early Help Service, delivered by Aspire Ryde and their community partners, won the Gold Award in the transformation in health and social care category at this year's iESE Transformation Awards.

• The redesign and re-specification of the Community Equipment Service: System pressures and external reviews (MADE/ECIST/4OC) made recommendations around planning and preparing for discharge under a 'Home first' approach. A working group was established to review the service considering these recommendations, seeking to align with the wider HIOW ICS and become financially sustainable after the removal of the temporary Contain Outbreak Management Fund (COMF) uplift. Engaging with stakeholder and prescribers, a new specification has been written and is due to commence from the end of Q1 2023/24.

- The end of the Falls Co-Ordinator (see Planning Template Tab 7, 8.2 Falls), Life After Stroke and Independent Living Service workstreams: following review, it was identified that the efficiency and value for money could be improved via the reallocation and reinvestment of funds into supporting Care Home Providers (via the Maintenance of Adult Social Care provision) the Living Well and Early Help offer and the Community Equipment Service to help address the current shared shortfalls across health and social care in facilitating discharge flow from acute admissions in order to enable people to return, and remain, at their usual place of residence.
- The introduction and application of the Adult Social Care Discharge Fund during Q3/4 of 22/23: This additional funding was distributed to both the IWC and ICB to pool into the local BCF. Our aims were identified as being to:
  - enable more people to be discharged to an appropriate setting with adequate and timely social care support as required
  - prioritise those approaches that are most effective in freeing up the maximum number of hospital beds and reducing bed days lost
  - boost general adult social care workforce capacity through recruitment and retention, where that will help to reduce delayed discharges.

The following schemes were developed and implemented to help achieve the identified aims:

Scheme Name	Scheme Nature	Impact	Investment
Community Unit	Bed based intermediate care	14 beds	£451,333
Discharge to Assess Beds	services	101 placements	£268,299
Reablement Capacity	Services	13 beds	£150,000
Residential Capacity	Residential placements	119 placements	£266,193
Home Bridging Service		2,323 hours of care	£350,000
Home Care Capacity	Home care or domiciliary care	3,456 hours of care	£222,486
Community Day Hub Pilot		593 hours of care	£98,000
Telehealth and Proactive	Assistive technologies and	20 packages (reusable)	£73,000
Support to Care Homes	equipment		
Discharge Team Capacity	Additional or redeployed capacity	248 hours	£41,000
Extension	from current care workers		

The role of the BCF during 2023-2025 remains as a key enabler for the design and implementation of shared system priorities where integrated and aligned working will generate improvement for individual outcomes as well as system resource management. It enables a shared ambition to transform the delivery of health and care across the Isle of Wight so that it is better integrated, delivered as locally as possible, person centred and has an emphasis on prevention and early intervention to prevent escalation. Key priorities for this period will include:

Continue to support the four schemes developed in 2022/23 which sustain admission avoidance, enhanced
personalisation, facilitate timely hospital discharge to return people back to their normal place of residence
and improve equality and reduce health inequalities. The four schemes are:

1. Integrated
Early Help and
Prevention

Our place-based partnerships between statutory organisations and the VCS enables us to engage with and shape our communities, build / enhance our community assets, and help to tackle the challenges of increasing demand for health and care services. Through prevention and earlier intervention, we seek to address local health inequalities at a grass roots level so that people can live healthier, longer, and happier lives. Services will be commissioned to underpin and promote independence and self-management.

2. Integrated
Discharge and
Admissions
Avoidance

The BCF, iBCF and ADF are utilised to fund a complete intermediate care model spanning reablement services, bridging and short-term care and rehabilitation to support system flow and help people return more quickly to their usual place of residence when they have needed an acute stay. Key to this will be the continued application of Discharge to Assess (D2A) and the Home First policy.

- 3. Integrated Community Support
- 4. Integrated
  Mental Health
  and Learning
  Disability
  Support

As a system we have seen that the health and social care needs of people are often intrinsically linked. As a result, we are continuing to work as a single system to identify opportunities for collaboration on community-based pathways to bring together health and social care resources. Through this we seek to co-ordinate the management of people with complex needs, improving the health and well-being for our residents, as well as increase efficiency of service delivery.

As a system we have recognised that there is no health without mental health and continue to support a 'No Wrong Door' approach to accessing mental health support. The BCF continues to support this ethos. It also recognised that, whilst all services are required to make reasonable adjustments to ensure equity of access, additional bespoke support for people with learning disabilities helps to address the needs of our local population who often experience more complex co-existing health needs

- Continue to review and refresh specifications for services enabled via the BCF, implementing agreed service changes during the lifetime of this strategy to ensure that experience of local people is positive, we support and promote workforce resilience, and financial sustainability opportunities are optimised.
- 3. Act as a key enabler for Project Fusion: across Hampshire and the Isle of Wight, community, mental health and learning disability services are currently provided by several NHS organisations plus local authority, voluntary and independent sector organisations. This complex arrangement can mean that some people and communities, depending on where they live, do not have the same access to care services, receive the same services or have the same health outcomes. Following an independent review of these services in January 2022 a compelling case was made to bring together all community, mental health and learning disability services across Hampshire and the Isle of Wight into one, new NHS Trust. Our ambition is to have formed the new organisation by April 2024.
- 4. Work in partnership towards a single system control, finding efficiency opportunities that can only be delivered the combined efforts of commissioning and provider organisations including improvements in productivity, clinical effectiveness, commissioning at-scale and designing more effective models of care. Partners will focus on the cost-effectiveness of the whole system, not cost shifting between organisations, applying a 'One Island Pound' approach.

# 5. National Condition 2: Enabling people to stay well, safe and independent at home for longer

Many things influence our health and wellbeing – the lifestyles we lead, our social contacts, the environment around us, our jobs, and homes, as well as the health and care services which support us. Everyone on the Island should have the right to enjoy good health and wellbeing and the majority do, however we know that some groups and communities experience poorer health than others. Together, with the Health and Wellbeing Strategy and the Health and Care Plan, the BCF shares a joint aim to ensure that the people of the Island live healthy and independent lives. This is aligned with the need to achieve clinical and financial sustainability for the health and care system.

Whilst all the workstreams implemented through the BCF have the intention to enable people to stay well, safe and independent for longer, key to their implementation have – and will continue to be:

• Collaborative commissioning – The CES specification development is an example of the increased collaboration between organisations for responding to system needs and designing solutions together with contributions across commissioning organisations and provider partners. This approach will be applied throughout the duration of the 2023-25 strategy to enable ongoing service development and reviews. A further example of increased collaboration is that of the new role of the Joint Commissioner for Learning Disabilities, Autism and Mental Health which is a shared role across the ICB and IWC to enable smoother cross-organisational commissioning of services for people with Learning Disabilities and /or Autism, enabling our population's voices to be heard to enable co-production in service

development and helping to break down traditional barriers faced when accessing services across both health and social care.

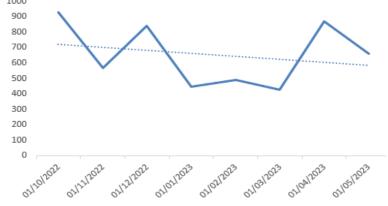
- End-to-end pathway working across primary, intermediate and secondary services with the formation of the ICB there was a change in commissioning scope to include Optometry, Pharmacy and Dentistry. Work on Project Fusion (community services) and the Acute Partnership (elective care) has been further aligning these pathways for improved efficiency and reduction in unwarranted variation. The Rehabilitation, Reablement and Recovery scheme within the BCF is an example of a tiered collaborative approach with GP, step-up and step-down community and acute based health and social care partners working together to deliver the discharge support services.
- Population health management We are building on our existing collaborative commission processes
  and increasingly adopting a Population Health Management approach, using data to improve personcentred care, reduce health inequalities and plan improvements to services. Trends, themes and
  outcomes from data enables us to make evidence-based decisions about the way we can collectively
  improve health and wellbeing from setting health and care priorities, through to designing new models
  of care and interventions to improve health and care outcomes.
- Implementation of the Fuller Stocktake the Primary Care Commissioning team in partnership with the ICB Quality Team have been working on the findings of the Fuller Stocktake to
  - widen the traditional GP-based primary care model to include broader ARRS roles and provide more proactive, personalised care with support from a multidisciplinary team
  - streamline access to care and advice so that patients contacting their practice are directed to the most appropriate person able to help them
  - align with community and acute teams to deliver an MDT-approach to care, building on the establishment of the Primary Care Networks
  - o develop a primary care estates plan
  - improve digital infrastructure and communication including the expansion of SystmOne, currently used by primary care and the local hospice, into the Isle of Wight NHS Trust.
- Recognition of unpaid carers Caring is a selfless role, where families and friends look after their loved ones or others that they feel a sense of responsibility for, but it should not be carried out at the expense of the carer's own health and wellbeing. We know that many carers do not access the support that they may need as they do not think of themselves as 'carers' or have not been identified by statutory organisations as such (known as 'hidden carers'). Through the Carers' Prospectus and Carers Lounge, the BCF seeks to specifically address the needs of this cohort of our local population recognising that it will not only help them to support their loved one in retaining their independence for longer in the community of their choice, but also supports the carer themselves to maintain their own ability to stay well and safe. This is expanded upon in the section below Supporting unpaid carers.
- Housing adaptations The Isle of Wight Council has led on the development of the Adult Social Care
  and Housing Needs Care Close to Home Strategy (CCTH) 2022 2025. This strategy reflects both the
  social care and housing needs of our local communities and seeks to address them through a series of
  '6 Keys to Success' which are focused on supporting people with appropriate housing solutions to
  promote and enhance independent living. This is expanded upon in the section below *Disabled Facilities*Grant (DFG) and wider services.

Work against these areas will continue in 2023-2025. There is also a significant challenge being faced in respect of workforce within the Isle of Wight community services requiring a shared focus on addressing workforce recruitment, retention and resilience now and into the future. The local capacity issues experienced prior to the pandemic and the impact of Covid-19 has further reduced workforce capacity across health and social care.

Looking back at the demand for 2022/23, there was very little seasonal variation in non-elective admission activity to the Isle of Wight NHS Trust with the greatest variance being a difference of 362 admissions between the lowest rate of 1,160 during October 2022 and the highest of 1,522 in March 2023. However, one of the most significant challenges that we are seeing a higher number of individuals, 'Not Meeting the Criteria to Reside' (NMCtR), remaining in hospital longer than we, and they, would like. This is currently the highest level in the Southeast region, at 27% of acute capacity. This creates clinical risk, cost, and capacity pressure to the system, and also poses risks to both those requiring admission to hospital and those unable or unwilling to leave who may subsequently decompensate.

The previous demand and capacity plan covered the period of October 2022 -March 2023. Demand was predicted to be relatively static throughout the period with increases for January and March. On review of the daily Situational Reports, the actual activity has reflected this. What did change over the period was the amount of capacity. The Adult Social Care Discharge Fund Determination (2022-2023) provided additional spend on supporting discharges and social care workforce capacity that was not originally planned for the 22/23 BCF submission. The impact of the increased care and support capacity had an impact on

Of the total number of people who have a length of stay of 7 days or over who had been assessed as not meeting the criteria to reside: the number of additional days in total they remained in hospital despite not meeting the criteria to reside

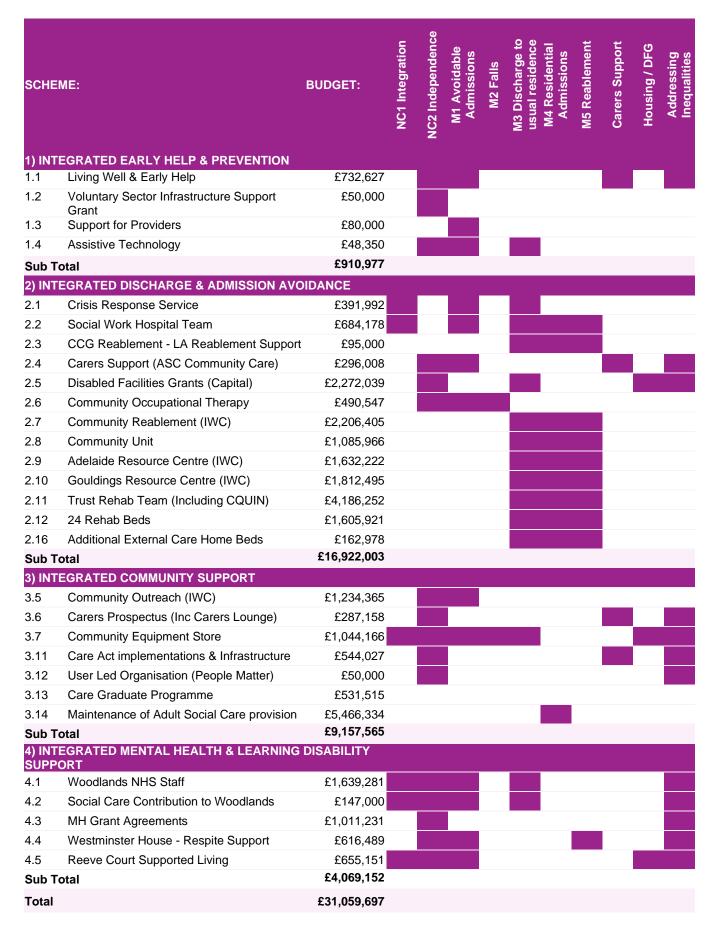


discharges with a decrease in the metric 'Of the total number of people who have a length of stay of 7 days or over who had been assessed as not meeting the criteria to reside: the number of additional days in total they remained in hospital despite not meeting the criteria.'

Key learning from this identified the following:

- Workforce capacity on the Isle of Wight remains a challenge due to high levels of vacancies and current
  demand and complexity outstripping current available capacity. Recruiting to cover vacancies / provide
  additional workforce proved difficult due to the short-term nature of the funding as this results in job
  insecurity for applicants seeking stability during the current national cost of living crisis. Workforce
  recruitment was more successful via bank / additional hours for existing partners and staff.
- The full impact of new pilots funded by the short-term grant was not able to be optimised due to the need
  to mobilise and decommission within the funded period resulting in 'lost' days to ensure that the
  appropriate care was in place for individuals in their onward pathway.
- Economies of scale can be capitalised on by bolstering existing teams (which have existing infrastructure in place) rather than creating new teams.
- Reliance on agency can meet some of the current short-term need but is not financially sustainable to
  continue indefinitely a wider workforce strategy is needed including a 'grow our own approach'. As part
  of the BCF, approval was granted in-year to commence an integrated workforce development pilot: the
  Care Graduate Scheme. This offers a two-year employment opportunity with support, mentoring and
  coaching. Locally, we are more geographically isolated due to the Solent. By implementing this scheme,
  we are encouraging local residents to remain on the Island with access to long-term careers development
  opportunities.
- There is a need to address capacity supporting people being discharged on both Pathway 1 and Pathway 2 after an acute stay; implementing a mixture of schemes enabled the system to manage flow more flexibly.

Going into 2023/24 the substantively commissioned service capacity is currently unchanged. This is due to a mixture of some services having already been reviewed and refreshed during 22/23, along with ongoing discussions and reviews currently under way across all members of the Isle of Wight health and care system. A summary of these schemes is outlined below:



It is anticipated that in-year changes will be undertaken with subsequent updates to the BCF Plan. Review of the demand and capacity planning has highlighted a need to prioritise a refresh of the Integrated Discharge and Admissions Avoidance scheme with a particular focus on discharge Pathways 1 and 2 where additional complex support is needed to facilitate a return home.

However, during the period of redesign, the capacity of the system will be supported by the Adult Social Care Discharge Fund (Revenue) Grant Determination (2023-24): No 31/6645. Learning from the demand and capacity review outlined above have helped to inform the application of this additional income to address the identified gaps in capacity.

This will predominantly support reablement in a person's own home with some of the additional funding being utilised to secure bedded care.

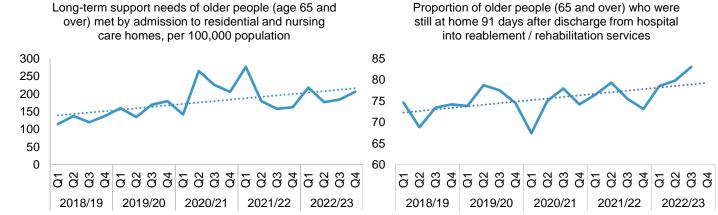
Scheme Name	Scheme Nature	Impact	Investment
Social Work Hospital Team	Additional or redeployed capacity	3 posts	£153,071
Care Graduate Programme	from current care workers	20 placements	£295,000
Community Reablement	Home care or domiciliary care	11,500 hours	£255,393
Additional External Care	Bed based intermediate care	4 beds for 12 months	£162,978
Home Beds	services		
Intensive Rehab Beds		10 beds for 12 months	£1,085,966

It is intended that these schemes will continue to support the positive trajectory against the BCF metrics. Whilst the overarching number of non-elective admissions has been increasing, those relating to unplanned hospitalisation for chronic ambulatory care sensitive conditions have been decreasing. Key to this has been the embedding of the Crisis Rapid Response team [BCF 2.1, supporting 2023/24 priorities and operational planning objective to improve A&E waiting times, reduce bed occupancy and meet the UCR standard], roll-out of virtual wards and increasing primary care access through the recruitment of ARRS roles and utilisation of digital / telephonic techniques. These have been able to maximise early access before escalation to the acute setting occurs, enabling people to stay well, safe and independent at home for longer.

Unplanned hospitalisation for chronic ambulatory care sensitive conditions Indirectly standardised rate (ISR) of admissions per 100,000 population



The success of these changes can be seen through the increasing proportion of people (65 and over) who are still at home 91 days after discharge.



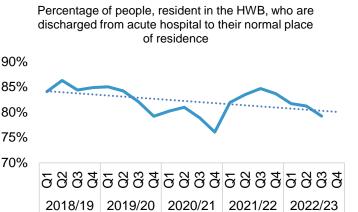
However, there is still a need to address acuity, complexity and inequalities arising through individuals living longer in poor health as can be seen from an increasing number of people needing a long-term residential admission to have their needs met. This need is also echoed in bedded capacity tracking in the community: the majority of intermediate care services are fully utilised with demand exceeding capacity. Key to this will be providing the right care, in the right place, at the right time. (NC3 below)

# 6. National Condition 3: Provide the right care, in the right place at the right time

The NHS, GPs, IWC and the community and voluntary sector are working together to improve health and social care. We share a single vision, that people will lead healthy, independent lives. In support of this vision, the BCF Plan seeks, through implementation of its schemes, to provide personalised and coordinated services to help local people get the right support, in the right place, at the right time. To achieve this ambition, the BCF has been used to deliver services and support offers across the whole health and care pathway; from neighbourhood-level prevention via the LWEH service, to supporting people at home after discharge from hospital. The integrated, collaborative approach to commissioning and implementation of services seeks to break down traditional barriers that can occur across organisations and even within them.

### 6.1. Home first

When an individual's health has required an acute admission, the system takes a 'Home First' approach, providing people with support at home or intermediate care, to help facilitate a timely discharge once their acute needs have been met. Reviewing demand and capacity during Q3/4 of 22/23 – typically the period with increased activity due to Winter pressures – 45% of local people were discharged home with no active support required. The remaining cohort required a relatively equal split between support at home and



a short-term admission to receive rehabilitation. Going forward into 2023 – 2025 we will utilise the Additional Discharge Fund as part of the wider BCF plan to enhance Pathway 1 and Pathway 2 capacity through the schemes outlined above (p.11) whilst we review the substantively commissioned services with a view to turning the curve on the current decreasing trend for the percentage of people discharged to their usual place of residence.

### 6.2. HICM - transfers of care

The High Impact Change Model (HICM) has been applied to the Isle of Wight Health and Care system planning since it was first introduced by the Local Governments Association (LGA) in 2015. The HICM objectives, and subsequent refreshes, have been incorporated into the development of the Health and Care Plan as the framework that underpins key phases of delivery and transformation.

One of the key litmus tests for successful implementation of the HICM remains monitoring of the management of transfers with a view to reducing the number of people who are in an acute setting but who don't meet the criteria to reside in a hospital bed (medically optimised for discharge). This receives weekly oversight at System Leadership Level, and monthly at Exec level where there is a detailed review of flow through the acute hospital and community bedded and non-bedded care settings. This process ensures focus is maintained on achieving the system targets and seeking to identify solutions at an individual level, where needs and care solutions are complex.

The maturity matrix table below summarises key changes which have been implemented and exampled of ongoing work to improve flow. For the HICM self-assessment, the matrix levels from the Local Government Association (LGA) have been applied as:

Established	Standard processes in place, repeatedly used, subject to improvement over time
Mature	Processes tested over a period of time, evidence of impact beginning to show

Theme	Ambition	Status
Early discharge     planning	<ul> <li>Identify people needing complex discharge support early</li> <li>Ensure multidisciplinary engagement in early discharge plan</li> <li>Set expected date of discharge (EDD), and discharge within 48 hours of admission</li> </ul>	Established

Whilst the BCF workstreams in place are primarily focussed on the preventative and community support elements of people's pathways, the review of services has identified how various departments and organisations work together to support safe and timely discharge. A key enabler of this are the workstreams within the Integrated Discharge and Admission Avoidance scheme. These services are engaged to help provide ongoing arrangements to embed a Home First approach and ensure that more people are discharged to their usual place of residence with appropriate support, supporting the 2023/24 priorities and operational planning objective to reduce bed occupancy. The co-location of health and care services within the Integrated Discharge Team has seen an improved degree of oversight and clarity regarding system availability of onward support. This has been particularly important considering the ongoing workforce challenges within community support.

During 22/23 reviews of the Rehabilitation, Reablement and Recovery services was undertaken by an external consultant agency with additional ECIST and MADE events. The Pathway 1 and 2 review identified a need to reset the service configuration and criteria applied within pathways for Regaining Independence (RI) services. The Covid pandemic has significantly impacted business-as-usual activities. The emphasis on acute flow continues, which is essential to keep beds available. At the same time, there is a requirement to reduce the number of delayed transfers of care and escalation beds that are open due to these delays. It was acknowledged that some people are experiencing delays in receiving the care they need in the most appropriate setting and are experiencing long stays in short-term placements.

**Next steps:** The current intermediate care pathway within the BCF has evolved over several years – a review of the pathway to draw together the multi-stranded pathway, incorporating the feedback from the 22/23 reviews will help to clarify pathways and the MDT approach to discharges. Alongside this, at the end of Q1 we will be implementing the new Community Equipment Service approach which will require an increased focus on early discharge planning so that orders may be placed and fulfilled in a timelier manner.

2. Monitoring and responding to system demand and capacity

- Develop demand/capacity modelling for local and community systems
- Manage workforce capacity in community and social care settings to better match predicted patterns in demand for care and any surges

Established

Our Demand and Capacity Plan assumptions were based on the previous work undertaken in the development of the BCF including:

- Previous performance levels for IWT, broken down by pathway (assumption made that (a) only a small number of
  people will attend an acute hospital off-Island (b) Of those that travel off Island, those who will require onward
  reablement / rehabilitation will be low numbers as will be predominantly for elective surgical intervention and (c)
  those who have undergone surgical intervention who require additional support will be on an outpatient basis e.g.
  through the independent community physiotherapy provider / virtual wards).
- Applied recent SitRep activity levels seen during Oct-22 to Mar-23 and adjusted monthly performance to reflect previous trends seen during Winter
- UCR assumptions: The 2 hr standard is currently being achieved which would suggest that demand and capacity
  are currently in balance. Numbers taken from average referrals per month. However approx. 10% increase of
  referrals observed.
- Pathway 0 calculations from actual discharges onto P0 Oct-Mar 22/23 at 80% allowing for adjustment that a
  cohort will have attended hospital and require no support / signposting on discharge e.g. admission as a result of
  accident but otherwise no other health / social need. Data on P0 limited. Community figures Age UK
  Intermediate Care comprising of average number of people supported each month 40 by Activity Co-ordinator
  in community unit, 5.5 by Crisis response, 9.6 by Day Hub
- P1 Reablement calculations (Reablement / domiciliary care / rehab at home amalgamated): Activity seen at 10.5 hours POC each week for 52 weeks divided by 1; this is for 9 months of the year. The winter 3 months are uplifted. For bedded care, an average of 2 people each week, multiplied by 52 weeks and divided by 12. An increase at the end of the year is the Gouldings coming back on stream.
- Community demand based upon monthly average inpatient non-elective admissions percentage performance during 2022/23 YTD compared for same time periods in previous year taken to identify an average variance of +12%. NICE recommended occupancy rate of 85% applied which would suggest an overall difference of +27% of activity increased capacity needed in the system to meet NICE occupancy rate.
- An element of double-counting noted as some people mapped under community demand if all workforce at capacity. However, due to waiting times for interventions / workforce shortfalls people who may have been supported at one tier in the community are exacerbating and attending hospital; additional counts operate as a secondary prevention until system stabilises. This may then see a reduction in hospital demand.
- Bed Based Intermediate Care: Rehab bed admissions each month assumption of change of bed model and increased flow resulting in increased new admissions. System pressures resulting in maximal utilisation of bed

base for step down restricts step up usage; alternative measures implemented to support people in their usual place of residence such as VCS, UCR and Virtual Wards.

- Residential care (likely long term): The assumption numbers are low as we do not make arrangements for people
  to access long-term residential care direct from the hospital setting.
- Note historical dips in activity during Feb/ Mar from historical performance included into demand. Increase in activity during April 23 (Easter) not replicated in reablement March (Easter 24) as increase in bedded reablement from completion of refurbishment.

This means our gaps are particularly in respect of Pathway 0 VCS support (limited data available), Pathway 1 (Reablement at home) and Pathway 1 and 2 bedded reablement / rehabilitation care. Due to rising demand in both volume and complexity (see Capacity and Demand Plan), the system partners have accelerated and extended the virtual health provision which has seen initial success during its implementation during December 2021 to support covid patients on a step up/step down basis from the acute wards. The IOW virtual health scheme is now able to support people with respiratory and/or frailty-related conditions with 26 'beds' now available.

The second piece of work being undertake is designed to improving internal trust flow, same day emergency care (SDEC) throughput and % of people treated by increasing SDEC operational hours and additional Trust grade staff to increase flow, SDEC throughput and percentage of people treated. A third strand has been the expansion of the Community Rapid Response team. The three elements are interfaced enabling people to be seen quickly by the most appropriate person and reduce the need to be admitted to the acute setting.

Ongoing monitoring of demand and capacity facilitated through the Systems Resilience Group and Tactical Discharge Group. Via the BCF, there is now an increased awareness being driven by the monthly capacity planning template along with key stakeholders receiving weekly SitRep reports on the admission and discharges within the system.

The Additional Discharge Fund has also been allocated to mitigate workforce capacity issues with focus on Pathway 1 and 2.

**Next steps:** Expansion of Virtual Ward support to people with heart failure once senior clinical oversight has been secured. Refresh the BCF Integrated Discharge and Admissions Avoidance model.

3. Multi-disciplinary working

- Ensure multidisciplinary engagement in early discharge plan
- Ensuring consistency of process, personnel and documentation in ward rounds
- Streamline operation of transfer of care hubs

Mature

Multi-disciplinary working is probably one of the Isle of Wight's greatest strengths: in June 2021 92% of Island services were CQC rated good or outstanding which exceeds the national average. There is also a strong cross-organisational approach to delivering care pathways and projects. An example of a BCF supported piece of this approach is the multi-agency Integrated Discharge Team (IDT). Established in May 2019, the IDT now includes the site team, patient pathway navigators, single point of access, single point of onward care commissioning, social work team, Trust Rehabilitation, Trusted Assessors, voluntary sector hospital discharge team, Red Cross, Housing Liaison, ASC Reablement leaders and others.

Co-commissioning of services is regularly undertaken on a collaborative approach with increasing system maturity regarding risk sharing and a 'One Island' approach. The benefits of this are being seen at both a place and neighbourhood level. An example of this is the work currently being undertaken to collaboratively commission and implement a refreshed Community Equipment Service model. It is also acknowledged that the Island has a particularly vibrant and diverse voluntary sector which has been further highlighted through the embedding of the 'Living Well and Early Help' Service.

**Next steps:** Ongoing work will be needed to capitalise on the multi-disciplinary model within the community to improve efficiency and clarity of assets available. Improved communication will be facilitated between primary care and the community division, including the Integrated Locality Services, via the roll-out of SystmOne within the Trust.

4. Home First discharge to assess

- Streamline operation of transfer of care hubs
- Revise intermediate care strategies to optimise recovery and rehabilitation

Established

Whilst a discharge to assess (D2A) and Home First approach is included within workstreams – particularly those such as the Onward Care and Independence Team (OCIT) and Hospital Social Work Team, this area has been identified as an opportunity for additional improvement.

The Community Transformation Programme (CTP), Hospital Discharge and Community Capacity workstream includes a dedicated sub-stream to improve the D2A model to match national standards. The outline scope is to determine current delivery and performance and key areas for future opportunity through gap analysis, developing perfect week, modelling, with the ambition of increasing stakeholder engagement with D2A.

BCF steering group members are involved with the development of the Community Transformation Programme to help ensure alignment of the future developments with the principles of the BCF.

*Next steps:* Revise intermediate care specifications in light of recommendations made in 2022/23.

5. Flexible working patterns

- Apply seven day working to enable discharge of patients during weekends
- Streamline operation of transfer of care hubs

Established

As part of the CTP, there is an objective to improve the 7 day a week (7/7) discharge approach and accelerate discharge for people with complex behaviour or needs. The Integrated Discharge Team (IDT) has a blend of nursing and social care staff who work closely with therapists, community rapid response services and continuing health care. The team apply the principles of Home First and D2A across a 7-day working basis. During January 2023 an NHSE / ECIST review highlighted that the team demonstrated a good example of integrated working across health and social care.

Next steps: Revise intermediate care specifications in light of recommendations made in 2022/23.

6. Trusted assessment

- Ensuring consistency of process, personnel and documentation in ward rounds
- Revise intermediate care strategies to optimise recovery and rehabilitation
- Apply seven-day working to enable discharge of people during weekends

Established

The further development of the Trusted Assessment approach is incorporated within the work being undertaken as part of HIC 4. D2A is the default route for all people who at the time of discharge from the acute setting require assessment of their care needs along with a "Home First" approach. Under the current model, Trusted Assessors carry out assessments on the wards and the Acute Assessment Unit (AAU) within the hospital, with the exception of people who have already been identified to the Social Work team via either of the following pathways:

- in A&E to the Adult Social Workers who cover A&E and AAU
- on other wards for complex safeguarding.

Next steps: Revise intermediate care specifications in light of recommendations made in 2022/23.

7. Engagement and choice

Identify people needing complex discharge support early

Established

The Integrated Discharge Team is now an embedded service that actively supports early discharge planning including those with complex needs. Included within the team is the role of the Discharge Co-Ordinator which facilitates and ensures there is a discharge plan for all people in hospital, liaises with outreach/SPOC for updates on onward care provisions and attends weekly MDTs to facilitate discussions around discharge planning when appropriate. Oversight of flow is maintained on a daily basis with an NMCTR Huddle and weekly MDT. A weekly Tactical Discharge Group provides oversight and feeds into the System Resilience Board.

Next steps: Revise intermediate care specifications in light of recommendations made in 2022/23.

8. Improved discharge to care homes

- Ensure multidisciplinary engagement in early discharge plan
- Set expected date of discharge (EDD), and discharge within 48 hours of admission
- Manage workforce capacity in community and social care settings to better match predicted patterns in demand for care and any surges

Mature

The BCF model on the Island allocates around 1/3 of the budget on intermediate care. In addition to the discharge pathway support outlined in the above, the BCF also provides support for independent residential and care home providers so that they are able to access additional learning and development opportunities, increasing competencies to support more complex patients and improving confidence and capability for supporting more complex discharges. This in turn boosts confidence in the Trusted Assessor, D2A and Home First principles.

Continued progress is also being made with widening the scope and capacity of the Telehealth (three care homes now live) and Proactive Support offer as part of the Care Home Support workstream under the Community Transformation Programme. Additional care home support projects include a Hydration Pilot and provision of falls equipment (Raisers and Elk cushions) with training. A wider system roll-out of SystmOne is underway. Used within Primary Care and the local hospice, the patient record system is being expanded into the Community Division of the IWT and care homes.

**Next steps:** Continue to build our support to maximise the skills and confidence in the social care workforce to facilitate additional discharges / prevent unnecessary admissions to hospital. Expansion of SystmOne into care homes to improve shared communication.

9. Housing and related services

• Identify patients needing complex discharge support early

Mature

The Island's BCF DFG provision sits within the Adult Social Care and Housing Needs directorate of the Council, enabling a multi-disciplinary approach to enable people to stay well, safe and independent at home for longer on an asset-based care approach. Further information regarding DFG implementation has been outlined below.

### 6.3. Care Act

The IWC and other statutory bodies have a legal duty to meet the needs for unpaid carers and the people that they care for, below is the list of those duties and commitments to unpaid carers:

- Care Act 2014 places a requirement on local authorities to promote the wellbeing of individuals when
  carrying out their social care functions. Carers have a right to an assessment to establish whether they
  have eligible needs, together with the provision of information and advice to help make the best choices
  about accessing support.
- Children and Families Act 2014 makes it easier for young carers to have an assessment of their needs and introduced 'whole family' approaches to assessment and support.
- In addition, the NHS Commitment to Carers sets out eight priorities for the NHS:
  - Raising the profile of carers
  - o Education, training and information
  - Service development
  - Person-centred, well-coordinated care

- o Primary care
- Commissioning support
- Partnership links
- NHSE / NICE guidelines on supporting adult carers

We also have a duty to safeguard carers from any kind of abuse or neglect, in relation to their own needs or those of the person they care for. This includes making it straightforward to raise any kind of safeguarding concern, safe in the knowledge that we will be supportive and non-judgemental throughout.

To ensure the sustained delivery of the Care Act duties, Better Care funding continues to be used to support the delivery of the Care Act Implementation and Infrastructure (£544,027 for 23/24) in order to enable the following principles:

- People know best about the outcomes that they want to achieve
- People views, wishes, feelings and beliefs should always be considered
- The main aim of professionals should be on people's well-being, on reducing the need for care and support, and on reducing the likelihood that people will need care and support in the future
- Any decisions made should take into account all relevant circumstances
- Any decisions should be made with person or their representative's involvement
- People's well-being should be balanced with that of any involved family and friends
- Professionals should always work to protect the person and other people from abuse and neglect
- Professionals should ensure that any actions taken to support protect a person affect their rights and freedom as little as possible

A range of services are included within the infrastructure funding including assessment, care and support planning, advocacy and financial assessment through to information and advice, carers support services and reablement.

# 7. Supporting unpaid carers

The Isle of Wight has over 19,000 unpaid carers over the age of 18 within our island's community, providing essential support to those they care for. (Census data 2021) – 59% are female carers, 51% male and c.300 are young carers. Of these, during a 2021 survey over half the respondents reported that they provide care for more than 100 hours a week. 35% of respondents advised that their duties had resulted in financial difficulties and 42% said that they struggled to look after themselves.

Launched in June 2023, a new unpaid carers strategy, *Isle of Wight Carers' Strategy 2023 to 2028*, was developed by the IWC, ICB and the IWT which recognises the important and vital role of our island's unpaid carers. The views of people with lived experience were sought by holding focused discussions with carers in a range of locations to gather real life examples of their everyday challenges and what might help. In addition to this, further engagement was undertaken via an island-wide survey during 2021, regular meetings with Healthwatch IW, Carers IW, AGE UK IW and People Matter IW, and a workshop with carers to review the draft

strategy and give their feedback. This new strategy aims to make a real difference to the lives of our island's unpaid cares. It has three key priorities:

- Priority one: To ensure that our Islands unpaid carers are recognised.
- Priority two: Our islands unpaid carers can communicate and have access to health and social care services when needed.
- Priority three: Unpaid carers on the Island are supported, so that their health and wellbeing are improved

As collective system we will be working on the strategy action plan which work towards achieving the strategy objectives. As an enabler, the BCF will also continue to support these objectives. In addition to the funding allocated for the Care Act Implementation and Infrastructure noted above, the BCF also funds the Carers Prospectus and Carers Lounge delivered in partnership with Carers IW. These services help raise awareness of carers across both health and adult social care along with providing signposting and support to enable carers to access appropriate services and activities that will support them to remain or become connected within their community. The dedicated teams offer a range of support including:

- Clear information and accessible services to support informal carers
- Carers needs assessments on behalf of the Isle of Wight Council
- Opportunities for carers to take a break from their caring role through various methods including clubs and regular drop in support sessions
- Helping carers to have a sense of value and connection within their local community by working with local services and companies where possible to provide benefits or discounts to those undertaking this role and to the person they care for
- Reaching out to carers that are currently identified and to those carers, who do not identify themselves as a carer yet
- Ensuring that all carers are recognised, respected and given the opportunity to have their support needs
  met
- A carers support service within the acute hospital setting, to assist and signpost carers when in crisis
  and to help support patient discharge from hospital
- Provision of a link worker with Adult Social Care to enable strong links with statutory services to be established and sustained
- Supporting carers so that they are not facing financial hardship whilst providing their caring role and maximise potential income they are entitled to
- Providing carers with the opportunity to develop contingency plans to avoid and address crisis situations
- Developing ways to support carers through partnership working with the three primary care networks and the Northeast, South Isle of Wight and Central and West.
- Developing ways to support carers through local pharmacies.
- Improving carers groups and activities aimed at supporting younger working age carers aged over 18
- Supporting those carers in transition from children to young adult carers.

The number of individual unpaid carers being directly supported with interventions each month by the team at Carers IW is on average around 690. At the beginning of this contract the number of people supported each month was on average 468. There is a growing number of carers reaching crisis point and the complexity of the support needed is also increasing. These factors are leading to more intensive intervention and support needed to keep people away from statutory service provision and failing into crisis.

In addition to the broader support in place for carers, BCF funding also supports delivery of the Westminster House offer. This is a residential care home registered to provide accommodation and personal care for up to 10 people with a learning disability or autism. Westminster House provides all single bedrooms, suitable communal areas and access to a rear patio and garden which provides respite care for individuals, offering carers a break and potentially prevents a deterioration in their wellbeing and general health which could lead to hospital admissions or breakdown in relationships. The service is rated 'GOOD' by CQC since its last inspection on 07 February 2022.

# 8. Disabled Facilities Grant (DFG) and wider services

The Island's Housing team, including DFG provision, sits within the Adult Social Care and Housing Needs directorate of the Council. The Isle of Wight Council has led on the development of the *Adult Social Care and Housing Needs Care Close to Home Strategy (CCTH) 2022 – 2025.* This strategy reflects both the social care and housing needs of our local communities and seeks to address them through a series of '6 Keys to Success' which are focused on supporting people with appropriate housing solutions to promote and enhance independent living. Alongside this, sits the *Isle of Wight Extra Care Housing Strategy 2017–2032*, 'Independent Island Living' which promotes a partnership approach to build new extra-care schemes and bespoke supported accommodation as required. Since its initial drafting, Ryde Village was developed to support over 55s with a mix of apartments for rent and bungalows for shared ownership, supported by on site community facilities and a 24/7 Wellbeing Team. Another site, Green Meadows, was developed in Freshwater with 75 apartments. This strategy is currently being reviewed which will shape future provision of Extra Care Housing on the Island. A further action plan is detailed to support individuals experiencing homeless via the *Isle of Wight homeless and rough sleeping strategy 2019 to 2024* which targets prevention, intervention and recovery supporting people to find a new home quickly and rebuild their lives.

The CCTH strategy 'Keys' are in alignment with the underpinning BCF Plan which acts as a golden thread between the HWB strategy, HCP and CCTH. Of note is the commitment to the 'Home First' agenda, developing greater capacity within the domiciliary care team, along with enhancement of the Regaining Independence Service and Living Well and Early Help offer. However, it goes much further than the current BCF workstreams including commitments to develop a 'one-Island' approach to commissioning and supporting the delivery of the right types of housing and alternative accommodation, as well as ensuring offers are in place vulnerable cohorts such as local people who are homeless.

Alongside the wider strategy work, the Council's Housing Renewals Team, who administer the DFG, sit outside of the Adult Social Care and Housing Need (ASCHN) department. However, the two departments are aligned aspects in terms of how the DFG is used for the schemes and requirements set out in the aforementioned strategies. This alignment is greatly enhanced by the addition of Housing Commissioners in the ASCHN commissioning department. It should be noted that the IWC are currently undertaking an organisational structural review which could see the Housing Renewals team being incorporated within the Adult Social Care and Housing Needs directorate. This will provide an opportunity to review the way in which the DFG is utilised to ensure maximum impact for Island residents.

During delivery, the Housing Renewals teams work particularly closely with the ASC community Occupational Therapy Service and the Community Equipment Service to support independent living to help achieve these goals. In collaboration, the teams work closely with the individual and, where applicable, their nominated carer to ensure that they are fully involved in identification of their needs followed by the development and delivery of their own care plan. The approach is "asset based"; ensuring that the focus is on what a person can do, identify the person's strengths and use a community network of friends, neighbours and family to achieve the best possible outcomes.

In practicality, the Disabled Facilities Grant is primarily utilised to facilitate adaptations and the deployment of equipment to support Island residents to maintain their independence and to remain in their own home. The types of works that are being undertaken include (but are not limited to):

- Making it easier to get in and out of the dwelling by, for example, widening doors and installing ramps
- Providing better access to living spaces
- Providing or improving access to the bedroom, and kitchen, toilet, washbasin and bathing facilities, for example by installing a stair lift or adapting a room to provide an easy access shower facility

The support provided through DFG is tailored to meet the individual's needs with the allocation of funding being aligned to both the individual's current needs and their future prognosis; it is about delivering outcomes and not just finding the solution. All equality needs of the household are considered in any plan, including age; disability;

gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation to ensure that no health or wellbeing inequalities arise.

Use of the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002 (RRO) to use a portion of DFG funding for discretionary services has not been locally applied.

To implement the changes highlighted above, the services operate in five key ways to implement change:

### 8.1. Change 1: Providing a wide range of housing types and choices.

The Disabled Facilities Grant program (DFG) assists by adapting the homes of people with disabilities and has been a successful mandatory program since 1996. This provides a bespoke adaptation service that directly applies to the individual's assessed needs (with an eye for medium term future needs as well), and enables them to stay safe, independent and secure at home. In doing so it not only indirectly increases the number of adapted properties on the Island, but it also reduces the need for provision of new build/converted general needs disabled adapted premises (at much higher cost). The team works with social services to advise and assist with supported housing solutions, particularly where private operators create Houses in Multiple Occupation (HMO). Their role is to ensure the premises and dwelling units are fit and safe and administer licences where they are required to operate licensed HMOs. The team also administer the PAN Meadows completion certificates, which is a form of housing enabling to provide more properties into the market. They have in the past facilitated bespoke adaptations and housing solutions where a household in particular need has been allocated a property pre-build, although that hasn't lately. They provide services to assist and advise property owners and developers in regard to prospective housing purchases/projects to enable wider choice and types in the market. Typically, these services relate to HMOs, but have included reviews of changing existing residential care homes into supported living facilities, and existing providers wishing to cater for niche clients (e.g., bariatric). This work is not currently funded by BCF budget.

# 8.2. Change 2: Influencing and improving local housing markets

Whilst a relatively minor part of the portfolio of services, the team collaborates with various departments and organisations in regard to strategy and planning.

### 8.3. Change 3: Improving and adapting existing homes

The service administers the DFGs (see above summary). Research completed by the local team in 2017, indicates that for

350 DFG Referrals from OT Services
Jan 2017 to Dec 2022

200
150
2017
100
50

DFG Referrals from OT Services
2022

2021
2022

roughly every £1 capital spent on an adaptation it saves/avoids £5 of social services and NHS revenue budget spend. The demand for DFGs locally is at the highest level see (see graph), and it has been challenging to keep up with demand due to the Covid impact and staffing resources. The team also operates an in-house grant assistant that acts as an agent for vulnerable customers, or where the work or process is complex. The DFG scheme also allows for external agents and experts to help enable complex projects (such as architects, structural engineers, independent agents, etc). The team has a dedicated Occupational Therapy staff member who works within the Housing Renewal team.

The DFG process allows for urgent criteria and fast tracking of cases where necessary. This is especially helpful in cases of delayed discharge of care. The team are able to accept referrals from hospital OT services where appropriate and can also accept referrals from Social Services teams. Where the DFG is considered too bureaucratic for the situation, they are able to utilise a discretionary process called the Repair and Wellbeing Grant, which can be more flexible and speedier in some situations- in order to achieve the goals of the high impact change model and BCF planning. Application of the process allows for individual flexibility for solutions based on the individual's desires as long as the plans achieve the essential outcomes of the eligible work. Often this can be achieved at the same cost, but where it differs the individual will be required to pay any difference in cost of the grant and the desired solution. Care is always taken by housing renewal staff to ensure the medium to longer term needs are met and the work is fit for purpose. This work is undertaken using BCF funding.

### 8.4. Change 4: Tackling housing and associated health inequalities

The Housing Renewal team at the IWC have the responsibility for regulating housing standards on the Island, particularly in the private and social rented sectors. It is the same officers who administer DFGs who undertake housing standards surveying and this lends itself well to providing a comprehensive service for the purposes of this model. The team has well established policies and procedures to encourage and ultimately enforce appropriate conditions in residential housing.

This team also manages the Repair and Wellbeing Grant. A discretionary grant that assists vulnerable homeowners with essential repairs, as well as providing disabled adaptations that either do not quite fit within the scope of a DFG, or it is deemed a more appropriate route to use this scheme. Lately it has been used to help top up DFGs due to rising construction costs and allow challenging financial situations to be resolved with local people where otherwise they would not be able to get the essential adaptations they need.

An additional offer of the service is the management of work streams in relation to energy efficiency and fuel poverty such as the latest ECO Flex scheme which will assist many people with free energy efficiency measures helping to keep the warm and well and keep fuel costs down. Recently, the team were successful in a bid for Fuel Poverty grant assistance which is in the process of being designed for best use with the circumstances on the Island at present.

### 8.5. Change 5: Use of technology to support people to live independently at home

The DFG allows for using technology for adaptation solutions. This currently includes for remote controls to equipment, but also for bespoke solutions to situations that cannot be fully resolved using physical environmental solutions (i.e., bricks and mortar) for example installation of CCTV. This is always a developing area in the construction and adaptations industry and the team are open to such solutions where they provide a satisfactory solution at a reasonable cost.

# 9. Equality and health inequalities

Tackling inequalities is an integral part of the Public Health Prevention and Early Intervention Strategy, Health and Care Plan and the Adult Social Care (ASC) Care Close to Home Strategy with a focus on locality-based care linked with the three Primary Care Networks. Two of the leading variables affecting our local residents' ability to live healthy are an aging demographic profile and deprivation.

There is a significant variation in deprivation across the Island which appears to be worsening. In 2010, the Island was ranked 106 out of 317 Local Authority areas (Indices of Multiple Deprivation 2019; 1 being the most deprived). As of 2019 it was placed at 80; a change of 26 points with 19,652 residents living in the 20% most deprived areas nationally. The presence of additional protected characteristics can exacerbate this for example, 13% of residents aged 60 or over experience income deprivation.

There is a direct impact of deprivation on people's health. A boy born today in the most deprived areas will live on average 6.1 years less compared to a boy born in a least deprived area. Not only are people in the most deprived areas having a shorter life expectancy, but they are also living a smaller proportion of their lives in good health. Males and females living in the most deprived areas of the Island live in poor health for 10.3 years and 7.5 years longer respectively, compared to those living in the least deprived areas. 21.3% of people responding to the 2021 Census identified as being Disabled under the Equality Act.

Key to addressing these inequalities is prevention which is being led on by Public Health across 5 domains within the *Isle of Wight Council Public Health Strategy 2020-2025*, these are:

### Workstreams [BCF Support] Good start in life 2. Physical Wellbeing 3. Mental Wellbeing 1.1. The first 1000 days 2.1. Healthy lifestyles 3.1. Good mental health and emotional wellbeing for all Smoking in pregnancy Being a healthy weight Increasing physical activity levels [BCF Childhood Infant feeding Adulthood [BCF 4.2-4] Supporting parenthood 1.1] Accident prevention Stopping smoking Old age 1.2. Education Reducing alcohol consumption

Ready to learn	2.2. Healthy ageing	3.2. Reducing the impact of
<ul> <li>Healthy educational settings</li> </ul>	<ul> <li>Continuing to prevent ill-health [BCF 1.1]</li> </ul>	mental health disorders
<ul> <li>Higher educational opportunities</li> </ul>	<ul> <li>Continuing to be physically active [BCF</li> </ul>	<ul> <li>Substance misuse</li> </ul>
[BCF 3.13]	3.7]	Self-harm
	<ul> <li>Preventing falls [BCF 1.4, 2.5, 3.7]</li> </ul>	Suicide
4. Healthy places	5. Protect from harm	
4.1. Healthy communities	5.1. Prevent	
Planning	Immunisation	
<ul> <li>Healthy homes [BCF 2.5]</li> </ul>	Screening	
Green and blue spaces	<ul> <li>Sexual health and relationships</li> </ul>	
Food environment	5.2. Prepare and respond to emergencies	
Healthy settings	Outbreaks	
Violence	COVID 19	
	Emergency planning	

Whilst often the primary focus has been, and continues to be, on addressing these cohorts, evidence shows that people who are socially excluded underuse some services, such as primary and preventative care, and often rely on emergency services such as A&E when their health needs become acute. This results in missed opportunities for preventive interventions, serious illness, and inefficiencies, and further exacerbates existing health inequalities. Together, the Island's health and social care partners share a vision that people will be supported to live fulfilling lives regardless of age, sex, disability, ethnicity, or social background, helping them to access the care they need to live as independently as possible.

A key cohort currently in focus is that of people with Learning Disabilities and / or Autism. During 2022/23, the Joint Commissioner for Learning Disabilities, Autism and Mental Health led on a Learning Disability Consultation, co-produced with the Learning Disability Partnership Group and an Autism Consultation, co-produced with the Autism Partnership Board. This has enabled a collaborative approach between health and social care to address the needs of our local population. The findings of the collaboration will be collated and analysed to inform decisions that will help shape pathway developments into 2023 and beyond with a view to not only improving services, but also breaking drown traditional organisational barriers and working towards the achievement of the 2023/24 priorities and operational planning objectives of delivering annual health checks and reducing reliance on inpatient care. Key themes for improvement were identified to be taken forward into 2023-2025 were:

- Increased variety of services this included respite, carers support and social activities
- Health care improvements this includes options for face to face as well as online health appointments, better access and support from mental health services, and better support from physical health service both in primary and secondary care such as Occupational Therapists.
- Reasonable adjustments and equality this included access to services, support for people without a diagnosis, adaptations, and support to live fulfilling lives

Each of the existing BCF specifications continue to address this as all services contained within the BCF have been commissioned to ensure that they are accessible to all residents regardless of any protected characteristic they may have. To provide further, targeted support, dedicated services such as the following BCF workstreams help to address areas of need:

- Living Well & Early Help Partnership [BCF 1.1] is made up of four Island VCSE organisations whose
  focus is on building their communities to be resilient and support each other. Its service helps to reduce
  barriers to accessing health and care services.
- Mental Health Recovery Pathway [BCF 4.1-2] offers access to employment, education and training and supports delivery of the 2023/24 priorities and operational planning objective to increase community mental health support.
- People Matter IW User Led Organisation [BCF 3.12] facilitates engagement across multiple interest group to enable peer support and people's voices to be heard when designing services.

As part of the ASC *Care Close to Home strategy*, we will ensure that we consider anti-poverty strategies in all our work and ensure that our assessments and support consider the 'whole' person and not just their presenting needs. This will include providing advice, information, guidance, and support in relation to fuel poverty, access to benefits and support through foodbanks. The BCF Plan is helping to support the additional demands arising from the cost-of-living crisis through the Living Well and Early Help workstream [BCF 1.1]. Through this, the team have

established 'Warm spaces' in public buildings for people to go. Approval was also received for a one-year pilot project which enabled a mobile community vehicle to be commissioned; over the past 6 months this has been enabling the LWEH to reach areas of concern and provide both advice and support towards some of the cost-of-living needs, empowering people to live safe and affordable lives.

The local BCF governance structure continues to review service specifications within the BCF. As part of our integrated commissioning agenda, we will ensure that overarching goals to address health inequalities are embedded; for example, preventing people from dying prematurely, enhancing quality of life for people with long-term conditions and helping people recover from episodes of acute ill health or following injury. When making a decision to change, recommission or introduce new schemes or ways of working through the BCF, an assessment is undertaken with stakeholders, to document the impact on inequalities, health inequalities and disparities. We are able to use the Commissioning Support Unit and Business Intelligence teams from across organisations to drive an evidence-based approach, identifying the needs of our local population. Information gathered via public stakeholder consultation events, and directly from the people who draw on services or who have lived experience, is able to enhance insight into where our local population feels the most need. As part of this process, we are supported by a dedicated Quality Team who supporting the Isle of Wight as a pilot within the wider ICB in respect of a new, more robust approach to completion of Equality and Quality Impact Assessments. All specifications for service will include, as is standard, a date for review in light of the changing demands of our population in line with the Health Equity Assessment cyclical approach to service development.

Our commitment to tackling inequalities extends beyond the scope of the BCF and we are also working with ICS partners on the use of funding for health inequalities that the ICS received, linking plans to the *Core 20 Plus 5* model. Key to this is the development of an ICS Local Care Forward Plan which goes wider than the Isle of Wight Health and Wellbeing geographical footprint. This aims to deliver Local Care in a person-centred and joined up way by resilient teams across primary care, community services and partners with the ambition that:

- People receive care in the right place at the right time, in their homes and communities where possible, focusing on proactive care, avoiding unnecessary hospital admissions, and enabling timely discharge.
- Services support people to stay well and take greater responsibility for their own health, decreasing and delaying the need for longer term health and social care support
- Inequity in service access and outcomes is reduced

Area	Action Plan [BCF Support]				
CORE20	<ul> <li>Practices are also looking to relaunch patient participation groups (PPGs) and widen groups to become more inclusive and representative of diversity across the Island to help shape the future direction of travel. [BCF 3.12]</li> <li>Other areas in focus include development of an estate strategy, reducing variation in access to ARRS roles and completion of a boundary mapping exercise to ensure demographic profiling is up to date and needs are identified to improve resource distribution.</li> </ul>				
PLUS	<ul> <li>There is a Triple Aim to Reduce Primary Care Demand, Reduce Non-Elective Hospital Demand [BCF 1.1, 1.3-4, 2.1,3.7, 4.1-2] and Optimise Community Capacity [BCF 2.3, 2.7-10, 2.16, 3.5, 3.14].</li> <li>The BCF Fund is integral to the delivery of this, linking Schemes and services to deliver Proactive Case Management [BCF 2.1]. The Community Transformation Programme Localities workstream will coordinate the delivery on Island and take forward the longer-term refinement and implementation of the approach.</li> <li>Diabetes: Diabetes prevalence on the Isle of Wight has been on an increasing trend since 2009/10 with prevalence higher than the England average. The ICS Local Care Plan includes a dedicated focus on addressing the needs of people experiencing diabetes including prevention.</li> </ul>				
5	<ul> <li>Chronic Respiratory Disease: A Virtual Ward has been developed which is under the wider Community Transformation Programme for further development. The initial cohort supported has been respiratory patients. [BCF 1.4]</li> <li>Severe Mental Illness: A working group has been implemented to focus on improving the uptake of LD and SMI health checks. [BCF 4.1-5]</li> <li>The ICS Local Care Plan includes a dedicated focus on addressing the needs of people experiencing CVD and cancer.</li> </ul>				

A key enabler for enabling informed design and decision making is quality data. The Isle of Wight is supported by individual organisation business intelligence teams. A local system-wide Population Health Management steering group was established in 2022/23 to:

- Share knowledge and expertise regarding PHM tools available, their different functions and role in building up the whole Island picture
- Agree governance to best use PHM data to articulate potential priorities for the Health & Care System
- Provide oversight to projects and identify opportunities for partners to work together as we evolve our PHM approach e.g., onward development of Proactive Case Management and clinical projects
- Support system-wide awareness of impact of PHM, best practice, platform, and analytics including local PHM case studies, examples and good news stories
- Progress the development and implementation of HealtheIntent population health platform with the ambition for accessibility to be in place during 2023/24. Layered over any existing information systems, it standardises and normalises data into a single source of truth record for individuals and provides the new tools that are required to manage the health and wellbeing of the population.

### 9.1. Overarching BCF Equality Impact Assessment

A cumulative impact report provides additional insight, focusing on those groups of people (with protected characteristics) that may be affected multiple times, by different policies and service changes. Learning from undertaking this process in respect of the BCF has highlighted the need to diversify our engagement processes to ensure all cohorts are consulted and represented. Previous consultation approaches have typically focussed on the primary cohort intended to benefit rather than taking into account people may be fall within more than one category and have different engagement needs.

### Protected characteristic groups:

Summary explanation of the main potential positive or adverse impact of your proposal

### Age:

### Positive Impact:

Delivery of the Integrated Discharge and Admissions Avoidance and the Integrated Community Support schemes are designed to be flexible around the needs of the adult population but are particularly focused on the aging demographic profile to enable people to live longer in the residence of their choosing.

The schemes within the BCF are designed to support adult services. However, the Carers Prospectus workstream, LWEH and ULO workstreams support young implemented in Q1 23/24. people and those in transition.

### Disability:

### **Positive Impact:**

The BCF enables delivery of the CES and DFG which improves the ability of people to maintain independence at home for longer.

The new Mental Health Recovery pathway was implemented in 2021/22 with the Alongside this, the results from the Learning current biopsychosocial model contributing to the reduction in admissions within acute mental health settings, as well as a reduction in length of stay in acute mental health settings. The Mental Health grants also support:

- Issoropia a Wellbeing Organisation that has been designed to self-empower with lived experience. individuals to become the best version of themselves. We provide face-toface workshops, on-line engagement, and on-going focused development to Individual QIAs will be completed to move members towards their goals and dreams.
- Two Saints Community Safe Haven for people experiencing a mental health will be reviewed by the Joint Strategic
- Osel Enterprises employment advisor service for people with mental health in the ICB. and / or learning disabilities.

Gender Reassignment and/or people who identify as Transgender; Marriage & Civil Partnership; Pregnancy and Maternity; Race and ethnicity; Religion and belief; Sex; Sexual orientation:

Neutral to Minor Positive Impact: No dedicated BCF workstream. All services include requirement for providers to execute their duties in compliance with the Equalities Act 2010 and National Health Service Act 2006 as amended by the Health and Social Care Act 2012.

Main recommendation from your proposal to reduce any key identified adverse impact or to increase the identified positive impact

2023-2025 intentions to refresh service specification. To work with stakeholders and business intelligence to identify any current barriers in access and make adjustments to improve accessibility in new service models.

The first workstream to undergo this process is the Community Equipment Service which was reviewed in 22/23 and the new model will be

The next area for refreshing will be the Rehabilitation, Reablement and Recovery / Regaining Independence services which support the Island's intermediate care pathway.

Disability and Autism consultations will be analysed to help inform service models going forwards utilising the feedback from people

accompany service change proposals. These Partnership with support from the Quality Team

Groups who face health inequalities: Summary explanation of the main potential positive or adverse impact of your proposal	Main recommendation from your proposal to reduce any key identified adverse impact or to increase the identified positive impact
Looked after children and young people	There are currently no plans to widen the BCF to
	include dedicated children's services.
2006 as amended by the Health and Social Care Act 2012.	
Carers of patients:	The carers offer within the BCF has been
·	identified as an area for review and refreshing of the existing specification. Feedback from the LD and Autism consultations will be included.
Homeless people.	There are currently no plans to widen the BCF to
Neutral Impact: No dedicated BCF workstream. However, the housing team is integrated within ASC and the Isle of Wight homeless and rough sleeping strategy 2019 to 2024 targets prevention, intervention and recovery supporting people to find a new home quickly and rebuild their lives. Additional support is also available via the Two Saints outreach service which has been commissioned by the IWC to support those individuals who are rough sleeping, in emergency accommodation or facing homelessness.  People involved in the criminal justice system:  Neutral to Minor Positive Impact: No dedicated BCF workstream. Some support offered via the Mental Health Recovery pathway.  People with addictions and/or substance misuse issues:  Neutral to Minor Positive Impact: No dedicated BCF workstream. Some support offered via the Mental Health Recovery pathway	include dedicated workstreams in these areas.
People or families on a low income; People with poor literacy or health Literacy; People living in deprived areas; People living in	These cohorts continue to be in focus for the redesigning of services into 2023-2025,
remote, rural and island locations:	recognising the benefits of building resilient
Positive Impact: These cohorts have benefitted from the refresh of the Early Help offer into the newly commissioned LWEH service. Some services are designed to enable PCN-level delivery such as the Community Nursing team.	communities, and delivering care closer to home. The application of population health management approaches is also helping to support PCNs and practices with cohort specific projects, such as the Proactive Case Management Project.
Refugees, asylum seekers or those experiencing modern slavery; Other groups experiencing health inequalities (please describe):	There are currently no plans to widen the BCF to
Neutral to Minor Positive Impact: No dedicated BCF workstream. All services include requirement for providers to execute their duties in compliance with the Equalities Act 2010 and National Health Service Act	include dedicated refugee / asylum seekers specific services. Outside of the BCF, support is commissioned by the IWC from Community Action IW. The Primary Care Commissioning team has collaborated to ensure arriving individuals are enabled to access health services.



### **BCF Planning Template 2023-25**

### 1. Guidance

### Overview

### Note on entering information into this template

Throughout the template, cells which are open for input have a yellow background and those that are pre-populated have a blue background, as below:

Data needs inputting in the cell

Pre-populated cells

### Cover

- 1. The cover sheet provides essential information on the area for which the template is being completed, contacts and sign off.
- 2. Question completion tracks the number of questions that have been completed; when all the questions in each section of the template have been completed the cell will turn green. Only when all cells are green should the template be sent to the Better Care Fund Team: england.bettercarefundteam@nhs.net (please also copy in your Better Care Manager).
- 3. The checklist helps identify the sheets that have not been completed. All fields that appear highlighted in red with the word 'no', should be completed before sending to the Better Care Fund Team.
- 4. The checker column, which can be found on each individual sheet, updates automatically as questions are completed. It will appear 'Red' and contain the word 'No' if the information has not been completed. Once completed the checker column will change to 'Green' and contain the word 'Yes'.
- 5. The 'sheet completed' cell will update when all 'checker' values for the sheet are green containing the word 'Yes'.
- 6. Once the checker column contains all cells marked 'Yes' the 'Incomplete Template' cell (below the title) will change to 'Template Complete'.
- 7. Please ensure that all boxes on the checklist are green before submission.
- 8. Sign off HWB sign off will be subject to your own governance arrangements which may include delegated authority.

### 4. Capacity and Demand

Please see the guidance on the Capacity&Demand tab for further information on how to complete this section.

### 5. Income

- 1. This sheet should be used to specify all funding contributions to the Health and Wellbeing Board's (HWB) Better Care Fund (BCF) plan and pooled budget for 2023-25. It will be pre-populated with the minimum NHS contributions to the BCF, iBCF grant allocations and allocations of ASC Discharge Fund grant to local authorities for 2023-24. The iBCF grant in 2024-25 is expected to remain at the same value nationally as in 2023-24, but local allocations are not published. You should enter the 2023-24 value into the income field for the iBCF in 2024-25 and agree provisional plans for its use as part of your BCF plan
- 2. The grant determination for the Disabled Facilities Grant (DFG) for 2023-24 will be issued in May. Allocations have not been published so are not pre populated in the template. You will need to manually enter these allocations. Further advice will be provided by the BCF Team.
- 3. Areas will need to input the amount of ASC Discharge Fund paid to ICBs that will be allocated to the HWB's BCF pool. These will be checked against a separate ICB return to ensure they reconcile. Allocations of the ASC discharge funding grant to local authority will need to be inputted manually for Year 2 as allocations at local level are not confirmed. Areas should input an expected allocation based on the published national allocation (£500m in 2024-25, increased from £300m in 2023-24) and agree provisional plans for 2024-25 based on this.
- 4. Please select whether any additional contributions to the BCF pool are being made from local authorities or ICBs and enter the amounts in the fields highlighted in 'yellow'. These will appear as funding sources in sheet 5a when you planning expenditure.
- 5. Please use the comment boxes alongside to add any specific detail around this additional contribution.
- 6. If you are pooling any funding carried over from 2022-23 (i.e. underspends from BCF mandatory contributions) you should show these as additional contributions, but on a separate line to any other additional contributions. Use the comments field to identify that these are underspends that have been rolled forward. All allocations are rounded to the nearest pound.
- 7. Allocations of the NHS minimum contribution are shown as allocations from each ICB to the HWB area in question. Where more than one ICB contributes to the area's BCF plan, the minimum contribution from each ICB to the local BCF plan will be displayed.
- 8. For any questions regarding the BCF funding allocations, please contact england.bettercarefundteam@nhs.net (please also copy in your Better Care Manager).

### 6. Expenditure

This sheet should be used to set out the detail of schemes that are funded via the BCF plan for the HWB, including amounts, units, type of activity and funding source. This information is then aggregated and used to analyse the BCF plans nationally and sets the basis for future reporting.

The information in the sheet is also used to calculate total contributions under National Condition 4 and is used by assurers to ensure that these are met.

The table is set out to capture a range of information about how schemes are being funded and the types of services they are providing. There may be scenarios when several lines need to be completed in order to fully describe a single scheme or where a scheme is funded by multiple funding streams (eg: iBCF and NHS minimum). In this case please use a consistent scheme ID for each line to ensure integrity of aggregating and analysing schemes.

On this sheet please enter the following information:

- 1. Scheme ID:
- This field only permits numbers. Please enter a number to represent the Scheme ID for the scheme being entered. Please enter the same Scheme ID in this column for any schemes that are described across multiple rows.
- 2. Scheme Name:
- This is a free text field to aid identification during the planning process. Please use the scheme name consistently if the scheme is described across multiple lines in line with the scheme ID described above.
- 3 Brief Description of Scheme
- This is a free text field to include a brief headline description of the scheme being planned. The information in this field assists assurers in understanding how funding in the local BCF plan is supporting the objectives of the fund nationally and aims in your local plan.
- Scheme Type and Sub Type
- Please select the Scheme Type from the drop-down list that best represents the type of scheme being planned. A description of each scheme is available in tab 6b.
- Where the Scheme Types has further options to choose from, the Sub Type column alongside will be editable and turn "yellow". Please select the Sub Type from the drop down list that best describes the scheme being planned.
- Please note that the drop down list has a scroll bar to scroll through the list and all the options may not appear in one view.
- If the scheme is not adequately described by the available options, please choose 'Other' and add a free field description for the scheme type in the column alongside. Please try to use pre-populated scheme types and sub types where possible, as this data is important in assurance and to our understanding of how BCF funding is being used nationally.
- The template includes a field that will inform you when more than 5% of mandatory spend is classed as other.
- 5. Expected outputs
- You will need to set out the expected number of outputs you expect to be delivered in 2023-24 and 2024-25 for some scheme types. If you select a relevant scheme type, the 'expected outputs' column will unlock and the unit column will pre populate with the unit for that scheme type.
- You will not be able to change the unit and should use an estimate where necessary. The outputs field will only accept numeric characters.
- A table showing the scheme types that require an estimate of outputs and the units that will prepopulate can be found in tab 6b. Expenditure Guidance.

You do not need to fill out these columns for certain scheme types. Where this is the case, the cells will turn blue and the column will remain empty.

### 6. Area of Spend:

- Please select the area of spend from the drop-down list by considering the area of the health and social care system which is most supported by investing in the scheme.
- Please note that where 'Social Care' is selected and the source of funding is "NHS minimum" then the planned spend would count towards eligible expenditure on social care under National Condition 4.
- If the scheme is not adequately described by the available options, please choose 'Other' and add a free field description for the scheme type in the column alongside.
- We encourage areas to try to use the standard scheme types where possible.

### 7. Commissioner:

- Identify the commissioning body for the scheme based on who is responsible for commissioning the scheme from the provider.
- Please note this field is utilised in the calculations for meeting National Condition 3. Any spend that is from the funding source 'NHS minimum contribution', is commissioned by the ICB, and where the spend area is not 'acute care', will contribute to the total spend on NHS commissioned out of hospital services under National Condition 4. This will include expenditure that is ICB commissioned and classed as 'social care'.
- If the scheme is commissioned jointly, please select 'Joint'. Please estimate the proportion of the scheme being commissioned by the local authority and NHS and enter the respective percentages on the two columns.

### 8. Provider:

- Please select the type of provider commissioned to provide the scheme from the drop-down list.
- If the scheme is being provided by multiple providers, please split the scheme across multiple lines.
- Source of Funding
- Based on the funding sources for the BCF pool for the HWB, please select the source of funding for the scheme from the drop down list. This includes additional, voluntarily pooled contributions from either the ICB or Local authority
- If a scheme is funded from multiple sources of funding, please split the scheme across multiple lines, reflecting the financial contribution from each.

### 10. Expenditure (£) 2023-24 & 2024-25:

- Please enter the planned spend for the scheme (or the scheme line, if the scheme is expressed across multiple lines)
- 11. New/Existing Scheme
- Please indicate whether the planned scheme is a new scheme for this year or an existing scheme being carried forward.
- 12. Percentage of overall spend. This new requirement asks for the percentage of overall spend in the HWB on that scheme type. This is a new collection for 2023-25. This information will help better identify and articulate the contribution of BCF funding to delivering capacity.

You should estimate the overall spend on the activity type in question across the system (both local authority and ICB commissioned where both organisations commission this type of service). Where the total spend in the system is not clear, you should include an estimate. The figure will not be subject to assurance. This estimate should be based on expected spend in that category in the BCF over both years of the programme divided by both years total spend in that same category in the system.

### 7 Metrics

This sheet should be used to set out the HWB's ambitions (i.e. numerical trajectories) and performance plans for each of the BCF metrics in 2023-25. The BCF policy requires trajectories and plans agreed for the fund's metrics. Systems should review current performance and set realistic, but stretching ambitions for 2023-24.

A data pack showing more up to date breakdowns of data for the discharge to usual place of residence and unplanned admissions for ambulatory care sensitive conditions is available on the Better Care Exchange.

For each metric, areas should include narratives that describe:

- a rationale for the ambition set, based on current and recent data, planned activity and expected demand
- the local plan for improving performance on this metric and meeting the ambitions through the year. This should include changes to commissioned services, joint working and how BCF funded services will support this.
- 1. Unplanned admissions for chronic ambulatory care sensitive conditions:
- This section requires the area to input indirectly standardised rate (ISR) of admissions per 100,000 population by quarter in 2023-24. This will be based on NHS Outcomes Framework indicator 2.3i but using latest available population data.
- The indicator value is calculated using the indirectly standardised rate of admission per 100,000, standardised by age and gender to the national figures in reference year 2011. This is calculated by working out the SAR (observed admission/expected admissions\*100) and multiplying by the crude rate for the reference year. The expected value is the observed rate during the reference year multiplied by the population of the breakdown of the year in question.
- The population data used is the latest available at the time of writing (2021)
- Actual performance for each quarter of 2022-23 are pre-populated in the template and will display once the local authority has been selected in the drop down box on the Cover sheet.
- Please use the ISR Tool published on the BCX where you can input your assumptions and simply copy the output ISR:

https://future.nhs.uk/bettercareexchange/view?objectId=143133861

- Technical definitions for the guidance can be found here:

https://digital.nhs.uk/data-and-information/publications/statistical/nhs-outcomes-framework/march-2022/domain-2---enhancing-quality-of-life-for-people-with-long-term-conditions-nof/2.3.i-unplanned-hospitalisation-for-chronic-ambulatory-care-sensitive-conditions

### 2. Falls

- This is a new metric for the BCF and areas should agree ambitions for reducing the rate of emergency admissions to hospital for people aged 65 or over following a fall.
- This is a measure in the Public Health Outcome Framework.
- This requires input for an Indicator value which is directly age standardised rate per 100,000. Emergency hospital admissions due to falls in people aged 65 and over.
- Please enter provisional outturns for 2022-23 based on local data for admissions for falls from April 2022-March 2023.
- For 2023-24 input planned levels of emergency admissions
- In both cases this should consist of:
  - emergency admissions due to falls for the year for people aged 65 and over (count)
  - estimated local population (people aged 65 and over)
  - rate per 100,000 (indicator value) (Count/population x 100,000)
- The latest available data is for 2021-22 which will be refreshed around Q4.

Further information about this measure and methodolgy used can be found here:

https://fingertips.phe.org.uk/profile/public-health-outcomes-

framework/data#page/6/gid/1000042/pat/6/par/E12000004/ati/102/are/E06000015/iid/22401/age/27/sex/4

- 3. Discharge to normal place of residence.
- Areas should agree ambitions for the percentage of people who are discharged to their normal place of residence following an inpatient stay. In 2022-23, areas were asked to set a planned percentage of discharge to the person's usual place of residence for the year as a whole. In 2023-24 areas should agree a rate for each quarter
- The ambition should be set for the health and wellbeing board area. The data for this metric is obtained from the Secondary Uses Service (SUS) database and is collected at hospital trust. A breakdown of data from SUS by local authority of residence has been made available on the Better Care Exchange to assist areas to set ambitions.
- Ambitions should be set as the percentage of all discharges where the destination of discharge is the person's usual place of residence.
- Actual performance for each quarter of 2022-23 are pre-populated in the template and will display once the local authority has been selected in the drop down box on the Cover sheet.

### 4. Residential Admissions:

- This section requires inputting the expected numerator of the measure only.
- Please enter the planned number of council-supported older people (aged 65 and over) whose long-term support needs will be met by a change of setting to residential and nursing care during the year (excluding transfers between residential and nursing care)
- Column H asks for an estimated actual performance against this metric in 2022-23. Data for this metric is not published until October, but local authorities will collect and submit this data as part of their salt returns in July. You should use this data to populate the estimated data in column H.
- The prepopulated denominator of the measure is the size of the older people population in the area (aged 65 and over) taken from Office for National Statistics (ONS) subnational population projections.
- The annual rate is then calculated and populated based on the entered information.

### 5. Reablement:

- This section requires inputting the information for the numerator and denominator of the measure.
- Please enter the planned denominator figure, which is the planned number of older people discharged from hospital to their own home for rehabilitation (or from hospital to a residential or nursing care home or extra care housing for rehabilitation, with a clear intention that they will move on/back to their own home).
- Please then enter the planned numerator figure, which is the expected number of older people discharged from hospital to their own home for rehabilitation (from within the denominator) that will still be at home 91 days after discharge.
- Column H asks for an estimated actual performance against this metric in 2022-23. Data for this metric is not published until October, but local authorities will collect and submit this data as part of their salt returns in July. You should use this data to populate the estimated data in column H.
- The annual proportion (%) Reablement measure will then be calculated and populated based on this information.

### 8. Planning Requirements

This sheet requires the Health and Wellbeing Board to confirm whether the National Conditions and other Planning Requirements detailed in the BCF Policy Framework and the BCF Planning Requirements documents for 2023-2025 for further details.

The sheet also sets out where evidence for each Key Line of Enquiry (KLOE) will be taken from.

The KLOEs underpinning the Planning Requirements are also provided for reference as they will be utilised to assure plans by the regional assurance panel.

- 1. For each Planning Requirement please select 'Yes' or 'No' to confirm whether the requirement is met for the BCF Plan.
- 2. Where the confirmation selected is 'No', please use the comments boxes to include the actions in place towards meeting the requirement and the target timeframes.





### Better Care Fund 2023-25 Template

Version 1.1.3		
	/ersion 1.1.3	

- Please Note:

   The BCF planning template is categorised as "Management Information" and data from them will published in an aggregated form on the NHSE website and gov.uk. This will include any narrative section. Also a reminder that as is usually the case with public body information, all BCF information collected here is subject to Freedom of Information requests.

   At a local level it is for the HWB to excide what information it needs to publish as part of wider local government reporting and transparency requirements. Until BCF information is published, recipients of BCF reporting information (including recipients who access any information placed on the BCB are prohibited from making this information and unable on any public domain or providing this information for the purposes of journalism or research without prior consent from the HWB (where it concerns a single HWB) or the BCF national partners for the aggregated information.

   All information will be supplied to BCF partners to inform policy development.

   This template is password protected to ensure data integrity and accurate aggregation of collected information. A resubmission may be required if this is breached.

Health and Wellbeing Board:	Isle of Wight		
Completed by:	Matt Leek, Cheryl Harding-Trestrail		
E-mail:			
Contact number:	01983 552064 (preference via MS Teams)		
Has this report been signed off by (or on behalf of) the HWB at the time of			
submission?	No		
If no please indicate when the HWB is expected to sign off the plan:	Thu 20/07/2023	<< Please enter using the format, DD/MM	

		Professional Title (e.g. Dr,			
	Role:	Cllr, Prof)	First-name:	Surname:	E-mail:
*Area Assurance Contact Details:	Health and Wellbeing Board Chair	Cllr	Lora	Peacey-Wilcox	
	Integrated Care Board Chief Executive or person to whom they have delegated sign-off		Natasha	Taplin	
	Additional ICB(s) contacts if relevant		Simon	Gerfen	
	Local Authority Chief Executive		Wendy	Perera	
	Local Authority Director of Adult Social Services (or equivalent)		Laura	Gaudion	
	Better Care Fund Lead Official		Pete	Smith	
	LA Section 151 Officer		Chris	Ward	
Please add further area contacts that you would wish to be included in					
official correspondence e.g. housing					
or trusts that have been part of the process>					

Question Completion - When all questions have been answered and the validation boxes below have turned green, please send the template to the Better Care Fund Team <a href="mailto:england.bettercarefundteam@nhs.net">england.bettercarefundteam@nhs.net</a> saving the file as 'Name HWB' for example 'County Durham HWB'. Please also copy in your Better Care Manager.

# Please see the Checklist below for further details on incomplete fields Complete: 2. Cover No 4. Capacity&Demand Yes 5. Income Yes 6a. Expenditure No 7. Metrics Yes 8. Planning Requirements Yes << Link to the Guidance sheet

^^ Link back to top

# Better Care Fund 2023-25 Template

3. Summary

Selected Health and Wellbeing Board:

Isle of Wight

### Income & Expenditure

### Income >>

Funding Sources	Income Yr 1	Income Yr 2	Expenditure Yr 1	Expenditure Yr 2	Difference
DFG	£2,272,039	£2,272,039	£2,272,039	£2,272,039	£0
Minimum NHS Contribution	£13,972,426	£14,763,265	£13,972,426	£14,763,265	£0
iBCF	£6,180,112	£6,180,112	£6,180,112	£6,180,112	£0
Additional LA Contribution	£3,943,489	£3,943,489	£3,943,489	£3,943,489	£0
Additional ICB Contribution	£2,739,223	£1,948,384	£2,739,223	£1,948,384	£0
Local Authority Discharge Funding	£866,442	£1,438,294	£866,442	£1,438,294	£0
ICB Discharge Funding	£1,085,966	£1,513,972	£1,085,966	£1,513,972	£0
Total	£31,059,697	£32,059,555	£31,059,697	£32,059,555	£0

### Expenditure >>

NHS Commissioned Out of Hospital spend from the minimum ICB allocation

	Yr 1	Yr 2
Minimum required spend	£3,970,567	£4,195,301
Planned spend	£6,379,515	£7,170,354

Adult Social Care services spend from the minimum ICB allocations

	Yr 1	Yr 2
Minimum required spend	£7,226,903	£7,635,945
Planned spend	£7,739,911	£7,739,911

### Metrics >>

# Avoidable admissions

	2023-24 Q1	2023-24 Q2	2023-24 Q3	2023-24 Q4
	Plan	Plan	Plan	Plan
Unplanned hospitalisation for chronic ambulatory care sensitive conditions (Rate per 100,000 population)	162.0	136.0	153.0	146.0

# Falls

		2022-23 estimated	2023-24 Plan
	Indicator value	1,323.2	1,255.7
Emergency hospital admissions due to falls in people aged 65 and over directly age standardised rate per 100,000.	Count	552	524
	Population	41300	41300

# Discharge to normal place of residence

	2023-24 Q1	2023-24 Q2	2023-24 Q3	2023-24 Q4
	Plan	Plan	Plan	Plan
Percentage of people, resident in the HWB, who are discharged from acute hospital to their normal place of residence	83.1%	83.1%	81.8%	83.3%
(SUS data - available on the Better Care Exchange)				

# **Residential Admissions**

		2021-22 Actual	2023-24 Plan
Long-term support needs of older people (age 65 and over) met by admission to residential and nursing care homes, per 100,000 population	Annual Rate	773	760

# Reablement

		2023-24 Plan
Proportion of older people (65 and over) who were still at home 91 days after discharge from hospital into reablement / rehabilitation services	Annual (%)	81.6%

### Planning Requirements >>

Theme	Code	Response
	PR1	No
NC1: Jointly agreed plan	PR2	Yes
	PR3	Yes
NC2: Social Care Maintenance	PR4	Yes
NC3: NHS commissioned Out of Hospital Services	PR5	Yes
NC4: Implementing the BCF policy objectives	PR6	Yes
Agreed expenditure plan for all elements of the BCF	PR7	Yes
Metrics	PR8	Yes

### Better Care Fund 2023-24 Capacity & Demand Template

### 2 Canacity & Domano

Selected Health and Wellbeing Board

Isle of Wight

### Guidance on completing this sheet is set out below, but should be read in conjunction with the guidance in the BCF planning requirements

### 3.1 Demand - Hospital Discharge

This section requires the Health & Wellbeing Board to record expected monthly demand for supported discharge by discharge pathway.

Data can be entered for individual hospital trusts that care for inpatients from the area. Multiple Trusts can be selected from the drop down list in column F. You will then be able to enter the number of expected discharges from each trust by Pathway for each month. The template aligns tothe pathways in the hospital discharge policy, but separates Pathway 1 (discharge home with new or additional support) into separate estimates of reablement, rehabilitation and short term domiciliary care)

If there are any trusts taking a small percentage of local residents who are admitted to hospital, then please consider aggregating these trusts under a single line using the 'Other' Trust option.

The table at the top of the screen will display total expected demand for the area by discharge pathway and by month.

Estimated levels of discharge should draw on:

- Estimated numbers of discharges by pathway at ICB level from NHS plans for 2023-24
- Data from the NHSE Discharge Pathways Model
- Management information from discharge hubs and local authority data on requests for care and assessment.

You should enter the estimated number of discharges requiring each type of support for each month.

### .2 Demand - Communit

This section collects expected demand for intermediate care services from community sources, such as multi-disciplinary teams, single points of access or 111. The template does not collect referrals by source, and you should input an overall estimate each month for the number of people requiring intermediate care or short term care (non-discharge) each month, split by different type of intermediate care.

Further detail on definitions is provided in Appendix 2 of the Planning Requirements.

The units can simply be the number of referrals.

### 3.3 Capacity - Hospital Discharge

This section collects expected capacity for services to support people being discharged from acute hospital. You should input the expected available capacity to support discharge across these different service types:

- Social support (including VCS)
- Reablement at Home
- Rehabilitation at home
- Short term domiciliary care
- Reablement in a bedded setting
- Rehabilitation in a bedded setting
- Short-term residential/nursing care for someone likely to require a longer-term care home placement

Please consider the below factors in determining the capacity calculation. Typically this will be (Caseload\*days in month\*max occupancy percentage)/average duration of service or length of stay

Caseload (No. of people who can be looked after at any given time)

Average stay (days) - The average length of time that a service is provided to people, or average length of stay in a bedded facility

Please consider using median or mode for LoS where there are significant outliers

Peak Occupancy (percentage) - What was the highest levels of occupany expressed as a percentage? This will usually apply to residential units, rather than care in a person's own home. For services in a person's own home then this would need to take into account how many people, on average, that can be provided with services.

At the end of each row, you should enter estimates for the percentage of the service in question that is commissioned by the local authority, the ICB and jointly.

### 3.4 Capacity - Community

This section collects expected capacity for community services. You should input the expected available capacity across the different service types.

You should include expected available capacity across these service types for eligible referrals from community sources. This should cover all service intermediate care services to support recovery, including Urgent Community Response and VCS support. The template is split into 7 types of service:

- Social support (including VCS)
- Urgent Community Response
- Reablement at home
- Rehabilitation at home
- Other short-term social care
  Reablement in a bedded setting
- Rehabilitation in a bedded setting

Please consider the below factors in determining the capacity calculation. Typically this will be (Caseload\*days in month\*max occupancy percentage)/average duration of service or length of stay

Caseload (No. of people who can be looked after at any given time)

Average stay (days) - The average length of time that a service is provided to people, or average length of stay in a bedded facility

Please consider using median or mode for LoS where there are significant outliers

Peak Occupancy (percentage) - What was the highest levels of occupany expressed as a percentage? This will usually apply to residential units, rather than care in a person's own home. For services in a person's own home then this would need to take into account how many people, on average, that can be provided with services.

At the end of each row, you should enter estimates for the percentage of the service in question that is commissioned by the local authority, the ICB and jointly.

Virtual wards should not form part of capacity and demand plans because they represent acute, rather than intermediate, care. Where recording a virtual ward as a referral source, pease select the relevant trust from the list. Further guidance on all sections is available in Appendix 2 of the BCF Planning Requirements.

Any assumptions made.

Please include your considerations and assumptions for Length of Stay and average numbers of hours committed to a homecare package that have been additional background). used to derive the number of expected packages.

Pathway 0:
Calculation from actual discharges onto P0 Oct-Mar 22/23 @ 80% allowing for adjustment that a cohort
will have attended hospital and require no support / signposting on discharge e.g. admission as a result
of accident but otherwise no other health / social need. Data on P0 limited.

3.1

### 3.1 Demand - Hospital Discharge

!!Click on the filter box below to select Trust first!!	Demand - Hospital Discharge												
Trust Referral Source (Select as many as you													
need)	Pathway	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
ISLE OF WIGHT NHS TRUST	Social support (including VCS) (pathway 0)	157	215	157	157	215	157	215	129	157	163	142	215
ISLE OF WIGHT NHS TRUST	Reablement at home (pathway 1)	527	539	527	527	539	527	539	567	567	579	439	451
ISLE OF WIGHT NHS TRUST	Rehabilitation at home (pathway 1)												
ISLE OF WIGHT NHS TRUST	Short term domiciliary care (pathway 1)												
ISLE OF WIGHT NHS TRUST	Reablement in a bedded setting (pathway 2)	74	74	74	74	74	112	147	147	147	147	147	147
ISLE OF WIGHT NHS TRUST	Rehabilitation in a bedded setting (pathway 2)	110	117	110	110	117	110	117	110	110	117	110	117
ISLE OF WIGHT NHS TRUST	Short-term residential/nursing care for someone likely to require a longer-term care home placement	5	6	5	5	6	5	6	5	5	6	5	6

### 3.2 Demand - Community

Demand - Intermediate Care												
Service Type	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Social support (including VCS)	115	120	115	115	120	115	120		115	120	115	120
Urgent Community Response	315	315	315	315	320	320	320	320	325	325	325	325
Reablement at home	435	435	435	435	440	440	440	460	465	465	445	445
Rehabilitation at home												
Reablement in a bedded setting	9	9	9	9	9	18	18	18	18	18	18	18
Rehabilitation in a bedded setting	27	28	27	27	28	27	28	27	27	28	27	28
Other short-term social care												

acity - Hospital Discharge												
letric	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
onthly capacity. Number of new clients.	85	85	85	85	85	85	85	85	85	85	85	85
onthly capacity. Number of new clients.	273	273	273	273	273	273	273	273	273	273	273	273
onthly capacity. Number of new clients.												
onthly capacity. Number of new clients.												
onthly capacity. Number of new clients.	4	4	4	4	4	4	4	4	4	4	4	. 4
onthly capacity. Number of new clients.	35	35	35	35	35	35	35	35	35	35	35	. 35
onthly capacity. Number of new clients.	6	6	6	6	6	6	6	6	6	6	6	. 6
	tric httly capacity. Number of new clients.	tric         Apr.23           88         58           89         58           80	tric         Apr-23 May-23           May-23 May-23         85           8 May 24         85           8 May 25         273           273         273           274         273           275         273           276         273           277         273           278         273           279         273           270         273           271         273           272         273           273         273           274         273           275         273           276         273           277         273           278         273           279         273           270         273           273         273           274         273           275         273           276         273           277         273           273         273           274         274           275         273           276         273           277         273           273         273	tric         Apr.23         May-23         Jun-23           Mithy capacity, Number of new clients.         85         85         85           nthly capacity, Number of new clients.         273         273         273           nthly capacity, Number of new clients.         4         4         4           nthly capacity, Number of new clients.         4         4         4           nthly capacity, Number of new clients.         35         35         35	tric         Apr-23         May-23         Jun-23         Jul-23           high capacity, Number of new clients.         85	tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23           htthy capacity, Number of new clients.         85         273 <td>tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23           htthy capacity, Number of new clients.         85         70         273         <td< td=""><td>tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Ott-23           httly capacity, Number of new clients.         85         <t< td=""><td>ktric         Apr.23         Mpy.23         Jun-23         Jul-23         Lul-23         Sep.23         OR-23         Nov-28           withly capacity, Number of new clients.         65         85</td><td>tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23           htthy capacity, Number of new clients.         85</td><td>ktric         Apr-23         May-23         Juy-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23         In-24           httly capacity, Number of new clients.         85</td></t<></td></td<><td>tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep.23         Oct32         Nov.23         Jec-24         Jan-24         Feb-24           Hilly capacity, Number of new clients.         68         85         8</td></td>	tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23           htthy capacity, Number of new clients.         85         70         273 <td< td=""><td>tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Ott-23           httly capacity, Number of new clients.         85         <t< td=""><td>ktric         Apr.23         Mpy.23         Jun-23         Jul-23         Lul-23         Sep.23         OR-23         Nov-28           withly capacity, Number of new clients.         65         85</td><td>tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23           htthy capacity, Number of new clients.         85</td><td>ktric         Apr-23         May-23         Juy-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23         In-24           httly capacity, Number of new clients.         85</td></t<></td></td<> <td>tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep.23         Oct32         Nov.23         Jec-24         Jan-24         Feb-24           Hilly capacity, Number of new clients.         68         85         8</td>	tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Ott-23           httly capacity, Number of new clients.         85 <t< td=""><td>ktric         Apr.23         Mpy.23         Jun-23         Jul-23         Lul-23         Sep.23         OR-23         Nov-28           withly capacity, Number of new clients.         65         85</td><td>tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23           htthy capacity, Number of new clients.         85</td><td>ktric         Apr-23         May-23         Juy-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23         In-24           httly capacity, Number of new clients.         85</td></t<>	ktric         Apr.23         Mpy.23         Jun-23         Jul-23         Lul-23         Sep.23         OR-23         Nov-28           withly capacity, Number of new clients.         65         85	tric         Apr-23         May-23         Jun-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23           htthy capacity, Number of new clients.         85	ktric         Apr-23         May-23         Juy-23         Jul-23         Aug-23         Sep-23         Oct-23         Nov-23         Dec-23         In-24           httly capacity, Number of new clients.         85	tric         Apr.23         May-23         Jun-23         Jul-23         Aug-23         Sep.23         Oct32         Nov.23         Jec-24         Jan-24         Feb-24           Hilly capacity, Number of new clients.         68         85         8

Commissioning responsibility (% of each service type commissioned by LA/ICB or jointly									
ICB		LA	Joint						
		100%							
		100%							
		100%							
	100%								
		100%							

Mar-24
Mar-24
Mar-24
55 55
325 325
273 273
4 4
36 36

Commissioning responsibility (% of each service type commissioned by LA/ICB or jointly									
СВ	LA	Joint							
	100%								
100%									
	100%								
	100%								
100%									

# Better Care Fund 2023-25 Template Isle of Wight Selected Health and Wellbeing Board: Local Authority Contribution Gross Contribution Gross Contribution Complete: Disabled Facilities Grant (DFG) Isle of Wight £2,272,039 £2,272,039 DFG breakdown for two-tier areas only (where applicable Total Minimum LA Contribution (exc iBCF) £2,272,039 £2,272,039 Local Authority Discharge Funding Isle of Wight Contribution Yr 1 Contribution Yr 2 £866,442 £1,438,294 ICB Discharge Funding NHS Hampshire and Isle Of Wight ICB Contribution Yr 1 Contribution Yr 2 £1,513,972 £1,085,966 Total ICB Discharge Fund Contribution £1,085,966 £1,513,972 Contribution Yr 1 Contribution Yr 2 Isle of Wight £6,180,112 £6,180,112 Total iBCF Contribution £6,180,112 £6,180,112 Are any additional LA Contributions being made in 2023-25? If Yes

Local Authority Additional Contribution	Contribution Yr 1		Comments - Please use this box to clarify any specific uses or sources of funding
			Contribution Yr2 TBC and will be subject to in year reviews of services / demand & capacity needs analysis.  Investments in early help, reablement and LD services. Used to implement the following workstreams: Voluntary Sector Infrastructure Support Grant Community Occupational Therapy Social Work Hospital Team (partial) Adelaide Resource Centre (partial) Gouldings Resource Centre (partial) Reeve Court Supported Living (partial)
Isle of Wight	£3,943,489	£3,943,489	Westminster House - Respite Support
Total Additional Local Authority Contribution	£3,943,489	£3,943,489	

NHS Minimum Contribution	Contribution Yr 1	Contribution Yr 2
NHS Hampshire and Isle Of Wight ICB	£13,972,426	£14,763,265
Total NHS Minimum Contribution	£13,972,426	£14,763,265

Are any additional ICB Contributions being made in 2023-25? If yes, please detail below

Yes	

			Comments - Please use this box clarify any specific uses or
Additional ICB Contribution	Contribution Yr 1	Contribution Yr 2	sources of funding
NHS Hampshire and Isle of Wight ICB	£2,739,223	£1,948,384	Includes Community based MH services
Total Additional NHS Contribution	£2,739,223	£1,948,384	
Total NHS Contribution	£16,711,649	£16,711,649	
			•

	2023-24	2024-25
Total BCF Pooled Budget	£31,059,697	£32,059,555

Funding Contributions Comments

Optional for any useful detail e.g. Carry over

DFG, IBCF and Additional Discharge Fund grant determinations to be confirmed by central government for 2024/25. Indicative value entered for year 2 only based upon 2023/24 allocation. The distribution of the discharge money for 2024-25 is still subject to ministerial decision and allocations have therefore not yet been published. For the purposes of BCF plans, funding based on local allocations increasing in line with the national grant amount; assuming that the funding will be distributed in the same proportions as in 2023-24 and plan on an increase to the 2023-24 allocation of 66% (i.e. multiplied by 1.66). The ICB DF allocations to place have been initially calculated and adjusted to the listed proportion.

Selected Health and Wellbeing Board:

Isle of Wight

<< Link to summary sheet

		2023-24			2024-25	
Running Balances	Income	Expenditure	Balance	Income	Expenditure	Balance
DFG	£2,272,039	£2,272,039	£0	£2,272,039	£2,272,039	£0
Minimum NHS Contribution	£13,972,426	£13,972,426	£0	£14,763,265	£14,763,265	£0
iBCF	£6,180,112	£6,180,112	£0	£6,180,112	£6,180,112	£0
Additional LA Contribution	£3,943,489	£3,943,489	£0	£3,943,489	£3,943,489	£0
Additional NHS Contribution	£2,739,223	£2,739,223	£0	£1,948,384	£1,948,384	£0
Local Authority Discharge Funding	£866,442	£866,442	£0	£1,438,294	£1,438,294	£0
ICB Discharge Funding	£1,085,966	£1,085,966		£1,513,972	£1,513,972	£0
Total	£31,059,697	£31,059,697	£0	£32,059,555	£32,059,555	£0

Required Spend

This is in relation to National Conditions 2 and 3 only. It does NOT make up the total Minimum ICB Contribution (on row 33 above).

		2023-24			2024-25	
	Minimum Required Spend	Planned Spend	Under Spend	Minimum Required Spend	Planned Spend	Under Spend
NHS Commissioned Out of Hospital spend from the						
minimum ICB allocation	£3,970,567	£6,379,515	£0	£4,195,301	£7,170,354	£0
Adult Social Care services spend from the minimum						
ICB allocations	£7,226,903	£7,739,911	£0	£7,635,945	£7,739,911	£0

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Checklist

									Planned Expendi										
cheme O	Scheme Name	Brief Description of Scheme	Scheme Type	Sub Types		Expected outputs 2023-24	Expected outputs 2024-25	Units	Area of Spend	Please specify if 'Area of Spend' is 'other'	Commissioner	% NHS (if Joint Commissioner)	% LA (if Joint Commissioner)	Provider	Source of Funding	New/ Existing Scheme	Expenditure 23/24 (£)	Expenditure 24/25 (£)	
																			(Average)
	INTEGRATED EARLY HELP & PREVENTION	Living Well & Early Help	Prevention / Early Intervention	Social Prescribing					Social Care		LA			Charity / Voluntary Sector	Minimum NHS Contribution	Existing	£359,616	£359,616	100%
	INTEGRATED EARLY HELP & PREVENTION	Living Well & Early Help	Prevention / Early Intervention	Social Prescribing					Social Care		LA			Charity / Voluntary Sector	iBCF	Existing	£373,011	£373,011	100%
	INTEGRATED EARLY HELP &	Voluntary Sector Infrastructure Support Grant	Community Based Schemes	Low level support for simple hospital discharges					Social Care		LA			Charity / Voluntary Sector	Additional LA Contribution	Existing	£50,000	£50,000	100%
	PREVENTION INTEGRATED EARLY HELP &	Support for Providers	Care Act Implementation	(Discharge to Assess Other	Market Management &				Social Care		LA			Charity / Voluntary Sector	iBCF	Existing	£80,000	£80,000	100%
	PREVENTION INTEGRATED EARLY HELP &	Assistive Technology	Related Duties Assistive Technologies and Equipment	Assistive technologies including telecare	Quality	1102	1467	Number of beneficiaries	Community Health		NHS			NHS Community Provider	Minimum NHS	Existing	£48,350	£48,350	100%
	PREVENTION INTEGRATED DISCHARGE &	Crisis Response Service	Integrated Care Planning and	Assessment teams/joint assessment					Community Health		NHS			NHS Community Provider	Contribution Minimum NHS	Existing	£391,992	£391,992	100%
	ADMISSION INTEGRATED DISCHARGE &	Social Work Hospital Team	Navigation Integrated Care Planning and	Assessment teams/joint assessment					Social Care		LA			Local Authority	Contribution Minimum NHS	Existing	£326,388	£326,388	100%
	ADMISSION		Navigation												Contribution				
	INTEGRATED DISCHARGE & ADMISSION	Social Work Hospital Team	Integrated Care Planning and Navigation	Assessment teams/joint assessment					Social Care		LA			Local Authority	Local Authority Discharge	Existing	£153,071	£153,071	100%
	INTEGRATED DISCHARGE & ADMISSION	Social Work Hospital Team	Integrated Care Planning and Navigation	Assessment teams/joint assessment					Social Care		LA			Local Authority		Existing	£204,719	£204,719	100%
	INTEGRATED DISCHARGE & ADMISSION	Carers Support (ASC Community Care)	Carers Services	Other	Advice Information & guidance	1088	1088	Beneficiaries	Social Care		LA			Private Sector	Minimum NHS Contribution	Existing	£296,008	£296,008	100%
	INTEGRATED	Disabled Facilities Grants	DFG Related Schemes	Adaptations, including	guidance	320	320	Number of	Social Care		LA			Private Sector	DFG	Existing	£2,272,039	£2,272,039	100%
	DISCHARGE & ADMISSION	(Capital)		statutory DFG grants				adaptations funded/people											
	INTEGRATED DISCHARGE & ADMISSION	Community Occupational Therapy	Community Based Schemes	Multidisciplinary teams that are supporting independence, such as					Social Care		LA			Private Sector	Additional LA Contribution	Existing	£490,547	£490,547	100%
	INTEGRATED DISCHARGE & ADMISSION	Community Reablement (IWC)	Home-based intermediate care services	Rehabilitation at home (accepting step up and step down users)		3908	3908	Packages	Social Care		LA			Local Authority	Minimum NHS Contribution	Existing	£1,678,335	£1,678,335	100%
	INTEGRATED DISCHARGE & ADMISSION	Community Reablement (IWC)	Home-based intermediate care services	Rehabilitation at home (accepting step up and step down users)		635	635	Packages	Social Care		LA			Local Authority	iBCF	Existing	£272,677	£272,677	100%
	INTEGRATED DISCHARGE & ADMISSION	Community Reablement (IWC)	Home-based intermediate care services	Rehabilitation at home (accepting step up and step down users)		595	595	Packages	Social Care		LA			Local Authority	Local Authority Discharge	Existing	£255,393	£255,393	100%
	INTEGRATED DISCHARGE & ADMISSION	Adelaide Resource Centre (IWC)	Bed based intermediate Care	Bed-based intermediate care with reablement (to support discharge)		11	11	Number of Placements	Social Care		LA			Local Authority	_	Existing	£962,489	£962,489	100%
	INTEGRATED DISCHARGE & ADMISSION	Adelaide Resource Centre (IWC)	Bed based intermediate Care Services (Reablement,	Bed-based intermediate care with reablement (to support discharge)		7	7	Number of Placements	Social Care		LA			Local Authority	Additional LA Contribution	Existing	£669,733	£669,733	100%
	INTEGRATED DISCHARGE & ADMISSION	Gouldings Resource Centre (IWC)	Bed based intermediate Care Services (Reablement,	Bed-based intermediate care with reablement (to support discharge)		14	14	Number of Placements	Social Care		LA			Local Authority	Minimum NHS Contribution	Existing	£1,176,375	£1,176,375	100%
	INTEGRATED DISCHARGE & ADMISSION	Gouldings Resource Centre (IWC)	Bed based intermediate Care Services (Reablement,	Bed-based intermediate care with reablement (to support discharge)		8	8	Number of Placements	Social Care		LA			Local Authority	Additional LA Contribution	Existing	£636,120	£636,120	100%
	INTEGRATED DISCHARGE & ADMISSION	Trust Rehab Team (Including CQUIN)	Community Based Schemes	Low level support for simple hospital discharges (Discharge to Assess					Community Health		NHS			NHS Community Provider	Minimum NHS Contribution	Existing	£4,186,252	£4,186,252	100%
	INTEGRATED DISCHARGE & ADMISSION	24 Rehab Beds	Bed based intermediate Care Services (Reablement,	Bed-based intermediate care with rehabilitation (to		48	48	Number of Placements	Community Health		NHS			NHS Community Provider	Minimum NHS Contribution	Existing	£1,605,921	£1,605,921	100%
	INTEGRATED DISCHARGE & ADMISSION	LA Reablement Support	Home-based intermediate care services	support discharge) Rehabilitation at home (accepting step up and step		221	221	Packages	Social Care		LA			Local Authority	Minimum NHS Contribution	Existing	£95,000	£95,000	100%
	INTEGRATED DISCHARGE & ADMISSION	Additional External Care Home Beds	Residential Placements	down users) Care home		4	4	Number of beds/Placements	Social Care		LA			Private Sector	Local Authority Discharge	New	£162,978	£162,978	100%
	INTEGRATED DISCHARGE &	Intensive Bedded Care	Bed based intermediate Care	Bed-based intermediate care with rehabilitation (to		10	10	Number of Placements	Acute		NHS			NHS Community Provider	ICB Discharge Funding	New	£1,085,966	£1,513,972	80%
	ADMISSION INTEGRATED COMMUNITY SUPPORT	Community Outreach (IWC)	Services (Reablement, Home Care or Domiciliary Care	support discharge)  Domiciliary care to support hospital discharge (Discharge to Assess pathway 1)		1716	1716	Hours of care	Social Care		LA			Local Authority	iBCF	New	£737,188	£737,188	100%

3	INTEGRATED	Community Outreach (IWC)	Home Care or	Domiciliary care to support		1158	1158	Hours of care	Social Care		LA	Local Authority	Additional LA	New	£497,177	£497,177 100	00%
	COMMUNITY		Domiciliary Care	hospital discharge (Discharge	2								Contribution				
	SUPPORT			to Assess pathway 1)													
3	INTEGRATED	Carers Prospectus (Inc Living	Carers Services	Other	Advice	662	662	Beneficiaries	Social Care		LA	Charity /	Minimum	Existing	£180,070	£180,070 100	00%
_	COMMUNITY	Well - Carers Lounge)			Information &							• •	NHS				
	SUPPORT				guidance							, , , , , , , , , , , , , , , , , , , ,	Contribution				
2	INTEGRATED	Carers Prospectus (Inc Living	Carers Services	Other	Advice	393	393	Beneficiaries	Social Care		LA	Charity /	iBCF	Existing	£107,088	£107,088 100	000/
3	COMMUNITY		Carers services	Other	Information &	393	393	belleficialles	Social Care		LA	Voluntary Sector	IBCF	Existing	1107,000	1107,000 100	JU76
		Well - Carers Lounge)										voluntary Sector					
_	SUPPORT				guidance												
3	INTEGRATED	Community Equipment Store	Assistive Technologies	Community based		7840	8035	Number of	Social Care		LA	Local Authority	Minimum	Existing	£548,702	£548,702 100	00%
	COMMUNITY		and Equipment	equipment				beneficiaries					NHS				
	SUPPORT												Contribution				
3	INTEGRATED	Community Equipment Store	Assistive Technologies	Community based		7094	16916	Number of	Social Care		LA	Local Authority	Additional LA	Existing	£495,464	£495,464 100	00%
	COMMUNITY		and Equipment	equipment				beneficiaries					Contribution				
	SUPPORT																
3	INTEGRATED	Care Act implementations &	Care Act	Other	Infrastructure				Social Care		LA	Local Authority	Minimum	Existing	£544,027	£544,027 100	00%
	COMMUNITY	Infrastructure	Implementation		Support							,	NHS		,	, ,	
	SUPPORT		Related Duties										Contribution				
2	INTEGRATED	User Led Organisation (People							Social Care		LA	Charity /	Minimum	Existing	£50,000	£50,000 100	nn%
3									Social Care		LA			EXISTING	130,000	150,000 100	JU 76
	COMMUNITY	Matter)	and Commissioning									Voluntary Sector	NHS				
	SUPPORT												Contribution				
3	INTEGRATED	Care Graduate Programme	Workforce recruitment						Social Care		LA	Local Authority	iBCF	New	£236,515	£236,515 100	00%
	COMMUNITY		and retention														
	SUPPORT																
3	INTEGRATED	Care Graduate Programme	Workforce recruitment						Social Care		LA	Local Authority	Local	New	£295,000	£295,000 100	00%
	COMMUNITY		and retention										Authority				
	SUPPORT												Discharge				
3	INTEGRATED	Maintenance of Adult Social	Care Act	Other	Infrastructure				Social Care		LA	Local Authority	Minimum	Existing	£1,092,701	£1,092,701 100	00%
_	COMMUNITY	Care provision	Implementation		Support							,	NHS		,,.	,,	
	SUPPORT	care provision	Related Duties		Support								Contribution				
2		Maintenance of Adult Cosial		Other	Ca.a.a.t fa.s.aasa				Casial Casa		LA	 Deimata Cantan	iBCF	Fuintin a	C4 272 C22	£4,373,633 100	200/
3	INTEGRATED	Maintenance of Adult Social	Community Based	Other	Support for care				Social Care		LA	Private Sector	IBCF	Existing	£4,373,633	14,373,033 100	JU%
	COMMUNITY	Care provision	Schemes		packages												
	SUPPORT																
4	INTEGRATED	Woodlands NHS Staff	Community Based	Multidisciplinary teams that					Mental Health		NHS	NHS Mental	Additional	Existing	£1,639,281	£1,639,281 100	00%
4	INTEGRATED MENTAL HEALTH	Woodlands NHS Staff	Community Based Schemes	are supporting					Mental Health		NHS	NHS Mental Health Provider	NHS	Existing	£1,639,281	£1,639,281 100	00%
4	INTEGRATED	Woodlands NHS Staff							Mental Health		NHS		NHS Contribution	Existing	£1,639,281	£1,639,281 100	00%
4	INTEGRATED MENTAL HEALTH	Woodlands NHS Staff  Social Care Contribution to		are supporting					Mental Health  Social Care		NHS NHS		NHS	Existing Existing	£1,639,281	£1,639,281 100	
4	INTEGRATED MENTAL HEALTH & LEARNING		Schemes	are supporting independence, such as								Health Provider	NHS Contribution				
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED	Social Care Contribution to	Schemes  Community Based	are supporting independence, such as Multidisciplinary teams that								Health Provider  NHS Mental	NHS Contribution Minimum				
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH	Social Care Contribution to Woodlands	Schemes  Community Based Schemes	are supporting independence, such as Multidisciplinary teams that are supporting independence, such as								Health Provider  NHS Mental  Health Provider	NHS Contribution Minimum NHS	Existing	£147,000	£147,000 100	00%
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED	Social Care Contribution to	Schemes  Community Based Schemes  Prevention / Early	are supporting independence, such as Multidisciplinary teams that are supporting					Social Care		NHS	Health Provider  NHS Mental  Health Provider  Charity /	NHS Contribution Minimum NHS Contribution Additional				00%
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH MENTAL HEALTH	Social Care Contribution to Woodlands	Schemes  Community Based Schemes	are supporting independence, such as Multidisciplinary teams that are supporting independence, such as					Social Care		NHS	Health Provider  NHS Mental  Health Provider	NHS Contribution Minimum NHS Contribution Additional NHS	Existing	£147,000	£147,000 100	00%
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH MENTAL HEALTH & LEARNING	Social Care Contribution to Woodlands MH Grant Agreements	Schemes  Community Based Schemes  Prevention / Early Intervention	are supporting independence, such as Multidisciplinary teams that are supporting independence, such as Choice Policy					Social Care  Mental Health		NHS NHS	Health Provider  NHS Mental Health Provider  Charity / Voluntary Sector	NHS Contribution Minimum NHS Contribution Additional NHS Contribution	Existing  Existing	£147,000	£147,000 100	00%
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED	Social Care Contribution to Woodlands	Schemes  Community Based Schemes  Prevention / Early Intervention  Prevention / Early	are supporting independence, such as Multidisciplinary teams that are supporting independence, such as					Social Care		NHS	Health Provider  NHS Mental Health Provider  Charity / Voluntary Sector  Charity /	NHS Contribution Minimum NHS Contribution Additional NHS Contribution Minimum	Existing	£147,000	£147,000 100	00%
4	INTEGRATED MENTAL HEALTH & LEARNING INTEGRATED MENTAL HEALTH	Social Care Contribution to Woodlands MH Grant Agreements	Schemes  Community Based Schemes  Prevention / Early Intervention	are supporting independence, such as Multidisciplinary teams that are supporting independence, such as Choice Policy					Social Care  Mental Health		NHS NHS	Health Provider  NHS Mental Health Provider  Charity / Voluntary Sector	NHS Contribution Minimum NHS Contribution Additional NHS Contribution Minimum NHS	Existing  Existing	£147,000	£147,000 100	00%
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# Further guidance for completing Expenditure sheet

Schemes tagged with the following will count towards the planned **Adult Social Care services spend** from the NHS min:

Area of spend selected as 'Social Care'
Source of funding selected as 'Minimum NHS Contribution'

Schemes tagged with the below will count towards the planned **Out of Hospital spend** from the NHS min:

• Area of spend selected with anything except 'Acute'

• Commissioner selected as 'ICB' (if 'Joint' is selected, only the NHS % will contribute)

• Source of funding selected as 'Minimum NHS Contribution'

# 2023-25 Revised Scheme types

Number		Sub type	Description
1	Assistive Technologies and Equipment	Assistive technologies including telecare     Digital participation services	Using technology in care processes to supportive self-management, maintenance of independence and more efficient and effective delivery of
		Community based equipment	care. (eg. Telecare, Wellness services, Community based equipment, Digital
		4. Other	participation services).
2	Care Act Implementation Related Duties	1. Independent Mental Health Advocacy	Funding planned towards the implementation of Care Act related duties.
		2. Safeguarding 3. Other	The specific scheme sub types reflect specific duties that are funded via the NHS minimum contribution to the BCF.
3	Carers Services	1. Respite Services	Supporting people to sustain their role as carers and reduce the likelihood
		Carer advice and support related to Care Act duties	of crisis.
		3. Other	This might include respite care/carers breaks, information, assessment,
			emotional and physical support, training, access to services to support
			wellbeing and improve independence.
4	Community Based Schemes	Integrated neighbourhood services	Schemes that are based in the community and constitute a range of cross
		Multidisciplinary teams that are supporting independence, such as anticipatory care	sector practitioners delivering collaborative services in the community
		Low level social support for simple hospital discharges (Discharge to Assess pathway 0)     Other	typically at a neighbourhood/PCN level (eg: Integrated Neighbourhood Teams)
			,
			Reablement services should be recorded under the specific scheme type
			'Reablement in a person's own home'
5	DFG Related Schemes	Adaptations, including statutory DFG grants	The DFG is a means-tested capital grant to help meet the costs of adapting a
		Discretionary use of DFG     Handyperson services	property; supporting people to stay independent in their own homes.
		4. Other	The grant can also be used to fund discretionary, capital spend to support
			people to remain independent in their own homes under a Regulatory
			Reform Order, if a published policy on doing so is in place. Schemes using
			this flexibility can be recorded under 'discretionary use of DFG' or 'handyperson services' as appropriate
6	Enablers for Integration	1. Data Integration	Schemes that build and develop the enabling foundations of health, social
	_	2. System IT Interoperability	care and housing integration, encompassing a wide range of potential areas
		3. Programme management	including technology, workforce, market development (Voluntary Sector
		Research and evaluation     Workforce development	Business Development: Funding the business development and preparedness of local voluntary sector into provider Alliances/
		6. New governance arrangements	Collaboratives) and programme management related schemes.
		7. Voluntary Sector Business Development	
		8. Joint commissioning infrastructure 9. Integrated models of provision	Joint commissioning infrastructure includes any personnel or teams that
		9. Integrated models of provision 10. Other	enable joint commissioning. Schemes could be focused on Data Integration, System IT Interoperability, Programme management, Research and
		20.0016	evaluation, Supporting the Care Market, Workforce development,
			Community asset mapping, New governance arrangements, Voluntary
			Sector Development, Employment services, Joint commissioning infrastructure amongst others.
			illinastructure amongst others.
_			
/	High Impact Change Model for Managing Transfer of Care	Early Discharge Planning     Monitoring and responding to system demand and capacity	The eight changes or approaches identified as having a high impact on supporting timely and effective discharge through joint working across the
		Multi-Disciplinary/Multi-Agency Discharge Teams supporting discharge	social and health system. The Hospital to Home Transfer Protocol or the
		4. Home First/Discharge to Assess - process support/core costs	'Red Bag' scheme, while not in the HICM, is included in this section.
		Flexible working patterns (including 7 day working)     Trusted Assessment	
		7. Engagement and Choice	
		8. Improved discharge to Care Homes	
		9. Housing and related services 10. Red Bag scheme	
		11. Other	
0	Home Care or Domiciliary Care	Domiciliary care packages	A range of services that aim to help people live in their own homes through
°	nome care or bornicinary care	Domiciliary care to support hospital discharge (Discharge to Assess pathway 1)	the provision of domiciliary care including personal care, domestic tasks,
		3. Short term domiciliary care (without reablement input)	shopping, home maintenance and social activities. Home care can link with
		4. Domiciliary care workforce development	other services in the community, such as supported housing, community
		5. Other	health services and voluntary sector services.
9	Housing Related Schemes		This covers expenditure on housing and housing-related services other than
	=		adaptations; eg: supported housing units.
10	Integrated Care Planning and Navigation	Care navigation and planning	Care navigation services help people find their way to appropriate services
		2. Assessment teams/joint assessment	and support and consequently support self-management. Also, the
		Support for implementation of anticipatory care     Other	assistance offered to people in navigating through the complex health and
		- outer	social care systems (across primary care, community and voluntary services and social care) to overcome barriers in accessing the most appropriate care
			and support. Multi-agency teams typically provide these services which can
			be online or face to face care navigators for frail elderly, or dementia
			navigators etc. This includes approaches such as Anticipatory Care, which aims to provide holistic, co-ordinated care for complex individuals.
			and to provide noistic, co-ordinated care for complex mulviduals.
			Integrated care planning constitutes a co-ordinated, person centred and
			proactive case management approach to conduct joint assessments of care needs and develop integrated care plans typically carried out by
			professionals as part of a multi-disciplinary, multi-agency teams.
			Note: For Multi-Disciplinary Discharge Teams related specifically to
			discharge, please select HICM as scheme type and the relevant sub-type.  Where the planned unit of care delivery and funding is in the form of
			Integrated care packages and needs to be expressed in such a manner,
			please select the appropriate sub-type alongside.
11	Bed based intermediate Care Services (Reablement,	Bed-based intermediate care with rehabilitation (to support discharge)	Short-term intervention to preserve the independence of people who might
	rehabilitation in a bedded setting, wider short-term services	Bed-based intermediate care with reablement (to support discharge)	otherwise face unnecessarily prolonged hospital stays or avoidable
	supporting recovery)	Bed-based intermediate care with rehabilitation (to support admission avoidance)     Bed-based intermediate care with reablement (to support admissions avoidance)	admission to hospital or residential care. The care is person-centred and often delivered by a combination of professional groups.
		Bed-based intermediate care with readlement (to support admissions avoidance)     Bed-based intermediate care with rehabilitation accepting step up and step down users	orten dentered by a combination of professional groups.
		6. Bed-based intermediate care with reablement accepting step up and step down users	
		7. Other	
L			

12	Home-based intermediate care services	1. Reablement at home (to support discharge) 2. Reablement at home (to prevent admission to hospital or residential care) 3. Reablement at home (accepting step up and step down users) 4. Reablitation at home (to prevent admission to hospital or residential care) 5. Rehabilitation at home (to prevent admission to hospital or residential care) 6. Rehabilitation at home (accepting step up and step down users) 7. Joint reablement and rehabilitation service (to support discharge) 8. Joint reablement and rehabilitation service (to prevent admission to hospital or residential care) 9. Joint reablement and rehabilitation service (accepting step up and step down users) 10. Other	Provides support in your own home to improve your confidence and ability to live as independently as possible
13	Urgent Community Response		Urgent community response teams provide urgent care to people in their homes which helps to avoid hospital admissions and enable people to live independently fo longer. Through these teams, older people and adults with complex health needs who urgently need care, can get fast access to a range of health and social care professionals within two hours.
14	Personalised Budgeting and Commissioning		Various person centred approaches to commissioning and budgeting, including direct payments.
15	Personalised Care at Home	Mental health /wellbeing     Physical health/wellbeing     Other	Schemes specifically designed to ensure that a person can continue to live at home, through the provision of health related support at home often complemented with support for home care needs or mental health needs. This could include promoting self-management/expert patient, establishment of 'home ward' for intensive period or to deliver support over the longer term to maintain independence or offer end of life care for people. Intermediate care services provide shorter term support and care interventions as opposed to the ongoing support provided in this scheme type.
16	Prevention / Early Intervention	1. Social Prescribing 2. Risk Stratification 3. Choice Policy 4. Other	Services or schemes where the population or identified high-risk groups are empowered and activated to live well in the holistic sense thereby helping prevent people from entering the care system in the first place. These are essentially upstream prevention initiatives to promote independence and well being.
17	Residential Placements	Supported housing     Learning disability     Earning disability     A. Care home     Short-term residential/nursing care for someone likely to require a longer-term care home replacement     Short-term residential/nursing care for someone likely to require a longer-term care home replacement     Short term residential care (without rehabilitation or reablement input)     Other	Residential placements provide accommodation for people with learning or physical disabilities, mental health difficulties or with sight or hearing loss, who need more intensive or specialised support than can be provided at home.
18	Workforce recruitment and retention	I. Improve retention of existing workforce     I. Local recruitment initiatives     I. Increase hours worked by existing workforce     4. Additional or redeployed capacity from current care workers     5. Other	These scheme types were introduced in planning for the 22-23 AS Discharge Fund. Use these scheme decriptors where funding is used to for incentives or activity to recruit and retain staff or to incentivise staff to increase the number of hours they work.
19	Other		Where the scheme is not adequately represented by the above scheme types, please outline the objectives and services planned for the scheme in a short description in the comments column.

Scheme type	Units
Assistive Technologies and Equipment	Number of beneficiaries
Home Care and Domiciliary Care	Hours of care (Unless short-term in which case it is packages)
Bed Based Intermediate Care Services	Number of placements
Home Based Intermeditate Care Services	Packages
Residential Placements	Number of beds/placements
DFG Related Schemes	Number of adaptations funded/people supported
Workforce Recruitment and Retention	WTE's gained
Carers Services	Beneficiaries

# **Better Care Fund 2023-25 Template**

### 6. Metrics for 2023-24

Selected Health and Wellbeing Board: Isle of Wight

### 8.1 Avoidable admissions

\*Q4 Actual not available at time of publication

		2022-23 Q1	2022-23 Q2	2022-23 Q3	2022-23 Q4		
		Actual	Actual	Actual	Plan	Rationale for how ambition was set	Local plan to meet ambition
	Indicator value	165.1	138.0	155.4	148.0	We have reviewed our previous	General activity: Several of the BCF
	Number of					performance against planned activity for	workstreams have undergone changes in
Indirectly standardised rate (ISR) of admissions per	Admissions	341	285	321	_	22/23. Whilst we noted an improvement of c	delivery model to accommodate an
100,000 population	5 1 11						increase in demand and complexity. Whilst
	Population	142,296	142,296	142,296	142,296	anticipate that part of this effect will have	they are still experiencing an increase in
(See Guidance)		2023-24 Q1	2023-24 Q2	2023-24 Q3	2023-24 Q4	been generated from work undertaken on	demand and complexity, coupled with
		Plan	Plan	Plan	Plan	the restoration and recovery of	system-wide workforce capacity issues,
	Indicator value	162	136	153	146	preventative and community services post-	

>> link to NHS Digital webpage (for more detailed guidance)

# 8.2 Falls

		2021-22	2022-23	2023-24		
		Actual	estimated	Plan	Rationale for ambition	Local plan to meet ambition
					Falls direct standardisation data shows a	Investment via BCF into LWEH, Community
					reduction in falls. Ambition is to maintain	Equipment Service (inclusive of minor
	Indicator value	1,486.9	1,323.2	1,255.7	that position over the next year whilst	adaptations) and DFG (inclusive of major
Emergency hospital admissions due to falls in					changes to falls investment embeds	adaptations) to help improve personal
people aged 65 and over directly age standardised					(ending of BCF falls co-ordinator role from	safety and ability to mobilise with reduced
rate per 100,000.	Count	620	552	524	Apr 23; pilot investments in care home	risk. Occupational Therapy able to assist
						with improving confidence to self-manage,
	Danielatian	44 200	44200	44200	and training outside of BCF.)	with its previous move to the LA enabling it
	Population	41,300	41300	41300		to bottor cupport a strongths based

Public Health Outcomes Framework - Data - OHID (phe.org.uk)

### 8.3 Discharge to usual place of residence

\*Q4 Actual not available at time of publication

		2022-23 Q1	2022-23 Q2	2022-23 Q3	2021-22 Q4		
		Actual	Actual	Actual	Plan	Rationale for how ambition was set	Local plan to meet ambition
	Quarter (%)	84.0%	83.6%	81.9%			BCF investments into care at home services
	Numerator	3,244	3,196	3,021		development to facilitate more significant	and carers support within the BCF have
Percentage of people, resident in the HWB, who are discharged from acute hospital to their normal	Denominator	3,863	3,825	3,690	3,878	(denominator) the invest application of	been prioritised this year after being identified as critical activity to prevent
place of residence		2023-24 Q1	2023-24 Q2	2023-24 Q3	2023-24 Q4		carer crisis and avoid hospital admissions
place of residence		Plan	Plan	Plan	Plan		which are resulting in long term residential

(SUS data - available on the Better Care Exchange)	Quarter (%)	83.1%	83.1%	81.8%	83.3%	system. However, not all of the schemes	admissions. Support for care homes has
(505 data available of the Better care exchange)	Numerator	3,240	3,200	3,025		3,250 will support improvement in this indicator b	been increased this year from reallocation
	Denominator	3,900	3,850	3,700	3,900	as they include bedded care settings to	and re-investment of BCF funds. Carers are

### 8.4 Residential Admissions

		2021-22	2022-23	2022-23	2023-24	
		Actual	Plan	estimated	Plan Rationale for how ambition was set Local plan t	to meet ambition
					2022/23 estimated figure provided is taken from our annual ASC SALT return and is the number of NEW admission to residential and as a res	
	Annual Rate	773.4	643.9	790.9	760.5 and nursing care homes in the period (65+) source the	required levels of home support
					as per ASCOF 2A part a definition. which has h	nad a direct impact in the high
Long-term support needs of older people (age 65					levels of pla	acements. A number of
and over) met by admission to residential and					2023/24 plan is based on an average over workforce i	initiatives and close working
nursing care homes, per 100,000 population	Numerator	316	276	339	the past 3 financial years where we have with local p	providers is starting to see
					seen an increase in residential / nursing increases in	n successful recruitment activity
					placements since the start of the Covid which shou	ıld support improved
					pandemic. performance	ce. BCF investments into care at
	Denominator	40,858	42,862	42,862	43,788 home servi	ces and carers support within

Long-term support needs of older people (age 65 and over) met by admission to residential and nursing care homes, per 100,000 population (aged 65+) population projections are based on a calendar year using the 2018 based Sub-National Population Projections for Local Authorities in England:

https://www.ons.gov.uk/releases/subnationalpopulationprojectionsforengland2018based

# 8.5 Reablement

		2021-22	2022-23	2022-23			Local plan to most ambition
Proportion of older people (65 and over) who were still at home 91 days after discharge from hospital into reablement / rehabilitation services	Annual (%)  Numerator  Denominator	75.5% 114	77.8% 112	82.3% 79	81.6%	annual ASC SALT return and is based on activity during Qtr 3 of the financial year as per ASCOF measure 2B part 1.  2023/24 forecast of 82% (93/114) is based on activity over the past 24 months for ASC to maintain a similar outturn to 2022/23 and remain in line with national avg. (82%)	the Trusted Assessor Team support us to take more appropriate referrals. Investment in year into intermediate care (including care at home) via Additional Discharge Funding with further work

Please note that due to the demerging of Cumbria information from previous years will not reflect the present geographies.

As such, the following adjustments have been made for the pre-populated figures above:

- Actuals and plans for Cumberland and Westmorland and Furness are using the Cumbria combined figure for all metrics since a split was not available; Please use comments box to advise.
- 2022-23 and 2023-24 population projections (i.e. the denominator for Residential Admissions) have been calculated from a ratio based on the 2021-22 estimates.

	Code	Planning Requirement	Key considerations for meeting the planning requirement These are the Key Lines of Enquiry (KLOEs) underpinning the Planning Requirements (PR)	Confirmed through	Please confirm whether your BCF plan meets the Planning Requirement?	Please note any supporting documents referred to and relevant page numbers to assist the assurers	requirement is not met,	Where the Planning requirement is not met, please note the anticipated timeframe for meeting it	Complete:
		A jointly developed and agreed plan that all parties sign up to	Has a plant, jointly developed and agreed between all partners from K.B(s) in accordance with K.B governance rules, and the LA; been submitted? Paragraph 11  Has the HWB approved the plan/delegated approval? Paragraph 11  Have local partners, including providers, V.CS representatives and local authority service leads (including housing and DFG leads) been involved in the development of the plan? Paragraph 11  Where the narrative section of the plan has been agreed across more than one HWB, have individual income, expenditure and metric sections of the plan been submitted for each HWB concerned?  Have all elements of the Planning template been completed? Paragraph 12	Expenditure plan  Expenditure plan  Narrative plan  Validation of submitted plans  Expenditure plan, narrative plan	No	between stakeholders (narrative p. [XX]) with the JSP providing oversight via the BCF governance structure (narrative p. [XX]). The HWB Chair and Clir have been notified of the BCF national deadlines with a briefing paper provided in	The HWB is not meet until July. Arrangments are in place to provide a briefing paper in advance with final approval to be granted at the July-23 meeting.	HWB scheduled for 20 July 2023.	Yes
NC1: Jointly agreed plan	PR2	A clear narrative for the integration of health, social care and housing	Is there a narrative plan for the HWB that describes the approach to delivering integrated health and social care that describes:  * How the area will continue to implement a joined-up approach to integration of health, social care and housing services including DFG to support further improvement of outcomes for people with care and support needs *Paragraph 13*  * The approach to joint commissioning *Paragraph 13*  * How the plan will contribute to reducing health inequalities and disparities for the local population, taking account of people with protected characteristics? This should include  - How equality impacts of the local BCF plan have been considered *Paragraph 14*  - Changes to local priorities related to health inequality and equality and how activities in the document will address these. *Paragraph 14*  The area will need to also take into account Priorities and Operational Guidelines regarding health inequalities, as well as local authorities' priorities under the Equality Act and NHS actions in line with Core20PLUSS. *Paragraph 15*	Narrative plan	Yes	Narrative document provided integrated approach outlined on p. [XX], housing p.[XX], DFG p.[XX] and joint commissioning on p. [XX]. Discussion on health inequalities p. [XX], protected charactersitics p.[XX], and EIA overview provided on p. [XX]. Equality Act and Core20Plus5 discussed on p. [XX].			Yes
	PR3	A strategic, joined up plan for Disabled Facilities Grant (DFG) spending	Is there confirmation that use of DFG has been agreed with housing authorities? Paragraph 33  • Does the narrative set out a strategic approach to using housing support, including DFG funding that supports independence at home? Paragraph 33  • In two tier areas, has:  - Agreement been reached on the amount of DFG funding to be passed to district councils to cover statutory DFG? or  - The funding been passed in its entirety to district councils? Paragraph 34	Expenditure plan Narrative plan Expenditure plan	Yes	Please see narrative document for DFG p. [XX] and housing p. [XX]. Two-tier arrangments are not applicable. Funding has been passed directly to IWC see Tab 5 and 6a.			Yes
NC2: Implementing BCF Policy Objective 1: Enabling people to stay well, safe and independent at home for longer	PR4	A demonstration of how the services the area commissions will support people to remain independent for longer, and where possible support them to remain in their own home	Does the plan include an approach to support improvement against 8CF objective 1? Paragraph 16  Does the expenditure plan detail how expenditure from 8CF sources supports prevention and improvement against this objective?  Paragraph 19  Does the narrative plan provide an overview of how overall spend supports improvement against this objective?  Paragraph 19  Has the intermediate care capacity and demand planning section of the plan been used to ensure improved performance against this objective and has the narrative plan incorporated learnings from this exercise?  Paragraph 66	Narrative plan Expenditure plan Narrative plan Expenditure plan, narrative plan	Yes	See narrative p. [XX] and Tab 6a for approach and discussion on investments. Demand and capacity plan completed Tab 4 and narrative p. [XX]			Yes

		An agreement between ICBs and	Have all partners agreed on how all of the additional discharge funding will be allocated to achieve the greatest impact in terms of reducing	Expenditure plan		Discussions held via BCF		
		relevant Local Authorities on how the	delayed discharges? Paragraph 41			Working Group and Joint		
		additional funding to support	Does the plan indicate how the area has used the discharge funding, particularly in the relation to National Condition 3 (see below), and in	Namedica and Consultance plans		Strategic Partnership. Final		
			conjunction with wider funding to build additional social care and community-based reablement capacity, maximise the number of hospital	Narrative and Expenditure plans		approval of investment made at		
		to reduce delayed discharges and	beds freed up and deliver sustainable improvement for patients? Paragraph 41			JSP 23-June. Schemes outlined		
		improve outcomes.				on Tab 6a and narrative p. [XX].		
		•	Does the plan take account of the area's capacity and demand work to identify likely variation in levels of demand over the course of the			on rab od and narrative p. posj.		
			year and build the workforce capacity needed for additional services? Paragraph 44	Narrative plan		The IW has not been identified		
			Has the area been identified as an area of concern in relation to discharge performance, relating to the 'Delivery plan for recovering urgent			as an area of concern in respect		
				Narrative and Expenditure plans		of UEC services.		
			If so, have their plans adhered to the additional conditions placed on them relating to performance improvement? Paragraph 51					
			Is the plan for spending the additional discharge grant in line with grant conditions?			In respect of the ADF, the funds		
			a the part of specialing the distribution distribution with grant contained.			have been pooled into the BCF		
Additional discharge					V	to build additional adult social		
funding					Yes	care and community-based		
						reablement capacity to reduce		
						hospital discharge delays		
						through delivering sustainable		
						improvements to services for		
						individuals. This is in line with		
						the conditions of the Adult		
						Social Care Discharge Fund		
						(Revenue) Grant Determination		
						(2023-24): No 31/6645.		
	PR6	A demonstration of how the services	Does the plan include an approach to how services the area commissions will support people to receive the right care in the right place at	Narrative plan		Yes see narrative p.[XX] and		
		the area commissions will support	the right time? Paragraph 21			Tab 6a. Metrics discussed on p.		
		provision of the right care in the right				[XX] and demand & capacity		
		place at the right time	Does the expenditure plan detail how expenditure from BCF sources supports improvement against this objective? Paragraph 22	Expenditure plan		p.[XX]. HICM summaraised p.		
			Donatha areasing the consistence of the constant of the consta	Nonetice also		[XX].		
NC3: Implementing BCF			Does the narrative plan provide an overview of how overall spend supports improvement against this metric and how estimates of capacity and demand have been taken on board (including gaps) and reflected in the wider BCF plans? Paragraph 24	ivan acive pidii		port.		
				Expenditure plan, narrative plan				
Policy Objective 2:								
Providing the right care			Has the intermediate care capacity and demand planning section of the plan been used to ensure improved performance against this		Yes			
in the right place at the			objective and has the narrative plan incorporated learnings from this exercise? Paragraph 66					
right time				Expenditure plan				
			Has the area reviewed their assessment of progress against the High Impact Change Model for Managing Transfers of care and summarised					
			progress against areas for improvement identified in 2022-23? Paragraph 23	Narrative plan				
				ivan auve pidii				
	PR7	A demonstration of how the area will	Does the total spend from the NHS minimum contribution on social care match or exceed the minimum required contribution? Paragraphs	Auto-validated on the expenditure plan		See Tab 3		
NC4: Maintaining NHS's		maintain the level of spending on	52-55					
contribution to adult		social care services from the NHS						
contribution to addit		minimum contribution to the fund in			Yes			
cocial care and		line with the uplift to the overall			162			
social care and								
investment in NHS		contribution						
		contribution						

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Agreed expenditure plan for all elements of the BCF	PR8		Do expenditure plans for each element of the BCF pool match the funding inputs? Paragraph 12  Has the area included estimated amounts of activity that will be delivered, funded through BCF funded schemes, and outlined the metrics that these schemes support? Paragraph 12  Has the area indicated the percentage of overall spend, where appropriate, that constitutes BCF spend? Paragraph 73  is there confirmation that the use of grant funding is in line with the relevant grant conditions? Paragraphs 25 – 51  Has an agreed amount from the ICB allocation(s) of discharge funding been agreed and entered into the income sheet? Paragraph 41  Has the area included a description of how they will work with services and use BCF funding to support unpaid carers? Paragraph 13  Has funding for the following from the NHS contribution been identified for the area:	Auto-validated in the expenditure plan Expenditure plan Expenditure plan Expenditure plan Expenditure plan Expenditure plan Narrative plans, expenditure plan	Yes	See Tabs 4, 5 and 6a and narrative p. [XX] Discussion on carers narrative p. [XX], Care Act duties p.[XX].		Yes
Metrics	PR9	Does the plan set stretching metrics and are there clear and ambitious plans for delivering these?	- Implementation of Care Act duties? - Funding declines the carer-specific support? - Reablement? Paragraph 12 - Have stretching ambitions been agreed locally for all BCF metrics based on: - current performance (from locally derived and published data) - local priorities, expected demand and capacity - planned (particularly BCF funded) services and changes to locally delivered services based on performance to date? Paragraph 59 - Is there a clear narrative for each metric setting out: - supporting rationales for the ambition set plans for a cliniving these ambitions, and - how BCF funded services will support this? Paragraph 57	Expenditure plan  Expenditure plan  Expenditure plan	Yes	See Tab 7.		Yes

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# Agenda Item 8a



Purpose: For Decision

# Cabinet Report

Date 14 SEPTEMBER 2023

Title ADOPTION OF THE 'HOUSING AFFORDABILITY'

**SUPPLEMENTARY PLANNING DOCUMENT (SPD)** 

Report of CABINET MEMBER FOR PLANNING, COASTAL PROTECTION &

**FLOODING** 

## **EXECUTIVE SUMMARY**

- The purpose of this report is to consider the adoption of the 'Housing Affordability Supplementary Planning Document (SPD)' following a consultation exercise undertaken by the Isle of Wight Council.
- 2. Since the adoption of the Core Strategy in 2012 the housing market on the island has changed dramatically due to a number of issues including the impact of the pandemic, significant reductions in the number of properties available within the rented sector, increased build costs and low numbers of affordable housing completions. These issues have combined to present an extremely challenging market that has seen the affordability and availability of property decline for many island residents.
- 3. The content of the Housing Affordability SPD focuses on ensuring that the mix of affordable housing products coming forward from new development and the details used to inform such a mix are reflective of the current housing market on the island and continue to align with adopted policy.
- 4. It should be noted that an SPD cannot change adopted policy (as currently set out in Core Strategy policy DM4) so it cannot alter the percent of affordable housing required, change the policy thresholds for when it is required or require deeper discounts from market value. Such policy changes can only be undertaken as part of a new local plan, which will be through the Island Planning Strategy (IPS). Given the ongoing delays to the IPS, the SPD is seen as a stepping stone in advance of new affordable housing policy being taken forward.
- 5. The report recommends the adoption of the Housing Affordability Supplementary Planning Document as it aligns with one of the key priorities within the Corporate Plan. The adoption of the Housing Affordability SPD will result in the local planning authority being able to use the document as a material consideration when determining planning applications.

# RECOMMENDATION

- 6. That the 'Housing Affordability Supplementary Planning Document' attached as Appendix 1 to this report be formally adopted; and
- 7. 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 Members for Planning, Coastal Protection & Flooding and Adult Services & Housing, Public Health & Homelessness. These changes will not alter the meaning of the document and will be restricted to grammatical, presentational and typographical errors.

# **BACKGROUND**

# **Housing Affordability**

- 8. The IWC's current affordable housing policy is DM4 (Locally Affordable Housing) within the Core Strategy, which was adopted in 2012. The policy requires 35% of qualifying developments to be provided as on-site affordable housing.
- 9. Given the time that has elapsed since the adoption of the Core Strategy, and the circumstances currently present in the island housing market, an up to-date-appraisal of the market situation and the type of affordable housing most needed on the island has taken place, with a view to capturing the outcomes in an SPD.
- 10. Using average household income levels for the Isle of Wight it is estimated that 96% of households are unable to afford median property prices, and 85% are unable to afford the entry-level, lower quartile costs. 46% of new households are unable to afford the lower quartile rent of £550pcm (Local Housing Needs Assessment 2022).
- 11. In 2022, the affordability ratio of average house prices to average earnings on the Island was 9.3<sup>1</sup>, based on an average house price of £256,000. This compares to affordability ratios in Portsmouth and Southampton of 7.3 and 7.4 respectively. In 2012 the affordability ratio on the island was 6.8.
- 12. Since 2015/16 there has also been limited delivery of affordable housing on the island. In the last 7 years, 330 affordable homes have been completed on the island, only 13% of total completions, The table below shows the annual provision over the last 7 years on the island.

Year	Total new homes completed	Affordable homes completed	% of completions as AH	
2021/22	490	114	23%	
2020/21	445	123	28%	
2019/20	253	6	2.4%	
2018/19	350	0	0%	
2017/18	360	18	5%	
2016/17	321	34	10.6%	
2015/16	417	35	8.4%	
Total	2,636	330	13%	

<sup>&</sup>lt;sup>1</sup> Housing affordability in England and Wales - Office for National Statistics (ons.gov.uk)

- 13. Given this challenging situation, there is a need to make interventions in the housing market where appropriate, including by facilitating new operators and new products to provide greater choice and delivery.
- 14. In March and April 2023 respectively, the Housing Programme Officer Board and Housing Members Board agreed that Planning Services should prepare a draft Housing Affordability SPD for public consultation.
- 15. Public and stakeholder consultation took place for 6 weeks during June and July (see paragraphs 25-29 for more detailed information) and revisions have been made to the document to address some of the comments made (see Appendices 2 and 3).
- 16. The guidance within the final Housing Affordability SPD provides further detail of how the local planning authority will implement Core Strategy policy DM4 in the context of the current housing market, and in advance of a new local plan being adopted.

# SPD adoption process

- 17. The national planning policy framework (NPPF) sets out that SPDs are 'documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan'.
- 18. SPDs are subject to statutory preparation procedures under regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 19. For an SPD to come into force it must be agreed and formally adopted by the council's Cabinet. Once adopted the SPD will then be capable of being used a material consideration, where relevant, in the determination of planning applications. The proposed SPD can be found as the first background paper link.

# CORPORATE PRIORITIES AND STRATEGIC CONTEXT

20. The <u>Corporate Plan 2021 - 2025</u> sets out the administration's key areas for action, aspirations and key activities. The specific key area for action and aspirations relevant to the Housing Affordability SPD are:

## Key area for action:

- Provision of affordable housing for island residents
- Economic recovery and reducing poverty.

# Aspirations:

- (1) We will ensure that we listen to people. We will do so by holding consultations in which we will have a proper discussion with residents about issues;
- (18) Promote the building of affordable supported social retirement housing to ensure resident maintain their independence for as long as possible;

- (23) Housing that is created must be housing fit for purpose. We will prioritise truly affordable housing for island residents, meaning housing that is not just affordable to rent or buy but affordable to live in and maintain;
- (27) All council decisions must be considered with regard to their impact on young people and future generations;

# Provision of affordable housing for island residents

- 21. The Housing Affordability SPD will introduce guidance to try and help address some of the challenges that are apparent in meeting the island's affordable housing needs. The document will help to ensure all that is possible is being done through the planning process to deliver an appropriate mix of affordable housing.
- 22. Therefore adopting the SPD to be used as a material consideration in the determination of planning applications will make a positive contribution towards securing the type of affordable housing that can benefit island residents.

# **Economic Recovery and Reducing Poverty**

23. Providing affordable housing that meets the needs of island residents is a key tool in helping to address poverty reduction. Development of sites across the island that includes an appropriate mix of affordable housing can also be a catalyst for economic recovery.

# Impact on Young People and Future Generations

24. The provision of affordable housing that meets the needs of island residents will have a positive impact on young people and future generations by providing affordable places for families to live.

#### CONSULTATION

- 25. The Draft Housing Affordability SPD was agreed by both the Housing Programme Officer Board and the Housing Members Board prior to public consultation.
- 26. In line with regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the local planning authority then undertook a 6-week consultation on the draft SPD (which was longer than the minimum statutory requirement for such a consultation). This took place from Friday 16 June 2023 until Friday 28 July 2023.
- 27. A summary of responses from the statutory consultation period is attached in Appendix 2. A number of factual changes and updates have been made to the Housing Affordability SPD as a result of the comments received and these are set out in Appendix 3.
- 28. The presentation and chronology of the document have been revised to address comments received and to ensure that the content of the guidance is clear and unambiguous.
- 29. The SPD also recognises 'Rentplus' as a compliant affordable housing product that can contribute to the mix of affordable housing products across the island.

# **SCRUTINY COMMITTEE**

30. The proposed adoption of the Housing Affordability SPD is being considered by Corporate Scrutiny Committee on 12 September 2023 and any recommendation(s) from Corporate Scrutiny will be reported verbally to the Cabinet meeting.

# FINANCIAL / BUDGET IMPLICATIONS

31. It is considered that there will be no direct financial / budget implications arising from adopting the Housing Affordability SPD.

# LEGAL IMPLICATIONS

- 32. Supplementary planning documents should be prepared only where necessary and in line with paragraph 153 of the NPPF.
- 33. If adopted the SPD will add further detail to the policies already in the Island Plan Core Strategy. The SPD will be a formal document that will be a material consideration in planning decisions, but not part of the development plan.

# **EQUALITY AND DIVERSITY**

- 34. 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.
- 35. A stage one equality impact assessment (EqIA) has been undertaken in connection with the proposed SPD (see Appendix 4).
- 36. It is considered that the SPD itself will not have a negative impact on any of the protected characteristics. This is because the status of the document is such that higher level policy and legislation is also required to be considered as part of the determination of any planning application, which would take account of our legal duties under equality legislation.

# **PROPERTY IMPLICATIONS**

37. It is considered that there will be no direct property implications, although any decisions over the future of council owned land will need to consider relevant planning policy that would include the SPD once adopted.

#### **OPTIONS**

- 38. The options are set out as follows:
  - a) To adopt the Housing Affordability Supplementary Planning Document attached as Appendix 1; or
  - b) To further amend and then adopt the Housing Affordability Supplementary Planning Document; or

- c) To not adopt the Housing Affordability Supplementary Planning Document;
- d) To delegate any final editorial and presentational changes to the draft supplementary planning document 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 and typographical errors.

# **RISK MANAGEMENT**

39. The main risk of not adopting the Housing Affordability SPD is that the local planning authority will not be able to use the guidance within the document as a material consideration when determining planning applications. This would mean that the further detail of how the local planning authority will implement Core Strategy policy DM4 in the context of the current housing market could not be used on a consistent basis when making planning decisions. By adopting the Housing Affordability SPD this risk is mitigated as far as reasonably practicable.

#### **EVALUATION**

40. The adoption of the Housing Affordability SPD will result in the council being able to use the guidance within the document, which aligns closely with key Corporate Plan objectives, as a material consideration when making planning decisions.

# **APPENDICES**

- 41. Appendix 1: Housing Affordability SPD
- 42. Appendix 2: Summary of consultation responses
- 43. Appendix 3: Schedule of changes to the Housing Affordability SPD
- 44. Appendix 4: Stage one equality impact assessment (EqIA)

## BACKGROUND PAPERS

45. Island Plan Core Strategy: <u>Microsoft Word - Core Strategy - Mar 2012.doc</u> (iow.gov.uk)

Contact Point: James Brewer, Planning Team Leader Policy & Delivery **2** 821000 extension 8567 e-mail james.brewer@iow.gov.uk

ASHLEY CURZON
Assistant Director of Regeneration

(CLLR) PAUL FULLER
Cabinet Member for Planning, Coastal
Protection & Flooding

Appendix 1 Appendix 1

# Housing Affordability

Supplementary Planning Document (SPD)

September 2023



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# **Foreword**

# To be added

Cllr Paul Fuller, Cabinet Member for Planning, Coastal Protection and Flooding Cllr Ian Stephens, Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness

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# **Contents**

1. Introduction and the current housing context on the Island

- 2. Why an SPD is required
- 3. The Process of Affordable Housing Provision
- 4. Guidance on how the LPA will apply its current planning policy on affordable homes
- 5. Monitoring and review

<u>Appendix 1:</u> Current national planning practice guidance and policy on affordable homes including First Homes

**Appendix 2:** Current local planning policy on affordable homes

**Appendix 3:** Future local planning policy on affordable homes

**Appendix 4: Example of IOW Local Connection Criteria** 

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# 1. Introduction and the current housing context on the Island

1.1 The Island Planning Strategy (IPS) is currently being prepared and once adopted will replace the Island Plan Core Strategy 2012. Preparing and adopting a local plan takes time and the IPS still has a number of formal stages to go through, including an examination in public, prior to being adopted.

- 1.2 The local planning authority's (LPA) affordable housing policy is currently provided by Core Strategy Policy DM4 `Local Affordable Housing`. National guidance has been amended since the adoption of the Core Strategy and updated evidence has been collected. It is considered that a new Supplementary Planning Document (SPD) will give guidance on how the LPA will implement Policy DM4 in the current context.
- 1.3 This SPD will provide guidance on the types of affordable housing and the target mix being sought on sites. The SPD specifically supports the implementation of **Core Strategy Policy DM4 criteria 3 and 4**. This SPD will work alongside the existing Affordable Housing Contributions SPD that came into force in 2017 and sets out when we ask developers to provide financial contributions towards affordable housing and how much those contributions will be.
- 1.4 Specific areas covered in this document include: -
  - An explanation of the affordable housing process from gaining planning permission through to the occupation of dwellings;
  - Clarification on the sources of data that will be used to inform local affordable housing requirements (size, tenure, level of market discount);
  - An updated commentary on the Policy DM4 target mix of 70% social/affordable rented and 30% intermediate tenures;
  - The types of affordable housing the council will require developers to provide when delivering on-site affordable properties;
  - The discount from the market value the Council will seek on First Homes;

1.5 This document will be adopted as a Supplementary Planning Document (SPD) and will be capable of being a material consideration in the determination of planning applications.

# The current housing context

The housing situation has fundamentally changed on the Island over the last couple of years which has resulted in a very challenging market for many island residents wanting to rent or purchase a home.

One key change has been the severe reduction in the number of homes available to rent on the Island - from an average of 350 homes per month being available up until December 2019, this rapidly reduced by around 85% to around 60 homes per month by October 2021 and has continued to fall.

It is estimated that at least a third of the island private rental market, or around 5,000 properties, have been sold privately over the past couple of years and this trend is continuing. Rising interest rates and no significant fall in house prices are also affecting both the rental and sales markets.

Whilst many of the market factors affecting the housing market are outside of the control of the Council, the IWC is committed to do whatever it can to try and tackle some of the issues apparent on the island.

- 1.6 The Island has a high level of home ownership with 70% of homes owned compared to 63% in England. By comparison, the proportion of social rented properties is much lower on the island at 11%, compared to 14% in Hampshire and 18% in England. Privately rented properties form around 17% of total properties, the same level as in England but higher than the 13% in Hampshire (IOW Affordable Housing Assessment 2022). These proportions have stayed relatively static over the past 15 years.
- 1.7 Using the household income profile for the Isle of Wight (as shown in Table 1), it is estimated that 96% of households are unable to afford median property prices, and 85% are unable to afford the entry-level,

lower quartile costs. 46% of new households are unable to afford the lower quartile rent of £550pcm.

Table 1: House prices and affordability

	Lower Quartile	Median
Open market property price	£188,000	£255,000
Income needed (15% deposit and 4x loan to income multiplier)	£39,950	£54,188
Proportion of island households unable to afford	85%	96%

Source: Table 81 HNA, 2022

- 1.8 On the Island, the average cost of a new build dwelling is £373,663, an increase of 96.9% since 2010 (HM Land Registry Open Data, January 2022). Property prices, although cheaper than many areas of the South East, remain unaffordable for many local households. Many Island residents find they are unable to purchase a first home, particularly working age islanders. Median annual household income on the island in 2021 was £27,500 (Local Housing Needs Assessment, May 2022).
- 1.9 In 2021, the affordability ratio of average house prices to average earnings on the Island was 10.00, based on an average of all house prices<sup>1</sup> of £255,000 (Local Housing Needs Assessment 2022). This compares to affordability ratios in Portsmouth and Southampton of 7.44 and 7.43 respectively (Local Government Association, 2021). Note: affordability ratios vary from year to year and declined on both the island and the two cities in 2022.
- 1.10 A contributory factor to affordability on the island is considered to be second homes and holiday homes. This contributes to inflated prices and further limits housing availability.
- 1.11 The HNA, 2022 identifies that 372 homes per year are needed to meet affordable housing need for rent on the island and 117 dwellings per year for affordable home ownership. based on an overall housing need of 667 dwellings per annum (the standard methodology number at the time the HNA was undertaken).

<sup>1</sup> This figure is an average of all types of housing including new build and so is lower than the average cost of new build dwellings, which have a premium, used in paragraph 4.2.

# Affordable Housing Delivery on the Island

1.12 Since 2015/16 there has been limited delivery of affordable housing on the island. In the last 7 years, 330 affordable homes have been completed on the island, only 13% of total completions, The table below shows the annual provision over the last 7 years on the island.

**Table 2 Affordable Housing Completions 2015-2022** 

Year	Total new homes completed	Affordable homes completed	% of completions as AH
2021/22	490	114	23%
2020/21	445	123	28%
2019/20	253	6	2.4%
2018/19	350	0	0%
2017/18	360	18	5%
2016/17	321	34	10.6%
2015/16	417	35	8.4%
Total	2,636	330	13%

Source: IOW Authority Monitoring Reports

- 1.13 However the last two Authority Monitoring Reports for 2020/21 & 2021/22 identified that 123 and 114 affordable housing units (or 28% & 23%) respectively of total completions were delivered, a large increase on the previous 5 years. This is more consistent with levels achieved between 2011 and 2015 when 140 dwellings per annum were achieved on average. This however is well short of the identified need of 372 affordable dwellings per annum.
- 1.14 A lack of affordable housing provision and a high demand means just over 2,300 individual households have been identified as being within the most urgent housing need bands for rented properties. The table below sets out how this translates into different dwelling sizes.

Table 3 Housing Need by Property Size

Bedroom Need	1 bed	2 beds	3 beds	4+ bed	Total
Band 1	2	2	0	1	5
Band 2	177	40	33	37	287
Band 3	671	356	218	58	1,303
Band 4	258	270	143	35	706
Total	1,108	668	394	131	2,301

Table 2: Island Homefinder Band A to Band D statistics, May 2023

1.15 The <u>Affordable Housing Assessment 2019</u> identifies that no size of property would be considered to be 'affordable' at 80% of market value. Island Affordable Rent levels are identified as:

- 1-bed: 70% market rent or Local Housing Allowance (LHA), whichever is the lowest
- 2-bed: 70% market rent or LHA, whichever is the lowest
- 3-bed: Up to 65% for working families or capped at 50% for low income
- 4-bed: 50% market rent (capped rent)
- 1.16 The HNA identifies a requirement for different tenure types across the Island. There is a range of information available to use as a starting point to help determine an appropriate combination of general market housing and affordable housing types in any planning application to ensure it contributes to meeting identified needs. These are set out in SPD guidance point AH1 in Section 4 below.

# 2. Why an SPD is required

2.1 In light of the challenges around delivering affordable homes on the Island and the importance of meeting the Island's affordable housing needs, the Council wishes to provide clarity on how it will apply its current planning policy on affordable homes.

2.2 It is intended that this guidance, in advance of a new local plan being adopted, will help to ensure that all that is possible is being done through the planning process to deliver an appropriate mix of affordable homes.

# 3. The Process of Affordable Housing Provision

3.1 Affordable housing is in short supply and applicants, depending on their circumstances, generally face a wait to secure a property. The main steps that need to be completed before a property is occupied are set out in Figure 1 below.

**Figure 1 Process of Affordable Housing Provision** 



<sup>\*</sup> See Appendix 4 for an example of the local connection criteria used to allocate affordable homes on the island

- 3.2 Once a planning application is registered, it is then assessed by a planning officer and a report is written setting out its acceptability and compliance with local plan policies including Policy DM4 `Locally Affordable Housing`.
- 3.3 After consideration of the report, if the planning application is to be approved, a legal agreement may be required. The legal agreement ensures that provisions like affordable housing and their timing are committed and agreed before permission is granted and a development commences.
- 3.4 Once the affordable housing units are developed, they are advertised for occupants on the Island Homefinder scheme. The Island Homefinder scheme is operated by IOWC, Vectis Housing Association, Sovereign Housing Association and Southern Housing. This Scheme offers the available properties and applicants can apply for the property of their

choice providing they meet the stated eligibility criteria. Available properties are advertised on the website by each partner to the scheme. An applicant can apply for as many properties as they wish. The relevant Housing Association shortlists applicants in order of Island Homefinder band, and properties are allocated in order of the shortlist to those applicants that meet the local connection criteria (see Appendix 4) that is set out in the legal agreement forming part of the planning permission.

- 3.5 It should be noted that some types of affordable housing, for example Shared Ownership homes funded with grant from Homes England, cannot be subject to any occupancy restrictions.
- 3.6 The Council also acknowledge that there are other routes to deliver additional affordable housing over and above that secured as 'policy compliant' through Section 106 agreements. This can be delivered by Registered Providers using grant. Where necessary, flexibility will be applied within a Section 106 agreement to maximise the ability to deliver additional and 100% affordable schemes.

# 4. Guidance on how the LPA will apply its Affordable Housing Policies

4.1 The LPA will use the guidance set out in this SPD when it is relevant to determining planning applications. The following guidance should be considered before permission is sought.

# SPD Guidance AH1

4.2 The LPA expects that the most up to date and relevant information will be used by applicants when considering an appropriate mix of affordable properties on qualifying sites (as defined in Policy DM4 – see Appendix 2).

SPD Guidance AH1: How can an applicant demonstrate how their proposal contributes to meeting local housing needs and therefore benefits the local community?

Applicants will be encouraged to engage with the Council at preapplication stage to receive a clear steer on the expected make-up of any on-site affordable homes.

The Council will use the following sources of data, when available, to inform its view on what the appropriate mix of on-site affordable housing should be:

- a) the Island Homefinder register (IWC);
- b) Adopted neighbourhood plans;
- c) Parish level housing needs surveys completed after 2018;
- d) IOW Housing Needs Assessment (HNA) 2018 & Local Housing Needs Assessment 2022;
- e) Affordable Housing Assessment 2019 (IWC).

Submissions that do not provide the expected make-up of on-site affordable homes at pre-application / application stage should submit an evidenced justification as to why this cannot be achieved. Such justification will be scrutinised more closely by the LPA during the determination process and should clearly set out the site-specific constraints and reasons why an alternative make-up is being proposed.

# **SPD Guidance AH1 supporting information**

4.3 The Local Housing Needs Assessments of 2018 & 2022 identify the need for a range of tenure types within the different areas across the Island. A number of documents can help to inform on the most appropriate mix to meet housing needs on the island. These include the Island Homefinder register; adopted neighbourhood plans; Parish level housing needs surveys completed after 2018; Housing Needs Assessment (HNA) 2018 and the HNA update 2022 (GL Hearn) and the Affordable Housing Assessment 2019 (IWC).

- 4.4 The information in these sources should be combined and will be used as the starting point in determining an appropriate mix of general market housing and affordable housing types to contribute to meeting identified needs. Applicants can also engage with Registered Providers prior to and during the planning application process to help guide the mix and specification of homes.
- 4.5 Adopted Neighbourhood Plans as of August 2023 are:

Bembridge NP, 2014 Brading NP, 2015 Brighstone NP, 2016 Gurnard NP, 2017 Freshwater NP, 2018

4.6 Town, Parish, and Community councils, with or without neighbourhood plans, are encouraged to undertake local housing needs surveys in order to help inform the housing mixes being sought at the local level. This would be particularly beneficial where there is no local data or where existing information is out of date. With agreement of all parties, the carrying out of local housing needs surveys could be funded by developers. Regular updates to any completed surveys would ensure that the data remains as relevant as possible.

# **SPD Guidance AH2**

4.7 Affordable housing needs vary across the island and between different settlements. However, it is clear that the majority of affordable need is for social or affordable rent, and this is reflected in SPD guidance point AH2. The other types of affordable housing vary, and new products are emerging. Each of these address different housing needs. The make-up of this mix in different settlements on the island should be informed by a site by site appraisal, taking in the latest available information. Consideration should include addressing the housing needs of older people.

# **SPD Guidance AH2 On-Site Affordable Housing Requirements**

To help the Council tackle the increased need for affordable homes on the Island and address the specific challenges it currently faces, particularly in relation to the provision of social or affordable rent, it will need to consider whether the target mix of affordable housing types set out in Policy DM4 remain the most appropriate.

The evidence that the Council has collected to inform the Island Planning Strategy indicates that of the 35% affordable housing on qualifying sites, a target split of 80/20, rather than the 70/30 target split set out in the adopted Island Plan Core Strategy would better meet the current needs of the island housing market.

Therefore, the LPA may consider that the following target mix could be more appropriate:

- a) 80% social or affordable rent, and
- b) 20% to be other affordable housing products

# **SPD Guidance AH2 supporting information**

4.8 Proposals for the affordable housing element of a development site are expected to take account of the information set out in the data sources in SPD guidance point AH1. Achieving the right balance in affordable housing provision will vary across the island and from site to site depending on its characteristics. Pre application discussions with the

council are strongly advised in order to discuss the suitability of any proposals in a given location. Proposals should ideally be informed by a site appraisal based on a local housing needs survey and agreed with the council. Development will be expected to deliver 35% affordable housing on-site in line with Core Strategy policy DM4 and national policy. However, proposals that can deliver more than the 35 per cent requirement will be welcomed.

- 4.9 The level of need for social and affordable rented properties has changed significantly since the Island Plan Core Strategy was adopted in 2012, with a substantial increase evidenced in the Local Housing Needs Assessment 2022. In light of this, the LPA will consider being adaptable to the target mix the LPA wishes to achieve across the island over the plan period to reflect the current position, increasing the amount sought to 80% of affordable housing. Other affordable products have consequently been reduced to 20%.
- 4.10 Where part of a dwelling results from the affordable housing calculation, the figure will be rounded to the nearest unit i.e., if it is 0.5 units or more it will be rounded up to the nearest unit. Where it is below 0.5 units it will be rounded down to the nearest unit.

For example, on a site of **120 homes** the following would be the target mix using the criteria set out in Guidance point AH2:

- 78 market sale homes, 42 affordable homes (35% in line with Policy DM4)
- ii. Of the 42 affordable homes:
  - a. **34** x social/affordable rent;
  - b. **8** x other affordable housing products, which could include First Homes, discounted market sales or other intermediate tenures such as shared ownership.
- 4.11 The council recognise 'Rentplus' as an affordable housing product and that this can contribute to the mix of affordable housing products across the island. Tenants pay a discounted rent (80% of open market rent) for a minimum of 5 years to save towards the purchase of the house. The option to purchase comes after 5, 10, 15 or 20 years which is agreed at the start of the process and a 10% deposit is gifted when tenants are ready to purchase.

4.12 It is not expected that all onsite affordable housing will be provided through the Rentplus model, or other Rent to Buy models that may be available. Whilst the council is keen to facilitate new affordable housing products on the island, it is conscious of the need to maintain a varied supply and mix of affordable housing and home ownership.

- 4.13 First Homes<sup>2</sup> are designed to allow people to get on the housing ladder in their local area. It is considered that First Homes could contribute to providing a solution for local islanders buying their first home and/or for key workers. The role these play in providing for affordable housing on the island will vary and housing providers are encouraged to discuss this provision in pre-application discussions.
- 4.14 In line with government guidance, the Council will expect that any First Homes included as part of the mix will be discounted by a minimum of 30% against market value.

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<sup>&</sup>lt;sup>2</sup> See Appendix 1

# 5. Monitoring and review

5.1 This SPD will provide guidance to the LPA and applicants and will operate until Core Strategy policy DM4 is replaced by policy in the new Island Planning Strategy, or it is updated to reflect new government planning guidance or policy. New supplementary guidance will be produced to supplement new planning policies if it is required and permitted by new government guidance in place at the time.

5.2 The mix of market and affordable housing will be monitored each year in the Authority Monitoring Report as well as the affordable housing mix. A commentary against guidance points AH1 and AH2 will be provided.

# Appendix 1: Current national planning practice guidance and policy on affordable homes (including First Homes)

Planning Practice Guidance (paragraph 006 ref ID: 67-006-20190722) describes affordable housing need as an estimate of "the current number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market".

The NPPF paragraphs 62 and 63 set out that: 'The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing...)'.

`Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required...' applying the definition in Annex 2 to the framework'.

The definition of affordable housing in the NPPF Annex 2 is:

'Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- **b) Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to

purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership - housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.'

#### **First Homes**

In May 2021, the Government published guidance on 'First Homes' a specific kind of discounted market sale housing which meets the definition of 'affordable housing' for planning purposes in a <u>Written Ministerial Statement</u>.

#### First Homes must:

- i. be discounted by a minimum of 30% against the market value; and,
- ii. after the discount has been applied, the first sale of the home must be at a price no higher than £250,000; and
- iii. be sold to a person who meets the First Homes eligibility criteria as set out below:
  - A purchaser (or, if a joint purchase, all the purchasers) of a First Home should be a first-time buyer as defined in paragraph 6 of schedule 6ZA of the Finance Act 2003 for the purposes of Stamp Duty Relief for firsttime buyers.
  - Purchasers of First Homes, whether individuals, couples or group purchasers, should have a combined annual household income not exceeding £80,000 (or £90,000 in Greater London) in the tax year immediately preceding the year of purchase.

A purchaser of a First Home should have a mortgage or home purchase plan to fund a minimum of 50% of the discounted purchase price.

First Homes are not a requirement or mandatory and so might be suitable on a scheme on the island but equally might not be. It is expected that any First Homes (remaining in perpetuity) will be secured through section 106 planning agreements.

# **Appendix 2: Current local planning policy on affordable homes**

Core Strategy Policy DM4 is set out below:

# **DM4 Locally Affordable Housing**

The Council will seek to deliver around 1,790 affordable homes over the plan period. Development proposals will be expected to:

- 1. Provide 35% of the development as on-site affordable housing, based on developments of 15+ units in Key Regeneration Areas and 10+ units elsewhere.
- 2. Provide financial contributions towards affordable housing for developments of 1-14 units in Key Regeneration Areas and 1-9 units in Smaller Regeneration Areas and rural areas.
- 3. Deliver a target mix of 70% of affordable housing to be social/affordable rented and 30% for intermediate tenures.
- 4. Demonstrate how the proposals benefit the community.

The Council will support proposals for rural exception sites that would deliver affordable housing outside of identified settlement boundaries, where a local need can be demonstrated and there is no reasonable prospect of other sites meeting the identified local need. To take account of changing economic circumstances, if a developer is unable to provide the required 35% affordable housing, the Council will require an open-book assessment of the development viability to demonstrate what level of affordable housing is viable for the site. The contribution towards affordable housing will be set out in the Planning Obligations SPD

Policy DM4 provides guidance on the provision of affordable housing in the planning application process. The policy is supplemented by an Affordable Housing Contributions SPD which came into force in March 2017. This sets out the parameters for collecting a 3% financial contribution from qualifying development for the provision of affordable housing, expanding on criterion 2 of policy DM4.

This new SPD `Housing Affordability` supplements criteria 3 and 4 of policy DM4 which seeks a) target mix of 70% of affordable housing to be social/affordable rented and 30% a mix of intermediate tenures and b) information on how the proposals benefit the community. This additional guidance will allow new development coming forward in advance of the adoption of the new Island Planning Strategy to best meet the island's housing needs and reflect changing circumstances in the housing market.

# **Appendix 3: Future local planning policy on affordable homes**

A new Island Planning Strategy (IPS) is being prepared. Its next stage will be Regulation 19 consultation as the Plan enters its formal stages of preparation. Following a period for representations, a public examination will be held.

New affordable housing policy in the IPS will take account of the latest evidence in the Affordable Housing Needs Assessment 2022 and updated information on affordability and viability.

New policy will seek to achieve a good mix of housing types to maximise meeting as many needs of the island population as possible, as well as requiring 'island affordable' properties that are at a deeper discount from market value. This Housing Affordability SPD cannot introduce those deeper discounts as it cannot write 'new policy' that does not conform with adopted local and national policy.

# **Appendix 4: Example Local Connection criteria**

Local connection means, in the following order of priority: -

(a) A person living in the Parish of xx who has an appropriate housing need because such person's family size has increased.

- (b) A person living in the Parish of xx who wishes to transfer to a smaller property to release large accommodation to the housing market or rented housing sector.
- (c) A person living in the Parish of xx who wishes to transfer to a similar sized property.
- (d) A person who has previously lived in the Parish of xx for 5 or more years up to the age of 16.
- (e) A person who has for a minimum of 3 years prior to the purchase or occupation of any dwelling been in full or part-time employment (excluding seasonal employment) in the Parish of xx.
- (f) A person who has for up to 3 years prior to the purchase or occupation of any dwelling been in full or part-time employment (excluding seasonal employment) in the Parish of xx or has accepted an unconditional offer of full or part time employment (excluding seasonal employment) in the Parish of xx;
- (g) A person living in an adjoining ward who is subject to a planned management transfer based on medical welfare grounds.
- (h) A person living on the Isle of Wight who has an appropriate housing need because such person's family size has increased.
- (i) A person living on the Isle of Wight and who wishes to transfer to a smaller property to release large accommodation to the housing market or rented housing sector.
- (j) A person living on the Isle of Wight who wishes to transfer to a similar sized property.
- (k) A person who has lived on the Isle of Wight for 5 or more years up to the age of 16.
- (I) A person who has for a minimum of 3 years prior to the purchase or occupation of any dwelling been in full or part-time employment (excluding seasonal employment) on the Isle of Wight.
- (m) A person who has for up to 3 years prior to the purchase or occupation of any dwelling been in full or part-time employment (excluding seasonal employment) on the Isle of Wight or has accepted an unconditional offer of full or part time employment (excluding seasonal employment) on the Isle of Wight.

(n) A person living on the Isle of Wight who is registered on Island Home Finder.

(o) A person living on the Isle of Wight or any person the Council and the Affordable Housing Provider approve.



# Draft Housing Affordability Supplementary Planning Document Consultation under regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012

The consultation ran from 16 June until 28 July 2023. A total of 28 representations were received and the summary of comments can be found below.

Representations	Number	Support	Object	No Comment	General Comment	Summary of Comments	Officer comments / changes to SPD
Statutory Consultees							
Warren Lever						Support its key aims and	Comments noted
(Hampshire CC)						ambitions. and express the	
						support for this policy work	
						from the Public Health Team.	
						We show support for its aims	
						to create a clear approach for	
						affordable housing through	
						the plan led system This SPD	
						will provide a clear framework	
						for affordable housing	
						provision on the Island.	
	HASPD22	✓					
						where possible affordable	
						housing measures are	
						targeted to assist those in	
						areas of the greatest need and	
						provide a much-needed step	
						towards housing security.	
						We understand that housing	
						quality and design is possibly	
						covered in other policies and	
						documents but the aim for	
						tenure blind design of both.	

Jonathan Shavelar – Natural England	HASPD24	<b>✓</b>	✓		While this SPD focuses on provision, we would suggest there is always a benefit to reiterating these aims as part of an affordable housing SPD.  No detailed comments to make and agree with the	Comments noted
Guy Robinson – Historic England	HASPD27		~		conclusion of the Draft ES.  We do not consider it necessary for Historic England to provide detailed comments on this SPD at this time.	Comments noted
Parish/Town Councils  Cllr Brodie (Community councillor for Pan and Barton)	HASPD9			<b>√</b>	Considers section 3 to be clear and agrees with the listed data sources. Also agrees the document is easy to read.  The ratios preferred are 5-10% First Homes, 80% of the total social/affordable rent and 10-15% other affordable tenures. Also believes that even with a 30% discount on 'First Homes' would not address the housing needs due to the median annual income being not enough to be	80/20 split is proposed in guidance point AH2 – the 20% split can be flexible in terms of what proportion of First homes may or may not form part of that 20%. The potential for deeper discounts on First Homes can be assessed through emerging local plan (including viability assessment).
					able to purchase.  Expresses that we should build council housing which we have permission from the budget from 2022 to do. And agrees that any first homes on the island should	Comments noted but outside the scope of the SPD in relation to the council as landowner building homes.

			be discounted by a minimum of 30% against the market value	
Northwood Parish Council	HASPD18	<b>✓</b>	Support the document	Comments noted
Fishbourne Parish Council			General support but The Council must ensure that it can deliver off site affordable housing. Why has Social and affordable housing been lumped together.	There is no distinction between social and affordable housing in the NPPF definition or the Core Strategy, and this SPD cannot override the NPPF or adopted local plan policy.
	HASPD19	✓	What effect will first time homes have on the wider viability?  Use Brownfield land to enable	First Homes no longer a requirement but optional for schemes given potential impacts on viability.
			construction.  Developers should pay for viability assessments.	Affordable Housing Contributions SPD (para 3.30) already requires developers to pay for any AH viability assessments undertaken by the LPA.
Shalfleet Parish Council	HASPD20		In the SEA it states 'under Characteristics of the effects of the area likely to be affected, it states several times that 'there are no effects'. It is felt that this is inaccurate and would override what matters to people.	In Table 6.1 of the SEA, where 'There are no effects' is listed against 'Characteristics of the effects and of the area likely to be affected' (a) to (d) and (f) to (g), this relates to the fact that the SPD is not introducing new policy that will either increase/decrease the amount of AH required from development or change the locations that any AH would be considered policy compliant. The SEA focuses solely on the effects of the SPD, not existing adopted policy.
East Cowes Town Council	HASPD26	,	The document doesn't clearly explain that it sits alongside other SPD's that relate to affordable housing as both have relevance to DM4	Reference added in para 1.3 to the Affordable Housing Contributions SPD

	In figure 1 it should read "Submission of a planning application"	Figure 1 adjusted accordingly to better reflect the stages of the process.
	In step 2 the stages are the wrong way round and Discharge of pre-commencement conditions. Should be added as a stage.	Figure 1 adjusted accordingly to better reflect the stages of the process.
	The document implies an actual requirement of affordable housing will be required, which goes significantly beyond the NPPF.	The SPD supplements Policy DM4 of the Core Strategy that requires affordable housing from qualifying sites
	If the IW Council wants to require developers to use its preapplication service, they really need to check whether this can be made compulsory within existing planning law.	Wording adjusted to encourage preapplication discussions.
	Will the IOW council support T&P Councils with their housing needs surveys? And how much would the surveys be rely on?	Old paragraph 6.5 / New paragraph 4.6 wording adjusted to reflect the position in relation to local housing needs surveys.
	It is clear from the wording within this new SPD that we won't have a new Island Planning Strategy until at least the forthcoming changes to the National Planning Policy Framework are released.	Comments noted

				How are the Council going to increase the house building on the island to address the low numbers of the amount of affordable housing that is being built.	Comments noted but not applicable to the content of the SPD.
				The targets in the tables seem very unrealistic	
				The SPD can't write new policy, so it can't change the housing numbers that are detailed in the Core Strategy, but it can be clearer about the affordable housing provision that the Council requires across the Island.	Comments noted and agreed.
Public Comments					
SH	HASPD5	✓		Supports the SPD but stresses that there should be more provision for Key worker housing to fill hard to fill roles of them roles. But to also reinstate the Council as a Landlord	Comments noted although direct provision of a particular type of affordable housing is beyond the scope of the SPD.
Fran Osman-Newbury	HASPD7	✓		The document is clear and basic to understand. An alternative could be to work with housing associations to build more affordable housing for renting and agrees that social and affordable housing should remain a priority for the lowest incomes and like this ambition, however its felt the council (Planning committee) are not	Comments noted.

				proactive enough in granting permissions.  In agreement of the approach to policy AH2 on first homes but don't think a blanket % and should depend on the circumstances of the purchaser and rules should be in place for resale.	First Homes, as defined by Government, require a minimum discount from market value to qualify as a First Home. Different discounts beyond the 30% would be supported if they came forward in schemes.
Sue Macleod	HASPD8		✓	Some general support for the SPD but Local housing needs should be on parish/local level and a parish level housing need survey can identify the local needs for affordable housing and should be the main driving force, the blanket approach will not be relevant to different areas of the island.	Comments noted – the LPA has to plan on an island wide basis, but recognises the value of locally derived data, i.e. local housing needs surveys. In Guidance AH1 the SPD makes specific reference to these being a key source of information when determining what the make up of affordable housing is for a particular scheme.
	177.51			Its felt the document is clear and easy to understand and the sources of data could be used now.	Comments noted.
				Agrees with the approach for AH2 but not AH1.  The Council needs to activate	Comments noted.  Comments noted but beyond the scope
Hilary Benns	HASPD10		<b>√</b>	their housing company  Local housing needs should be given the most weight in	of the SPD and Local Planning Authority.  Comments noted.

			consideration of developments. And agree that 'First Homes' on the island should be discounted by a minimum of 30 per cent against market value.  No major development should be	
			permitted without any form of social or affordable housing for the lowest incomes. And something needs to be in place to ensure that these homes stay affordable after the sale by first occupants.	requires provision of affordable housing from major development.
			The % stated on some of the approaches are unclear	Clarifications added.
Carl Donoclift	HASPD11	<b>✓</b>	General support for the document however felt not many people knew this document existed	stakeholders, including IWALC and also a press release / press notice.
John Prickett (IW Community Led Housing project, Community Action Isle of Wight)	HASPD12	✓	Considers Section 3 and in particular Figure 1 to be clear. I also consider the local connection criteria reproduced in Appendix 2to be clear. The overall document is very comprehensive and draws on useful statistical data.	Comments noted.
			Parish Level Housing Needs Surveys are very useful tools for assessing local need and shows a smarter picture of what is	Old paragraph 6.5 / New paragraph 4.6 wording adjusted to reflect the position in relation to local housing needs surveys.

				needed but is costly, requires a lot of resource and has no funding.  The relative popularity and affordability of products such as Shared and other Loew Cost Home Ownership offers varies dependant on many factors, whereas Social or Affordable rent is a constant need.	Comments noted.
				The ranges of other tenue types are good options but each of them do have some negatives alongside the positives. RentPlus could be an aspirational option - worth trying.	Comments noted – the SPD aims to provide sufficient flexibility so that a wide range of affordable housing products could be delivered, depending on local circumstances.
				First home exception sites could reduce the availability of affordable rents. And market housing is needed.	Noted – however First Homes exception sites are set out in government guidance and this SPD cannot override that.
Emma Cox	HASPD13	<b>√</b>		I found the document easy to read and appreciated the clarifications throughout its length, negating the need to have several documents open to achieve full understanding.	Comments noted.
				Its felt that data should be reviewed at regular stages when an application takes longer to decide to ensure that the affordable housing	Comments noted – S106 agreements that secure AH from sites are signed at the end of the determination process so can reflect any latest position, subject to compliance with adopted policy.

	being built continues to be affordable for island needs.  Parish level housing needs surveys should be carried out every 2/3 years to reflect changing needs. The council should support parishes to design a template so that all parishes are doing the same.	Old paragraph 6.5 / New paragraph 4.6 wording adjusted to reflect the position in relation to local housing needs surveys.
	I am pleased that the developer is requested to fund a local housing survey where one is not available. Although it states that the LPA will request evidenced justification as to why developers cannot achieve affordable property levels I would request that this evidence be tested by the LPA and not taken on trust. It seems strange to me that evidence throughout the planning process provided by developers is taken as read and not checked by the LPA.	As set out in the Affordable Housing Contributions SPD, any AH viability evidence submitted is evaluated by a third party, e.g. District Valuer.
	I would prefer the statement said, "affordable social rented housing". Private landlords do not always give long term	Comments noted however under current national and local policy (which an SPD cannot change) affordable rented

					secured tenancies and this can be detrimental to those people living month to month with no security of home.  The LPA should be as flexible to the mix of types of tenues i.e. first homes, social renting, Rentplus etc as to the varying needs of the people require. It might be preferable to have a sliding scale 25% first homes 30% discount or 20% first homes 35% discount, depending on the overall market value of the home depending on its location on the island.	properties meet the definition of affordable housing.  Comments noted and agreed on flexibility issue. First Homes removed as a requirement on all schemes to allow a more flexible approach across products.
					we have brownfield sites across the Island, and they may require additional investment to make them suitable for development.	Comments noted but beyond the scope of the SPD.
Charles Glover-Short (Southern housing group)	HASPD14	<b>√</b>		<b>✓</b>	In general, we consider section 3 to be clear and understandable. reference to local connection, it is important to note that Shared Ownership housing funded with grant from Homes England is not permitted to be subject to any occupancy restrictions. The majority of s106 affordable	Comments noted and new paragraph 3.5 added to reflect this point

	housing is not grant funded and this is therefore not an issue. However, this is likely to be an issue where the whole site is to be delivered by a Registered Provider (RP) as affordable housing with the use of grant.	
	Increased partnership working between the Council and RPs - including the supply of Council land to RPs at low or nil cost	Comments noted.
	Whilst the data sources are agreed with its felt further data should be included.	Guidance point AH1 now references that other site specific constraints and reasons may influence mix being put forward.
	Housing surveys can be useful but its suggested to include guidance on local surveys and the frequency with which they should be updated.	Old paragraph 6.5 / New paragraph 4.6 wording adjusted to reflect the position in relation to local housing needs surveys.
	Whilst we generally support the approach outlined in paragraphs 6.12 & 6.13, we suggest making specific reference to additional flexibility relating to housing mix and percentages	Comments noted however the SPD cannot provide a further required split
	Generally support social and affordable housing but there is a need for flexibility over the percentages to ensure that the tenue is spilt for a scheme.	between social and affordable rented as this would need to be introduced through new policy that has been viability tested.

				Housing associations rely on grants to develop wholly affordable schemes  Paragraph 1.4, the sixth bullet point "where it" has been repeated twice.  - paragraph 2.1, we believe the first quote from the Planning Practice Guidance (PPG) is taken from Paragraph: 019 Reference ID: 2a-019-20190220. However, the wording isn't an exact match. We suggest including the paragraph ID number to ensure users of the SPD can review the relevant PPG guidance and to ensure the SPD is as user friendly as possible.	Bullet has been deleted  Revision made to paragraph 2.1 (which now appears as Appendix 1) to include reference.
Dawn Osborne	HASPD15	<b>✓</b>		We need social housing urgently!!!  Not more private!!!	Comments noted.
Jan Re	HASPD16		✓	Housing associations should turn empty properties around sooner it would help greatly	Comments noted but beyond the scope of the SPD
David Fisher	HASPD17		✓	it is very difficult to get advice, help and affordable land to build a small house om	Comments noted but beyond the scope of the SPD
B Hobbs	HASPD21	<b>✓</b>	✓	The draft proposal does not address the current, or future,	Comments noted – the scope of the SPD is to provide guidance on the implementation of existing policy.

				housing situation for the majority of local islanders.  It is essential all properties involved in such developments remain 'affordable' throughout their lifespan. But there is a dire shortage of all social and affordable homes.  Could a clause be added for the Council to buy back at affordable scale if no qualifying island purchases.  The affordable stated in this draft is NOT AFFORDABLE to the majority of working Islanders.  The council should build more social housing, but social housing should not allowed to be purchased.	The SPD cannot introduce new policy that requires deeper discounts from market value that are different to those set out in the NPPF.  Comments noted but beyond the scope of the SPD.
Daniel Crawford (Sovereign)	HASPD23		<b>√</b>	Broadly support the aims and spirit of the island and the draft SPD the document has been presented as forming planning policies and an SPD should build upon this and give more detailed guidance.  Section 3 is a clear outline of the	Comments noted and multiple changes made to reflect the fact that the SPD is guidance on implementing existing policy rather than new policy.  Comments noted and new paragraph 3.5
				process of affordable housing but feels it could go further with other routes of delivery.	added to reflect this point

				Policy AH1 does provide a wide source of data but would encourage applicants to engage with registered providers – Could this be included in the text?  There is a level of support to deliver social and affordable housing on the island this should be on a site by site basis as could end up with sites being all rented products and limit other routes of affordable housing. Further viability tests need doing on the SPD.	New paragraph 4.4 amend to include reference to engagement with RPs  Comments noted and SPD aims to provide flexibility to bring forward AH mixes that respond to local circumstances if backed up by data/evidence.
				50% discount would be a more affordable alternative but this would need to be evidenced and tested	Comments noted however any deeper discounts over and above NPPF definition need to be tested through local plan process.
Peter Griffiths (Home consultancy Ltd)				Careful thought needs to be given to the local connection criteria	Comments noted – LCC has been used consistently within S106 agreements.
	HASPD25		<b>√</b>	This SPD should supersede the currently adopted one to cover requirements of DM4 – having two provides uncertainty.	Reference added to highlight that this SPD will work in parallel with existing AH Contributions SPD.
				6.2 and 6.6 needs removing as it is not in line with DM4 so would it holds very limited weight in the determination of applications.	AH1 and AH2 reworded to reflect the fact they are guidance on the implementation of existing policy rather than new policy.
				The policy of a 25% First Homes split can be introduced but the	Requirement for 25% First Homes on all sites removed to allow flexibility.

					80/20 split has not been tested through the examination process and therefore cannot be introduced through an SPD.  Rentplus is an organisation not a product.  6.13- Viability could be more specific.  Development industries should be aware of the full range of affordable housing product. Also, the terms should be clarified within the document and all routes of home ownership explained.	Comments noted.  These paragraphs have been removed as they duplicate existing Policy DM4 and AH Contributions SPD.  Appendix 1 provides lists of AH products and definitions as per NPPF.
					Look at what can be delivered through Discount Market Sale (DMS). DMS can be sold at a discount exactly the same as First Home. We do not consider that there is a need to introduce First Homes (until the new NPPF whenever it is published formally requires it)	Comments noted and see earlier comment re: removal of requirement for 25% First Homes.
Jamie Roberts – Tetlow Kind Planning	HASPD28	<b>√</b>		✓	Welcomes the recognition of Rentplus in AH1 but it needs rewording to make clear the list of data sources is not exhaustive.	Comments noted and Policy DM4 and AH1 provide flexibility for other data to be utilised and justified.
					Proposed policy wording change to Policy AH1 point iii to	Bullet (iii) now last paragraph of AH1 and sentence added to reflect that any

	emphasise flexible approach. iii) The starting point for the Council's consideration of the expected tenure mix of on-site affordable homes at the pre- application / application stage is set out in Policy AH2	alternative can be put forward and justified on a site specific basis.
	A more flexible approach to First Homes is needed on the IoW and that the LHNA should be updated to take account the deposit requirements.	Requirement for 25% First Homes on all sites removed to allow flexibility.
	Paragraph 6.11 should be reworded to state: The Council recognises Rentplus as an affordable housing product and that this can contribute to the 20% other affordable housing category that meets the definition of both 'affordable housing' for rent, and 'other affordable routes to home ownership' as defined at Annex 2 of the NPPF".	Paragraph 4.1 (previously 6.11) has been reworded to reflect the position that Rentplus is recognised as an affordable housing product that can contribute to the mix, removing reference to '20% other'.
	Paragraph 6.12 to read: The Council accepts that there may be exceptional circumstances in limited cases where a flexible approach towards the delivery of affordable housing is required. recognises that there may be exceptional circumstances where	Paragraph has ben removed as duplicated information in Policy DM4 and AH Contributions SPD.

It is not viable to deliver 35% affordable housing;  The proposed Policy SPD AH2 should be amended to make it clear that the mix is a 'starting point' for consideration. The policy should read it will be a made at comment in the policy should read it will be a made at comment in guidance on how the LPA may choose to implement existing policy.  On qualifying sites, development proposals are expected to provide 35% as on-site affordable housing. This should include the following mix: The affordable housing should deliver an appropriate mix of tenures that responds to local need and circumstances, taking the following mix as a starting point:  I J 25% affordable home ownership dwellings (such as First Homes discounted by a minimum of 30% against the market value; discount market sale; other affordable routes to home ownership)  II II) Of the remaining properties, a target mix of:  a. 80% affordable housing for rent (social or affordable rent)
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			with discounts in line with the Affordable Housing Assessment 2019 (AHA). b. 20% to be other affordable housing products (which can include Rent plus <b>rent to buy</b> ) with the mix of unit sizes informed by SPD Policy AH1. Any First Homes included as part of the mix should be discounted by a minimum of 30% against market value III) Proposals should be supported by a local housing survey.	
			Julycy.	

# Appendix 3

## **Appendix 3: Schedule of changes to the Housing Affordability SPD**

The following table sets out the changes made to the consultation draft and are listed in document order.

Document reference	Change	Reason
Introduction	Addition of opening context paragraphs	To provide context of the housing market
Paragraph 1.1	Rewording to clarify status of IPS	To reflect latest position in relation to draft IPS
Paragraphs 1.2 & 1.3	Minor wording changes including reference to existing Affordable Housing SPD that this new SPD works in parallel with	For clarity
Paragraph 1.4 bullet 5	Change from 'require' to 'seek'	To align with later changes on First Homes in section 4
New paragraphs 1.6 to 1.16	In the Draft SPD, Section 4 'the current housing context' has been moved into section 1	To provide greater context at the start of the document
Table 2 Affordable Housing completions 2015-22	Correction to AH completions in 2020/21	Factual correction
Section 2	New paragraphs 2.1 & 2.2	To provide detail on why an SPD is required
Figure 1	Adjustment to some wording of stages	For clarity and to ensure the correct chronology of process
New paragraphs 3.5 & 3.6	Additional content to highlight possible restrictions on grant funded housing and that additional AH over and above policy requirement can be delivered in certain ways	For clarity and to avoid ambiguity
Old Section 5	In the Draft SPD, section 5 has now been moved to Appendix 3, with old paragraph 5.3 being deleted	To avoid confusion within the SPD and paragraph 5.3 not necessary as relates to future policy
Old Section 6, New Section 4	Title of section changed	For clarity
Old Section 6, New Section 4	Multiple changes from Policy SPD to SPD Guidance	To reflect the fact that the document is guidance on how the LPA will implement existing policy
Old paragraph 6.1 New paragraph 4.1	Rewording from policies to guidance	To reflect the fact that the document is guidance on how the LPA will implement existing policy
Old paragraph 6.2 New paragraph 4.2	Minor rewording and addition of reference to definition of 'qualifying sites'	For clarity and consistency

Guidance AH1 (previously Policy AH1)	Rewording of guidance including:	For clarity and to remove duplication of
	<ul> <li>Change of title to a question;</li> </ul>	supporting information
	<ul> <li>Encourage rather than expect pre-app;</li> </ul>	
	<ul> <li>Reordering to move old bullet (ii) to top of</li> </ul>	
	guidance	
	<ul> <li>Removal of paragraph under bullet (e) as</li> </ul>	
	duplication of bullet (c) and guidance wording	
	<ul> <li>Removal of second paragraph under bullet (e) as duplication of paragraph 4.5</li> </ul>	
New paragraph 4.4	Split of previous paragraph and addition of	To highlight that applicants can speak to RPs
	reference to engagement with RPs to inform AH mix	about AH throughout the planning process
Old paragraph 6.4 New Paragraph 4.5	Change of date referenced	To provide up to date position
Old paragraph 6.5 New paragraph 4.6	Rewording to reflect the decision to undertake a	For clarity and to set guidelines for completion.
	local housing needs survey rests with the TP&CCs,	
	and to refer to developers funding the completion	
	of surveys (with agreement) and that regular	
	updates are recommended.	
Old paragraph 6.6 New paragraph 4.7	Rewording from policies to guidance	To reflect the fact that the document is guidance on how the LPA will implement existing policy
Guidance AH2 (previously policy AH2)	Rewording of guidance to include:	For clarity and to remove duplication of
	<ul> <li>First two paragraphs added to provide a link to the current context and ongoing</li> </ul>	supporting information
	evidence collection	In relation to the removal of First Homes to form
	<ul> <li>Removal of requirement for First Homes</li> </ul>	part of any mix, this is to ensure maximum
	to always form part of any AH mix	flexibility in AH provision as FH may not be
	<ul> <li>Rewording of sentence before bullets (a) and (b) to reflect the SPD is guidance and</li> </ul>	appropriate, or impact viability, on some sites to the detriment of other AH products.
	not new policy	
	<ul> <li>Removal of sentence after bullet (b) as duplication of AH1</li> </ul>	FH remain an AH product that can be brought forward but are not mandatory (in line with
		government guidance).

	<ul> <li>Move of First Homes text to new paragraph 4.13</li> <li>Removal of bullet (iii) as duplication of</li> </ul>	
	<ul><li>AH1</li><li>Removal of reference to discounts in line with AHA</li></ul>	Deeper discounts can only be introduced through new policy (having been through local plan viability assessment) not SPD
Old paragraph 6.8 new paragraph 4.9	Rewording to reflect the SPD is guidance on the implementation of existing policy	
Old paragraph 6.9 new paragraph 4.10	Revised to reflect the fact that First Homes are not a requirement on all sites but may form part of any mix instead and deeper discounts can't be secured through SPD	To align with changes to Guidance AH2
Old paragraph 6.10 new paragraph 4.14	Re-ordering of paragraphs	For clarity
Old paragraph 6.11 new paragraph 4.11	Revision to identify Rentplus as an affordable housing product rather than specifically an ownership product	To provide maximum flexibility in the delivery of affordable housing
New paragraph 6.11	New paragraph to provide further context around Rentplus	To align with changes to paragraph 4.10
Old paragraphs 6.12 and 6.13	Deleted from SPD	Duplication of existing Core Strategy wording
Old paragraphs 7.1 & 7.2 new paragraphs 5.1 & 5.2	Minor wording changes and deletion from 5.2 of local housing survey reporting	To align with previous changes to the SPD relating to the document being guidance not policy and also local housing surveys being at the discretion of TP&CCs
Appendix 1	Addition of wording relating to the definition of First Homes	To coordinate national policy guidance and definitions in one place in the document
New Appendix 2	Inclusion of existing adopted policy	For clarity
New Appendix 3	Inclusion of emerging policy direction	For context

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

Assessor(s) name(s):	James Brewer, Planning Policy Manager
Directorate/School name:	Regeneration
Date of Completion:	24 August 2023

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

#### HOUSING AFFORDABILITY SPD

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

Since the adoption of the Core Strategy in 2012 the housing market on the island has changed dramatically due to a number of issues including the impact of the pandemic, significant reductions in the number of properties available within the rented sector, increased build costs and low numbers of affordable housing completions. These issues have combined to present an extremely challenging market that has seen the affordability and availability of property decline for many island residents.

The content of the Housing Affordability SPD focuses on ensuring that the mix of affordable housing products coming forward from new development and the details used to inform such a mix are reflective of the current housing market on the island and continue to align with adopted policy.

The expected outcome of Housing Affordability SPD is that if Cabinet agree to adopt as a Supplementary Planning Document, the document will be used as a material consideration in the determination of planning applications by the Isle of Wight Council.

Please delete as appropriate:

- This is a new policy/strategy/service/council/school function proposal
- This is a proposal for a new, changed or removed policy/strategy/service/council/school function

Key Questions to Consider in Assessing Potential Impact	
Will the policy /strategy/service/council/school function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	Yes/No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	<del>Yes</del> /No

	<del>Yes</del> /No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	
	Yes/No
Could the aims of these proposals be in conflict with the council's/school's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	
Will the proposal have a significant effect on how services, council or schools function/s is/are delivered?	<del>Yes</del> /No
Will the proposal have a significant effect on how other organisations operate?	<del>Yes</del> /No
Does the proposal involve a significant commitment of resources?	Yes/No
Does the proposal relate to an area where there are known inequalities?	<del>Yes</del> /No

If you answer **Yes** to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.

If you answer **No** to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service/Headteacher.

Protected Characteristics	Positive	Negative	No impact	Reasons
Age			X	The Housing Affordability SPD will be a material consideration in the determination of planning applications. All planning applications are required to be determined in general conformity with national planning policy and guidance.  There are no aspects of the document that would have positive or negative impacts on the opportunities for equality for this group.
Disability			X	The Housing Affordability SPD will be a material consideration in the determination of planning applications. All planning applications are required to be determined in general conformity with national planning policy and guidance.  There are no aspects of the document that would have positive or negative impacts on the opportunities for equality for this group.

Gender Reassignment	X	The Housing Affordability SPD will be a material
_		consideration in the determination of planning
		applications. All planning applications are
		required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.
Marriage & Civil	X	The Housing Affordability SPD will be a material
		consideration in the determination of planning
Partnership		applications. All planning applications are
		required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.
D	X	The Housing Affordability SPD will be a material
Pregnancy & Maternity		consideration in the determination of planning
		applications. All planning applications are required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.
Race	X	The Housing Affordability SPD will be a material
		consideration in the determination of planning
		applications. All planning applications are
		required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.
Religion / Belief	X	The Housing Affordability SPD will be a material
1 10.19.01.7 2 0.101		consideration in the determination of planning
		applications. All planning applications are
		required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.
Soy (mala / famala)	X	The Housing Affordability SPD will be a material
Sex (male / female)		consideration in the determination of planning
		applications. All planning applications are
		required to be determined in general conformity
		with national planning policy and guidance.
		There are no aspects of the document that would
		have positive or negative impacts on the
		opportunities for equality for this group.

### Appendix 4: Housing Affordability SPD EqIA August 2023

Sexual Orientation	cons appli requ with Ther have	Housing Affordability SPD will be a massideration in the determination of planications. All planning applications ired to be determined in general confornational planning policy and guidance.  The are no aspects of the document that we positive or negative impacts on ortunities for equality for this group.	ning are mity
Are there aspects of the proposal that contribute to or improve the opportunity for equality?  Yes/No			
Evidence Considered During S	Screening		
	protected characteristics ar	ties impact assessment which demonstree expected from the adoption or use of planning applications.	

## Agenda Item 9a



Purpose: For Decision

## Cabinet Report

Date 14 SEPTEMBER 2023

Title ADOPTION OF ELECTRIC VEHICLE CHARGING

**INFRASTRUCTURE (EVCI) STRATEGY** 

Report of CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE,

HIGHWAYS PFI AND TRANSPORT STRATEGY

#### **EXECUTIVE SUMMARY**

- 1. A draft Electric Vehicle Charging Infrastructure (EVCI) Strategy has been produced following a period of public consultation during February to April 2023.
- 2. The Strategy underpins the next phase of development of the public chargepoint network, building on the 66 chargepoint sockets already installed with an additional 140 sockets on council land to meet the growing demand from residents, visitors and businesses. It supports the Climate & Environment Strategy's outcome to reduce transport emissions as well as the strategic aims to improve the Island's infrastructure and create job opportunities.
- 3. Delivery of the strategy will be facilitated by funding from the national Local Electric Vehicle Infrastructure (LEVI) Fund which will provide revenue funding to the council to employ the staff team needed and, subject to adoption of the strategy, a further £1.625 million of capital funding to support the installation of infrastructure. The council intends to appoint a specialist Chargepoint Operator (CPO) to install and manage the network.

#### RECOMMENDATION

4. Option 2 – That Cabinet approves the draft EVCI Strategy.

#### **BACKGROUND**

5. The national EV Charging Infrastructure Strategy was published in March 2022 and puts an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging for residents, businesses (including fleets), and visitors without causing highway disruptions that could discourage walking and cycling. It will respond to local need and ensure that charging infrastructure does not become a barrier to the adoption of electric vehicles by residents. The council's strategy will also consider the needs of tourists and local businesses which might need to recharge on the move.

- 6. The strategy for the Isle of Wight aims to provide a clear pathway for the development of the public charging network over the short and medium terms. It provides a no-regrets approach to the provision of publicly accessible EV charging infrastructure. See Appendix 1 for the full draft strategy.
- 7. The draft strategy was issued for public consultation which ran for 8 weeks from 24<sup>th</sup> February 2023 to 21<sup>st</sup> April 2023. The council has incorporated, as far as possible, the results of the consultation in the final strategy. The consultation responses did not provide any major objections to the key principles of network development which the council would adopt with this strategy. The council will therefore:
  - contract with third party chargepoint operators (CPOs) to fund and manage the public chargepoint infrastructure on its land;
  - identify sites and seek providers who will install and run rapid charging hubs;
  - for those without driveways, provide charging in council car parks in the first instance;
  - focus on higher-powered chargepoints to minimise the amount of infrastructure required;
  - adopt a new standard for on-street charging bays to ensure safety and accessibility;
  - investigate the procedures and legal agreements required to permit cable gullies in streets which are not in close proximity to existing or planned chargepoints;
  - allow car club operators to install EV chargepoints at dedicated car club bays in council car parks;
  - allow free parking for vehicles that are using the chargepoints in council car parks until 1st January 2025 at least;
  - ensure that future fast chargepoints installed on its land have an instant contactless card payment option.
- 8. The strategy focuses primarily on EV charging infrastructure for cars and vans, including taxis, private hire vehicles and delivery vehicles. Though it does not aim to identify charging infrastructure for larger vehicles and buses, it recognises that some of the infrastructure may also be suitable for these vehicles.
- 9. Since 2022, the council has initiated the installation of 33 chargepoints, with a total of 66 sockets, on its land. These are a combination of 50kW rapid chargers and 22kW fast chargers, with a small number of 7kW standard chargers. The infrastructure has been delivered by Joju/Mer. The decision to proceed with this arrangement was taken by Cabinet in January 2022. The EVCI strategy considers the next phase of chargepoint installations and wider work to develop a comprehensive network of public chargepoints on the Island. The council's role in the provision of electric vehicle charging covers the following aspects:
  - Provision of chargepoint infrastructure on council land with a third-party provider
  - Co-ordination of network development, identifying gaps in provision, and encouraging private sector provision
  - Promotion of grant schemes and other useful information
- 10. Calculating demand for public chargepoints is difficult given the number of variable factors such as speed of adoption of EVs, number of owners without driveways and, on the Island, visitor demand. The consultation document described studies that had tried to estimate demand, producing figures of between 200-400 chargepoint sockets in public places by 2025.

- 11. The council is proposing to procure a single chargepoint operator (CPO) to own, install and manage the next phase of public chargepoints, comprising:
  - Chargepoints in 23-26 council car parks (off-street)
  - Between 20-25 on-street chargepoints
  - A small number of chargers in lighting columns where these are determined to be the best solution
    - This is likely to result in an additional 140 sockets, bringing the total enabled by the council to just over 200. The EVCI strategy identifies the locations for the off-street chargers. It doesn't identify specific locations for on-street chargers but identifies the methodology through which this will be determined. Resident requests will also be an important factor.
- 12. The strategy also suggests a small trial of cable gullies which allow people to use their domestic energy supply to charge their vehicle when they don't have a driveway. It also explains how the council will work with both the private sector and community organisations to expand the network so that residents are always close to a public charger and visitors are able to access the facilities they need.

#### CORPORATE PRIORITIES AND STRATEGIC CONTEXT

#### Responding to climate change and enhancing the biosphere

13. In helping the switch from fossil fuel vehicles to electric vehicles, the proposal supports the Climate & Environment Strategy by reducing carbon emissions from vehicles and improving air quality. Specifically, it will support the following output:

Output 040 - Increase the number of publicly available rapid charging and fast charging electric vehicle charge points across the Island to at least 72.

It is expected that implementation of the strategy will result in approximately 200 chargepoint sockets enabled by the council with additional sockets provided by the private sector.

Existing chargepoints on council land currently utilise green electricity exclusively and this will also be a requirement for the next phase.

Opportunities for solar canopies and battery storage, including the use of used vehicle batteries, at chargepoint sites will be assessed with the supplier.

#### Economic Recovery and Reducing Poverty

14. The strategy will support green and thriving businesses by providing facilities for business vehicles to recharge during their normal driving cycles. It is anticipated that local contractors will benefit from work relating to the installation, repair and maintenance of chargepoints.

#### Impact on Young People and Future Generations

15. The Isle of Wight Youth Council manifesto<sup>1</sup> identifies actions to help young people on the Island and commits "to work with the council and support campaigns that

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<sup>&</sup>lt;sup>1</sup> Youth Council - Service Details (iow.gov.uk)

look after the environment and to create a sustainable, renewable hub for all". Young people will be at the forefront of the move to more sustainable transport. Improvements in air quality resulting from the switch to EVs will be beneficial to young people, particularly those suffering from respiratory disease.

#### **Corporate Aims**

16. This proposal supports the Corporate Plan in seeking to enhance the Island's infrastructure by accelerating the deployment of EV chargepoints for residents, businesses and visitors. The strategy looks at extending the initial network that has been installed to provide reassurance to those that have not yet purchased an EV due to concerns about range and recharging. It will align with the Local Transport Plan (LTP) 4 and the emerging Island Planning Strategy which will seek to support the aims of the EVCI strategy.

#### **CONSULTATION**

- 17. A formal public consultation ran for 8 weeks from 24.02.23 21.04.23. A total of 68 responses were received. The majority of those who responded were residents (91%) with a small number of responses from business owners, chargepoint operators, visitors and others (including Parish Councillors).
- 18. There was a fairly even split between those who agreed and disagreed with the strategy, with 43% agreeing or strongly agreeing and 41% disagreeing or strongly disagreeing. 13% were neutral.
- 19. Those who disagreed with the strategy mainly objected to a specific point. The council has incorporated, as far as possible, the results of the consultation in the final strategy. Some of the key issues and council responses are highlighted in the table below:

Issue	Response
There was some opposition to on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.	The council recognises that on-street chargepoints are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public car parks, with on-street chargepoints considered in areas which do not have convenient access to car parks. Where on-street chargepoints are provided, only one bay will be reserved for charging initially until demand increases, when the second bay will then be allocated. It should also be recognised that a car parked in the EV charging bay is likely to free up a space elsewhere on the street, so overall parking pressure should not be heavily impacted. This will become more evident as EV ownership increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer to home.
It was pointed out that the placement of chargepoints should safeguard the	The council agrees with this and will favour a clear 2 meter footway width after a chargepoint is installed. A minimum of 1.5 meter will apply in all

pedestrian environment.	cases. The government is clear that the roll out of chargepoints should not hinder walking or cycling in any way.
The public are naturally concerned about what safety precautions are being put in place for chargepoints.	All on-street chargepoints are subject to a Safety Audit prior to installation to ensure that the location of the equipment is safe for users and others in the public realm. Installers must be suitably qualified and an Electrical Installation Certificate completed at commissioning. Contractual arrangements with Chargepoint Operators (CPOs) will ensure that electrical tests are carried out on a regular basis and emergency procedures are in place for an immediate response in the case of a vehicle collision with a chargepoint.
It was requested that the council be able to offer advice and guidance to residents on vehicle charging and to businesses and others on how best to provide charging facilities.	Through its LEVI Capability Fund allocation, the council intends to employ a specialist to oversee the roll out of further public chargepoints. The postholder will consider how best to support the community in developing a wider network and will ensure that communications are updated to provide helpful guidance.
A number of respondents felt that the demand from visitors had not been adequately assessed. They also pointed out that chargepoints could be provided at much holiday accommodation and that this could be at a slower speed as most charging would be overnight. Visit Isle of Wight recommends more ultra-rapid charging at ferry terminals and a strong emphasis on reliability to ensure a good experience for visitors and to maintain the Island's reputation.	It is very challenging to determine visitor demand as there are so many behavioural issues to factor in. The consultation document did highlight some reports that had been focused on the Island which indicated significant visitor demand. Whilst the council will focus public funding on provision for residents, the additional demand from visitors will make some locations more commercially viable for a CPO and may support a wider network. The council will continue to work with site owners that can offer private facilities for their guests, especially where they are able to open this up for wider community use. It will pursue the provision of ultra-rapid charging and will liaise with ferry operators on provision in and around ports. It will also have a focus on reliability to ensure that the public have a good experience of the chargepoint network
The responses highlighted the need for charging hubs offering fast and rapid charging close to taxi ranks and other strategic points.	The council understands the need for fleet vehicles, including taxis, to have access to ultrarapid charging facilities so that they can recharge during a shift. These are best provided at charging hubs and the council will seek to identify a shortlist of charging hub locations at strategic sites. These will include some slower chargers which allow fleet vehicles to charge overnight ready for the start of the shift in the morning.

20. In developing the strategy the council also consulted with industry experts such as Energy Saving Trust and Cenex, with other local authorities and with local chargepoint installers. It consulted with Visit Isle of Wight to understand the needs of the visitor sector and with Town, Parish and Community Councils through

dedicated webinars. The consultation exercise offered the opportunity for groups, as well as individuals, to respond and efforts were made to seek the views of those representing disabled people.

21. The full consultation report is at Appendix 3.

#### **SCRUTINY COMMITTEE**

22. The Scrutiny Committee for Neighbourhoods and Regeneration considered the proposals at its meeting on 6<sup>th</sup> July 2023. The committee's recommendations and how these have been addressed in the strategy are shown in the table below:

Recommendation	Strategy response
Consider ensuring that any future developments include charging points on an individual and collective basis.	Part S (2021) of the Building Regulations covers the requirements for the installation of chargepoints in new residential and non-residential buildings. Consultation responses indicated support for a higher local requirement for chargepoints in non-residential buildings as a means of increasing the public network. This will be discussed with the Planning department.
Consider the potential of a charging network to charge cars coming onto the island by having discussions with ferry operators for availability either on ferries or on dockside infrastructure.	It's unlikely that vessels will have spare electrical capacity for on-board charging, but the provision of charging infrastructure in and around ferry terminals will be important. Conventional chargepoints may be difficult to operate at the terminals themselves as they will interfere with normal queueing practices, but future developments, such as induction charging, may be an attractive solution. The strategy states that the council will maintain dialogue with the ferry operators and Visit Isle of Wight to understand the needs of visitors and to promote appropriate solutions. Chargepoints in council car parks close to ferry terminals, such as River Rd in Yarmouth, may provide one of these solutions.
To provide regular updates on the progression of the strategy moving forward.	The monitoring and reporting section of the strategy states that regular updates will be provided to the Scrutiny Committee.
To look into the issue of grid capacity for charging into the future via National Grid, electricity supply companies and planned local energy capture commercially and via households.	There is generally sufficient grid capacity for new loads such as chargepoints. The current constraint is for the export of locally generated power at certain times. There may be very local capacity issues which mean that chargepoints can't be installed in a specific location or that the power has to be reduced e.g. from 22kW to 7kW. The network operator, SSEN, will shortly be providing a tool which will allow the council to identify the locations where chargepoints can be most easily installed.
Consider as a matter of urgency the provision of solar farms in Council carparks.	In theory, car parks make good sites for solar PV installations as panels can usually be orientated south and there is little overshading. On the other

hand, a lease term of 30-40 years is usually required by solar investors which is longer than that being offered to chargepoint operators, meaning that a separate entity will own and operate the solar installation which may cause complications. It could be a future investment opportunity for the council. Once it has appointed a CPO, the council will work with them to identify any opportunities for solar panels. Larger ultrarapid charging hubs will usually be offered a lease of 30 years or more and are very attractive sites for solar canopies.

#### FINANCIAL / BUDGET IMPLICATIONS

- 23. The strategy will be delivered exclusively with funding awarded to the council through the Local Electric Vehicle Infrastructure (LEVI) fund with allocations to the Isle of Wight Council as follows:
  - LEVI Capability Fund £315,000 to ensure that local authorities have the skills and staff to undertake the planning and delivery of local EV chargepoints in their areas.
  - LEVI Capital Fund £1,625,000 to support chargepoint purchase and installation costs to significantly scale up the number of local chargepoints, enabling more residents, especially those without off-street parking, to switch to EVs.
- 24. Securing the funding is dependent on suitable plans being agreed by the Department for Transport. The council has recently secured its full Capability Fund allocation which will, amongst other things, support a full-time EV Infrastructure Programme Manager who will have primary responsibility for the procurement of a CPO and subsequent delivery of the next phase of chargepoints. In addition, the funding will support safety and accessibility audits of all proposed sites and the legal agreements necessary for a cable channel trial. It will support the purchase of the LOCATE tool through which the council will identify properties requiring public chargepoints and the preferred location of the on-street infrastructure.
- 25. Delivery of the Action Plan that accompanies this strategy will be exclusively funded through the council's LEVI Fund allocations since the council does not have internal funding for this activity. This will include network development (see chapter 12), consulting with local stakeholders and improving the provision of information to the public.
- 26. The Capital Fund will support the installation of new chargepoints where the costs can't be reasonably met by the appointed CPO. This is likely to be focussed on chargepoints in rural areas which will have marginal commercial viability and those where installation costs are particularly high, for example through high grid connection costs. It will also support physical improvements to meet accessibility requirements where these will impact the viability of the location. The Capital Fund will also support a small cable channel trial and, subject to DfT approval, the establishment of rapid charging hubs in locations where they are the best solution to the charging needs of local residents.

- 27. The council is currently receiving income from a revenue share arrangement with Joju/Mer. For the next phase, it is likely to require a ground rent and revenue share, with tenders being assessed on the level being offered by bidders. It is anticipated that the income received will support ongoing contract management of the CPO.
- 28. As the number of chargepoints in public car parks increases during phase 2, there is potential for loss of parking income if the current free parking arrangement continues. This will be offset to some degree by a revenue sharing agreement with the CPO, but that will be dependent on the rate that can be achieved and the usage of the chargepoints. Given this uncertainty, it has been decided to spend time gathering more information before a final decision on parking charges is made. The council will therefore guarantee no parking charges in EV charging bays until 31<sup>st</sup> December 2024 and will continue to monitor the position until then. If it's decided that a parking charge needs to be introduced, this will not begin before 1<sup>st</sup> January 2025.

#### LEGAL IMPLICATIONS

- 29. The council has the power to dispose of property under section 123 of the Local Government Act 1972, which requires it to achieve 'best consideration' in any disposal.
- 30. The council can procure using a purchasing body framework. The council will need to ensure it complies with the Public Contracts Regulations 2015 and usual due diligence when procuring goods and services
- 31. The council has a general power to trade and to charge as they choose to for discretionary services under the Local Government Act 2003, provided this is not prohibited by other legislation.
- 32. The Localism Act 2011 contains the 'general power of competence', essentially allowing the council to do anything that individuals generally may do, that is not expressly prohibited.

#### **EQUALITY AND DIVERSITY**

- 33. An Equality Impact Assessment (EIA) has been undertaken and the proposed strategy has been found to have no negative impacted on protected characteristics, in fact, the increased availability of chargepoints will reduce range anxiety for certain protected groups.
- 34. The assessment has shown the need for infrastructure to be placed close to the homes of those with mobility difficulties, meaning that on-street infrastructure will be required where there are no car parks nearby.
- 35. All infrastructure will be installed in accordance with PAS1899:2022, meaning that both the chargepoint unit and charging bay will be suitable for use by disabled people.
- 36. In addition, blue badge holders will be considered a priority group for the cable gully trial and will not incur a parking charge for the use of EV charging bays should the council decide to introduce one in 2025. The chosen supplier will be required to ensure that communications are appropriate and accessible for all.

37. The EIA is included as Appendix 2.

#### PROPERTY IMPLICATIONS

- 38. As part of the agreement a 15-year licence will be granted to the supplier from the end of the investment period (up to 18 years in total) with an option to extend for up to 5 years at the council's discretion.
- 39. Each chargepoint within a council car park will require two dedicated parking spaces. Because of the need for additional space around the vehicle for cable runs, 3 existing parking spaces will be converted to 2 EV only charging spaces (or 5 to 4 when two charge points are being installed). Additional space may be required to meet PAS1899 accessibility standards.
- 40. The bays will be marked for EV Charging Only. Those in car parks will be managed through an existing Parking Places Order and those on street through a Traffic Regulation Order for each site. The provider will be responsible for the cost of bay marking and signage and the maintenance of these.
- 41. The supplier is likely to require exclusivity for chargepoint installations in the car parks which have been allocated to it. The contract will ensure that, if a car park is required by the council for other purposes, such as development, it can relocate the chargepoints to another suitable location or terminate the agreement for that location.
- 42. Solar canopies are likely to require a longer lease, potentially 30-40 years. Should any sites be identified as suitable for solar canopies, the council will consider whether to extend the lease, whether to provide a separate lease for the solar installation (potentially to a different provider) or whether to invest in the solar systems itself.

#### **OPTIONS**

- 43. Option 1: Do nothing there is an option to do nothing at this stage if it is felt that the chargepoint network does not need to be further developed or the council does not need to be involved.
- 44. Option 2: Adopt the EVCI Strategy to adopt the strategy, as presented, in full.
- 45. Option 3: Adopt the EVCI Strategy with modifications to adopt the strategy subject with minor amendments.

#### RISK MANAGEMENT

46. Failure to adopt the EVCI strategy at this stage will weaken the council's case to draw down the LEVI capital fund allocation which will, in turn, delay the next phase of chargepoint network development. The government has strongly indicated that it expects councils to have such strategies in place as the basis for plans to spend the capital allocation. If the strategy is approved, the council can press on with plans to employ specialist staff, procure a CPO, secure the capital funding and begin the rollout of an additional 140 chargepoint sockets. There is evidence of rapid growth in the use of the existing public chargepoints and the council will face reputational damage if it fails to extend the network to meet need.

- 47. Whilst the council will need to play a pivotal role in development of the network on its land, the management of chargepoints requires significant ongoing staff resource and technical expertise. Under the proposed lease arrangement, the majority of this work is passed over to the supplier which has the specialist skills required.
- 48. It is likely that, under the proposed arrangement for the next phase, the supplier will require the exclusive use of designated car parks for their chargepoint provision. This will limit the council's ability to provide alternative charging arrangements in these car parks; however, it will insist that they are available for specialist chargepoint provision for:
  - Car Clubs
  - Council fleet vehicles
  - Emergency vehicles
- 49. The council will also ensure there is provision in the contract to allow it to terminate the agreement for a particular car park if it needs it for other uses, such as development.
- 50. The lease option means that the council will have less control over the quality and type of service provided to EV users on its sites which, in a worst-case scenario, could create a negative perception of the council that it cannot easily address. The contract will require the supplier to adhere to strict KPIs to ensure that faults are repaired quickly and a reliable network is maintained.
- 51. The council will have no control over tariffs being charged to chargepoint users. However, it is anticipated that market forces will keep tariffs at competitive levels, particularly as a greater number of chargepoints are provided at private sites such as supermarkets and visitor attractions.
- 52. CPOs will naturally seek those locations which seem to offer the greatest return. These are often in convenient locations for residents and visitors but may exclude provision in rural areas. The council will therefore require the supplier to invest in a balanced portfolio of sites which it has specified, with less attractive sites in rural areas offset by higher returns in urban car parks. There is the opportunity to use LEVI capital funding to support sites with very high installation costs and to contribute to the costs of making them fully accessible.
- 53. Public health and safety is an important element of chargepoint operation. Under the proposed lease option, the provider will be responsible for maintaining the infrastructure in a safe condition at all times.
- 54. On-street chargepoints can be a contentious issue and a number of consultation responses felt that they should not be included in future network development. Both government and the council feel that on-street locations are essential if infrastructure is to be located conveniently for those who need it, especially older and disabled users or those with mobility issues who need the chargers to be as close to their homes as possible. As EV ownership increases, it's likely that these bays will be in constant use and will not been seen to be reducing on-street parking capacity. In the interim, the council will continue to allocate one dedicated EV charging bay at each site until demand increases, at which point the second bay will

be designated. The location of the next phase of chargepoints will be determined through both digital mapping and requests received from residents.

## **EVALUATION**

- 55. Do nothing there is an option to do nothing and to rely on others to develop the network of public chargepoints that will be needed in the future. Whilst this market is expected to develop over time, it is unclear whether it will be extensive enough to meet demand or to encourage the rapid switch to EVs. While the network does not meet need, the council can expect to receive regular complaints from residents and visitors. With this option the council will not be taking steps to deliver this part of the Climate & Environment Strategy. There is also the option for a temporary pause if the council does not feel there are sufficient resources to deliver the strategy. This is no longer the case as the council has recently received confirmation of its £315,000 LEVI capability fund allocation which it can draw on immediately to employ the staff required to deliver the strategy. There is also an allocation to the council of £1.625m of capital funding but there are strong indications from government that having a robust EVCI strategy in place is a requirement before these fuds can be accessed.
- 56. Adopting the EVCI strategy in full will provide a clear basis for the next phase of development of chargepoints on council land and put it in a strong position to access the LEVI capital funding. It will allow the council to begin the recruitment of the staff team to deliver the strategy and to begin the procurement of a CPO which will be making significant investment in the facilities. There are those who feel that the ban on petrol and diesel cars will be delayed and even that EVs are not the answer to sustainable transport and should not be supported; however, government has recently confirmed the 2030 date for the ban on the sale of petrol and diesel cars and the rate of EV ownership continues to grow rapidly. The existing chargepoint network on the Island already has high usage, suggesting a need to continue to expand the network as demand from residents, visitors and businesses grows. The strategy has been through a period of public consultation and suggestions received have been incorporated as much as possible. The strategy will remain a live document with regular reviews. EV charging is relatively new and new solutions will almost certainly emerge, so the council will keep abreast of developments and adjust the strategy accordingly.
- 57. If there are parts of the strategy that Cabinet members feel need altering at this stage, the strategy can be adopted subject to the alterations being made. Assuming these are minor, they should not affect the target dates in the action plan.
- 58. It is recommended that the council adopts the EVCI strategy in full (option 2).

## APPENDICES ATTACHED

Appendix 1 – Electric Vehicle Charging Infrastructure (EVCI) Strategy, Final Version, September 2023.

Appendix 2 – Equality Impact Assessment

Appendix 3 – Consultation report

# BACKGROUND PAPERS

HM Government – "Taking Charge: The electric vehicle infrastructure strategy (March 2022) - <u>Taking charge: the electric vehicle infrastructure strategy (publishing.service.gov.uk)</u>

British Standards Institute (BSI) – PAS1899:2022 – available at PAS-1899 | BSI (bsigroup.com)

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COLIN ROWLAND

Director of Neighbourhoods

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

# ELECTRIC VEHICLE CHARGING INFRASTRUCTURE (EVCI) STRATEGY

# FINAL VERSION, SEPTEMBER 2023.

# **Abbreviations**

BEV	Battery Electric Vehicle
CCC	Climate Change Committee
CO <sub>2</sub>	Carbon dioxide
СРО	Chargepoint Operator
CSR	Central Southern Region (framework)
DFES	Distribution Future Energy Scenarios
DfT	Department for Transport
DNO	Distribution Network Operator
ETRO	Experimental Traffic Regulation Order
EV	Electric Vehicle
EVCI	Electric Vehicle Chargepoint Infrastructure
EVCP	Electric Vehicle Chargepoint
GSI	Geospatial Insight
HGV	Heavy Goods Vehicles
ICE	Internal Combustion Engine
IWC	Isle of Wight Council
kW	Kilowatt
kWh	Kilowatt-hours
LEVI	Local Electric Vehicle Infrastructure (Fund)
LGV	Light Goods Vehicle
MW	Megawatt
ORCS	On-street Residential Chargepoint Scheme

1

OSM	OpenStreetMap
OZEV	Office for Zero Emission Vehicles
PCN	Penalty Charge Notice
PHEV	Plug-in Hybrid Electric Vehicles
PHV	Private Hire Vehicle
PPO	Parking Places Order
PV	Photovoltaic (solar) panels
RPZ	Resident Parking Zone
SLA	Service Level Agreement
SSEN	Scottish & Southern Electricity Networks
TfSE	Transport for the South East
TRO	Traffic Regulation Order
V2B	Vehicle to Building
V2G	Vehicle to Grid
V2H	Vehicle to Home
V2X	Vehicle to Anything
ZEV	Zero Emission Vehicle

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#### 1. Introduction

In November 2020, the UK Prime Minister announced the phase out of new petrol and diesel cars and vans from 2030 and hybrids from 2035, at which point all new cars and vans must be fully zero emission at the tailpipe. By 2050, almost all cars and vans on our roads will be zero emission.

This provides a clear signal to consumers and industry that the transition to electric vehicles is underway. Those purchasing vehicles today will be thinking about the choice between an electric motor and an internal combustion engine (ICE).

Vehicle ownership data is released by the DVLA<sup>1</sup>. At the end of December 2022 there were 1,216 plug-in cars and light goods vehicles (including BEVs and plug-in hybrids) registered on the Isle of Wight, up from 847 the previous year.

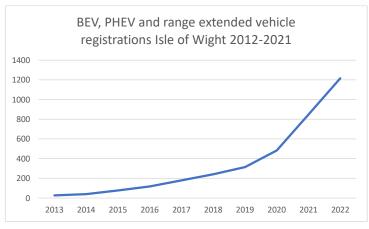


Figure 1: EV ownership on the Isle of Wight

Many of these EV owners will have private charging facilities at home, but the lack of public charging infrastructure is seen as one of the biggest hurdles to the uptake of electric vehicles (EV). The UK Government's Zero Emission Vehicle Delivery Plan<sup>2</sup> (July 2021) states:

"The rollout of charging infrastructure is critical to achieving our ambitions (for electric mobility)...Infrastructure provision and quality is key to convincing motorists to make the switch."

Public chargepoints serve a number of purposes; they allow residents without offstreet parking to own an EV; they allow EV owners to 'top-up' opportunistically, for example, when shopping or visiting leisure sites; they reduce range anxiety by assuring EV owners that they can access charging points at any time; they support

<sup>&</sup>lt;sup>1</sup> Vehicle licensing statistics data tables - GOV.UK (www.gov.uk)

<sup>&</sup>lt;sup>2</sup> Transitioning to zero emission cars and vans: 2035 delivery plan - GOV.UK (www.gov.uk)

EV taxis; they provide a network which allows visitors to bring their electric vehicle to the Island; and they allow fleet vehicles to recharge without having to return to base.

This network must be provided ahead of demand in order to give confidence to prospective EV owners and allow them to purchase an EV without hesitation. Clearly there are risks in this. The chargepoints may initially have low usage and therefore run at a loss in the early years. Also, it is possible that charging systems will change over the next decade or so, with alternatives to plug-in charging emerging. However, the typical life of a charge point is 8-10 years meaning that an investment made today should provide a commercial return before any alternative forms of charging become widely available.

The national EV Charging Infrastructure Strategy was published in March 2022 and puts an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging for residents, businesses (including fleets), and visitors without causing highway disruptions that could discourage walking and cycling. The Strategy highlights a national pot of £500m (the Local Infrastructure Support Programme) to drive innovative new approaches to deploying local chargepoints at scale.



Figure 2: Aims of National EV Chargepoint Infrstructure Strategy, 2022.

Government is also asking local authorities to scale up the rollout of public chargepoints on local streets. The specific responsibilities for local government, specified in the Strategy, are:

Organisation	Summary of role and responsibilities
Local and Mayoral authorities	<ul> <li>Develop and deliver ambitious tailored local EV charging infrastructure strategies that provide scaled, commercially sustainable public charging provision. They should align with wider local transport and energy decarbonisation policies.</li> </ul>
	<ul> <li>Ensure clear ownership and resourcing of the planning and delivery of EV charging infrastructure rollout.</li> </ul>
	<ul> <li>Ensure local chargepoints are inclusively designed and accessible for residents, businesses, and visitors, and in line with local authorities' legal obligations.</li> </ul>
	<ul> <li>Ensure internal processes for the installation of chargepoints (for example grant permissions) are efficient, fast and easy to navigate for those working with local authorities.</li> </ul>

Figure 3: Summary of responsibilities for local government

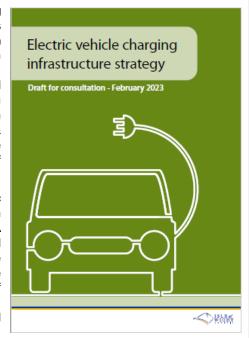
The number and speed of chargepoints required will depend on both technological developments and charging behaviour. The range of EVs will continue to increase, meaning less frequent charges are required. Instead of the "run to empty, fill up and run to empty again" cycle typical of fossil fuelled vehicles, EVs may operate with regular small top-ups, taken opportunistically when a chargepoint is available. This could reduce the demand for ultra-fast charging but increase the number of chargepoints required.

The strategy for the Isle of Wight aims to provide a clear pathway for the development of the public charging network over the short and medium terms. It provides a noregrets approach to the provision of publicly accessible EV charging infrastructure. Developments over the long-term (10+ years) are discussed but, because of unknowns, can't be planned for in detail at this stage.

# 2. Strategy development

A draft Electric Vehicle Charging Infrastructure (EVCI) strategy was developed throughout 2022, drawing on the knowledge of industry experts such as Energy Saving Trust and Cenex, guidance from other local authorities and the experience of the council in hosting chargepoints since 2013. Views from local chargepoint installers, Town & Parish Councils and representative organisations, such as Visit Isle of Wight, were also sought.

The draft strategy was issued for public consultation which ran for 8 weeks from 24<sup>th</sup> February 2023 to 21<sup>st</sup> April 2023. A total of 68 responses were received during the consultation period. The majority of those who responded were residents (91%) with a small number of responses from business owners, chargepoint operators, visitors and others (including Parish Councillors).



There was a fairly even split between those who agreed and disagreed with the strategy, with 43% agreeing or strongly agreeing and 41% disagreeing or strongly disagreeing. 13% were neutral.



The council has incorporated, as far as possible, the results of the consultation in the final strategy. Some of the key issues and council responses are highlighted in the table below:

on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.  are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public comparks, with on-street chargepoints considered areas which do not have convenient access to comparks. Where on-street chargepoints are provide only one bay will be reserved for charging initial until demand increases, when the second bay we then be allocated. It should also be recognised the acar parked in the EV charging bay is likely to free up a space elsewhere on the street, so over parking pressure should not be heavily impacted. This will become more evident as EV ownersh increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer home.  it was pointed out that the		
on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.  are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public comparks, with on-street chargepoints considered areas which do not have convenient access to comparks. Where on-street chargepoints are provide only one bay will be reserved for charging initial until demand increases, when the second bay we then be allocated. It should also be recognised the acar parked in the EV charging bay is likely to free up a space elsewhere on the street, so overage parking pressure should not be heavily impacted. This will become more evident as EV ownersh increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer home.  it was pointed out that the	Issue	Response
	on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.	
1	-	The council agrees with this and will favour a clear 2m footway width after a chargepoint is installed. A minimum of 1.5m will apply in all cases. The

should safeguard the	government is clear that the roll out of chargepoints
pedestrian environment.  The public are naturally concerned about what safety	should not hinder walking or cycling in any way.  All on-street chargepoints are subject to a Safety Audit prior to installation to ensure that the location
precautions are being put in	of the equipment is safe for users and others in the
place for chargepoints.	public realm. Installers must be suitably qualified and an Electrical Installation Certificate completed
	at commissioning. Contractual arrangements with Chargepoint Operators (CPOs) will ensure that
	electrical tests are carried out on a regular basis
	and emergency procedures are in place for an immediate response in the case of a vehicle
	collision with a chargepoint.
It was requested that the council be able to offer advice	Through its LEVI Capability Fund allocation, the council intends to employ a specialist to oversee
and guidance to residents on	the roll out of further public chargepoints. The
vehicle charging and to businesses and others on how	postholder will consider how best to support the community in developing a wider network and will
best to provide charging	ensure that communications are updated to provide
facilities.  A number of respondents felt	helpful guidance.  It is very challenging to determine visitor demand
that the demand from visitors	as there are so many behavioural issues to factor
had not been adequately assessed. They also pointed	in. The consultation document did highlight some reports that had been focused on the Island which
out that chargepoints could be	indicated significant visitor demand. Whilst the
provided at much holiday accommodation and that this	council will focus public funding on provision for residents, the additional demand from visitors will
could be a slower speed as	make some locations more commercially viable for
most charging would be	a CPO and may support a wider network. The
overnight. Visit Isle of Wight recommends more ultra-rapid	council will continue to work with site owners that can offer private facilities for their guests, especially
charging at ferry terminals and	where they are able to open this up for wider
a strong emphasis on reliability to ensure a good	community use. It will pursue the provision of ultra- rapid charging and will liaise with ferry operators on
experience for visitors and to	provision in and around ports. It will also have a
maintain the Island's reputation.	focus on reliability to ensure that the public have a good experience of the chargepoint network
The responses highlighted the	The council understands the need for fleet vehicles,
need for charging hubs offering fast and rapid	including taxis, to have access to ultra-rapid charging facilities so that they can recharge during
charging close to taxi ranks	a shift. These are best provided at charging hubs
and other strategic points.	and the council will seek to identify a shortlist of charging hub locations at strategic sites. These will
	include some slower chargers which allow fleet
	vehicles to charge overnight ready for the start of the shift in the morning.

the shift in the morning.

Table 1: Summary of consultation responses

The consultation responses did not provide any major objections to the key principles in network development which the council will therefore adopt in this strategy. The council will therefore:

- contract with third party chargepoint operators (CPOs) to fund and manage the public chargepoint infrastructure on its land;
- identify sites and seek providers who will install and run rapid charging hubs;
- for those without driveways, provide charging in council car parks in the first instance;
- focus on higher-powered chargepoints to minimise the amount of infrastructure required;
- adopt a new standard for on-street charging bays to ensure safety and accessibility;
- investigate the procedures and legal agreements required to permit cable gullies in streets which are not in close proximity to existing or planned chargepoints;
- allow car club operators to install EV chargepoints at dedicated car club bays in council car parks;
- not apply a parking charge to vehicles that are using the chargepoints in council car parks before 1st January 2025;
- ensure that future chargepoints installed on its land have an instant contactless card payment option.

### 3. Scope

This Strategy focuses primarily on EV charging infrastructure for cars and vans, including taxis, private hire vehicles and delivery vehicles. It does not aim to identify charging infrastructure for larger vehicles and buses but recognises that some of the infrastructure may be suitable for these vehicles.

This Strategy will not deal with charging for:

- Ebikes these use domestic 3-pin sockets for charging. Power packs can be removed for charging inside, either at home or at destinations, so no planned public infrastructure is envisaged, apart from hire schemes which will provide their own charging system.
- Motorbikes solutions for electric motorbike charging are emerging with some
  using domestic 3-pin sockets and others the type 2 chargepoints that are used
  by cars. It's anticipated that most motorbikes will be able to charge at home as
  they don't require the same off-street space as cars, but public charging needs
  will be kept under review.
- Buses and coaches the infrastructure for buses will require dedicated chargepoints which will be provided by the operator. The requirement for coaches is not yet defined but may be included in future versions of this strategy.
- HGVs as it is currently unclear to what extent they will utilise batteries or a low carbon fuel alternative such as hydrogen.
- Marine vessels electric boats have been developed and some EV charging
  has been installed at marinas around the world. Boat charging is a specialist
  activity which may be considered for harbours and marinas owned and
  operated by the council and others but is not included in this Strategy. We will,
  however, consider the opportunities for vehicle charging at ports and marinas.

Charging on strategic road network (motorways and major A roads) is managed by Highways England.

# 4. Existing chargepoints

Since 2022, the council has initiated the installation of 33 chargepoints, with a total of 66 sockets, on its land. These are a combination of 50kW rapid chargers and 22kW fast chargers, with a small number of 7kW standard chargers.

#### 4.1 On-street

The council was successful in a bid to the On-Street Residential Chargepoint Scheme (ORCS)<sup>3</sup> for 75% funding towards the cost of installing 10 on-street charge points. The sites selected, following requests from residents, are as follows:

Town	Site	Number of Sockets	Rate of Charge (max)	Go Live date
Cowes	Seaview Road	2	22kW	July 2022
Cowes	Cowes Parade	2	22kW	September 2023
East Cowes	Adelaide Grove	2	22kW	June 2022
Newport	Quay Street (1)	2	22kW	December 2022
Newport	Quay Street (2)	2	7kW	December 2022
Newport	Wykeham Road	2	22kW	June 2022
Ryde	Milligan Road	2	22kW	June 2022
Seaview	Seafield Road	2	22kW	December 2022
Ventnor	Trinity Road	2	7kW	July 2022
Yarmouth	River Road Car Park	2	22kW	July 2023

Table 2: Sites for on-street chargepoint pilot project

It should be noted that, whilst the maximum rate of charge has been quoted, not all vehicles are able to charge at this rate due to the limitations of the on-board charger. Therefore, whilst some vehicles (e.g. Renault Zoe) can charge at the full 22kW, others will charge at a slower rate.

<sup>&</sup>lt;sup>3</sup> On-Street Residential Chargepoint Scheme guidance for local authorities - GOV.UK (www.gov.uk)





Figure 4: On-street chargepoint installations

At each of these sites an experimental TRO has been issued which allocates one dedicated charging space initially. This will increase to two when demand grows.

The council has provided a system for residents to request a chargepoint installation on their street which is available at <a href="https://example.com/">Chargepoint Request form (arcgis.com)</a>

Further information is provided at the council's dedicated webpage -  $\underline{\text{On street charge}}$   $\underline{\text{points (iow.gov.uk)}}$ 

#### 4.2 Off-Street

During 2022 and 2023, a number of off-street chargepoints have been installed in council car parks by Joju and its investment partner Mer. The chargepoints installed are as follows:

Town	Site	Details	Number of sockets
			COCKCIO
Newport	Chapel Street Car Park	1 x rapid charger and 2 x fast chargers	6
Newport	Seaclose Park Car Park	1 x fast charger	2
Ryde	Quay Road Car Park	1 x rapid charger and 1 x fast charger	4
Ryde	St. Thomas Street (upper) Car Park	1 x rapid charger and 1 x fast charger	4
Sandown	St. John's Road Car Park	1 x rapid charger and 1 x fast charger	4
Cowes	Cross Street Car Park	1 x rapid charger and 1 x fast charger	4
Ventnor	Central Car Park	1 x rapid charger and 1 x fast charger	4
Freshwater	Moa Place Car Park	1 x fast charger	2
Shanklin	Orchardleigh Road Car Park	2 x fast chargers	4
Lake	New Road Car Park	1 x standard charger	2
Wootton Bridge	Brannon Road Car Park	2 x fast chargers	4
Cowes	Somerton Park & Ride	2 x fast chargers	4
Yarmouth	River Road Car Park	1 x rapid and 1 x fast charger	4

Table 3: Off-street chargepoints installed in council car parks during 2022/23. Note, rapid charger is 50 kilowatts, fast charger is 22 kilowatts and standard charger is 7 kilowatts.

Further information is provided at the council's dedicated webpage - Off street charge points (iow.gov.uk).

# 5. Sustainable transport hierarchy

Electric vehicle chargepoints are part of a policy approach to the decarbonisation of transport which is being resolved through the Local Transport Plan.

The LTP advocates a hierarchy of transport options which favours active travel (walking and cycling) and public transport but continues to support the use of private cars.

The sustainable travel hierarchy is an illustrative tool that enables an individual to understand the carbon impact of their journey. The higher up the hierarchy, the greener the travel option, ranging from digital communication through to air travel as illustrated below:



Figure 5: The Sustainable Travel Hierarchy (Source: Energy Saving Trust 20214)

According to the most recent National Travel Survey (DfT, 2021)<sup>5</sup> most trips undertaken are relatively short. In 2020, 25% were under one mile, and 75% were under five miles. Whilst walking is undertaken for most trips under 1 mile, for trips between 1 – 5 miles and above the car is the most used mode of travel. Whilst many of these journeys up to 5 miles can be undertaken by walking, cycling or public

<sup>&</sup>lt;sup>4</sup> Energy Saving Trust (2021) An introduction to the sustainable travel hierarchy: https://energysavingtrust.org.uk/an-introduction-to-the-sustainable-travel-hierarchy/

<sup>&</sup>lt;sup>5</sup> DfT (2021) National Travel Survey: 2020: <a href="https://www.gov.uk/government/statistics/national-travel-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020/national-trave-survey-2020

transport, for many longer trips, often the only practical option currently is to travel by car.

Car clubs are growing both in availability and popularity (albeit from a low base) and provide an alternative option to owning a car. They tend to be more commonly available in urban areas and, as public transport is either limited or unavailable in rural areas and cycling and walking aren't considered practical options due to long distances and lack of safe walking routes in some areas, many residents and visitors are left with little option other than using a private car (CoMoUK, 2020)<sup>6</sup>.

As such, where the use of a car is required, the use of electric vehicles contributes significantly less carbon emissions into the atmosphere over their lifecycle when compared to petrol and diesel vehicles. The latter also contribute a significant level of air pollution that can be harmful to both human health and the environment. In comparison, electric vehicles have zero tailpipe emissions, thus improving local air quality. Thus, within the context of the sustainable travel hierarchy it is important to encourage the use of electric vehicles where possible.

The national EV Charging Infrastructure Strategy states that chargepoints should not be installed where they'll interfere with modes higher up the hierarchy, for example, by preventing walking or the installation of cycle lanes.

<sup>&</sup>lt;sup>6</sup> CoMoUK (2020) Shared Cars: https://como.org.uk/shared-mobility/shared-cars/what/

# 6. Links with other strategies

#### 6.1 Local

#### Isle of Wight Council Corporate Plan<sup>7</sup>

The Corporate Plan is seeking to enhance the Island's infrastructure and support green and thriving businesses. These objectives are supported by accelerating the deployment of EV chargepoints for residents, businesses and visitors.

# Mission Zero Climate & Environment Strategy 2021-2040, Isle of Wight Council, September 2021<sup>8</sup>



The provision of electric vehicle chargepoints supports the council's Climate & Environment Strategy and the ambition for the Island to be net zero by 2040. Specifically, it will support the following output:

Output 040 - Increase the number of publicly available rapid charging and fast charging electric vehicle charge points across the Island to at least 72.

This level of provision will meet immediate need. All charge points will be supplied with green electricity.

## Local Transport Plan (LTP) 4, 2022

Called the Island Transport Plan, this is the main transport document for the Council and outlines the transport vision for 2038. It will enable the Council's commitment to achieving net zero by 2040 for the whole Island focusing on the following four main objectives of:

- 1. A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change.
- 2. People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy.
- 3. An inclusive, accessible, and affordable transport system for all.
- 4. A safe transport network that supports thriving, healthier communities.

Commented [FJ2]: Stewart Chandler to confirm date

<sup>&</sup>lt;sup>7</sup> Viewing Document: Corporate Plan 2021-2025 (iow.gov.uk)

<sup>&</sup>lt;sup>8</sup> 2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf (iow.gov.uk)

Within LTP4 is 'Policy 14 - Supporting Zero Emission Vehicles (ZEV)'.

#### Isle of Wight Youth Council

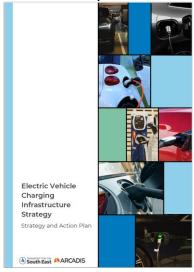
The Isle of Wight Youth Council manifesto<sup>9</sup> identifies actions to help young people on the Island and commits "to work with the council and support campaigns that look after the environment and to create a sustainable, renewable hub for all". Young people will be at the forefront of the move to more sustainable transport. Improvements in air quality resulting from the switch to EVs will be beneficial to young people, particularly those suffering from respiratory disease.

#### 6.2 Regional

#### **Electric Vehicle Charging Infrastructure Strategy**

Transport for the South East (TfSE) published a charging infrastructure strategy and action plan, along with supporting evidence, in 2023<sup>10</sup>. The main objectives are to:

- produce scenarios for potential demand for EV infrastructure in the region.
- identify spatial clusters of demand for different types of charging infrastructure across the region.
- bring together data on current demand and potential future demand from fleets operating in the region.
- identify what further support local authorities need to develop local EV infrastructure strategies.
- highlight best practice in partnership working.
- foster partnerships between local authorities and other key stakeholders to ensure charging infrastructure is delivered in an efficient and cohesive manner.



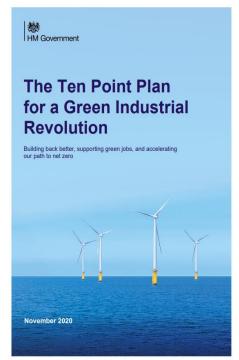
The strategy shows how TfSE can continue to support local authorities with the future rollout of EV charging infrastructure.

#### 6.3 National

<sup>&</sup>lt;sup>9</sup> Youth Council - Service Details (iow.gov.uk)

<sup>&</sup>lt;sup>10</sup> Electric Vehicle Charging Infrastructure Strategy - Transport for the South East

Ten Point Plan for a Green Industrial Revolution, HM Government, November 2020<sup>11</sup>



Nationally, the Government has made a legally binding commitment to net zero by 2050 with stage posts, known as carbon budgets, to ensure continued progress. The commitment includes the phasing out of fossil fuelled vehicles, starting with a ban on the sale of petrol and diesel cars and vans, followed by buses, hybrids and HGVs. The Ten Point Plan for a Green Industrial Revolution, published in November 2020, includes:

Point 4: Accelerating the Shift to Zero Emission Vehicles

This commits to the continuation of the plug-in car grant to reduce the purchase price of electric vehicles, the development of "gigafactories" to produce the batteries needed for EVs at scale, and a £1.3 billion investment to accelerate the roll out of charging infrastructure. A focus for charging infrastructure is rapid charge points on motorways and major roads so that by 2030 there will be 2,500 high powered chargepoints on England's motorways and major A roads.

Taking Charge: The Electric Vehicle Infrastructure Strategy (March 2022)<sup>12</sup>

<sup>&</sup>lt;sup>11</sup> The ten point plan for a green industrial revolution - GOV.UK (www.gov.uk)

<sup>&</sup>lt;sup>12</sup> Taking charge: the electric vehicle infrastructure strategy (publishing.service.gov.uk)



Taking charge: the electric vehicle infrastructure strategy



The Strategy recognises that, to date, the rollout of public chargepoints has been too slow, and the public is often let down by poor reliability and complex pricing schemes. It would like to see an acceleration in the deployment of reliable and easy to use charge points ahead of need.

# "A Better, Greener Britain" – Decarbonising Transport, Department for Transport, July 2021<sup>13</sup>

The <u>transport decarbonisation plan</u> sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. This goes wider than EVs and shows how the government's action on the transition to Zero Emission Vehicles (ZEVs) fits into wider decarbonisation commitments. The placebased section contains further guidance for local authorities on changes to local transport plans.



<sup>&</sup>lt;sup>13</sup> Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk)

# 7. Types of chargepoints

In this document the following definitions are used for the speed of charging:

- 3-5kW slow
- 7kW standard
- 22kW / 25kW fast
- 43kW / 50kW rapid
- 100kW+ ultra-rapid

Chargers as powerful as 350kW are now available.

Following the public consultation exercise, there was general agreement that bollard-type (sometimes called pedestal) chargepoints were the most appropriate for the majority of on-street and off-street installations. Examples are shown below:



# 7 kW Standard Charger

- Alternating Current (AC)
- Twin Type 2 sockets to charge two vehicles simultaneously
- Provides c. 20-25 miles charge in one hour
- Compatible with every consumer EV currently on sale in UK - adaptors are available for older models

# 22 kW Fast Charger

- Alternating Current (AC)
- Twin Type 2 sockets to charge two vehicles simultaneously
- Provides c.70-80 miles charge in one hour
- Compatible with every consumer EV currently on sale, but not all vehicles will receive full 22 kW power





# 50 kW Rapid Charger

- Direct Current (DC) and Alternating Current (AC)
- Triple connector incl. Type 2, CHAdeMO & CCS connectors
- Charges one vehicle at a time, some models will now charge two
- Provides c. 70-80 miles charge in 30 minutes
- Compatible with every consumer EV currently on sale in UK some older models may not be comptible

Figure 6: Summary of chargepoint types

A single unit is usually equipped with two sockets, compatible with the IEC 62196-1 Type-2 connector, allowing two vehicles to charge at the same time. They are easy to repair and equipment can be easily upgraded once the grid connection is established.

The council will aim for the fastest speed possible, primarily 22kW AC chargers and 50-75kW DC chargers. Where this is not possible due to available grid capacity, 7kW chargers will be acceptable.



Figure 7: Alfen Eve 22kW chargepoint at St. Thomas' St (upper) car park, Ryde

The majority of new vehicles use CCS connectors for rapid charging, but a number of older vehicles use the Chademo system and these vehicles will still have need of the public network. The council will work with its CPOs to ensure that a proportion of rapid chargepoints (approx.10%) are equipped with Chademo cables.



Figure 8: Tritium 50kW rapid chargepoint at River Road car park, Yarmouth. This chargepoint has 1 x CCS connector and 1 x Chademo connector.

The consultation also showed some interest in chargepoints fitted to streetlighting columns, with the charging socket replacing the existing faceplate, an example of which is shown below:



Figure 9; Ubitricity on-street charging solutions | Source: www.ubitricity.co.uk

This type of unit is best installed when the lighting column is on the outside of the footway, adjacent to the parking space. This situation is very limited on the Island, however, the council will consider the use of lighting column chargepoints where they are suitably located on the footway and no other alternatives exist. It will ensure that its selected CPO has the capability to install and operate this type of chargepoint.

Other types of chargepoint, such as modular, pop-up and low-lying chargepoints will be kept under review. It is important that these more innovative solutions are able to meet the accessibility requirements for chargepoint infrastructure as defined in PAS1899.

## 8. Demand

Calculating demand for public chargepoints is difficult given the number of variable factors such as speed of adoption of EVs, number of owners without driveways and, on the Island, visitor demand. The consultation document described studies that had tried to estimate demand, producing figures of between 200-400 chargepoint sockets in public places by 2025.

Much of the latest thinking on chargepoint requirements has been brought together by Cenex and used to develop the NEVIS tool to help local authorities to plan their chargepoint infrastructure rollout. Using their medium uptake projections and a blend of near-home and charging hub facilities, the results for the Isle of Wight up to 2030 are shown below:



region	Vehicle type	EVI type	Number of sockets
Isle of Wight	Cars	Standard	252
Isle of Wight	LGVs	Standard	91
Isle of Wight	Cars	Fast	29
Isle of Wight	LGVs	Fast	10
Isle of Wight	Cars	Rapid	24
Isle of Wight	LGVs	Rapid	8
Isle of Wight	Cars	Ultra-Rapid	17
Isle of Wight	LGVs	Ultra-Rapid	6
Total			437

# Year data relates to 2030

region	Vehicle type	EVI type	Number of sockets
Isle of Wight	Cars	Standard	664
Isle of Wight	LGVs	Standard	343
Isle of Wight	Cars	Fast	51
Isle of Wight	LGVs	Fast	27
Isle of Wight	Cars	Rapid	31
Isle of Wight	LGVs	Rapid	15
Isle of Wight	Cars	Ultra-Rapid	33
Isle of Wight	LGVs	Ultra-Rapid	16
Total			1,180

Table 4: Projections for public chargepoint requirement on the Isle of Wight in 2025 and 2030 (Source: NEVIS by Cenex, 2023).

Looking out to 2050, the chargepoint requirement increases dramatically as shown below:

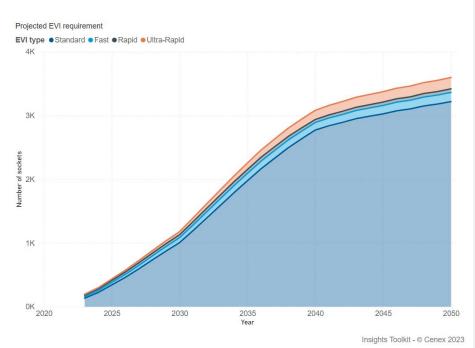


Figure 10: Chargepoint projections to 2050 (Source: NEVIS by Cenex, 2023).

On the Island, there will be a greater focus on fast and rapid chargepoints and less on standard speed chargers, which should reduce the overall number of sockets required.

The data provided by the NEVIS tool is intended as a guide to decision-making and the estimates will need to be revisited and updated as new information becomes available.

Whilst some of this demand will be met by private sector provision, it is in the early years that council provision is particularly important so that the availability of charging infrastructure is not a limiting factor in the adoption and use of EVs by residents and businesses.

It's also important that visitors feel confident enough to bring their EVs to the Island and the table below shows priority locations for visitor chargepoints:

Point of interest	OpenStreetMap value
	Apartment
	Hotel
	Motel
Accommodation	Hostel
	Guest House
	Caravan Site
	Camping Site
Parking	Car Parks

Tourism hotspots	Attraction Information Museum Viewpoint
	viewpoint
	Zoo
T	

Table 5: Useful locations for visitor chargepoints

The council's role will be to ensure that infrastructure in public car parks meets the requirements of visitors as well as residents.

# 9. Ownership model

The EVCI consultation document suggested that the council favoured a Lease option described as follows:

#### Lease

The "Lease" ownership model represents the lowest level of investment from the landowner. In this model, all capital and operating costs are covered by an external supplier, with a small share of revenue retained by the landowner in return for making their land available to the chargepoint supplier.

This is similar to the "Concession" model with the key difference being that under the Concession model, the landowner provides the capital investment to establish an electrical connection point for an external supplier to install and operate a chargepoint.

Whilst it provides the least opportunity for revenue generation, the Lease model involves the least exposure to financial risk, particularly that resulting from unexpectedly low usage levels. If the council were to own and operate the chargepoints, it would require a significant investment pot running to hundreds of thousands of pounds, financial losses in the early years which would have to be covered from revenue budgets and additional staff resource.

There was no objection to the preferred Lease model in the public feedback and the council will therefore seek arrangements with Chargepoint Operators (CPOs) to fund and manage the public charging network. The provider will be responsible for maintaining the infrastructure in a safe condition.

The council's current arrangement with Joju is a lease model and, through a procurement exercise, it will secure a CPO for the next phase of investment through a similar arrangement. It will seek to achieve the maximum revenue share and may also require a ground rent, the final requirements being specified in the tender documents.

#### 9.1 Procuring a chargepoint operator (CPO)

The council proposes to use the Crown Commercial Services (CCS) framework to procure a single CPO to own, install and manage the next phase of public chargepoints, comprising:

- Chargepoints in 23-26 council car parks (see section 10.1)
- Between 20-25 on-street chargepoints (see section 10.2)
- A small number of chargers in lighting columns where these are determined to be the best solution (see section 7)

The infrastructure specified above will be installed within two years of appointment, with a further year for installation of additional chargepoints identified by the CPO and agreed by the council. This will comprise the Core Investment Period (CIP) of 3 years. A term of 15 years from the end of the CIP will be offered with the option to extend the term by up to 5 years at the council's discretion. At the end of the term, the local connection assets will be transferred to council ownership at no cost to the council.

These arrangements will be confirmed when the tender documents are prepared. During the 15 year term the CPO can make further investment, if agreed by the council, but the term will remain the same.

Management of ultra-rapid charging hubs is considered to be a more specialist enterprise and any opportunities identified on council land will be tendered separately, with income to the council arising from ground rent and/or a revenue share.

#### 9.2 Role of community organisations

The council will ensure that Town & Parish Councils and other non-profit making community groups can work with the selected CPO on the same terms as the council where they have sites suitable for EV chargepoints. They will need to take out their own contract with the service provider and each site will be assessed by the service provider to see if it is a viable opportunity. It is hoped that this arrangement will facilitate a network that is wider than just council land whilst also providing a financial return to those organisations that are interested in collaborating. The arrangement will ensure that Town & Parish Councils will not be required to fund EV chargepoints.

#### 9.3 Private ownership models

The council recognises that private businesses will often be best placed to provide EV charging, particularly in more rural areas.

Businesses wishing to offer charging as a commercial service can purchase chargepoints and associated back-office services. Companies such as Rolec, Podpoint and Monta offer flexible back-office services for chargepoints installed by private businesses, allowing them to become part of a national network. The chargepoint owner can set the tariff for use of the chargepoint and will receive the revenue generated from the chargepoint minus a subscription fee. They will also have to arrange and pay for an electricity supply to the chargepoint as well as a repair and maintenance contract. Anyone wishing to offer this service must have the appropriate permissions, for example, planning permission, and insurances.

In particularly good sites it may be possible to get a CPO to make a full investment in the charging infrastructure and operation in return for a lease fee and/or profit share. However, this is likely to require a complex legal agreement and lease of 10-15 years.

# 10. Future chargepoint provision

Respondents to the consultation pointed out a number of gaps in EV provision, particularly the number planned for rural areas, in the provision for tourists and the availability of ultra-rapid charging.

The Joju/Mer network had not been completed at the time of the consultation and this will have eased the situation, especially in the near term. The council will aim to tender over the next 12 months for additional chargepoint provision in up to 30 of its car parks and a similar number of on-street locations. It will also consider locations for dedicated charging hubs which can provide ultra-rapid (150kW+) charging.

The total network will be a combination of chargepoints provided by the council, by private site owners (pubs, restaurants, visitor attractions etc) and by individual residents who make their home chargers available for others to use. The council will support this network development by liaising with private site owners (including filling stations) and other organisations on the long list of priority sites, understanding the needs of taxi drivers, continuing to monitor requests for on-street chargepoints and providing up to date information on grants and technological developments. It will seek to maintain dialogue with those that can provide charging facilities for visitors.

It was clear from the public consultation that there are some key issues that will create public confidence in the charging network:

- Phasing the council recognises the need for some caution but will try to install
  chargepoints ahead of demand so as not to inhibit the transition to EVs. As the
  programme will be funded, in the main, by the private sector, the council's
  CPOs will determine the viability of installing chargers in the suggested
  locations and the council will not be risking its own resources if take up is slow.
- Reliability it will be necessary to have tight management of the CPOs to
  ensure that they are repairing any faulty chargepoints as quickly as possible.
  Future tenders will include KPIs for chargepoint performance, including
  reliability, and the council will consider imposing penalties for failure to meet
  these targets.
- Signage the council will ensure that signage on or near chargepoints explains
  how to use the chargepoint as well as any parking rules that apply, such as
  maximum length of stay. Accessibility guidelines for signage will also be
  followed and a phone number will be provided for those experiencing difficulties
  whilst using the chargepoint.
- Safety all chargepoints will be subject to a Safety Audit prior to installation to
  ensure that the location of the equipment is safe for users and others in the
  public realm. Installers must be suitably qualified and an Electrical Installation
  Certificate completed at commissioning. Contractual arrangements with CPOs
  will ensure that electrical tests are carried out on a regular basis and emergency

procedures are in place for an immediate response in the case of a vehicle collision with a chargepoint.

Tariffs – the council believes that any attempt to influence tariffs will distort the
market. Prices are expected to become more competitive as the number of
installed chargepoints increases. The current chargepoints are part of the Mer
network which has standard charging tariffs across the UK. Charging costs
have increased sharply over the last 12 months due to the wholesale cost of
electricity and it's hoped they will start to come down as electricity costs fall.
The council will explore with its CPOs whether charging costs can reduce at
night to take advantage of cheaper electricity.

As a general rule, the Island does not have difficulty in supplying new electricity demands. There is capacity on the network which is supported by local renewable generation, such as solar farms. For larger installations, solar canopies and battery storage systems may be useful to maximise use of renewable generation (sometimes these can utilise 'used' car batteries to provide the storage).

However, careful siting is necessary to ensure that the power is available on the local network. In some cases, it will be necessary to install 7kW chargepoints because the power is not available for anything faster. The network operator, SSEN, is developing a tool for local authorities to be able to assess grid capacity at a very local level and this will ensure that cost-effective locations can be identified.

#### 10.1 Off-street

Having considered feedback from the public consultation, reviewed the longlist of priority sites produced by Cenex and considered the popularity, size and location of car parks, the following sites have been identified for the next phase of installations to be carried out during 2024 and 2025:

Location	Town
Carisbrooke High Street Car Park	Newport
Appley Car Park	Ryde
Vernon Meadow Car Park	Shanklin
Lugley Street Car Park	Newport
Lind Place Car Park	Ryde
Fort Street Car Park	Sandown
Avenue Road Car Park	Freshwater
St. Martin's Car Park	Wroxall
Totland Broadway Car Park	Totland
Wheelers Bay Car Park	Ventnor
Esplanade Gardens Car Park	Shanklin
Pier Road Car Park	Seaview
The Grove Car Park	Ventnor
Warnes Lane Car Park	Brighstone
Puckpool Park Car Park	Ryde
La Falaise Car Park	Ventnor
Yaverland Car Park	Sandown
The Heights Car Park	Sandown
Medina Campus Car Park	Newport
County Hall Car Park	Newport
Victoria Street Car Park	Ryde
Lane End Car Park	Bembridge
Landguard Road Car Park	Shanklin

Table 6: Locations for next phase of off-street installations

The following sites are leased but will be included in the next phase if the freeholder's permission is granted:

Location	Town
Coppins Bridge Car Park	Newport
Westridge Car Park	Ryde

Table 7: Off-street locations to be included in next phase with freeholder's consent

As a minimum, we will require one rapid and one fast chargepoint in each of these car parks. At some sites it may be possible to do more and we will ask our selected CPO to develop detailed proposals for these, with the possibility of increasing this number within a core investment period, as demand increases. At other sites it may not be possible to meet the target because of the lack of space or grid capacity.

At all sites, the chargepoints and charging bays will meet the PAS1899 accessibility standards and any chargepoint greater than 8kW will include an instant contactless card payment option which does not require the user to sign up to a membership service.

The map below shows the locations of the current and future off-street installations:



Figure 11: Chargepoint locations (current and future) in council car parks.

As the chargepoint agreement will be open to community organisations (see section 9.2), it is hoped that sites owned by third parties will become part of the network. Some examples are shown below:

Location	Town	Control
Steyne Road Car Park	Bembridge	Bembridge Parish Council
Brading Car Park	Brading	Brading Town Trust

Table 8: Examples of sites under third party control which could use the council contract

The council will be happy to hear from other community organisations that would be interested in installing EV chargepoints on their land using the new supply contract.

#### 10.2 On-street

The council's aim is to provide a public chargepoint within 200m of the homes of those who will rely on them because they don't have a private driveway and the ability to charge at home. It is estimated that on the Isle of Wight, up to 37% of homes (23,000 properties) have no access to off-street parking and will be completely reliant on public infrastructure or charge-sharing schemes. Some of this infrastructure will be on-street, that is, installed in the footway.

#### 10.2.1 Standards

In the national EV Charging Infrastructure Strategy, published in March 2022, a set of principles was identified to help integrate local chargepoints into the surrounding environment:

- (i) Chargepoints should not obstruct pavements or highways, or present a safety risk to pedestrians.
- (ii) Cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely e.g. gullies. Anything that creates a trip hazard does not constitute adaptive infrastructure.
- (iii) Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and the safety of pedestrians is not jeopardised.
- (iv) Parking spaces for EV charging will not be added in places where parking spaces are currently not allowed, nor where they would disrupt traffic flow, cyclists or pedestrians.
- (v) Chargepoint design and placement should meet accessibility standards and guidance

#### 10.2.2 Identifying suitable locations

The consultation document described a digital mapping tool called "LOCATE" that was being developed by Geospatial Insight (GSI) to help the council plan its on-street network. A full version of the tool has now been commissioned.

LOCATE is based on the following bespoke analysis for the Island:

- Using satellite and geospatial data, identify the properties that are unlikely to have off-street parking;
- Identify if these properties are within 200m of a council car park in which case allocate the property to that car park for chargepoint provision;
- Identify the number of properties allocated to each car park, allowing the council to determine how many chargepoints will be required as a result;
- Identify properties that are not served conveniently from a council car park.

This analysis assumes that using council car parks for public EV chargepoint provision will be the most cost-effective and convenient solution and is therefore the first option. These will be known as residential charging hubs. Households without off-street parking that are more than 200m from a car park will require an alternative solution, potentially an on-street chargepoint where these can be installed safely and cost-effectively.

The council has decided that flats and apartments should be included in the properties that are not able to charge at their own property. This is due to the difficulty of providing chargepoints within shared private car parks.

When all the GSI analysis is combined, the results indicate clearly where the focus for on-street installations needs to be, as shown below:



Figure 12: Output of GSI analysis

The most suitable provision for the properties which are not served by a car park (that is, more than 200m away from the nearest car park) has to be determined. If numbers are very low, it may be reasonable to assume that the nearest car park will be used even if it is slightly further than 200m away. It may be that there are privately owned chargepoints in the area that can be used or there is a local scheme that allows residents to use private driveways for charging. Or it may be that a kerbside charger needs to be installed or, in a small number of situations, a charger integrated within a lighting column. Each area must be assessed individually and the appropriate solution identified, incorporating the national and local standards outlined in sections 10.2.1 and 10.2.4.

Whilst the full analysis is yet to be completed, early work suggests that a relatively small number of on-street locations could be sufficient to complete a convenient network. For example, two on-street locations in Yarmouth and three in Bembridge may be sufficient alongside the intended installations in local car parks.

For the next phase, a requirement for 20-25 on-street installations will be included in the tender, with the precise locations to be determined by the council in partnership with the appointed CPO.

The council has an online form for residents to request an on-street chargepoint on their street. To date, there have been 50 requests, with the locations of these shown in the table below:

Town	Number of requests
Cowes	8
Ryde	7
Sandown	5
East Cowes	4
Yarmouth	4
Bembridge	3
Brading	3
Lake	3
Newport	3
Seaview	2
Shanklin	2
Freshwater	1
Havenstreet	1
Rookley	1
Shorwell	1
Ventnor	1
Wroxall	1

Table 9: Resident requests for on-street chargepoints

These requests will be used to prioritise the locations of the next phase of on-street chargers.

### 10.2.3 General approach to on-street provision

Where on-street chargepoints are required, the council will move forward through the following principles:

- 1. Install infrastructure ahead of demand in order to give residents the confidence they need to purchase an EV.
- Seek a ChargePoint Operator (CPO) to install and manage the on-street chargepoint network - as with off-street chargepoints, the council has decided that it does not have the resources or expertise to develop and manage a full public network and is not able to bear losses in the early years.
- Utilise public funding the council has a provisional allocation of £1.6 million of Local Electric Vehicle Infrastructure (LEVI) capital funding which can be accessed from Autumn 2023 subject to the submission to the Department for Transport of an acceptable business case.
- 4. Focus on bollard-type chargepoints there are a large number of on-street chargepoint solutions. The council will initially focus on installing bollard-type

chargepoints because they provide the required speed of charging, are robust and generally vandal-proof, are easily accessible and provide the highest levels of public safety. It is recognised that many of the other solutions are valuable in certain circumstances and all options will be kept under review. Chargepoints in lighting columns will be specified where there are no other options and the lighting column is suitably located.

- 5. Future-proofing it can be cost effective to install a second base plate at each location so that an additional chargepoint can be installed when demand increases. This would increase the number of charging spaces at each onstreet location to four. The council will need to secure grant funding either from government or the CPO for this solution.
- 6. Minimise street furniture faster chargepoints can serve a larger number of vehicles, reducing the overall infrastructure requirement. The council will therefore seek to install fast (22kW) and rapid (50kW) chargepoints where possible. Both require a three-phase electricity supply and this is only financially viable on some parts of the low voltage network, so 7kW (single phase) chargers will remain an option. Also, there may not be space on the footway for rapid chargers which will therefore require a 'build out' where the kerb is moved further into the highway.
- 7. Avoid shopping streets the council is not intending to install chargepoints in streets which are used primarily for retail. This is to ensure the swift turnaround of vehicles in parking bays outside shops and to discourage parking for longer than is absolutely necessary. However, it will consider requests from retailers for chargepoints on shopping streets and also recognises that there are many homes above shops which are likely to require public chargepoint facilities. It is hoped that the majority of this need will be provided from public car parks close to retail areas, but all requests will be considered on a case-by-case basis.
- 8. Traffic Regulation Orders future on-street chargepoint installations will be preceded by a permanent TRO. This will ensure that the correct locations have been identified and approved prior to any investment by the CPO. The council will draw on its learnings from the experimental TROs used for the first phase of on-street installations and will develop a rolling programme of TRO approvals and installations.

### 10.2.4 Local safety standards

There is currently no national guidance for the design of on-street chargepoint installations. Transport for London has produced a document titled "London's Electric Vehicle Charge Point Installation Guidance" (December 2019) which contains some useful ideas, although some of these are more relevant to busy city centres. Working

with Island Roads, the council has devised a specification for future on-street charge points, as follows:

- Street Lighting there should be adequate ambient street lighting of the chargepoint.
- Location not placed too close to junctions or crossings so that they negatively impact intervisibility.
- Cable location avoid locations where cables could be an obstruction or trip hazard.
- Set back of charging unit minimum of 450mm to reduce risk of impact damage. The first phase of on-street chargepoints were installed with a post between the charger and the kerb. This prevents people trying to walk between the charger and the kerb and therefore reduces the trip hazard. This is an acceptable solution, although bollards and posts must be set back a minimum of 300mm. Each site will be subject to a safety audit and the CPO will have to take full responsibility for any infrastructure, including signposts and bollards, which are less than 450mm from the kerb.
- Footway width for pedestrians passing unit recommended = 2m, acceptable minimum = 1.5m.
- Accessibility for disabled users bays should be close to a pedestrian dropped kerb facility and meet the requirements of PAS1899. Footway area should be level to allow easy access for wheelchair users.
- Other obstructions consider trees, cabinets, lamp columns and signs.
- Carriageway width 2.75m minimum width outside of bay and buffer zone to allow larger vehicles to pass safely.
- Bay width and length minimum bay width is 2.7m and length is 6.6m.
- No buffer zone required for Hierarchy 4 roads. Hierarchy 1,2 and 3 should consider a 0.5m buffer on case-by-case basis depending on speed, volume and type of vehicles.
- Other access needs the facility should not negatively impact other premises with access needs.

All potential on-street locations will be subject to a safety audit and PAS1899 accessibility assessment to ensure they comply with these standards.

## 10.3 Charging hubs

Charging hubs provide a greater number of chargepoints, a variety of charging speeds and can be located in convenient locations for local residents.

#### 10.3.1 Residential Hubs

Following the principle that the first choice would be to position the residential chargepoints in council car parks, the following sites have been identified by the council as being most suitable for residential charging hubs:

Town	Location	Already installed or planned?
Shanklin	Orchardleigh Road Car Park	Yes
	Landguard Road Car Park	Yes
	Atherley Road Car Park	No
Lake	New Road Car Park	Yes
Wootton Bridge	Brannon Way Car Park	Yes
Newport	Lugley Street Car Park	Yes
	Chapel Street Car Park	Yes
	Medina Avenue Car Park	Yes
	Carisbrooke High Street Car Park	Yes
	Sea Street Car Park	No
Cowes	Cross Street Car Park	Yes
Ryde	Victoria Street Car Park	Yes
	Quay Road Car Park	Yes
	St. Thomas St (upper) Car Park	Yes
	Lind Place Car Park	Yes
Sandown	St. John's Road Car Park	Yes
	Fort Street Car Park	Yes
Yarmouth	River Road Car Park	Yes
Freshwater	Avenue Road Car Park	Yes
	Moa Place Car Park	Yes
Wroxall	St. Martin's Car Park	Yes

Totland	Totland Broadway Car Park	Yes
Ventnor	Wheelers Bay Car Park	Yes
	Central Car Park	Yes
	Pound Lane Car Park Car Park	No

Table 10: Priority car park sites for residential charging hubs.

Chargepoints have either been installed, or are planned for installation, in the majority of these car parks. Those that are not included have either been identified for other uses, are not in the council's control or are very close to other designated charging hubs.

Where there is existing chargepoint provision, this could be enhanced by the installation of an additional chargepoint which is being considered by Joju for Central Car Park in Ventnor and St. John's Road Car Park in Sandown, sites which have proved to be very popular.

At other sites a more ambitious enlargement may be possible, providing faster charging speeds and greater convenience for users. Such hubs are being considered for Chapel Street car park in Newport and Quay Road car park in Ryde. These schemes, illustrated below, will utilise a 200kW Kempower Unit which feeds 8 charging sockets.



Figure 13: Design for proposed residential charging hub at Chapel Street car park and Quay Road car

The system utilises 'load balancing' so that, when one vehicle is plugged in it can access a full 200kW DC charge. This is shared when additional vehicles plug in, so that two vehicles will get 100kW each, four vehicles will get 50kW each and, if all eight sockets are in use, there will be 25kW of charge to each.

#### 10.3.2 Ultra-rapid hubs

Larger charging hubs, the electric equivalent of a petrol filling station, will have a variety of chargepoints offering different charging speeds, with a focus on rapid and ultra-rapid (100-350kW) charging. They are in accessible sites, usually adjacent to a

main road with a high traffic flow, and sometimes incorporate 'waiting' facilities such as 'pop up' office space, meeting rooms, coffee machine, vending machines and exercise equipment. They can also incorporate digital screens with advertising or local community information.

They are designed for all motorists requiring a rapid charge and are of particular use to taxi drivers and delivery vehicles and other fleet vehicles that want to minimise downtime during the day. They may also be useful for blue light vehicles in the future. They are likely to have a higher level of security than general public infrastructure.

They can also be used for slower, overnight charging and a well-positioned charging hub can meet the needs of nearby streets which do not have off-street parking.

Charging hubs are very visible facilities and inspire confidence with the public. It is likely that a small number will ultimately be sufficient for the Island, alongside more traditional facilities.

If the site is suitable, a charging hub can incorporate a solar canopy and battery storage. Solar canopies provide clean, renewable power and reduce strain on grid and are often supported by battery storage systems to maximise use of on-site generation. On-site generation insulates the facility from volatile energy supply prices and means the price to the customer can be kept more stable.



Figure 14: Princes St Charging Hub, Dundee



Figure 15: <u>Greenstation - The Charging Station of the Future</u> (Photo courtesy of Greenstation)

Charging hubs will require a significant power supply, the cost of which may be the critical factor in the final choice of location. They will also be subject to planning consent.

They could be developed as more ambitious Mobility Hubs, offering a range of sustainable and active travel modes on one site - bus, EV charging, car club, bike/e-bike hire, package delivery hub etc.

The council is currently considering one site for a larger charging hub. This is the roundabout at the junction of Saunders Way and Whippingham Rd, just outside East Cowes.

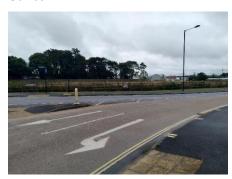




Figure 16: Possible location for a charging hub near East Cowes.

This would be on council owned land to the south of Saunders Way, immediately outside the entrance to GKN, which provides good highway access. As there is no

potential for chargepoint installations in car parks in East Cowes, ultra-rapid charging at this site (allowing a full charge in 10-15 minutes) could provide a good solution for local residents.

The site has good grid connection potential, but further assessments and consultation needs to be carried out before it can be progressed.

#### 10.4 Rural areas

Rural areas will present a challenge, particularly when there is no public car park in the settlement. The proportion of properties with driveways is likely to be higher in villages, but there will still be properties which can't install a private charger.

When demand is likely to be low, locations are not attractive to CPOs. This may be offset on the Island by high visitor demand in rural locations, although this can be highly seasonal. The appointed CPO for the next phase of installations will therefore be required to fund a balanced portfolio with more profitable chargers in towns subsidising those in rural areas. In some circumstances where costs are exceptionally high, the council may decide to use LEVI funding to reduce the financial risk.

It may also be difficult to find a suitable location where chargers can be installed safely but are still accessible to users. This can only be locations where an adequate power supply can be installed.

Unless residents with a driveway are prepared to let others in the village use their private chargepoint, it may be necessary to rely on private landowners to make sites available. This could include owners of pubs, restaurants and visitor attractions.

Parish Councils will have a key role to play, identifying local need and site options. Chale Parish Council has carried out a local audit to map all the properties in the Parish without a driveway and, using the results, has identified a suitable location which will be convenient for the majority of those who need it.

Bembridge Parish Council has also carried out a local property audit to identify those that do not have off-street parking. They have used the Parish Online mapping system to digitally store the information and help with the planning of chargepoint locations, as shown below:

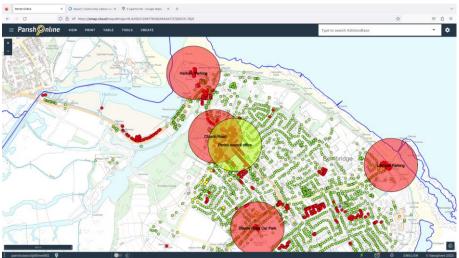


Figure 17: Bembridge Parish Council's chargepoint planning exercise using the Parish Online tool

The council will encourage Town & Parish Councils to carry out similar local audits to provide greater accuracy to its LOCATE tool.

### 10.5 Innovative technologies

The council will work with its selected CPO to investigate the use of smart charging which modulates the rate of charge at different times in response to signals such as electricity prices. This has the potential to reduce stress on the grid and provide lower charging tariffs.

EV charging solutions are developing rapidly. Innovation is likely to lead to different methods of charging in the future, for example:

- Induction charging e.g. for taxis, port provision
- Vehicle to Grid (V2G) and Vehicle to Home (V2H)
- Subscription services

The council will seek to participate in relevant innovation projects and will make space available in council car parks for trials of products and services which it considers beneficial to residents and visitors. Participation allows the council to demonstrate its forward-thinking attitude and to potentially attract businesses in the sector to invest in the Island economy.

As timescales for commercial deployment of these novel technologies are not known, these future developments should not inhibit the deployment of current technology.

Sites that present potential opportunities to deploy innovative technologies were considered in the Cenex report. The technologies considered are summarised below:

Technology	Description
Solar Photovoltaic (PV) Panels	Panels of photovoltaic cells that convert photons (light energy) to electricity. These panels can be fitted to canopies that cover parking bays, which are currently available from several suppliers.
Inductive (Wireless) Charging	Pads mounted above the road surface or coils installed beneath the road surface that wirelessly provide electricity to compatible electric vehicles by inducing an oscillating magnetic field. As of 2019, no production EVs are compatible with wireless charging, but the technology can be retrofitted.
Vehicle-to-Grid (V2G)	Electric vehicle chargepoints that are equipped to accept bi-directional electrical currents. This enables compatible EVs to return electricity back to a building or to the grid in periods of high demand on the electrical distribution network. V2G can also be used to store renewable electricity during periods of high renewable generation, allowing it to be used during periods of high carbon intensity. A small number of production electric and plug-in hybrid vehicles are available that are compatible with V2G chargepoints, including the Nissan Leaf, Nissan eNV-200, Mitsubishi Outlander. This is expected to increase in the future.

Table 11: Summary of innovative technologies

#### Solar

Sites that were identified as being appropriate for the installation of solar PV canopies were typically larger sites, with evidence of an electrical supply either on or near to the site. The most appropriate sites were also located near to buildings, where electricity generated by the solar PV canopies could be used to supply the buildings, as well as EVs. Whilst smaller car parks could also potentially host solar PV canopies, the installation of the canopies would have a greater impact on parking availability and potentially remove a small number of bays that would have a more significant impact than on sites with a greater number of spaces. Sites without an electrical supply could also benefit from solar PV panels, but they would most likely need to be accompanied by battery storage in order to allow EV chargepoints to utilise any electricity generated.

### Wireless charging

Sites that were identified as being particularly appropriate for the deployment of wireless charging technology were locations where vehicles potentially spend a significant time but are unlikely to be completely stationary or unlikely to be able to access a conventional wired chargepoint under the normal parking behaviours associated with the site. Examples of this that have been identified include queues for ferry terminals, where the usage of conventional wired charging would prohibit an EV to join and maintain position in the terminal queue. Other examples include taxi ranks, where hackney carriage vehicles queue whilst plying for hire. In these cases, an EV

hackney carriage driver would be prohibited from maintaining their position in the rank if their vehicle was plugged-in to a conventional wired chargepoint.

#### Vehicle-to-Grid

Sites that were identified as being particularly appropriate for deployment of V2G technology were typically car parks attached to specific properties, where vehicles are likely to be parked for a significant period of time (e.g. workplaces). In these cases, V2G charging infrastructure would allow compatible EVs to supply electricity to the building, as well as to the grid. Research has shown that the business case for V2G is stronger when the technology is utilised primarily to provide electricity to buildings during periods of peak energy pricing, as opposed to being utilised to return electricity to the grid. This is especially the case where EVs have been charged using electricity from local renewable sources. The business case can be further improved by providing grid services such as Firm Frequency Response (FFR). V2G can also be utilised to mitigate costs that may arise from additional power required as part of a supply agreement with the distribution network operator (DNO).

The council will be mindful of these opportunities as it works with its CPO on the design of each charging station. A full list of sites with potential for innovative technologies is shown in Appendix 2.

# 11. Utilising domestic electricity supplies

Charging at home is both cheaper and more convenient than using public infrastructure. Unit (kilowatt hour) costs are cheaper for domestic supplies than chargepoints, with domestic supplies subject to 5% VAT and chargepoints having to charge the full 20%.

As a result, households without driveways are looking at other ways to utilise their domestic supplies. The Isle of Wight Council has not issued guidance on the use of charging cables crossing the public highway or footway and is not currently supportive of this solution. However, it became apparent through the consultation exercise, that many residents would like to see a solution which allows the use of their own domestic electricity supply for charging. In the absence of alternative solutions, it's likely that the council will see an increasing number of applications to convert front gardens into driveways and to create dropped kerbs for access.

The council is not yet comfortable with the widespread installation of cable gullies but will continue to investigate these and other solutions and the legal agreements that would be required to ensure that the homeowner is responsible for the safe installation and management of the gullies. It will also consider situations where there is no footway outside the home and a cable can reach the vehicle without causing an obstruction; it may be possible to establish different rules for this situation.

#### 11.1 Households with a footway

Extending the domestic electrical supply to the kerb can be achieved using cable channels and guides. These are typically shallow trenches dug into a pavement, before being fitted with a cover that allows a charging cable to run through the channel without presenting a public health and safety risk in the form a trip hazard.



Figure 18: Kerbo Charge cable channel

In some locations, it will not be possible to provide either off-street or on-street chargepoints within a reasonable distance of people's homes. In these areas the viability of cable gullies will be considered, with a view to allowing residents to install a chargepoint at their property and run a cable safely to the vehicle. In approving cable gullies, the council must consider the lifecycle of the gully, ensuring it is properly maintained and, if necessary, decommissioned, with liability being passed from one property owner to the next. If this process is not managed properly, the council could be exposed to significant financial risk.

The council will therefore initiate a pilot of 6-10 installations to test the principle and practice of this solution. The council will consider whether the pilot is open to all households or restricted to certain groups such as:

- blue badge holders
- residents living in quiet streets where there is little footfall
- residents living in streets where properties are well spaced out to minimise the number of cable channels installed

Before it starts the pilot, it will utilise LEVI funding to devise a process for householder applications and assessments and develop a legal agreement that specifies ongoing management of the cable channel by the householder and ensures that public liability rests with the householder at all times. The householder will be required to take out insurance to indemnify the local authority.

The council will also need to approve the cable channel infrastructure prior to installation and will require a dedicated 3-7kW domestic chargepoint.

Under no circumstances will the installation of a cable channel lead to the creation of a private parking space on the highway. Householders installing a channel, with council permission, will not be able to ensure that space adjacent to the channel is available to park their car.

### 11.2 Households without a footway

The council will also consider allowing a chargepoint to be installed within the boundary of a property and a cable run to a vehicle, as long as it does not cross a footway or verge and the car is parked directly outside the property without contravening any parking restrictions. The council will consider whether a process is required to approve this arrangement on a case-by-case basis or whether a set of guidelines can be developed which all householders in this situation must comply with. The latter will be a simpler solution but may not provide the council with the indemnity it needs. Again, there is no guarantee that the parking space will always be available to the property owner.

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# 12. Network development

The council's role in the provision of electric vehicle charging covers the following aspects:

- Provision of chargepoint infrastructure on council land with a third-party provider
- Co-ordination of network development, identifying gaps in provision, and encouraging private sector provision
- Promotion of grant schemes and other useful information

#### 12.1 Infrastructure development

Sites which are not owned by the council but which might be suitable for chargepoints are:

- · Car parks owned by other parties including:
  - o Private businesses and industrial estates
  - o NHS
  - o Educational organisations
- Transport hubs, including:
  - Train stations
  - o Fuel stations
  - o Taxi ranks
  - o Ferry terminals
- · Leisure destinations and attractions, including:
  - o Retail parks and districts
  - o Museums
  - o Galleries
  - o National Trust and English Heritage sites
  - o Theme parks
  - o Viewpoints
- · Locations where EV charging infrastructure has already been installed
- · Supermarkets with attached car parks

During the site identification and assessment work carried out by Cenex, 53 privately owned sites were longlisted, with a further five of unknown ownership that are also likely to be in private ownership. The top 23 privately owned sites that were assessed during the EV infrastructure mapping are shown in the table below:

Name	Ownership	Туре	Use Case	Rating
Lidl Shanklin	Private	Rapid	Destination	17
Morrisons Lake	Private	Rapid	Destination	17
Medina Yard Redevelopment	Unknown	Fast	Destination	16

Unknown	Rapid	Transit	16
Private	Fast	Destination	15
Private	Fast	Destination	15
Unknown	Standard	Destination	15
Private	Rapid	Hub	15
Unknown	Standard	Residential	14
Private	Fast	Destination	14
Private	Fast	Destination	14
Private	Rapid	Hub	14
Private	Fast	Destination	14
Private	Fast	Destination	14
Private	Rapid	Fleet	14
Private	Fast	Destination	14
Unknown	Rapid	Hub	14
Private	Rapid	Taxi	14
Private	Rapid	Hub	14
Private	Rapid	Transit	14
Private	Rapid	Transit	14
Private	Rapid	Hub	14
Private	Fast	Destination	14
	Private Private Unknown Private Unknown Private	Private Fast Unknown Standard Private Rapid Unknown Standard Private Fast Private Fast Private Fast Private Rapid Private Rapid Private Fast Private Fast Private Fast Private Rapid	Private Fast Destination Private Fast Destination Unknown Standard Destination Private Rapid Hub Unknown Standard Residential Private Fast Destination Private Fast Destination Private Rapid Hub Private Fast Destination Private Rapid Fleet Private Fast Destination Unknown Rapid Hub Private Rapid Taxi Private Rapid Transit Private Rapid Transit Private Rapid Hub

Table 12: Shortlist of privately-owned sites, identified as ideal for EV charging infrastructure installation (Cenex).

The full list of sites is in Appendix 1.

The council will use its LEVI Capability funding to employ an Electric Vehicle Infrastructure Programme Manager whose role, alongside overseeing the installation of the next phase of council chargepoints, will be to work with:

- Private businesses interested in the deployment of public chargepoints, prioritising the shortlisted sites shown in table 12.
- Supermarkets and existing filling stations which are well placed to provide charging infrastructure.
- Visit Isle of Wight to ensure that visitor needs are being met.

- Ferry operators to understand how infrastructure can be provided at or near the ports. This may include innovative solutions such as induction charging.
- Town & Parish Councils and other community organisations that have land suitable for EV chargepoints.
- Taxi and private hire vehicle (PHV) owners who are considering electric vehicles to understand how public chargepoints can assist their operations.
- Businesses operating electric vehicles to understand their charging needs.

The postholder will consider how best to support the community in developing a wider network and will ensure that communications are updated to provide helpful guidance.

They will also liaise with businesses that have already installed chargepoints to gain a greater understanding of delivery models and any challenges faced by these businesses.

#### **CASE STUDY: Stoats Farm Camp Site**

In 2023, Stoats Farm installed the first chargepoints at their camping and caravanning site in Totland.



Owner Fiona Bayliss explained that there were three reasons for installing the chargepoints; firstly, to meet demand from campers who will increasingly arrive in electric vehicles; secondly, to provide charging for customers of the new site café when it opens; and thirdly, to offer a charging service to walkers who will be able to park and charge at the campsite whilst walking in the surrounding countryside. The chargepoints can also be used by staff and by local residents, although access is restricted late at night due to campsite access rules. As an EV owner, Fiona knows that destinations are often chosen on the basis of whether they offer EV charging and feels that this facility will give the business a competitive advantage.



The business was keen to install the fastest chargepoints that were available within their budget and has installed two 22kW Pod Point chargers with a total of four charging sockets. A small government grant was available to contribute to the cost.

The Pod Point app allows the site owner to change the charging tariff whenever they want. At Stoats Farm they are looking to cover their costs and to remain competitive with the public charging infrastructure elsewhere.

As the chargepoints become more popular, managing their use will become challenging. Stoats Farm are happy for customers to use the chargepoints for as long as they need, but vehicles must be moved immediately once the charge has ended. The app also informs drivers when their vehicle is likely to be fully charged.

The site has space and electrical capacity for more chargepoints and a long-term plan to increase the number installed.

#### 12.2 Network development

A number of specific issues relating to chargepoint deployment and the wider sustainable transport agenda will need addressing.

#### 12.2.1 E-car clubs

In the Sustainable Transport Hierarchy, shared transport is above private car ownership since it has the potential to take vehicles off the road, reducing emissions and congestion. Car Clubs have been around for a number of years and provide a form of flexible and convenient car and van hire which can save users considerable sums when it means they do not have to purchase and run their own vehicle. Research has shown that Car Club members are more likely to engage in active travel and public transport use when they're not hiring a vehicle. On the Island, Co-Wheels and Enterprise offer car club services.

Increasingly, Car Clubs are using electric vehicles. In order to support Car Clubs, the council has dedicated parking spaces at Cross Street car park in Cowes and Quay Road car park in Ryde and is willing to consider requests from Car Club Operators for additional spaces. The council will consider allowing them to install dedicated charging points at these locations and any others that may be agreed.

#### 12.2.2 Blocks of flats with shared parking

Whilst flats will usually have parking areas with room to install chargepoints, the permission of a freeholder or landlord of a property is required and can present a barrier that prevents a property leaseholder or tenant from installing a domestic EV chargepoint. There is no legal obligation for this permission to be granted. Installing a chargepoint in these circumstances can also be more complicated than a home charger on the outside of the property. From March 2022, the EV Charge grant scheme<sup>14</sup> can be used to fund chargepoints and infrastructure in car parks owned by landlords; however, the council's analysis will assume that blocks of flats do not have charging facilities and will seek to provide these in local car parks.

#### 12.2.3 Booking system

EV drivers will be familiar with online systems such as zap-map.com and chargefinder.com which show the locations of chargepoints and provide information about their power rating and availability.

The national EV Infrastructure Strategy is keen that, in future, information is readily available to users in a simplified format so that they can easily compare pricing across networks. The council will monitor the development of national databases and systems.

It will also consider developing bespoke services such as booking systems for residential charging hubs which gives users the security of knowing that a chargepoint is available and allows the council to restrict use to eligible residents. It will need to work with CPOs to develop a system of this type and may require external funding.

<sup>&</sup>lt;sup>14</sup> Residential landowners Electric Vehicle Chargepoint Scheme - Energy Saving Trust

#### 12.2.4 Planning

Liaison with the council's Planning Department will ensure a co-ordinated approach to network development, ensuring that future developments include charging points on an individual and collective basis. There was a strong feeling from the consultation responses that new commercial (non-residential) developments should be required to exceed the minimum requirements<sup>15</sup> for the provision of chargepoints for public use. Of those who expressed a clear opinion, 89% were in favour and 11% against making it easier to create off-street parking at home.

It was felt that dropped kerbs should still require planning permission but that this should be easier to achieve, whilst the counter-argument was also put that more dropped kerbs would be detrimental to the pedestrian environment. It was also suggested that new homes should have sufficient solar PV installed to charge a car and that planning rules around listed buildings and conservation areas should be waived to allow people to install chargepoints at home.

### 12.3 Promotion of grants and information

In order to support the development of the Island charging network, the council will provide information on grants schemes available to individuals and businesses and signpost to useful resources, such as those provided by the Energy Saving Trust<sup>16</sup>. Grants offered by Government through its Office for Zero Emission Vehicles (OZEV) change periodically but currently include the Workplace Charging Scheme, EV Infrastructure Grant for Staff and Fleet, Electric Vehicle Homecharge Scheme and Rapid Charging Fund to increase provision on motorways and major trunk roads.

<sup>&</sup>lt;sup>15</sup> Statutory guidance on Infrastructure for charging electric vehicles: Approved Document S - Infrastructure for charging electric vehicles: Approved Document S - GOV.UK (www.gov.uk)

<sup>&</sup>lt;sup>16</sup> All you need to know about electric vehicles - Energy Saving Trust

# 13. Parking charges

The council does not currently apply a parking charge to vehicles that are using the chargepoints in council car parks. This was a decision taken a number of years ago to encourage EV ownership.

It is not the council's intention to introduce parking charges for EV charging where a parking charge does not already exist, for example, in residential streets or free car parks. It is the intention to work with the existing charging system as far as possible, but the council recognises that consideration needs to be given to those that will rely on public charging facilities and can't benefit from cheaper domestic electricity tariffs.

The arguments for and against applying a parking charge to EV charging bays were captured by those who responded to the public consultation. On the one hand, not applying a parking charge can be seen as a form of subsidy for EV owners, whilst the application of a charge can penalise lower income groups that do not have driveways and those charging at slower speeds who will be parked for longer.

The council's strategy for public charging is to direct residents to charge their vehicles in council car parks when they are close to their homes, but a parking charge will add an additional financial burden when on-street parking is free. Conversely, if there is no parking charge whilst a vehicle is plugged into a chargepoint, there will be a tendency for EV owners to plug in to take advantage of the free parking, even when their vehicle is not in need of a charge.

As the number of chargepoints in public car parks increases, the potential for loss of parking income also increases. This could be compensated by a revenue sharing agreement with the CPO but that will be dependent on the rate that can be achieved and the usage of the chargepoints. There is currently a revenue sharing agreement with Joju/Mer but the initial chargepoint network has not been installed for long enough for demand to build and the true potential of the revenue share to be assessed.

If parking charges were to be introduced, the council has identified a number of options:

- 1. To formalise the existing arrangement so that there will be no parking charge applied to vehicles that are plugged into charging points over time, this will have an impact on council parking income of as much as £1,064 per parking space per year. Revenue-share and rental income from the chargepoint can offset losses from parking charges.
- 2. To require EVs that are charging to pay the parking fees that currently apply in the car park or street (as well as the cost of using the chargepoint) this only applies to spaces that currently attract a parking fee. This may be the cheapest option for vehicle owners use EV charging bays occasionally.
- To extend existing parking permits to include EV charging bays –whilst it
  would allow the holder to use general bays as well, this will be an expensive
  option for those who only want to use the EV charging bays and have no

need for the general bays. All existing permits will be extended to allow the use of the charging bays as well as standard parking bays for those who wish to purchase these permits.

- 4. To introduce a range of new parking permits at reduced rates which allow the use of EV charging bays. Because charging events are likely to become less frequent as the range of vehicles increases perhaps only once a week or fortnight these will be at a lower cost that existing permits. They will, however, only allow parking in EV charging bays. It is anticipated that these households will use free, on-street parking for the rest of the week.
- 5. To increase the tariff for EV charging to include a parking charge this would be at the discretion of the CPO which may be unwilling to change their back office systems or collect money for the council. It will also confuse the tariff charges when CPOs are trying to standardise these.
- To introduce a new parking permit which covers the cost of both parking in a dedicated bay and charging the vehicle i.e. the cost of the EV charge is included in the cost of the permit – this would also require CPO collaboration, (see 5 above).

In considering the merits of introducing a parking charge for EV charging bays, the consultation document identified the following principles:

- 1. There should be no parking charges for EV charging bays on streets or in car parks which do not currently attract a parking charge.
- 2. All existing permits will allow parking in EV charging bays in areas covered by the permit at no additional cost.
- 3. Blue badge holders will not incur a parking charge for EV charging bays in any locations.
- 4. Resident EV Permit if living within 200m of car park, pay 25% of current costs for use of charging bays in a named car park (£49.75 for first vehicle and £66.25 for second vehicle at 2023 prices). This permit would only allow parking in EV charging bays and in a named car park.
- 5. All Island EV permit allows parking in any off-street charging bay at 25% of current cost of All Island Car Park Permit (£135 at 2023 prices).
- 6. Those that do not have a permit will be required to purchase single parking tickets for their charging session.
- 7. Parking in all EV charging bays can only take place whilst the vehicle is receiving a charge from the chargepoint. It is the driver's responsibility to move

the vehicle once the charge is completed, otherwise a penalty notice will be issued.

8. There may be further restrictions on the duration of stay in the bays which will be clearly signed.

However, given current uncertainties, particularly the revenue share income that can be derived from its next contract, it has been decided to spend time gathering more information before a final decision can be made. The council will therefore guarantee no parking charges until 31st December 2024 and will continue to monitor the position until then. It will have procured a CPO for phase 2 and will calculate the revenue sharing income at that stage. The other suggestions made, such as an overstay charge rather than a parking charge will also be considered. If it is decided to introduce a charge or some other form of control, this will not be introduced before 1st January 2025.

# 14. Parking Regulations

Traffic orders are required to enforce regulations. These are essential to ensure that designated bays are available for charging and that vehicles do not stay longer than necessary to acquire a charge. This ensures a regular turnover of vehicles and maximises use of the chargepoints.

The council uses Parking Places Orders (PPOs) to describe restrictions on parking in council car parks and Traffic Regulation Orders (TROs) are the legal mechanism by which it determines how public highways and footways are to be used, and the legal basis upon which their usage can be enforced. PPOs and TROs are required to set and enforce parking restrictions that can include maximum permitted parking durations, no return periods, vehicle type, time of day and parking permit requirements.

However, charging behaviour, along with the size of vehicle batteries, is constantly evolving and the council will therefore keep the restrictions under review. It will also monitor resident access to chargepoints and keep abreast of suggestions to ensure that residents can access chargepoints when needed. This may just be a case of adding more chargepoints to the network, but it could be facilitated through technology.

#### 14.1 Off-street parking

The council's current PPO, which covers all off-street car parks, includes the following restriction for Electric Vehicle Bays:

"Where bays within a parking place are designated for electric vehicles to recharge their supply, no vehicle shall wait within the bay unless the vehicle is a plug-in electric or plug-in hybrid electric motor vehicle and wait for no longer than the hours specified by the signs."

This allows the council to determine how long a vehicle will be allowed to stay in an EV charging bay in each of its car parks. At present it allows 4 hours in long stay car parks, 3 hours in short stay car parks and 10 hours in car parks which are used by commuters. In all cases, it is recommended that parking bays adjacent to EV charging infrastructure are only permitted to be used by EVs.

The council will vary the restrictions according to the type of chargepoint provided in each car park, that is, whether it is a standard, fast or rapid charger. The restriction will reflect the speed of charge and likely users of the charger. The council will focus on the provision of fast and rapid chargers so these restrictions are expected to be most common, although there may be a small number of places where 7 kW standard chargers are installed. In all cases the restrictions will be posted close to the chargepoints.

The parking restrictions will be different in short stay and long stay car parks, as follows:

In short stay car parks:

	7 kW	22 kW	50 kW+
Permitted parking duration	3 hours	3 hours	1 hour
No return period	12 hours	4 hours	2 hours
Active hours	8am-6pm	8am-6pm	8am-6pm
Type of charger	Standard	Fast	Rapid and/or ultra-rapid

Table 13: Parking regulations for different chargepoint types in short stay car parks.

In long stay car parks:

	7 kW	22 kW	50 kW+
Permitted parking duration	6 hours	4 hours	2 hours
No return period	12 hours	4 hours	2 hours
Active hours	8am-6pm	8am-6pm	8am-6pm
Type of charger	Standard	Fast	Rapid and/or ultra-rapid

Table 14: Parking regulations for different chargepoint types in long stay car parks.

In car parks which are identified as being used by commuters, up to 10 hours stay will be allowed. This will be monitored and may be reduced in future if it is seen to have a detrimental impact on the availability of chargepoints.

For clarity, there will be no restrictions on length of stay between 6pm and 8am allowing vehicles to receive an overnight charge and not requiring the owner to move the vehicle in the middle of the night.

Where a mixture of chargers is provided in the same location, we will apply different permitted stay periods to individual bays, depending on the power of the charger. The existing PPO allows this degree of flexibility.

These restrictions apply to council car parks. If the council facilitates the development of privately-run charging hubs on its land, it will be up to the operator to determine the parking restrictions, although the council will try to ensure that local residents without off-street parking are catered for.

It should be noted, however, that whatever the time limit, the vehicle can only remain in the bay whilst it is receiving a charge from the chargepoint. Therefore, drivers must ensure that the vehicle is moved before it is fully charged or, in the case of overnight parking, by 8 a.m. the following morning.

Early analysis of charging behaviour at the existing off-street cap parks, installed by Joju/Mer, shows the following results up to June 2023:

	Number of successful charging events	Average kWh per charging event	Average time charging (mins)	Average stay without charging (mins)
22kW chargers	534	12	158	4
50kW chargers	520	24	51	7

Table 15: Summary of usage patterns for Joju/Mer chargepoints

This shows that, on average, drivers charge for just under at hour at rapid chargepoints and for about two and a half hours at fast chargeponts. Whilst this does not account for the few drivers taking a much longer charge, it does suggest that the maximum stay times being allowed by the council are sufficient for the majority of users.

It should also be noted that drivers stay for very short periods of time when charging has completed, on average only 4-7 minutes. Whilst strictly this would incur a penalty charge because the vehicle is plugged in but not charging, in practice the driver will receive a notification through their app when the vehicle is nearly fully charged and will have ample opportunity to return to the vehicle and remove it from the charging bay before incurring a penalty or overstay charge.

#### 14.2 On-street parking

As part of the On-Street Residential Chargepoint project, an experimental TRO was introduced. This limits parking in designated bays to EVs only and limits the length of stay to a maximum of 4 hours, with no return within 4 hours, between 08.00 and 20.00. Between 20.00 and 08.00 (i.e. overnight) there are no time restrictions so a vehicle can stay in the bay charging overnight. This is the same for both standard and fast chargepoints.

The same restrictions will be applied to new on-street chargepoints as shown in the table below, with the same restrictions for standard and fast chargers.

	7 kW	22 kW	50 kW
Permitted parking duration	4 hours	4 hours	2 hours
No return period	4 hours	4 hours	4 hours
Active hours	8am-8pm	8am-8pm	8am-8pm
Type of charger	Standard	Fast	Rapid

Table 16: Proposed TRO for on-street chargepoints.

In some locations, where there are existing parking restrictions, these existing restrictions will also apply to on-street EV bays. For example, Quay Street in Newport, has a maximum stay of 2 hours and active hours between 8am-6pm. To avoid confusion amongst local residents who use these bays, the existing restrictions will remain.

# 14.3 Provision in Resident Parking Zones (RPZs)

The on-street residential chargepoints have to date been located in areas that are not covered by Resident Parking Zones (RPZs), where parking pressures are currently at their greatest. Requests for chargepoints have already been received from residents in the RPZs and, over time, this will increase. Chargepoints will be installed in RPZs when they have been requested by a resident within the RPZ and the installation has the support of both the relevant Cabinet member and the Ward member.

The council will consider fitting slower chargepoints in these areas, such as 7kW bollards or lamppost chargers, to discourage the general public from parking in RPZs simply to use the chargepoint, since the 2-hour parking limit would provide a small charge.

# 15. Accessibility requirements

It is important that the deployment of charging infrastructure is inclusive to all different types of drivers to ensure no-one is left behind in the transition to net zero. The national EVCI Strategy states that everyone, including disabled drivers, should be able to use the public network with ease. This includes both the chargepoint unit itself and parking bays dedicated for EV charging.

In partnership with Motability, the British Standards Institute (BSI) has developed charging standards to improve disabled people's experience when using public EV chargepoints. This has recently been published as PAS 1899:2022.

The council will ensure that the PAS1899 guidelines are incorporated into all future chargepoint installations, both on-street and off-street. This applies to both the chargepoint and to adjacent parking bays.

All proposed chargepoint locations will be subject to an accessibility assessment using the checklist provided with PAS1899. There will be additional costs associated with meeting these requirements, for example, the need to introduce dropped kerbs onstreet and the need for additional lighting in off-street locations. There may also be the loss of additional general parking bays to accommodate the increased size of accessible charging bays. When this would make locations unviable for a CPO, the council will consider using its LEVI capital allocation to bring the sites up to standard.

Where there is space, the council will also consider cut outs and build outs to provide safer on-street charging bays.

# 16. Future energy system

The UK government has set an explicit target to achieve a net zero electricity system by 2035. This will require significant new low carbon generation and grid upgrades to handle the increased demand for electricity for heating and transport and the reverse flow of energy from distributed generation. Because of the intermittent nature of many renewables, storage capacity also needs to be significantly enhanced so that power is available when it is needed.

In this new energy system, there is significant potential for EVs, with their large energy storage capacity, many times bigger than domestic battery storage systems, to play a very important role in balancing the energy system, charging when electricity is abundant and cheap and returning power to the grid, or into the home, when it is in short supply and expensive. Provided it can be managed to ensure that frequent charge / discharge cycles do not damage the vehicle battery, EVs can help avoid expensive grid reinforcement by providing these flexibility services.

To provide this service, EVs will need to be digitally connected so that they can respond to requests to charge or discharge. This will be motivated by 'time of use tariffs' which costs electricity in half-hour blocks throughout the day. Consumers will be able to take advantage of this, either through suppliers managing when the EV charging takes place or a user-controlled system where the EV owner chooses their own charging times based on when prices are lowest.

This puts the EV owner in much greater control and able to minimise the cost of charging their vehicle. In addition, as early trials have shown, there is the opportunity to make money by discharging the car battery back to the grid (vehicle-to-grid or V2G) when the supplier requests. In the Isle of Wight there is the potential to create a much more localised energy system which is based on local renewable generation and uses storage and flexible loads to utilise the renewable generation at the times when it is available.

An alternative is to discharge the vehicle battery into the home to power heating, hot water, lighting and appliances. Providing this electricity has been bought cheaply, or generated on site, it can replace expensive electricity during the peak hours and lead to significant cost savings, as well as reducing strain on the grid. Another advantage of this system is to provide back-up power to the house during power cuts, particularly important when there is medical equipment in the home which requires an electricity supply.

These V2X (vehicle to everything) systems are not yet a commercial proposition but development is progressing quickly and they are likely to be a normal part of the energy system in future years.

The council will continue to monitor developments in smart charging and V2X and will consider whether it can offer services through the public charging network where this will provide benefits for the local community.

# 17. Funding

Funding for EVCI delivery is being provided by the Department for Transport through the Local Electric Vehicle Infrastructure (LEVI) Fund with allocations to the Isle of Wight Council as follows:

- LEVI Capability Fund £315,000 to ensure that local authorities have the skills and staff to undertake the planning and delivery of local EV chargepoints in their areas
- LEVI Capital Fund £1,625,000 to support chargepoint purchase and installation costs to significantly scale up the number of local chargepoints, enabling more residents, especially those without off-street parking, to switch to EVs.

Securing the funding is dependent on suitable plans being agreed by the Department for Transport.

The council has recently secured its full Capability Fund allocation which will, amongst other things, support a full-time EV Infrastructure Programme Manager who will have primary responsibility for the procurement of a CPO and subsequent delivery of the next phase of chargepoints, which is likely to deliver 150-200 new chargepoint sockets. In addition, the funding will support safety and accessibility audits of all proposed sites and the legal agreements necessary for a cable channel trial. It will support the purchase of the LOCATE tool through which the council will identify properties requiring public chargepoints and the preferred location of the on-street infrastructure.

Delivery of the Action Plan that accompanies this strategy will be exclusively funded through the council's LEVI Fund allocations since the council does not have internal funding for this activity. This will include network development (see section 12), consulting with local stakeholders and improving the provision of information to the public.

The Capital Fund will support the installation of new chargepoints where the costs can't be reasonably met by the appointed CPO. This is likely to be focussed on chargepoints in rural areas which will have marginal viability and those where installation costs are particularly high, for example through high grid connection costs. It will also support physical improvements to meet accessibility requirements where these will impact the viability of the location. The Capital Fund will also support a small cable channel trial and, subject to DfT approval, the establishment of rapid charging hubs in locations where they are the best solution to the charging needs of local residents.

# 18. Monitoring and reporting

Delivery of the EVCI Strategy will be overseen by the Major Highways Project Board which will receive monthly reports.

Reports will also be prepared for the Department for Transport showing how the LEVI capability and capital funding is being used.

Delivery will be monitored by the Climate & Environment Programme Board which meets monthly and will be the forum for considering risks and issues affecting the project. Through this Board the relevant Cabinet member will be regularly updated. The Climate & Environment Board will receive reports on the performance of the CPO, particularly with regards to the reliability and availability of the network.

As requested, updates will also be presented to the Scrutiny Committee for Neighbourhoods and Regeneration.

The Strategy and Action Plan will need updating regularly. The Action Plan that follows covers the period September 2023 to November 2025, that is, the period starting with approval of this strategy and ending with the conclusion of LEVI capability funding. An Action Plan for the period after November 2025 will need to be produced should the council be in a position financially to continue network development.

Commented [FJ4]: Stewart - is there a Highways
Programme Board

# 19. Action plan (2023-2025)

REF	ACTION	TARGET	TARGET
IXLI	AOTION	START	END
		DATE	DATE
INT1	Recruit EVI Programme Manager	Aug 23	Oct 23
INT2	Liaise with Planning Department on feedback	Nov 23	Dec 23
	from consultation exercise		
INT3	Develop guidelines for use of cables which do not	Apr 24	Dec 24
	cross a footway or verge		
PM1	Publish tender documents for a CPO to deliver	Sep 23	Sep 23
	and manage the Phase 2 network		
PM2	Award contract to CPO	Nov 23	Nov 23
PM3	Submit LEVI Capital Fund proposal	Nov 23	Mar 24
PM4	Liaise with Town & Parish Councils on new	Jan 24	Mar 24
D145	chargepoint locations		N. 05
PM5	Encourage community organisations to carry out	Jan 24	Nov 25
	local property audits of houses without driveways and promote the Parish Online system as a tool		
	to do this		
IRO1	Complete analysis of on-street chargepoint	Oct 23	Nov 23
IIXO	requirements using LOCATE platform	Oct 25	1100 23
IRO2	Update LOCATE with new information when	Sep 23	Nov 25
11102	received	00p 20	1107 20
IRO3	Carry out safety audits and PAS1899	Nov 23	Feb 24
	assessments for long list of off-street locations		
IRO4	Carry out safety audits and PAS1899	Nov 23	Feb 24
	assessments for long list of on-street locations		
IRO5	Develop a process for applications to install cable	Apr 24	Dec 24
	channels through the footway		
IRO6	Develop a legal agreement for cable channel	Apr 24	Dec 24
	installations		
IRO7	Deliver a pilot of 6-10 cable channels	Jan 25	Aug 25
CPO1	Work with CPO to identify sites suitable for solar	Jan 24	Mar 24
0000	canopies and battery storage	14 04	
CPO2	Sign off CPO's Implementation Plan for	May 24	May 24
ND4	infrastructure rollout	Jan O4	No. OF
ND1	Liaise with community organisations on any	Jan 24	Nov 25
ND2	potential to host chargepoints  Liaise with Visit Isle of Wight on visitor	Jan 24	Nov 25
ND2	requirements and provision at holiday	Jan 24	NOV 25
	accommodation and attractions		
ND3	Contact private site owners on priority list to	Jan 24	Dec 24
נטויו	discuss interest in installing chargepoints	Jan 24	D60 24
ND4	Provide information on chargepoint infrastructure	Jan 24	Nov 25
	on the council website, including grants for	Juli 2 1	1.00 20
	householders and businesses		
		1	1

ND5	Work with the Energy Saving Trust to determine the charging requirement for taxis and private hire vehicles.	Apr 24	Aug 24
ND6	Ask Housing Associations to identify sites for public chargepoints within their housing developments	Apr 24	Jul 24
ND7	Talk to filling station owners about timescales for installing chargepoints	Sep 24	Mar 25
FES1	Monitor innovations in chargepoints, management systems, smart charging and Vehicle to Grid (V2G)	Sep 23	Nov 25

INT	Internal
PM	Project Management
IRO	Infrastructure Rollout
CPO	Chargepoint Operator
ND	Network Development
FES	Future Energy System

## **APPENDIX 1: Full list of charging sites**

The sites listed below were identified and appraised in the report "Isle of Wight Electric Vehicle Infrastructure Planning" produced by Cenex for the council in April 2020.

		-		-		
Name	Ownership	Type	Use Case	Use Rating	Int	Rating
		Туре			Rating	
Chapel Street Car Park St Thomas Street Car Parks	IWC	Rapid	Hub	10	9	19
(hub)	IWC	Rapid	Hub	10	9	19
County Hall	IWC	Standard	Workplace	9	9	18
St John's Road Car Park	IWC	Fast	Destination	8	9	17
Carisbrooke High Street Car						
Park	IWC	Standard	Workplace	9	8	17
Lidl Shanklin	Private	Rapid	Destination	9	8	17
Morrisons Lake	Private	Rapid	Destination	9	8	17
Medina Yard Redevelopment	Unknown	Fast	Destination	7	9	16
Cross Street Car Park	IWC	Fast	Destination	8	8	16
Quay Road Car Park	IWC	Fast	Destination	8	8	16
St Mary's Hospital	NHS	Fast	Destination	8	8	16
New Red Funnel Ferry Terminal	Unknown	Rapid	Transit	8	8	16
Newport Jobcentre Plus	Public	Standard	Workplace	8	8	16
Spa Car Park	IWC	Fast	Destination	8	8	16
Church Litten Car Park	IWC	Rapid	Taxi	9	7	16
Orchardleigh Road Car Park	IWC	Fast	Destination	9	7	16
Appley Car Park (hub)	IWC	Rapid	Hub	6	9	15
Cowes Enterprise College	Education	Standard	Workplace	7	8	15
Isle of Wight College	Education	Standard	Workplace	7	8	15
Robin Hill Country Park	Private	Fast	Destination	7	8	15
The Needles	Private	Fast	Destination	7	8	15
Vernon Gardens Car Park	IWC	Fast	Destination	7	8	15
The Heights Car Park	IWC	Standard	Workplace	8	7	15
Park Road Car Park	Unknown	Standard	Destination	8	7	15
New Road Car Park	IWC	Standard	Residential	8	7	15
Pound Lane Car Park	IWC	Fast	Destination	8	7	15
Victoria Street Car Park	IWC	Fast	Destination	8	7	15
Aldi Lake	Private	Rapid	Hub	9	6	15
Albany Road Redevelopment	Unknown	Standard	Residential	6	8	14
Colwell Bay Car Park	IWC	Standard	Destination	6	8	14
Coppins Bridge Car Park	IWC	Standard	Residential	6	8	14
Blackgang Chine Theme Park	Private	Fast	Destination	7	7	14
Brading Car Park	Private	Fast	Destination	7	7	14
Morrisons Newport	Private	Rapid	Hub	7	7	14
Tapnell Farm Park	Private	Fast	Destination	7	7	14
The Old Smithy & Gardens	Private	Fast	Destination	7	7	14
Brannon Way Car Park	IWC	Fast	Destination	7	7	14
Brunswick Road Car Park	IWC	Standard	Residential	7	7	14
Lind Place Car Park	IWC	Fast	Destination	7	7	14
Lugley Street Car Park	IWC	Standard	Residential	7	7	14
Booker Wholesale Cowes	Private	Rapid	Fleet	8	6	14
				U	J	

Gunville Retail Park	Private	Fast	Destination	8	6	14
Park Road Car Park (hub)	Unknown	Rapid	Hub	8	6	14
Shanklin Station Car Park	Private	Rapid	Taxi	8	6	14
Waitrose Cowes	Private	Rapid	Hub	8	6	14
Gulf Lushington Hill	Private	Rapid	Transit	8	6	14
Northwood Garage	Private	Rapid	Transit	8	6	14
Tesco Westridge	Private	Rapid	Hub	8	6	14
Central Car Park	IWC	Fast	Destination	8	6	14
Esplanade Gardens Car Park	IWC	Fast	Destination	8	6	14
Yarmouth Car Park	IWC	Fast	Destination	8	6	14
The Parade	Public	Fast	Destination	9	5	14
Arreton Barns Craft Village	Private	Fast	Destination	9	5	14
Avenue Road Car Park	IWC	Standard	Residential	5	8	13
Medina Campus Car Park	IWC	Fast	Destination	5	8	13
East Cowes Marina	Private	Standard	Workplace	6	7	13
Havenstreet Station	Private	Fast	Destination	6	7	13
The Co-op Freshwater	Private	Rapid	Hub	6	7	13
Fort Street Car Park	IWC	Standard	Residential	6	7	13
Hope Road Car Park	IWC	Fast	Destination	6	7	13
Carisbrooke College	Education	Fast	Destination	7	6	13
Dudley Road Car Park	IWC	Fast	Destination	7	6	13
River Road	IWC	Rapid	Taxi	7	6	13
Aldi Cowes	Private	Rapid	Hub	7	6	13
Sainsbury's Newport	Private	Rapid	Hub	7	6	13
Market Street Car Park	IWC	Fast	Destination	7	6	13
Medina Avenue Car Park	IWC	Standard	Residential	7	6	13
Moa Place Car Park	IWC	Fast	Destination	7	6	13
Pier Road Car Park	IWC	Fast	Destination	7	6	13
Landguard Road Car Park	IWC	Fast	Destination	8	5	13
Somerton Park & Ride	IWC	Fast	Destination	8	5	13
St Martins Road Car Park	IWC	Standard	Residential	8	5	13
The Co-op Cowes	Private	Fast	Destination	8	5	13
The Crown Inn	Private	Fast	Transit	8	5	13
Sea Street Car Park	IWC	Standard	Destination	5	7	12
Totland Broadway Car Park	IWC	Standard	Destination	5	7	12
M&S Cowes Car Park	Private	Rapid	Hub	6	6	12
Asda Newport	Private	Rapid	Hub	6	6	12
The Grove Car Park	IWC	Fast	Destination	6	6	12
Warnes Lane Car Park	IWC	Fast	Destination	6	6	12
The Chequers Inn	Private	Fast	Transit	7	5	12
St Helens Green Car Park	Public	Fast	Destination	7	5	12
The Needles (hub)	Private	Rapid	Hub	7	5	12
Yarmouth Car Park (hub)	IWC	Rapid	Hub	8	4	12
Tesco Express Lake	Private	Fast	Destination	8	4	12
Freshwater Bay Car Park	IWC	Fast	Destination	8	4	12
Fairlee Service Station	Private	Rapid	Hub	4	7	11
Puckpool Park Car Park	IWC	Fast	Destination	4	7	11
Fort Victoria Country Park	Private	Fast	Destination	5	6	11

Newport Harbour Car Park	IWC	Fast	Destination	5	6	11
Wheelers Bay Car Park	IWC	Fast	Destination	5	6	11
M&S Newport	Private	Rapid	Hub	6	5	11
Osborne Garage	Private	Rapid	Transit	6	5	11
The Olde Village Inn	Private	Fast	Destination	6	5	11
Seaclose Park Car Park	IWC	Fast	Destination	6	5	11
Osborne Car Park	Private	Fast	Destination	7	4	11
Green Street Car Park	IWC	Fast	Destination	7	4	11
Shanklin Road Car Park	IWC	Fast	Destination	7	4	11
Station Avenue Car Park	IWC	Fast	Destination	7	4	11
Red Funnel Ferry Queue	Private	Rapid	Transit	8	3	11
Ashey Road Garage	Private	Rapid	Transit	8	3	11
Bouldnor Viewpoint	IWC	Fast	Destination	4	6	10
Sandford Service Station	Private	Rapid	Transit	4	6	10
The Duver Car Park	IWC	Fast	Destination	4	6	10
The White Horse	Private	Fast	Transit	5	5	10
Freshwater Bay Car Park (hub)	IWC	Rapid	Hub	6	4	10
Amazon World Zoo	Private	Fast	Destination	6	4	10
Lidl Newport	Private	Rapid	Hub	6	4	10
Horse & Groom	Private	Fast	Transit	7	3	10
Sherbourne Street	IWC	Fast	Destination	7	3	10
Carbourne Sun Inn	Private	Fast	Transit	8	2	10
Lane End Car Park	IWC	Standard	Destination	3	6	9
Westridge Garage	Private	Rapid	Transit	4	5	9
La Falaise Car Park	IWC	Fast	Destination	5	4	9
Royal Exchange Car Park	IWC	Standard	Residential	5	4	9
Yaverland Car Park	IWC	Fast	Destination	5	4	9
Atherley Road Car Park	IWC	Standard	Residential	6	3	9
Old Battery	Private	Rapid	Destination	6	3	9
The Duver Car Park	IWC	Fast	Destination	6	3	9
F H Winter & Sons	Private	Rapid	Transit	7	2	9
The Blacksmiths Arms	Private	Fast	Transit	7	2	9
Grange Chine Autocentre	Private	Rapid	Transit	8	1	9
Broadway Garage	Private	Rapid	Transit	6	2	8
Mornington Road Car Park	IWC	Fast	Destination	6	2	8
Eastcliff Car Park	IWC	Fast	Destination	7	1	8
Isle of Wight Bus & Coach Museum	Private	Fast	Destination	4	3	7
Brooks Close Car Park	IWC	Standard	Residential	4	2	6
Carisbrook Castle	Private	Fast	Destination	4	2	6
Sandown Road Car Park	IWC	Standard	Residential	4	2	6
Smugglers Haven Car Park	IWC	Fast	Destination	4	2	6
The Wight Military Heritage						
Museum	Private	Fast	Destination	4	2	6
Eastern Esplanade Car Park	IWC	Fast	Destination	5	1	6
Shore Road Car Park	IWC	Fast	Destination	4	1	5
Church place Car Park	IWC	Standard	Residential	2	2	4
Steyne Road Car Park	IWC	Standard	Residential	2	2	4

Blackgang Viewpoint Car Park	IWC	Fast	Destination	3	1	4
Whale Chine Car Park	IWC	Fast	Destination	3	1	4

## APPENDIX 2: Sites considered suitable for innovative technologies.

A list of sites that were considered appropriate for the installation of one or more of these technologies is shown in Table 19.

Name	Ownership	Shortlist	Solar	V2G	Wireless
St Mary's Hospital	NHS	Yes	Yes	Yes	Yes
New Red Funnel Ferry Terminal	Unknown	Yes	Yes	No	Yes
Red Funnel Ferry Queue	Private	No	No	No	Yes
County Hall	IWC	Yes	Yes	Yes	No
Cowes Enterprise College	Education	Yes	Yes	Yes	No
Isle of Wight College	Education	Yes	Yes	Yes	No
The Heights Car Park	IWC	Yes	Yes	Yes	No
Tapnell Farm Park	Private	No	Yes	Yes	No
Chapel Street Car Park	IWC	Yes	Yes	No	No
St Thomas Street Car Parks (hub)	IWC	Yes	Yes	No	No
Medina Yard Redevelopment	Unknown	Yes	Yes	No	No
Quay Road Car Park	IWC	Yes	Yes	No	No
Gunville Retail Park	Private	No	Yes	No	No
Carisbrooke College	Education	No	Yes	No	No
Yarmouth Car Park (hub)	IWC	No	Yes	No	No
Appley Car Park (hub)	IWC	Yes	Yes	No	No
Aldi Lake	Private	Yes	Yes	No	No
Albany Road Redevelopment	Unknown	No	Yes	No	No
The Old Smithy & Gardens	Private	No	Yes	No	No
Tesco Westridge	Private	No	Yes	No	No
Yarmouth Car Park	IWC	No	Yes	No	No
Arreton Barns Craft Village	Private	No	Yes	No	No
Aldi Cowes	Private	No	Yes	No	No
The Needles (hub)	Private	No	Yes	No	No
Freshwater Bay Car Park	IWC	No	Yes	No	No
Tesco Express Lake	Private	No	Yes	No	No
Seaclose Park Car Park	IWC	No	Yes	No	No
Osborne Car Park	Private	No	Yes	No	No
Freshwater Bay Car Park (hub)	IWC	No	Yes	No	No

Table 19: List of sites identified as being appropriate for innovative technology deployment (Cenex).

## **Equality Impact Assessment Template**

Before carrying out an Equalities Impact Assessment (EIA), you should familiarise yourself with the quidance. 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:

Jim Fawcett, Economic Development Project Manager

#### **Directorate and Team/School Name:**

Regeneration

Name, aim, objective and expected outcome of the programme/ activity:

Name: Electric Vehicle Charging Infrastructure (EVCI) Strategy

Aim: To facilitate deployment of an Islandwide network of electric vehicle chargepoints.

#### **Objectives:**

- To deploy an expanded network of electric vehicle chargepoints in council car parks and on-street
- To provide the basis for a tender specification to secure a Chargepoint Operator (CPO) to invest in the new network
- To secure the LEVI capital grant allocation and subsequently an income for the council from the charge points
- To encourage electric vehicle ownership by providing charging facilities for those who do not have them at home and reducing range anxiety
- To demonstrate to visitors that the Island has a good network of chargepoints should they travel in electric vehicles

Expected outcome: The installation of approximately 140 new charging sockets, bringing the total on council land to more than 200 by 2025, and a greater awareness amongst the community of the need for widespread charging infrastructure.

Reason for Equality Impact Asessment (tick as appropriate)	
This is a <b>new</b> policy/strategy/service/system function proposal	Yes
This is a proposal for a <b>change</b> to a policy/strategy/service/system function proposal function ( <i>check whether the original decision was equality impact assessed</i> )	No
Removal of a policy/strategy/service/system function proposal	No
Commencing any project/programme	Yes

## **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  Page 332	Negative, positive or no impact (before mitigation/intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/restrict this group from obtaining services or limit their participation in any aspect of public life?)	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/advance the inequality? (Where it cannot be diminished, can this be legally justified?)
Age (restrictions/difficulties both younger/older)	Positive – older people may have greater range anxiety which refers to the electric vehicle running out of charge before the destination is reached. This proposal	Yes			57% of those who responded to the public consultation were aged 55 and over.	It is believed that the work undertaken to develop PAS1899 will have identified the	The Chargepoint Operator will be required to make their communications accessible to all users. This will	All chargepoints will be installed to PAS1899 accessibility standards. They will be located close to

	<b>Positive</b> - this group may		Accessibility of	having a	partnership		close to
	Bartis a delicario			reported having a	Institute in partnership		will be located close to
			_	disability.	with		people's homes
	have greater range		chargepoints	Views	Motability. It		including on-
	anxiety which refers to		and	expressed	specifies	The Chargepoint	street locations.
	the electric vehicle		particularly	have been	standards for	Operator will be	Blue badge
<del></del> -	running out of charge		dedicated			required to	holders will be
D Daysability	before the destination is		charging	incorporated	chargepoints and		considered a
Φ a) Physical	reached. This proposal		bays being	into the final		make their	
ယ္ထ b) Mental heath	seeks to install more	Yes	of sufficient	strategy as	chargepoint	communications	priority group
(Hust respond to both	public EV charging		size for use	far as	bays which	accessible to all	for cable gullies
a & b)	facilities across the		by people	possible. At	should be met	users. This will	and will not be
u u u,	Island which should		with	the	to improve	be made clear in	required to pay
	reduce range anxiety		mobility	consultation	disabled	the tender	a parking charge
	and provide convenient		issues,	phase,	peoples'	specification.	for use of the
			1 '	groups	experience		chargepoints.
	facilities for the quick		including	representing	when using		Clear
	charging of EVs.		wheelchair	disabled	public		instructions will
			users.		l .		
				people were	chargepoints.		be provided.
				contacted			
				separately			
				and asked			
				for			
				101			
				comment.			

	T	T			Ī	
(including ethnicity						
and nationality)						
Religion or belief (different faith groups/those without a faith)	No impact	No				
Sex (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)	No impact	No				
Sexual orientation (is your language inclusive of LGB groups?)	No impact	No				
Page 334 Pregnancy and maternity	Positive – this group may have greater range anxiety which refers to the electric vehicle running out of charge before the destination is reached. This proposal seeks to install more public EV charging facilities across the Island which should reduce range anxiety and provide convenient facilities for the quick charging of EVs.	Yes		It is believed that the work undertaken to develop PAS1899 will have identified the needs of this group.	The Chargepoint Operator will be required to make their communications accessible to all users. This will be made clear in the tender specification.	All chargepoints will be installed to PAS1899 accessibility standards. They will be located close to people's homes including onstreet locations. Clear instructions will be provided.
Marriage and Civil Partnership	No impact	No				
Gender reassignment	No impact	No				

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

## H. Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity? To date through a public consultation exercise. Ongoing engagement with older and disabled people's representative groups should highlight any problems in delivery and operation of infrastructure.

Date of next review: 04 February 2024.

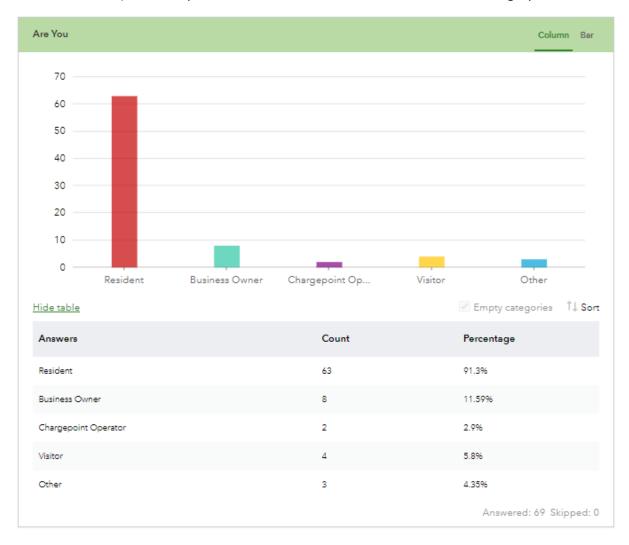
H. Sign-off	
	Name:
Head of Service/Director/Headteacher sign off & date:	Date:
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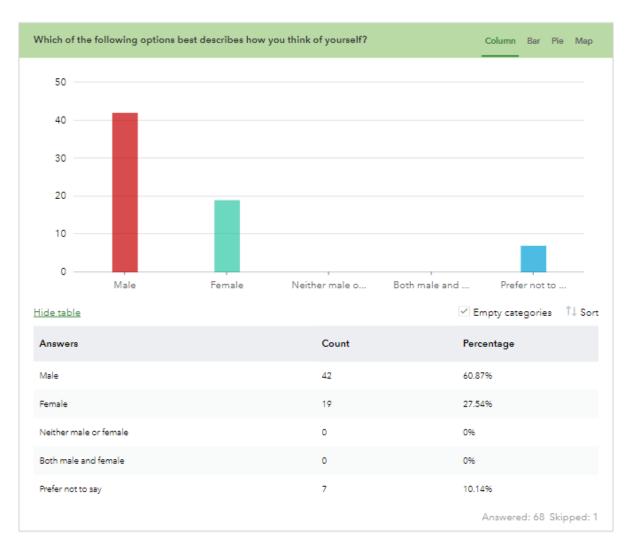
### **EVCI Strategy Consultation**

### **Summary of Responses**

A total of 68 responses were received during the consultation period which ran for 8 weeks from 24.02.23 – 21.04.23. The majority of those who responded were residents (91%) with a small number of responses from business owners, chargepoint operators, visitors and others (including Parish Councillors). Some respondents classified themselves in more than one category.



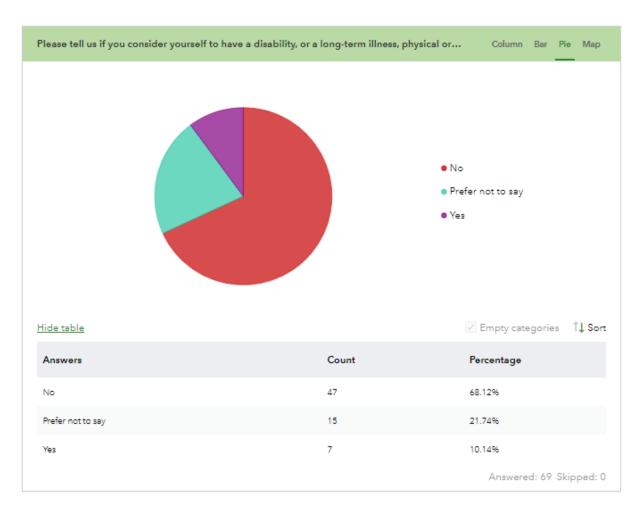
61% of respondents were male and 28% female, with 10% preferring not to say:



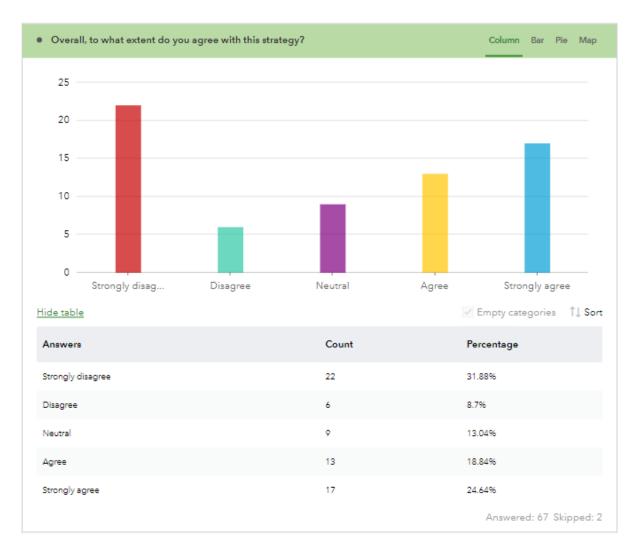
The majority of respondents were in the older age categories, with 59% aged 55 or over, 29% between 25-54 and 12% preferring not to say. There were no respondents under 25 years of age:



10% of respondents reported having a disability, 68% said they were not disabled and 22% preferred not to say:



There was a fairly even split between those who agreed and disagreed with the strategy, with 43% agreeing or strongly agreeing and 41% disagreeing or strongly disagreeing. 13% were neutral.



Those that disagreed with the proposals in the strategy did so for a number of reasons which are discussed below.

Most respondents chose to comment by using the 'catch all' general comments box at the beginning of the questionnaire.

#### **General Comments**

**EV ownership** - a number of respondents were sceptical about the transition to electric vehicles, stating that they were inconvenient due to range issues and that hydrogen would be a better solution than plug-in battery vehicles. There was concern about the environmental impact of EVs with 7 respondents highlighting environmental damage from the production of batteries and 3 respondents referring to the fact that there does not appear to be a plan for the disposal of batteries in the future. A small number of respondents said that EVs were too expensive for the majority of residents and said that the council should be trying to reduce overall vehicle numbers and focusing on public transport and cycling instead.

**IWC response** – the government has set imminent targets for the phasing out of fossil fuel vehicles and all the estimates show a rapid increase in electric vehicle ownership from now until 2030 when the purchase of new petrol and diesel cars will no longer be an option. Other zero emission vehicles are at an earlier stage in development and there is no evidence that they will be either cheaper or a more convenient option. Local authorities have been tasked with providing the charging

infrastructure for the inevitable demand that will come with EV ownership. An improved network of high speed chargepoints should remove range anxiety, at least on the Island. The Sustainable Transport Hierarchy, discussed in chapter 3 of the consultation document, shows that public transport, cycling and walking are a higher priority than private car ownership and the council is also supporting these options. Support for the implementation of electric car clubs is also highlighted as these are an affordable form of shared transport that can reduce the need for private car ownership.

**On-street chargepoints** - within the general comments there was some opposition to on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.

**IWC response** – the council recognises that on-street chargepoints are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public car parks in the first instance, with on-street chargepoints considered in areas which do not have convenient access to car parks. Where on-street chargepoints are provided, only one bay will be reserved for charging initially until demand increases, when the second bay will then be allocated. It should also be recognised that a car parked in the EV charging bay is likely to free up a space elsewhere on the street, so overall parking pressure should not be heavily impacted. This will become more evident as EV ownership increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer to home.

**Reliability** – the need for chargepoints to be reliable was pointed out by a number of respondents.

**IWC response** – this is accepted as essential in order for the public to have confidence in the public network. The legacy chargepoints, installed in 2013, became extremely unreliable and this seems to have shaped public thinking. These have now been removed and the new network that is being installed is providing a better public experience. It is necessary, however, for tight management of the Chargepoint Operators to ensure that they are repairing any faulty chargepoints as quickly as possible. Future tenders will include KPIs for chargepoint performance, including reliability, and we will consider imposing penalties for failure to meet these targets.

**Payment methods** – there were two key points made with regard to payment methods. Firstly, that all chargepoints should be able to accept a standard contactless card payment and, secondly, that the number of different networks should be kept to a minimum to reduce the number of payment systems.

**IWC response** — with the Joju network that's been installed during 2022-23, the rapid chargepoints accept a contactless card payment whilst the fast chargepoints require payment through the Mer Connect app or RFID card provided on request. It is the number of different apps and RFID cards for the different networks throughout the UK that many people object to. In future, we will seek to ensure that all new public chargepoints have a contactless card payment system, making them easily accessible for all drivers on an ad hoc basis. Once this is in place, the number of different operators should be less of an issue, although the council is likely to limit the number of CPOs it works with directly in order to assist with contract management.

**Chargepoint placement** – it was pointed out that the placement of chargepoints should safeguard the pedestrian environment.

**IWC response** – the council agrees with this and will favour a clear 2m footway width after a chargepoint is installed. A minimum of 1.5m will apply in all cases. The government is clear that the roll out of chargepoints should not hinder walking or cycling in any way.

Signage – a respondent asked that clear instructions are provided at chargepoints.

**IWC response** – the council agrees with this and will ensure that signage on or near the chargepoint is adequate to explain how to use the chargepoint as well as any parking rules that apply, such as maximum length of stay. Accessibility guidelines for signage will also be followed and a phone number will be provided for those experiencing difficulties whilst using a chargepoint.

**Safety** – the public are naturally concerned about what safety precautions are being put in place for chargepoints.

**IWC response** – all on-street chargepoints are subject to a Safety Audit prior to installation to ensure that the location of the equipment is safe for users and others in the public realm. Installers must be suitably qualified and an Electrical Installation Certificate completed at commissioning. Contractual arrangements with CPOs will ensure that electrical tests are carried out on a regular basis and emergency procedures are in place for an immediate response in the case of a vehicle collision with a chargepoint.

**Tariffs** – one respondent felt that charging costs on the Island seemed high and two others asked for cheaper charging at night when electricity costs are lower

**IWC response** – the current chargepoints are part of the Mer network which has standard charging tariffs across the UK. Charging costs have increased sharply over the last 12 months due to the retail cost of electricity and it's hoped they will start to come down as electricity costs fall. The council will explore with the CPOs whether charging costs can reduce at night to take advantage of cheaper electricity.

**Scope** – it was suggested that the council should also consider opportunities for marine charging.

**IWC response** – the council will focus on vehicle charging as this is the priority requirement and the one over which it can have most influence. It will consider the placement of vehicle chargepoints in relation to marinas and will separately consider whether any of the harbours that it operates are suitable for marine vessel charging. In the meantime, it will monitor the provision at marinas and ports.

**Network development** – it was requested that the council be able to offer advice and guidance to residents on vehicle charging and to businesses and others on how best to provide charging facilities.

**IWC response** – through its LEVI Capability Fund allocation, the council intends to employ a specialist to oversee the roll out of further public chargepoints. The postholder will consider how best to support the community in developing a wider network and will ensure that communications are updated to provide helpful guidance.

**Electricity supply** – some respondents felt that a further roll out would put pressure on the grid, especially in summer, and it may be difficult to supply ultra-rapid chargepoints.

**IWC response** – as a general rule, the Island does not have difficulty in supplying new electricity demands. This is especially the case in summer when the solar farms are at their maximum output. For larger installations, battery storage systems may be useful to maximise use of renewable generation (sometimes these can utilise 'used' car batteries to provide the storage). However, careful siting is necessary to ensure that the power is available on the local network. In some cases, it will be necessary to install 7kW chargepoints because the power is not available for anything faster. The

network operator, SSEN, is developing a tool for local authorities to be able to assess grid capacity at a very local level and this will ensure that cost-effective locations can be identified.

**Tourism** – a number of respondents felt that the demand from visitors had not been adequately assessed. They also pointed out that chargepoints could be provided at much holiday accommodation and that this could be a slower speed as most charging would be overnight. Visit Isle of Wight supports the overall ambition described in the consultation document and is pleased with both the focus on high powered chargepoints and the free parking offer until 1 January 2025. They do, however, suggest that more ultra-rapid charging at ferry terminals and strong emphasis on reliability to ensure a good experience for visitors and maintain the Island's reputation.

**IWC response** – it is very challenging to determine visitor demand as there are so many behavioural issues to factor in. The consultation document did highlight some reports that had been focused on the Island which indicated significant visitor demand. Whilst the council will focus public funding on provision for residents, the additional demand from visitors will make some locations more commercially viable for a CPO and may support a wider network. The council will continue to work with site owners that can offer private facilities for their guests, especially where they are able to open this up for wider community use. It will pursue the provision of ultra-rapid charging and will liaise with ferry operators on provision in and around ports. As stated earlier, it will also have a focus on reliability to ensure that the public have a good experience of the chargepoint network.

The consultation document then asked specific questions relating to individual chapters and issues requiring further consideration. The feedback and IWC responses to these are summarised below:

## 1. What are your views on useful speeds for public chargepoints? Should different speeds be provided in different locations?

Of those who expressed a preference, the results are shown in the table below:

Chargepoint Speed	% in favour
<7kW	7.5
7kW	4
22kW	26
50kW	44
150kW+	18.5
	100

Some of the comments received were "the faster the better", "what is the upside of slower recharging?" and "ultra-rapids are best for visitors". There was clearly a preference for faster charging with 50KW and 22kW chargers being the most popular speeds. It was pointed out that faster charging will be required as car batteries get bigger and that rapid charging will help prevent queuing at chargepoints. With faster chargers, there will be less infrastructure required. It was stated that a "rapid out-of-town charging hub would be incredibly useful". However, it was also pointed out that the need for fast charging would be lower on the Island due to the greater number of short trips and lower range anxiety. Some felt that the quantity of chargepoints in residential areas was more important than the speed and there should be an ability to select a slower charging speed for overnight charging to reduce cost. A pragmatic approach was suggested by one respondent who said there should be "different speeds at different locations".

**IWC response** – there was clearly a view that the council's current approach to installing faster chargers – 22kW and 50kW – was correct. However, there is some support for slow charging using

lighting columns and for rapid charging hubs. The council will investigate both of these options although it has relatively few suitable lighting columns at the front of the footway (kerbside). It should be noted that the local power supply is not always capable of supporting the preferred chargepoint speed and the council has installed some 7kW chargers instead of 22kW for this reason. Some early EVs use a Chademo connector rather than the more popular CCS system and owners of Chademo vehicles have requested rapid chargepoints suitable for their vehicles. Whilst it would be uneconomic for all rapid chargers to have a Chademo connector, the council will ensure that a reasonable proportion do so and these are spread around the Island.

## 2. Which form of chargepoint do you think is the most suitable for on-street charging on the Isle of Wight?

Of those who expressed a preference, 5 respondents favoured lamppost chargers, 3 favoured bollard-type chargers with one each for low-lying, pop up and Tesla superchargers. Comments were made concerning the need to avoid specialist charging cables and the need to maintain adequate footway width after the installation of the chargepoint. To help the latter, build outs into the highway should be considered for chargepoints.

**IWC response** – there is clearly interest in lamppost chargers and the council will consider these further. These chargers provide a slow charge, most suitable for overnight, and only charge one vehicle at a time. To be cost-effective, it is necessary for the lighting column to be at the front of the footway i.e. adjacent to the highway, otherwise a charging pillar needs to be installed with an underground electrical connection to the lighting column. There are few of these locations on the Island, but the council will undertake an audit to see if there are any suitable lighting columns that could be used in this way. Otherwise, it is content that the common bollard-type chargepoint is the most suitable and most likely to meet accessibility requirements. When detailed site investigations are underway, it will consider highway build outs to meet safety requirements but recognises that these further reduce parking capacity.

## 3. Do you have any thoughts on the number of public chargepoints that will be required? If so, how should delivery be phased?

There was a wide range of responses to this question from "as many as possible" to "supermarkets have it covered". 9 respondents stated that there was insufficient provision at present which was hindering the uptake of EVs and 5 stated that the planned numbers were not ambitious enough. More specifically, respondents suggested the following:

- 4-6 chargepoints per car park
- 4 slow sockets and 2 fast sockets in each council car park
- 3kW chargers in all car park bays with dedicated bays for faster chargers
- One more in the West Wight
- Install within a few hundred meters of everyone and then fill in the gaps
- More at or near ferry terminals
- Cater for visitors in the summer or they will not come

In terms of phasing, the majority want more chargepoints at a quicker pace. They recognise that this is a chicken and egg situation and that chargepoints should be provided in advance of vehicle ownership so that residents are not prevented from switching. Some respondents urged caution and for the council not to overcommit but to meet demand as it arises. They pointed to the possibility of alternative zero carbon solutions emerging and the likelihood of the private sector increasing its provision.

**IWC response** – whilst many respondents felt that there was insufficient provision of chargepoints, the completion of the Joju project, which is providing 64 sockets, may have eased the current situation. However, it is expected that demand will rise rapidly and consistently. The consultation document did not state the number of additional chargepoints the council was considering installing in Phase 2 but there was a clear appetite for an ambitious programme which utilised as many of the public car parks as possible. The council will identify a significant number of car parks for phase 2 and will aim to install at least one rapid and one fast chargepoint in each of these initially (where space allows) but to allow the possibility to increase this number within a core investment period as demand increases. It recognises the need for caution, but will try to install chargepoints ahead of demand so as not to inhibit the move to EVs. As the programme will be funded, in the main, by the private sector, they will determine the viability of installing chargers in all these locations and the council will not be risking its own resources.

4. If you operate, or are likely to operate, electric fleet vehicles, can you give any insight into your requirements for public charging?

There was a suggestion that fleet vehicles on the Island may do shorter distance and therefore not require on-the-go charging. It was also felt by one respondent that businesses should provide their own charging. Other respondents pointed out that fleet vehicles are likely to need larger bays and that the network needs to be coordinated for fleets so that they can use one payment system.

**IWC response** – in developing a chargepoint network, the council is hoping to meet the needs of residents, visitors and businesses. Businesses will benefit from convenience and cost advantages by providing their own facilities, but may require some on-the-go rapid and ultra-rapid charging. Payment is likely to move towards contactless card payment so having multiple networks will be less of an issue.

5. The council is keen to hear of any suggestions for private ownership models that it could facilitate.

There were a small number of suggestions, none of which disagreed with the council's preferred option of a leasing arrangement with revenue share. It was suggested that some private installations may require financial support from the public sector and that the council should help to organise a revenue share option for businesses to host a chargepoint. It was stated that Town & Parish Councils should not be required to fund chargepoints.

**IWC response** – the council is comfortable with the revenue share arrangement that it has trialled with Joju. It will consider whether it can use any of its LEVI capital allocation to support strategic installations on private property where these provide services to residents. There are a number of offers in the marketplace, either to fully fund chargepoint installations or to provide a back office service, allowing businesses to set the tariff and collect the income from the chargepoint. The development of the network will not be dependent on Town & Parish Council funding, although they may benefit from a revenue share where they have land that can be offered up for chargepoints.

6. We would also be interested in offers of sites for public chargepoints. Please let us know if you think you have a suitable site.

A number of sites were submitted through the survey.

**IWC response** – the council will follow up these suggestions with the site owners.

7. We would be interested to hear your views on the priority sites identified and whether you would suggest any other sites to be added to the priority list.

Respondents suggested the following sites be added to the priority list:

- Blackgang and Compton (tourist hotspots)
- Fort Street Car Park, Sandown
- Dinosaur Isle Car Park, Sandown
- Yaverland Car Park
- Shanklin Seafront Car Parks
- Brading Car Park

They also suggested the follow should be prioritised from the list:

- Ventnor
- Rapid chargepoint in Freshwater

Other comments on prioritisation tended to focus on meeting visitor requirements. Suggestions included greater provision in rural areas, particularly the southern coastal belt from Niton to Yarmouth, at car parks close to beaches and at ports. It was suggested that all major car parks, public and private, should be prioritised as well as supermarkets and large pubs and restaurants. One respondent made the point that competition should not be distorted by favouring certain businesses for support.

**IWC response** – we will take on board the suggestions made and consider all those sites which have been added to the priority list. It's noted that there is demand for more charging in the Bay area and hopefully some of this will be met by the Joju network which has recently been installing chargepoints in Sandown, Shanklin and Lake. Where private sites have been suggested, the council has no direct influence but will try to work with site owners to extend the network. Financial support is only likely to be available where the installations can be shown to provide significant and direct benefits to residents who can't install charging facilities at home.

8. We would like to hear from owners of private sites listed in the tables about any plans they have for chargepoint installation and operation.

No responses received.

**IWC response** – the council will endeavour to contact the sites individually to determine their plans for chargepoint provision.

9. We would be interested in your views on where innovative solutions could be deployed, including offers from private site owners. Are there any other innovative solutions that you would like to see deployed?

Whilst induction charging has not yet been offered commercially, it was suggested that the council should begin planning for the introduction of induction charging in the future.

There was support for the installation of solar canopies over large installations. Other innovative solutions mentioned were:

- Chargepoint sharing schemes in private driveways
- Use of biofuel and integrated batteries for chargers in remote locations where grid connection is too expensive

It was also suggested that the council could offer financial support for innovative installations at private sites.

**IWC response** – the council welcomes the interest in innovative solutions. It will monitor the development of induction charging, particularly suitable applications in the public realm, and envisages solar canopies at charging hubs. It expects chargepoint sharing schemes to develop naturally using any of the app-based systems that are already available and will consider sustainable biofuel solutions at sites where grid connection costs are prohibitive.

10. We welcome your views on the methodology used for determining the location of chargepoints for those with private driveways.

3 respondents stated that they supported the methodology and none said that they disagreed, although 2 respondents stated that they were against on-street provision altogether.

Comments covered a full spectrum from those who felt that car parks on their own would not be able to meet demand, to those who felt that it might be difficult to find locations for on-street chargepoints even when the analysis showed they were needed and those who were opposed to any consideration of on-street chargepoints because they felt it took away free parking for residents.

Other comments included a suggestion that the council focuses on lamppost installations, that it targets areas with significant numbers of apartments, that it increases the number of chargepoints only as demand increases and that they are installed in streets with less parking pressures.

**IWC response** – for the reasons stated in the consultation document, the council believes that onstreet chargepoints will be required, even when the priority is to install in car parks in the first instance. This is because car parks are not always close to home and because on-street chargepoints close to home are a better solution for those with disabilities or mobility issues. Over time, as more residents become EV owners, it's unlikely that the dedicated charging bays will be seen as a loss of parking capacity since they will be filled for the majority of time will local residents' cars topping up their batteries. The council has decided that, whilst EV ownership is still relatively low, it will only allocate one dedicated charging bay at each site and not increase this until there is evidence of demand. The council is satisfied that the mapping exercise it has described is the best way to achieve its aim of providing a public chargepoint within 200m of the majority of households that do not have off-street parking. It will assume that apartment buildings require public chargepoints since it is not always practical to provide these within the shared car parks for the buildings.

11. The Council would like to hear from property owners in rural areas that could facilitate charging facilities for residents.

One property owner provided details of this scheme.

**IWC response** – the council will follow up with the property owner.

12. What are your views on the use of cable gullies and dropped kerbs to facilitate at-home charging?

From those who expressed an opinion, the following results were received:

	In favour	Against
Cable gullies	74%	26%
Dropped kerbs	67%	33%

There was a clear majority in favour of both cable gullies and dropped kerbs. Respondents highlighted that home charging was the cheapest option and would be facilitated by cable gullies, but that they would not be ideal without reserved parking spaces. They pointed out that cable gullies should be properly managed to avoid trip hazards developing, with householders signing a code of practice to avoid inconsiderate use. It was pointed out that dropped kerbs would only be useful if the rules on installing driveways were also changed. One respondent suggested that the council considers different types of dropped kerbs such as Dutch entrance kerbs. It was also pointed out that an increase in the number of dropped kerbs would reduce the on-street parking capacity and make finding a parking space virtually impossible.

One respondent said that trials should be carried out in a small number of places and another that it would be better to reduce the cost of charging for residents at public chargepoints.

**IWC response** – it's likely that public charging will always be more expensive than home charging and the council is not in a position to subsidise this. Therefore, it accepts that there will be pressure from residents to facilitate home charging and the results of the consultation confirm this. The council is not yet comfortable with the widespread installation of cable gullies but will continue to investigate these and other solutions and the legal agreements that would be required to ensure that the homeowner is responsible for the safe installation and management of the gullies. It will also consider situations where there is no footway outside the home and a cable can reach the vehicle without causing an obstruction; it may be possible to establish different rules for this situation. In the meantime the council will continue to focus on extending and improving the public chargepoint network to minimise the number of residents who feel the need for a home charging solutions.

## 13. Do you have any other ideas to facilitate at-home charging for households that currently do not have off-street parking?

The responses received were as follows:

- Use car parks (1 response)
- Use lamp posts (2 responses)
- Incentivise co-charging schemes (3 responses)

The first two of these are self-explanatory, the third suggestion involves a private household allowing other drivers to use their chargepoint. It is facilitated through an app and numerous schemes are available.

Another suggestion was for the council to find a way of charging residents the equivalent of their household electricity tariff for charging at a local on-street chargepoint and to provide dedicated car club bays in residential areas to reduce vehicle ownership.

**IWC response** – the council intends to prioritise car parks and, as described earlier, will undertake an audit of lighting columns to see if any are suitable for chargepoints. It does not feel that it needs to get directly involved with co-charging schemes. The ability to charge variable tariffs for local residents is highly complex and public charging will always be more expensive due to the cost of providing the infrastructure, insurance, repair and maintenance and back-office system. However, it will continue discussing this idea with its CPO partners. The council is supportive of car clubs due to their higher position in the Sustainable Transport Hierarchy and recognises that car clubs are increasing their use of electric vehicles. Whilst it has provided dedicated car club bays in two of its car parks, it is open to suggestions for increasing this provision to provide an affordable alternative to private car ownership.

14. We invite suggestions for sites for charging hubs, including from those who think they might want to provide this type of facility or can offer land for a charging hub.

The following locations for EV charging hubs were suggested:

- Steyne Park, Bembridge
- Ferry terminals
- Victoria Rd, Sandown
- Somerton Park & Ride
- Land near to Somerton roundabout
- Petrol stations

**IWC response** – the council will assess the suitability of these locations. It will liaise with ferry operators and petrol filling stations to determine if and when they intend to provide EV charging or to expand on the facilities they currently provide.

15. The council is keen to hear from all those who are, or are considering, providing charging infrastructure and to understand their target markets

Two Island businesses provided information.

**IWC response** – the council will contact these businesses to discuss their proposals.

16. We would like to understand from filling station owners their plans for future provision and, in particular, whether they intend to provide EV charging

No responses were received.

**IWC response** – the council will continue to invite petrol filling station owners to discuss their plans for EV charging.

17. The council would like to understand the needs of fleet and commercial vehicle users, in terms of sites and speed of charging.

The responses highlighted the need for charging hubs offering fast and rapid charging close to taxi ranks and other strategic points.

**IWC response** – the council understands the need for fleet vehicles, including taxis, to have access to ultra-rapid charging facilities so that they can recharge during a shift. These are best provided at charging hubs and the council will seek to identify a shortlist of charging hub locations at strategic sites. These will include some slower chargers which allow fleet vehicles to charge overnight ready for the start of the shift in the morning.

18. The council would be interested to hear from taxi drivers about any specific requirements.

No responses were received.

**IWC response** – the council will seek to engage taxi drivers, recognising that the extent of the public charging network may be one of the barriers to EV ownership. It will work with the Energy Saving Trust that has an established procedure for determining the requirement for taxis and private hire vehicles. This includes finding out when they intend to transition to EVs.

19. The council is interested in suggestions of specific locations for taxi charging.

No responses were received.

**IWC response** – the council will seek to engage taxi drivers, recognising that the extent of the public charging network may be one of the barriers to EV ownership. It will work with the Energy Saving Trust that has an established procedure for determining the requirement for taxis and private hire vehicles.

## 20. The council is interested to hear of any imminent demand for coach recharging and where this might take place.

No responses were received.

**IWC response** – whilst the EV Strategy is aimed at smaller vehicles, this question was asked to see if there might be any overlap between normal vehicle charging and coach charging, for example, sharing grid connection costs. Low carbon coaches are still in development and it is not clear whether operators will favour plug-in electric vehicles or hydrogen, therefore, the council will keep this issue under review.

#### 21. What are you views on the parking charge policy described?

From those who expressed a clear preference, the following results were obtained:

For a parking charge for EV bays	17.4%
Against a parking charge for EV bays	43.5%
Neutral (or only apply charges in certain	39.1%
situations)	
	100%

Some more detailed comments were provided:

#### In favour:

- Free parking discriminates against non-EVs
- People will abuse free parking by using it even if they don't need to charge their vehicle

### Against:

- Parking charges will penalise those charging at a slower speed and therefore staying longer at the chargepoint
- Parking charges will penalise low-income groups who are less likely to have driveways
- Lack of parking income unlikely to be as high as expected as bays are often empty
- Keep free for as long as possible to encourage EV ownership
- Council should raise income through revenue sharing rather than a parking charge

#### Neutral:

- Free parking should only be for 1-2 hours max
- Free parking for a fixed period with the chargepoint charging for overstays
- Can a system be introduced which maintains access for residents when there is high demand from visitors
- There should be rigorous enforcement to prevent ICE'ing (parking an Internal Combustion Engine vehicle in an EV charging bay) and overstays once the vehicle is charged
- It should be built into the charging fee

#### Other:

If the chargepoint does not function, will a parking charge still apply?

IWC response – the arguments for and against applying a parking charge to EV charging bays have been fully described through the consultation responses. On the one hand, not applying a parking charge can be seen as a form of subsidy for EV owners, whilst the application of a charge can penalise lower income groups that do not have driveways and those charging at slower speeds. The council's strategy for public charging is to direct residents to charge their vehicles in council car parks when they are close to their homes, but a parking charge will add an additional financial burden when on-street parking is free. Conversely, if there is no parking charge whilst a vehicle is plugged into a chargepoint, there will be a tendency for EV owners to plug in to take advantage of the free parking, even when their vehicle is not in need of a charge. As the number of chargepoints in public car parks increases, the potential for loss of parking income also increases. This could be compensated for by a revenue sharing agreement with the CPO but that will be dependent on the rate that can be achieved and the usage of the chargepoints. The council will therefore quarantee no parking charges until 1st January 2025 and will continue to monitor the position until then. It will have procured a CPO for phase 2 and will calculate the revenue sharing income at that stage. The other suggestions made, such as an overstay charge rather than a parking charge will be considered at that stage.

#### 22. Are the suggested parking restrictions suitable for EV charging bays in off-street locations?

50% of the respondents who expressed a clear opinion agreed with the suggested parking restrictions and 50% disagreed.

The modifications suggested were as follows:

- 4 hours required for 22kW
- 2 hours max between 09.00-18.00, with the unlimited overnight period being extended to 09.00.
- Consider different regulations for weekends as people have different patterns
- Consider resident-only access for some bays to prevent them being blocked by visitors

**IWC response** – the council welcomes the interesting suggestions. At this stage it does not feel there is a strong case to change the restrictions published in the consultation document, but charging behaviour, along with the size of vehicle batteries is constantly evolving and the council will therefore keep the restrictions under review. It will also monitor resident access to chargepoints and keep abreast of suggestions to ensure that residents can access chargepoints when needed. This may just be a case of adding more chargepoints to the network, but it could be facilitated through technology.

#### 23. Are the suggested parking restrictions suitable for EV charging bays in on-street locations?

50% of the respondents who expressed a clear opinion agreed with the suggested parking restrictions and 50% disagreed.

The modifications suggested were as follows:

- 90 minutes is sufficient
- Base it on average time to increase the vehicle's charge from 10-80%

**IWC response** —at this stage the council does not feel there is a strong case to change the restrictions published in the consultation document, but charging behaviour, along with the size of vehicle batteries is constantly evolving and the council will therefore keep the restrictions under review. It

would like to keep parking restrictions in on-street locations consistent across the network and will not, at this stage, be basing the restrictions on the chargepoint's power.

## 24. What are the best options for chargepoint provision and control in Resident Parking Zones?

One respondent said that chargepoints should not be installed in RPZs, one said that only fast charging should be installed and another felt that the focus should be on car park-based charging hubs. There was a feeling that use by non-residents should be avoided and that council income could be affected if resident parking is inhibited. One respondent felt that shared vehicles should be promoted to reduce second car use and therefore parking pressures in RPZs.

**IWC response** – the council will consider requests for chargepoints in RPZs and will consult with local residents on the location, speed of charge and maximum stay should there be general support for the idea.

# 25. Do you think the council should require higher levels of chargepoint provision in non-residential developments

Of those who expressed an opinion, 78% were in favour, 11% were against and 11% were neutral. It was felt that this could be very useful for staff who can't charge at home and would ensure more fleet charging at the business premises to reduce the pressure on the public network. One respondent said that any planning requirement should be supported by evidence-based demand and one suggested that any building that increases its floorspace should be required to fit chargepoints.

**IWC response** – the results of this consultation will be passed to the Planning department for possible inclusion in the Island Planning Strategy.

## 26. Do you think there should be any changes to rules around the creation of off-street parking spaces to facilitate EV charging at home

Of those who expressed a clear opinion, 89% were in favour and 11% against.

It was felt that dropped kerbs should still require planning permission but that this should be easier to achieve, whilst the counter-argument was also put that more dropped kerbs would be detrimental to the pedestrian environment. It was also suggested that new homes should have sufficient solar PV installed to charge a car and that planning rules around listed buildings and conservation areas should be waived to allow people to install chargepoints at home.

**IWC response** – the results of this consultation will be passed to the Planning department for possible inclusion in the Island Planning Strategy.

# 27. We are keen to hear from disabled drivers and disability groups on these proposals and how they could be improved.

One disabled driver stated that they could not afford to install a dropped kerb at home and would therefore be reliant on the public network. Another stated that it was key to ensure that the bays were wide enough to accommodate disabled drivers. It was also stated that charging hubs on brownfield sites could be purposely built for disability requirements and that apps need to be accurate in terms of the working status of chargepoints to prevent wasted journeys.

**IWC response** – each proposed chargepoint location will be subject to an 'Accessibility Assessment' in line with PAS1899. Where there is a choice, the locations which meet the requirements in full will be

chosen. The council will also allocate some of its LEVI capital funding for accessibility improvements at charging bays, such as improved lighting and dropped kerbs to allow access to the chargepoint.

## Agenda Item 9b



Purpose: For Decision

## Cabinet report

Date 14 SEPTEMBER 2023

Title ISLE OF WIGHT BUS ENHANCED PARTNERSHIP PLAN AND

**SCHEME** 

Report of

CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE,

HIGHWAYS PFI AND TRANSPORT STRATEGY

### **EXECUTIVE SUMMARY**

- 1. The purpose of this report is to set out details of a proposed Isle of Wight Enhanced Partnership Plan (EP Plan) and Enhanced Partnership Scheme (EP Scheme), with the sole commercial bus operator, Southern Vectis, building on the Isle of Wight Bus Service Improvement Plan (BSIP) that was approved in October 2021.
- 2. The EP Plan (Appendix 1) sets a high-level vision for the Island's local bus service network, whilst the EP Scheme (Appendix 2) sets out current obligations on the Isle of Wight Council and Southern Vectis. Both documents have been co-developed by the Isle of Wight Council and Southern Vectis, engaging closely with neighbouring Local Transport Authorities (LTAs), and have been subject to an operator objection period and statutory consultation.

### RECOMMENDATION

- 3. That Cabinet approves the Isle of Wight Enhanced Partnership Plan (EP Plan) and Isle of Wight Enhanced Partnership Scheme (EP Scheme), as detailed within, and appended to this report, as the local response to "Bus Back Better", the national bus strategy, building on the Isle of Wight Bus Service Improvement Plan (BSIP) that was approved in October 2021.
- 4. Furthermore, that authority is given to formally 'make' the EP Plan and EP Scheme in line with Government guidance, to include establishing the governance structure for the Enhanced Partnership.

### **BACKGROUND**

5. This report sets out the details of Isle of Wight Council's proposed approach to the local delivery of the Government's National Bus Strategy through a BSIP, EP Plan and EP Scheme for the Island. The consistent policy themes running through the

National Bus Strategy are a green economic recovery, decarbonisation of transport and levelling up the economy.

- 6. The BSIP was prepared following extensive engagement with Southern Vectis and neighbouring Local Transport Authorities (LTAs). It also aligns with Council's Climate and Environment Strategy, as well as with the guiding principles of the emerging Hampshire Local Transport Plan 4 and strategic aim of promoting strong economic growth.
- 7. The Government initially announced that £3billion would be made available for Local Transport Authorities to bid for towards delivery of local measures. However, the spending review in November 2021 only included £1.2billion specifically for BSIPs.
- 8. The Isle of Wight BSIP was submitted to Government in October 2021, accompanied by a prioritised list of interventions, and set out the funding requirements to enable the Council and its partners to meet the commitments, ambition and targets set out in the BSIP. Though unfortunately, the Council was not successful in receiving an allocation from the initial round of funding.
- 9. However, following submission of the BSIP, the Council was then required to prepare an EP Plan and EP Scheme. Together these documents lay the foundation upon which the Council and Southern Vectis can take the first step in working towards realising the shared BSIP ambitions.
- 10. The EP Plan sets a high-level vision for the Island's bus network, including journey time and reliability targets, and the plans to deliver them. It largely replicates the Isle of Wight BSIP that was published in October 2021.
- 11. The main points of the EP Plan are as follows:
  - (a) Extent of the Enhanced Partnership
  - (b) Justification
  - (c) Why the Enhanced Partnership route has been chosen.
  - (d) EP Plan duration, review process and alignment to Council strategies
  - (e) Overview of the Island's Bus Network
  - (f) Analysis of the existing network to EP Objectives
  - (g) IWC EP Objectives
- 12. The EP Scheme, which accompanies the EP Plan sets out the agreed obligations on the Council and Southern Vectis as the local commercial bus operator. It also represents the mechanism by which the commitments made in the BSIP and EP Plan are delivered 'on the ground.' All parties are clear about their respective obligations, and they are, as far as possible, comprehensively, accurately, and unambiguously recorded.
- 13. The main points of the EP Scheme are as follows:
  - (a) Scope of the EP Scheme, commencement date and any exempted local bus services
  - (b) Obligations on the Isle of Wight Council
  - (c) Obligations on Southern Vectis
  - (d) Joint obligations
  - (e) Governance arrangements
  - (f) Review of the EP Scheme

- 14. At the time of drafting the EP Plan and EP Scheme, there was no clear funding available to deliver on the aspirations of the BSIP. Therefore, the EP Scheme was only able to contain quite limited statutory commitments where funding could be guaranteed.
- 15. However, in recent weeks the DfT have announced further BSIP+ funding and once agreed with Southern Vectis, it is intended that bespoke arrangements for varying the EP Scheme are utilised to include for measures that have funding to enable their delivery. Though the funding allocated to the Island, is not sufficient to deliver on all of the aspirations set out within the EP Plan and BSIP at this time.

### CORPORATE PRIORITIES AND STRATEGIC CONTEXT

### Responding to climate change and enhancing the biosphere

- 16. A sustainable public transport network is central to meeting the targets set within the Climate and Environment Strategy adopted by the Council in October 2021. The strategy identifies that private car emissions significantly contribute to the carbon emissions generated by the Island and therefore a sustainable public transport network, offering multiple vehicle occupancy capacity greater than private cars, is essential to meet the carbon zero targets set.
- 17. As such the report's recommendations would therefore have a positive impact on carbon emissions in ensuring continual support for the existing bus network, working with Southern Vectis for further enhancements and encouraging its use by Island residents as well as visitors. This in turn supports the Climate and Environment Strategy and the emerging Local Transport Plan objectives.
- 18. Additionally, in respect of the UNESCO Biosphere, the recommendation aligns with a number of UNESCO Sustainable Development Goals both directly i.e., Goal 11 Sustainable Cities and Communities and Goal 13 Climate Action and indirectly through the use of public transport; Goals 10, 8 4 & 3.

  <a href="https://www.un.org/sustainabledevelopment/sustainable-development-goals/">https://www.un.org/sustainabledevelopment/sustainable-development-goals/</a>

### Economic Recovery and Reducing Poverty

19. It is recognised that a sustainable transport network is vital to support economic recovery through connecting places of residence with education, employment and training venues, whilst offering an alternative to private car ownership. In addition, public transport companies offer employment opportunities and training to Island residents which is in itself important to the Island's economy. The recommendation of this report seeks to formalise the partnership with the local operator to pursue enhancement schemes to minimise the current economic impacts on the operation of local bus services, thereby seeking to ensure that the sustainable public transport network is maintained and where possible enhanced.

### Impact on Young People and Future Generations

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

services, thereby seeking to ensure that the sustainable public transport network is maintained

### **Corporate Aims**

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

### **CONSULTATION**

- 22. In line with guidance issued by the Department for Transport (DfT), the Council has undertaken consultation to gain the views and support of stakeholders both on the existing bus network and potential improvements that could be made through the Enhanced Partnership.
- 23. In advance of the formal consultation, there was regular dialogue with Southern Vectis, so that there were no surprises in the draft EP Plan and Scheme. Especially as the EP could not be progressed without the formal agreement of the bus operators, but pleasingly no objections were received.
- 24. The requirements for consultation are set out in the Transport Act 2000 and consist of a two-part process i.e., an operator objection period and a subsequent statutory consultation. However, due to the tight timescales to have the EP Plan and Scheme adopted by the 30 September, and with the agreement of Southern Vectis, these ran at the same time from 1 to 28 July 2023.
- 25. This engagement took place with seven statutory consultees that were prescribed in the DfT guidance. There were no specific questions for respondents to complete, open comments were welcomed and unprompted. The prescribed statutory consultees who were engaged with were:
  - all operators of local bus services affected by any of the proposals.
  - organisations that represent local passengers (for the Island this was the Isle of Wight Bus and Rail Users group).
  - and neighbouring Local Transport Authorities (LTAs) who would be affected. by the EP proposals.
  - the Police.
  - the Traffic Commissioner.
  - Transport Focus; and
  - the Competition and Markets Authority (CMA).
- 26. Four responses were received, Southern Vectis, Transport Focus, the CMA and the Police. There were no objections received, generally supportive and some suggestions on further improvements in future iterations should funding allow.

### FINANCIAL / BUDGET IMPLICATIONS

27. Following an earlier announcement by the Government, in July 2023 the Department of Transport (DfT), announced an allocation of circa £295,000 to the Isle of Wight Council of BSIP Plus funding for the financial year 2023/24 & the same amount for 2024/25. This funding is to be used to support the local bus service network and enhancements in line with the published BSIP.

- 28. A condition of this funding is that the Isle of Wight Council adopts an EP Plan and Scheme by 30 September 2023. Otherwise, the funding will be limited to 50 per cent of the allocation announced, until they have been adopted.
- 29. Council has been successful in securing Local Transport Authority Bus Capacity Funding allocation from DfT. This shall be utilised to recruit an officer to oversee and managed the Enhanced Partnership, as well as other public transport related duties.
- 30. Likewise, the adoption of the Bus Service Improvement Plan along with the Enhanced Partnership agreement with local bus operators could unlock further additional funding from Department for Transport to fund further improvements to bus services across the Island.

### LEGAL IMPLICATIONS

- 31. The preparation of the EP is the final step towards establishing an Enhanced Partnership Plan and Scheme under the Transport Act 2000.
- 32. The statutory basis and requirements in relation to Enhanced Partnership Plans and Schemes are set out in Sections 138A to 138S of the Transport Act 2000 (inserted by Section 9 of the Bus Services Act 2017) and regulations made under those sections.
- 33. Under Section 138R of the Transport Act 2000 the Council, in exercising its functions as a Local transport Authority in relation to Enhanced Partnerships and Schemes, has a statutory duty to have regard to the guidance issued by the Secretary of State.
- 34. At the Cabinet meeting on 16 June 2021 the Isle of Wight Council resolved t to proceed with the development of an Enhanced Partnership. As a result, a notice of the intention to prepare an enhanced partnership plan and accompanying enhanced partnership schemes, as required, and set out in section 138F of the Transport Act 2000, has been published.
- 35. Having complied with the statutory requirements of the Transport Act 2000, the Council considers it appropriate to make the Plan and Scheme, it may do so by exercising its powers under Section 138G of the Transport Act 2000.

### **EQUALITY AND DIVERSITY**

- 36. 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.
- 37. It is anticipated that the recommended option would have no negative impacts on groups with protected characteristics. This is on the basis that through the adoption of the EP Plan and Scheme, the Council will be able to maintain or even enhance

the local public bus network, which will benefit all Island residents as well as visitors.

#### **OPTIONS**

- 38. **Option 1 -** That Cabinet approves the Isle of Wight Enhanced Partnership Plan (EP Plan) and Isle of Wight Enhanced Partnership Scheme (EP Scheme), as detailed within, and appended to this report, as the local response to "Bus Back Better", the national bus strategy, building on the Isle of Wight Bus Service Improvement Plan (BSIP) that was approved in October 2021.
- 39. Furthermore, that authority is given to formally 'make' the EP Plan and EP Scheme in line with Government guidance, to include establishing the governance structure for the Enhanced Partnership.
- 40. **Option 2 Not to approve the EP Plan and scheme.** Therefore, require further revisions to the proposed EP Plan and Scheme which would require further consultation.

### **RISK MANAGEMENT**

- 41. The principal risk associated with this report is related to the option 2 of the report, should Cabinet choose not to approve the EP Plan and Scheme. This will result in the need to redraft the documents and repeat the statutory objection period with Southern Vectis, as well as the consultation.
- 42. This would lead to the Council receiving 50% of the allocated BSIP Plus funding in the short term and making it increasingly difficult to utilise the allocation due to the constrained timescales.
- 43. To assist in mitigating this risk, we are submitting the EP Plan and Scheme at the earliest opportunity prior to the deadline. Likewise, we have kept the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy fully briefed.
- 44. A further risk is associated with utilising the BSIP Plus funding as an outcome of this decision and meeting the conditions of the funding. In particular, should we not agree with Southern Vectis how best to utilise the funding in a timely fashion, the Council runs the risk of not achieving the outcomes within 12 months of the funding award.

### **EVALUATION**

- 45. The reports recommendation would contribute to maintaining the current network of local bus services in operation on the Island and create a formal partnership process with associated governance to enable future enhancements in line with the EP Plan, as well as other key Council priorities.
- 46. Delivery of the approach set out within the EP Plan and EP Scheme would enable the Council to further the work needed to meet the objectives set out within the Government's Bus Back Better Strategy and the Island BSIP as well as maximising the likelihood of securing additional funding to deliver the proposed improvements. This work would build upon the already positive working relationship the Council

has with Southern Vectis and enable the best outcomes for Island residents, as well as visitors.

47. The intention is to 'make' the Enhanced Partnership in September 2023, in line with Government requirements. The EP Plan represents the County Council's ambition, with the EP Scheme containing the details of what the Council and Southern Vectis are able to commit to and will be updated using the bespoke variation mechanism as funding becomes available. The EP Scheme will also be reviewed on a sixmonthly basis, to consider progress towards targets and outcomes.

## APPENDICES ATTACHED

Appendix 1 – Isle of Wight Enhanced Partnership Plan 2023-2030 Appendix 2 - Isle of Wight Enhanced Partnership Scheme 2023/24

## BACKGROUND PAPERS

National Bus Strategy - https://www.gov.uk/government/publications/bus-back-better

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Cabinet Member for Transport and
Infrastructure, Highways PFI and
Transport Strategy



NATIONAL BUS STRATEGY
TRANSPORT ACT 2000
ISLE OF WIGHT ENHANCED PARTNERSHIP PLAN
2023 - 2030



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## **DEFINITIONS**

In this Enhanced Partnership (EP) Plan, the following terms shall have the meanings ascribed to them below:

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Bus Gate	A short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised
	vehicles as indicated on appropriate signage on the approach.
Bus Lane	A signposted lane, designated for use by
bus Lane	buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.
Bus Lane Enforcement	The action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.
Bus Operators (or Operators)	All bus operators running Qualifying Bus Services taken collectively.
Commercial Services	Within the UK, (excluding London and Northern Ireland) since the Transport Act 1985, buses are a deregulated free market meaning that anyone (subject to minimum safety and operating standards) can start up a bus service. Bus operators are free to run whatever services they like as well as decide the fares they will charge and the vehicles they will use, subject to adhering to regulations set by the Traffic Commissioner.
DfT	Department for Transport
DRT	Demand Responsive Transport
ENCTS	English National Concessionary Travel Scheme
Enhanced Partnership	The Enhanced Partnership covering the geographic extent of the administrative boundary of the Isle of Wight.
Enhanced Partnership Board	The committee of selected Isle of Wight Council representatives and Southern Vectis representatives, responsible for considering recommendations put forward by the Enhanced Partnership Forum and making decisions including specific Enhanced Partnership Scheme Variations.
Enhanced Partnership Scheme Variation	This comprises either: A variation of the Enhanced Partnership Scheme as set out in the DfT EP Guidance

	(July 2021) with respect to Facilities and
	Measures
	or
	A variation of the EP Scheme agreed as a
	result of the bespoke variation mechanism
	set out in Section 6 of this EP Scheme.
	Each of which will then constitute a formal variation of the EP Scheme for the
	purposes of s.138E(1) of the 2000 Act.
Enhanced Partnership Stakeholder	A stakeholder forum convened and chaired
Forum	by Isle of Wight Council, who will contribute
	to the development of Enhanced
	Partnership Schemes and act as formal
	consultees.
Facilities	The physical assets that are provided at
	specific locations along particular routes (or
	parts of routes) within the EP scheme area
	or new and improved bus priority measures. This is deemed for such purposes of
	s.138D(1) of the Transport Act 2000.
HCC	Hampshire County Council
IWC	Isle of Wight Council
Local Transport Authority (LTA)	LTAs were established under the Transport
	Act 2000, with powers amended in the
	Local Transport Act 2008. The LTA is
	responsible for transport planning,
	passenger transport and maintaining and managing the local highway network within
	their areas (excluding motorways and trunk
	roads which are looked after by National
	Highways).
	LTAs may provide funding to run supported
	bus services. LTAs support bus services in
	other ways including:
	Information on, and promotion
	of, bus services.
	<ul> <li>Concessionary fares and multi-</li> </ul>
	modal ticketing.
	Developing and maintaining bus
	stops, shelters and
Measures	interchanges. Those measures referred to in Part 2 EP
INICASUI CS	Scheme.
	Also cover the enforcement of the bus
	lanes and bus gates (measures) referred to
	in Annexes A
Non-qualifying Bus Services	Services excluded from classification as
	Qualifying Bus Services.
PCC	Portsmouth City Council

Operator Objection Mechanism	As defined at The Enhanced Partnership
	Plans and Schemes (Objections)
	Regulations 2018.
Qualifying Bus Service	Those Registered Local Bus Services operating within the Enhanced Partnership Scheme area that must meet the requirements and obligations set out in the Enhanced Partnership Scheme document. The registered local bus services would have one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:
	<ul> <li>Any schools or works registered local bus service not eligible for Bus Service Operators Grant.</li> <li>Any services registered for a period of six consecutive weeks or less.</li> <li>Any services operated under section 22 of the 1985 Act.</li> <li>Any registered local bus service which is an excursion or tour.</li> </ul>
	In addition, any tendered service on which the tendering authority takes the revenue risk will not be subject to the Operator Objection mechanism, consistent with The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.
	For the avoidance of doubt, a list of Qualifying Bus Services will be published at the start of each Isle of Wight Council financial year.
Real Time Information (RTI)	Using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.
Registered Local Bus Service	Has the meaning set out in Section 2 of the Transport Act 1985.
Solent Go	Is a public transport smartcard covering bus and ferry services within urban South Hampshire and the Isle of Wight. Customers can load electronic travel tickets on to their smartcard. The Solent Go travelcard is issued by Solent Transport for use on participating operators' services (participating operators may not include all services).
SCC	Southampton City Council
Supported Services	LTAs are allowed to support bus services where no commercial service has been

	provided, through tendering those services,
	with the private sector competing to provide
	them.
SV	Southern Vectis
Tap-On Tap-Off (or TOTO)	Allows bus users to get the best value
	single fare by tapping their contactless card
	or mobile payment device on the card
	reader when they get on the bus, and by
	tapping off at the second card reader by the
	luggage rack as they leave the bus. TOTO
	is only available for single fares.
Traffic Commissioner Powers	Relevant registration functions of Traffic
	Commissioners to the extent that they
	relate to a relevant service both within the
	meanings given to them under s.6G(10) of
	the 1985 Act.
TCF	Transforming Cities Fund.
TRO	Means a Traffic Regulation Order, made
	under the Road Traffic Regulation Act 1984
	or any other enactment regulating the use
	of roads or other places.
TIB	Transport Infrastructure Board

## INTRODUCTION

The Government published its National Bus Strategy for England, 'Bus Back Better' in March 2021. This strategy details the requirement for all Local Transport Authorities (LTA) to work with bus operators to create plans for improving their local bus services and encouraging more people to use them. The strategy comes with the promise of £3 billion in funding across England to support this.

Within the National Bus Strategy there is a requirement for all LTAs to produce a Bus Service Improvement Plan (BSIP), in response to this the Isle of Wight Council (IWC) has produced a BSIP for the Isle of Wight, (herein referred to as 'the Island.') in collaboration with the main bus operator, Southern Vectis. This was subsequently published and formally adopted by IWC in Oct 2021, detailing how it proposes to use their powers to improve bus services.

Following this, the National Bus Strategy requires LTAs to produce an Enhanced Partnership (EP) which will initially cover a period up until 31 March 2030 and will be reviewed annually. The EP will place binding commitments on partner organisations to provide the necessary enhancements, as well as ensuring on-going provision of high-quality bus services on the Island.

Drawing upon the IWC BSIP, this document fulfils the statutory requirements of the National Bus Strategy. Following adoption of the EP, an EP Board, will be established, made up of a working group of IWC and Southern Vectis representatives to review the efficacy of the Isle of Wight EP ambitions and progress made towards targets. The EP Board will remain in existence for the duration of the EP.

Section 138A of the Transport Act 2000 requires every EP Plan to cover the following:

- a map of the geographical area it covers.
- all the relevant factors that the parties consider will affect, or have the potential to affect, the local bus market over the life of the EP Plan.
- a summary of any available information on passengers' experiences of using bus services in the area and the priorities of users for improving them. Attracting modal shift from car is also important, so any information on what would be required from their perspective to achieve this.
- a summary of any available data on trends in bus journey speeds and the impact of congestion on local bus services.
- what outcomes need to be delivered to improve local bus services in the EP Plan area.
- what overall interventions the partnership believes need to be taken to deliver those outcomes.

## **COMPETITION TEST**

The Isle of Wight Council has undertaken an assessment of the impacts of the EP Plan and Scheme on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000.

The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.



## **PART 1 - EP PLAN**

## 1.1 Extent of the IWC EP

This EP covers the single LTA area of the Island, the geographical area of which is shown in green in **Figure 1** below. IWC is a unitary authority covering the whole of the Island.



Figure 1 – Geographical area of the IWC EP

The Island is located between two and five miles off the coast of Southern England, from which it is separated by the Solent. It is the largest and second-most populous island in England with a population of 141,538 residents.

The Island has a land area of 38,000 hectares. Slightly more than half of which, mainly in the west, is designated as the 'Isle of Wight Area of Outstanding Natural Beauty'. The Island has 258 km2 of farmland, 52 km2 of developed areas and 92 km of coastline. In June 2019 the whole island was designated a UNESCO Biosphere Reserve, recognising the sustainable relationships between its residents and the local environment.

The Island's countryside offers a diverse range of natural environments, including rolling chalk downs, ancient woodlands, salt marshes, together with land dedicated to agricultural use. Distributed across the more rural parts of the Island are a number of small villages and hamlets.

There are approximately 800km of adopted highway maintained by IWC. There is no motorway and only a very limited distance of dual carriageway on the Island, with a large majority of the road network located across the more rural parts of the Island.

Urbanisation and greater population density occur in the main towns of Newport, Ryde, Cowes and East Cowes, with Sandown, Lake and Shanklin linking together down the east coast to form 'The Bay' area and almost meeting with Ventnor as the coastline sweeps towards the southernmost tip of the Island.

Tourism plays a vital role in supporting the Island's economy with the Isle of Wight boasting some of the most unique landscapes and attractions in the UK. From picturesque harbours, natural bays and beaches, stunning coastline scenery and chines, to world famous historic buildings and castles. The island offers a great number of well-established holiday parks, hotels, and unique places to stay.

The town of Cowes, located on the west bank of the estuary of the river Medina, to the north of the Island, has long been seen as a home for international yacht racing since 1815. It gives its name to the world's oldest regular regatta, known as 'Cowes Week', which occurs annually in the first week of August, attracting over 100,000 visitors each year.

The Island also hosts the Isle of Wight Festival. A large-scale music festival which takes place at Seaclose Park, on the outskirts of Newport with up to 70,000 people attending this annual event.

Access to the Island's assets, events and attractions are supported by the Island's bus network, and the sole railway connection which runs for 13.7km between Ryde Pier Head and Shanklin, serving Smallbrook Junction, (for the Isle of Wight Steam Railway), Brading, Sandown and Lake Stations. Southern Vectis is the main bus operator providing services across the majority of the Island, whilst the rail service is operated by Island Line, part of South Western Railway. A number of other smaller local bus operators have provided services on the Island over the years, but none has developed or sustained a significant commercial market share, and Southern Vectis has remained the dominant and fully commercial provider of Island bus services to this day.

Currently there are a small number of community bus services in operation; FYT Bus, which operates exclusively within the West Wight. This is a charity run Community Bus project, run by volunteer drivers. Service 31 runs between Bonchurch and St. Lawrence via Ventnor. This operates as a local town service operated by Minibus Plus in partnership with Ventnor Town Council. Additionally, there are a small number of community bus services operated by the Community Bus Partnership, which utilises some Southern Vectis's fleet, between home to school lifts to operate local community services driven by volunteer drivers.

Access to the Island, across the Solent from the mainland, is provided via six main passenger and car ferry routes, including a dedicated hovercraft link; the only commercial passenger hovercraft service in the world. **Figure 2** below illustrates these routes across the Solent.



Figure 2 – Ferry and Hovercraft service links to the Island

These routes consist of the following services and connections:

- Portsmouth to Fishbourne This car and foot passenger service is operated by Wightlink and takes approximately 45 minutes.
- **Portsmouth to Ryde** The "FastCat" catamaran foot passenger service, which runs from Portsmouth Harbour to Ryde Pierhead, is operated by Wightlink. This crossing takes approximately 22 minutes.
- Southampton to East Cowes This service is run by Red Funnel and operates between Southampton and East Cowes, carrying both cars and foot passengers.
   This crossing takes up to 1 hour.
- Southampton to Cowes The "Red Jet" offers a high-speed foot passenger service for this route, also operated by Red Funnel running from Southampton Docks to Cowes, taking just under 28 minutes.
- Lymington to Yarmouth The quickest vehicle ferry service runs from Lymington in the New Forest to Yarmouth in West Wight, which is operated by Wightlink. Taking 40 minutes.
- Southsea (Portsmouth) to Ryde The Isle of Wight boasts the only foot passenger
  hovercraft service in the UK, which runs from Southsea in Portsmouth to Ryde
  Esplanade and is operated by Hovertravel. This crossing is also the fastest service to
  the Isle of Wight, taking just 10 minutes.

All ferry and hovercraft services allow passengers to take bikes, although there is limited capacity on Red Funnel's Red Jet 6 and 7 fitted with bike racks, and 4 which allows folding bikes. With no fixed link to the Isle of Wight from the mainland (i.e. via road bridge or tunnel) the vast majority of residents and visitors travel to and from the Island by ferry or hovercraft.

Residents and visitors are heavily reliant on cross-Solent services for the movement of people and goods. Maintaining and improving these connections are vital to the economy and overall wellbeing of the Island.

5.5% of Island residents in employment rely on ferries for daily commuting to the mainland, this approximately includes 730 commuters to Portsmouth, 570 to London, and 520 to Southampton. In 2019 the Island welcomed circ. 2.16m visitors, generating an estimated £276m contribution to the local economy.

The mixture of towns, rural village communities, commuters to and from the Island, and the large number of visitors to the Island, all result in a range of transport challenges Island wide. From rural isolation in the more remote areas of the Island, to poor air quality and congestion in parts of our towns, along with pockets of 'transport poverty' and peak season visitor demands. Buses already play a key role in alleviating these problems.

Buses are the most used form of public transport on the Island and make a real difference to people's everyday lives, allowing them to get to work, to visit friends and family, to access retail, and to get to essential services such as schools, colleges, libraries, GP surgeries and hospitals, as well as helping to support the visitor economy.

With Southampton and Portsmouth containing two important ports and two major regional hospitals, they see significant cross-boundary travel to and from Island. From the Island's visitor profile data 38% come from Hampshire alone.

The largest towns on the Island are Ryde in the north-east, with a population of about 30,000, and the county town of Newport as the second largest, centrally located on the island, with a population of about 25,000. Newport is considered to the be the commercial centre for the Island and is home to the IWC offices, HMP Isle of Wight and St Mary's Hospital, the only NHS hospital on the Island.

As well as Ryde and Newport, sub-urbanisation population density can also be found in the town of Cowes and East Cowes and the seaside resorts of Sandown and Shanklin, linking with Ventnor.

Other much smaller settlements of population include Freshwater, Yarmouth and Totland to the west of the Island, and Seaview and Bembridge to the east. There are a number of rural villages and hamlets scattered across the Island.

The most rural part of the Island is to the south and south-west coastline, which is designated as an Area of Outstanding Natural Beauty. **Figure 3** below outlines the population density of the Island as a whole. Whilst the overriding character of the Island is rural, about 60% of the Island's population live within the main towns of Ryde, Newport, Cowes, East Cowes, Sandown and Shanklin.

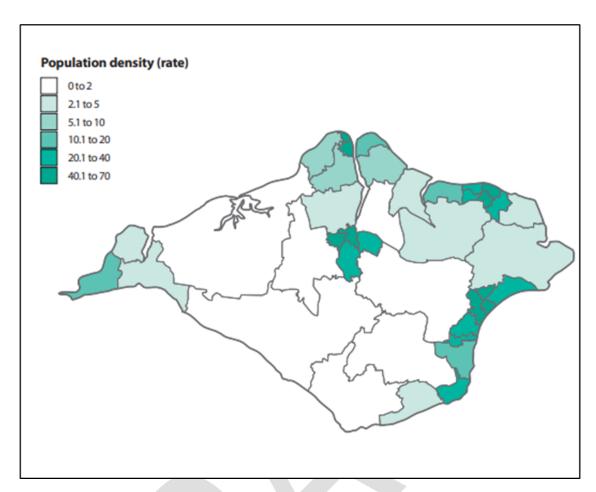


Figure 3 – Population Density on Isle of Wight (number of people per hectare)

There are average levels of car ownership across the Island, with 31.1% of households having two or more cars or vans. 22.5% of households do not own a car or van. There are high proportions of two car households across most rural areas. Levels of car use are also high on the Island, and the Island has diffuse commuting patterns, making certain commuting trips, particularly to the urban areas and ferry connections, difficult to serve efficiently by bus.

Across the Island an average of 2.5% of commuting journeys are completed via bus. Areas surrounding urban centres, such as Newport, Ryde and Cowes show the highest percentages of commuting to work via bus.

The private car or van is the principal mode of travel to work on the Island. The 2011 Census showed over half, 57.8% travelled to work by car. In-commuting is highest in Newport, with an overall inflow of commuters. The rural areas as well as the areas on the south of the Island such as Ventnor and Niton have large outflows. Walking is the main mode of travel to school (39%), but 34% of pupils are taken to school by car.

Economic and social factors, degrees of rurality and ease of access to public transport all influence car ownership. The proportion of no car households is highest in the more urban areas.

There are localised pockets of deprivation on the Island with significant inequalities in health outcomes. It is widely recognised that poor transport provision can disproportionately affect those in deprived areas limiting access to services, opportunities, and life chances, and

contributing to social isolation and loneliness. **Figure 4** below outlines the percentages of health and disability depravation on the Island.

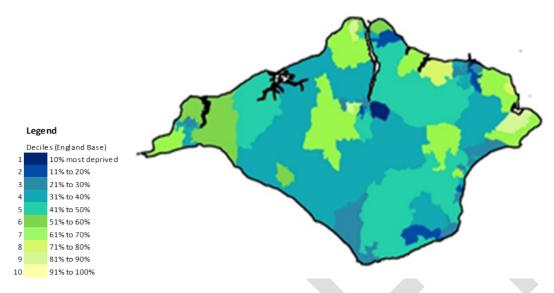


Figure 5 – Health and disability deprivation

## 1.2 Justification of why the EP covers a single LTA area

In preparing this EP IWC has engaged closely with all neighbouring LTAs, in particular Hampshire County Council (HCC), Southampton City Council (SCC) and Portsmouth City Council (PCC) in order to identify and agree common goals for improvements to our respective bus networks.

Although the three LTAs of HCC, SCC, and PCC share common ambitions around integration, fares and ticketing and delivering bus priority, the Island also has different characteristics and challenges relating to bus networks compared to the rest of Solent Region.

On this basis, the approach that has been taken is that HCC, SCC and PCC have each prepared their own separate EP's. However, in recognition of the important role that bus services play, not only on the Island, but also towards the connection to its ferry and hovercraft services, allowing access to wider employment areas and key services, (such as hospitals) all four LTAs have collaborated closely in the development of each of our EP's to ensure that the ambitions and approaches to improving bus services are closely aligned.

This joined up approach reflects how IWC will work with Southern Vectis and neighbouring LTAs to improve the quality, reliability and attractiveness of bus services across the wider Solent Region.

## 1.3 Why the Enhanced Partnership route has been chosen

Southern Vectis, as the predominant bus operator on the Island, providing the commercial network of local bus services on the Island. Southern Vectis has, since its acquisition by the Go-Ahead Group in 2005, increased its investment in new vehicles. Their fleet continues to contain a significant number of double-deckers reflecting the need to accommodate high summer loadings, during the peak tourist season and meet school travel demand within the academic year.

IWC also recognises the important role that the smaller community bus operators play, within helping to build successful and reliable services, on the Island. Especially to areas where regular bus service provision has declined in the past or doesn't exist.

The IWC has a good history of effective voluntary partnership working with Southern Vectis, and community bus operators, on the Island. This approach has worked well for IWC, delivering sustained improvements for bus users over more than a decade.

IWC is also fully engaged with the Isle of Wight Transport Infrastructure Board (TIB). IWC set up this board in September 2016, which brings together key transport partners on the Island. These include IWC, represented by the IWC Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy, the Leader of the IWC and the Director for Neighbourhoods, Southern Vectis (Bus) and South Western Railway/Island Line (Train), the ferry and hovercraft operators and Solent Transport. The TIB is vital in supporting formal discussions between IWC and the transport operators and helps support their input as key stakeholders across the Islands transport network as a whole.

IWC has always strived to focus bus service improvements to key areas of the Island but recognses that there has been limited investment in bus infrastructure, in recent years. This however focuses a vital need towards a driver for change amongst improvements to bus service provision for the Island as a whole.

It is the shared view of IWC and Southern Vectis that a single EP for the whole of the Island, will result in better outcomes for bus services on the Island. Given the already close partnership working and strong relationships between IWC and Southern Vectis, this approach is considered to be the best way of meeting the high level of ambition outlined in the EP, rather than through a franchising approach.

The EP represents an opportunity for IWC to extend its successful and productive partnership working arrangements with Southern Vectis and neighbouring LTAs, in order to improve the offer to the local community, enhance facilities and develop a partnership that can help expand the commercial bus network on the Island.

## 1.4 EP Plan duration, annual review process, alignment with Local Transport Plan and other IWC policies & strategies

The IWC EP covers the period up from 30 September 2023 until 31 March 2030 and will be reviewed annually by the EP Board, (see below) to consider the efficacy of the EP ambitions and progress made towards targets. Collective decisions will be taken as to whether the level of ambition needs to be raised or whether the existing actions are sufficient. The annual review period will be at the beginning of July each year.

Membership of the EP Board will be as follows:

- Isle of Wight Council Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy.
- Isle of Wight Council Director of Neighbourhoods/Communities Services
- Isle of Wight Council Senior Officer responsible for Transport
- Southern Vectis (Go South Coast) Managing Director
- Southern Vectis (Go South Coast) General Manager
- Southern Vectis Operations Manager

The EP objectives will be fully aligned with the emerging Isle of Wight Local Transport Plan 4 (LTP), which is due for completion in 2023/24 and will form the primary transport strategy for the Island until 2038. LTP4 will include a goal of reducing car dependency, and the plans set out in the EP to increase the level of bus use will play an important part in achieving this goal.

Further, the objectives will also be consistent with:

- emerging Island Planning Strategy
- emerging Island Zero Carbon Future Strategy
- Isle of Wight Infrastructure Delivery Plan (2018)
- Isle of Wight Parking Strategy 2016 2021 (2016)
- Isle of Wight Regeneration Strategy (2019)
- emerging Local Cycle and Walking Infrastructure Plans

## 1.5 Overview of the Isle of Wight bus network, level of use and punctuality

### 1.5.1 Bus Network

Bus services and usage on the Island are slightly below the national average, but are generally considered good for a large, predominantly rural, Island authority, with average levels of car ownership. Bus passengers make a substantial contribution towards the Island economy, being the most heavily used form of public transport on the Island and a lifeline for those without an alternative.

Figure 6 below shows the current Southern Vectis bus route network on the Island.



Figure 6 – Southern Vectis summer bus network map 2023

In 2018/19 there were just over 8 million bus journeys made on the Island, serving 34 routes and circa.1300 bus stops. Considering the rural nature and mix of bus demand (i.e., peak tourism seasons and regular commuters) Southern Vectis services offer a good provision for the Island, with links to all the ferry and rail services. Southern Vectis operate a fully commercial service which operates 365 days of the year on the Island. Southern Vectis also offer extra seasonal buses, known as 'Breezer' buses. There are two open top 'Breezer' bus routes that operate between the months of April through to October, allowing spectacular coastal views as well as direct access to some of the most popular attractions on the Island to support the Islands tourist offer.

Being an Island network means that bus journeys are not necessarily long in nature, with more of a focus to specific locations, (such as ferry and hovercraft connections). Newport is the central hub of the Island offering a hub and spoke operation, where the bus interchange accommodates most bus service connections.

Levels of bus use on the Southern Vectis network are highest on route 9 (Newport to Ryde), route 1 (Newport to Cowes), as well as routes 2 & 3 connecting Ventnor, Ryde, Sandown and Shanklin to Newport. The quality of bus services on these main corridors is high, which offer attractive high service frequencies, with buses running every 10-15 minutes on the busiest routes (with 2-3 buses per hour on most other routes).

The main generators of demand for Island bus services tend to be the more urban centres with their strong retail, education and public service offers. The current frequencies of the Southern Vectis bus services can be found here: www.islandbuses.info/

### 1.5.2 Bus Fleet

Southern Vectis currently has a fleet of 68 vehicles that serve the Island's network. In terms of Euro rating these consist of the following:

Diesel Euro Rating	Number of Buses
Euro III or before	3
Euro IV	15
Euro V	1
Euro V EEV	29
Euro VI	16
Euro IV/V SCRT retrofit	4

Currently 39 vehicles have UBS charging points, although none have WIFI connectivity due to the unreliable network reception on various parts of the Island. In addition, 63 vehicles have next stop announcement and screens.

### 1.5.3 Trends in bus passenger journeys

As **Figure 7** below shows, the total number of bus passenger journeys made on the Island over the last ten years, as recorded by Southern Vectis has steadily increased, (although passenger numbers in March 2020 were significantly reduced due to the pandemic), against the trend of gradual decline seen across English non-metropolitan LTAs. The dip in bus passenger journeys for 2017/18 was attributed to poor summer weather effecting tourist numbers.

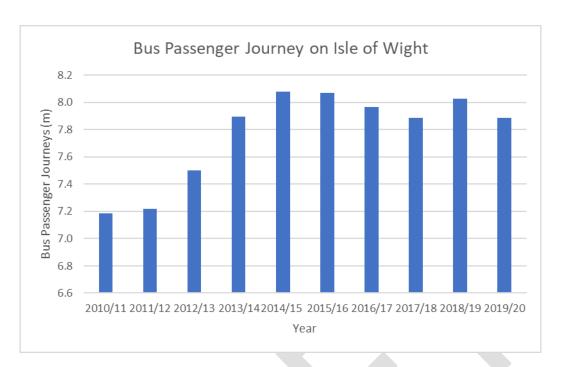
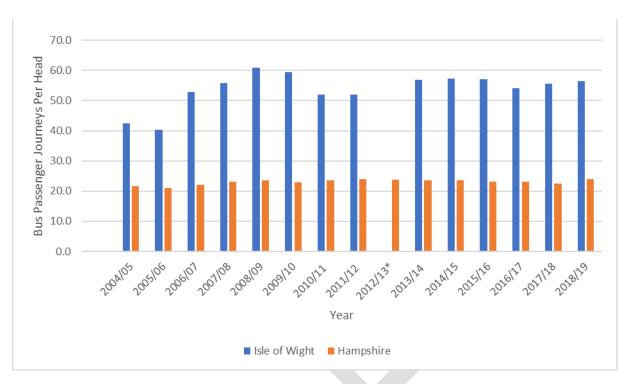


Figure 7 - Bus passenger journeys per year on the Island since 2010 as recorded by bus operators via the DfT Southern Vectis survey<sup>1</sup>

Bus journeys on Island have risen steadily since 2010/11 and remained in the range of between 7.8m and just over 8m journeys per year, until the Covid-19 pandemic. This, as with all areas of the UK, resulted in a significant and rapid reduction in bus journeys, from mid-March 2020 onwards as residents heeded the initial Government advice to avoid using public transport unless absolutely necessary. However, overall bus use in the last period had recovered to 93% of pre-Covid patronage, on the Island.

When these passenger journeys are considered per head of population, this then equates to between 42 and 61 bus journeys per year on average by each Island resident, as indicated in **Figure 8** below. The numbers of journey per head of population have remained relatively consistent since 2013/14. In comparison, Hampshire figures equate to 21 and 24 bus journeys per year on average by each Island resident, as indicated in **Figure 8** below. The numbers of journeys per head of population have fallen in Hampshire since 2013.

<sup>&</sup>lt;sup>1</sup> DfT Bus Data Table BUS0109 (2021)



\*Data from 2010/11 was not requested from local authorities.

Figure 8 – Change in Bus Passenger Journeys per head of Population over time since 2004/5 on the Isle of Wight compared to the neighbouring shire county LTA

In terms of bus use, given the Island's strong tourism economy, statistics from the most recent Year to Date Tourism Figures for the Island (2017) show that 11% (circa. 261,000 visitors) utilised the bus and train network as their main mode of transport whilst on the Island.<sup>2</sup>

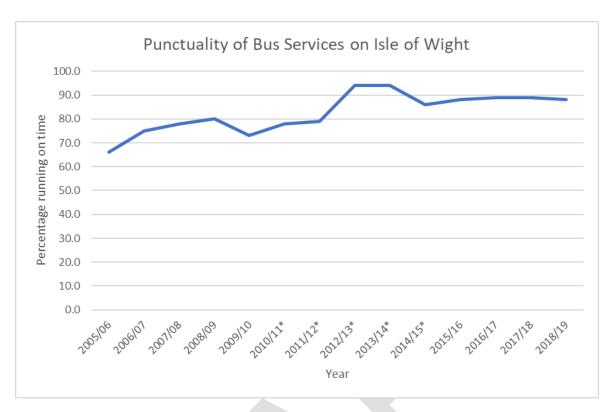
Department for Transport (DfT) data shows that vehicle miles have increased in almost every year since 1994 on the Island, notwithstanding a large decrease in 2020 caused by the COVID-19 pandemic and national lockdowns.

Urban congestion is highest in the urban areas of Ryde and Newport, seeing the highest level of urban congestion experienced on the Island. Newport has the highest inter-urban congestion. There are also other various pockets of congestion contained on the Island, that can be exacerbated by the increase of peak seasonal traffic. All this effects bus transport and punctuality of buses on the Island network.

As **Figure 9** below shows bus punctuality on the Island since 2005/6. It demonstrates bus punctuality has seen a trend of gradual improvement, despite a backdrop of increased traffic and increased levels of congestion on the Island, reflecting the investment in some of the bus friendly measures delivered by IWC and Southern Vectis investment in additional buses, (with no increased frequency) to ensure that punctuality did not deteriorate as a result of worsening traffic congestion.

<sup>2</sup> Visit Isle of Wight: Year to Date Tourism Figures 2017 – Isle of Wight: visitwightpro.com/research-development/

20



\*From 2010/11 figures were reported to the nearest whole number.

Figure 9 – Changes in Bus Punctuality Levels on the Isle of Wight since 2005/06

The Solent Transport Sub-Regional Transport Model (SRTM) predicts a 18% increase in all trips between 2015 and 2036, with a 29% increase in highway trips, and a 5% increase in public transport trips. Increases in delays and average travel times are predicted in both models for 2036. Delays are expected around Shanklin and Newport in particular.

Through the Isle of Wight Infrastructure Delivery Plan (October 2018) a number of key highway and bus service improvements have been identified, these include:

- The Newport Strategic Junctions Improvement scheme has funding committed.
- Further improvement at Coppins Bridge could be made subject to funding and further approvals.
- The planned improvement of the Red Funnel terminal includes improved bus interchange with ferry services, at East Cowes.

Across the Island an average of 2.5% of commuting journeys are completed via bus. Areas surrounding urban centres, such as Newport, Ryde and Cowes show the highest percentages of commuting to work via bus. The ward of Ryde North-East,

has the highest percentage of travel to work by bus at 10.34%.<sup>3</sup> Figure 10 below outlines bus commuting use averages across the whole Island.

As **Figure 10** below shows, areas surrounding main urban centres, such as Newport, Cowes, Ryde, Shanklin and Sandown, have the highest percentages of commuting to work via bus.

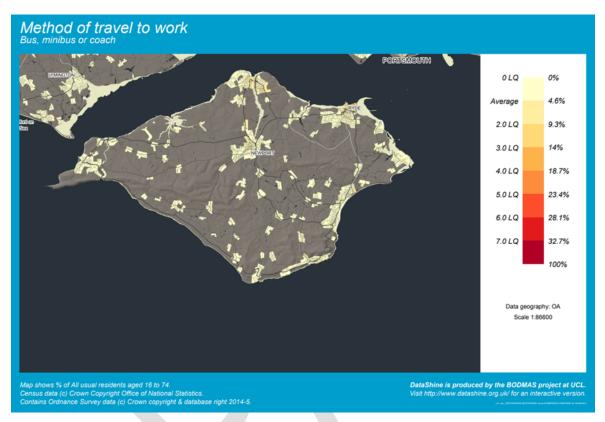


Figure 10 – Travel-to-work by bus

**Figure 11** below shows employment accessibility by private car and public transport as well as the percentage of jobs accessed by public transport for the largest built-up areas on the Island.

Newport is by far the biggest employment area on the Island, with 18,332 jobs as of 2016. The Ryde, Cowes and Sandown/Shanklin built up areas have between 6,000 and 7,000 jobs each.

Employment accessibility by public transport modes is generally high, particularly when compared to levels on the mainland. However, levels of public transport employment accessibility differ between areas, as can be seen in the graph opposite. On average, twice as many jobs on the Island are accessible by car as they are by public transport.

Newport the highest number of jobs accessible by public transport in absolute terms (6,916), but Ryde has the highest percentage of jobs accessible by public transport (43.9%).

Sandown/Shanklin has both the lowest number and percentage of jobs accessible by public transport (1,659 and 27.5% respectively).

<sup>&</sup>lt;sup>3</sup> Datashine (2021) – Source: <u>www.datashine.org.uk</u>

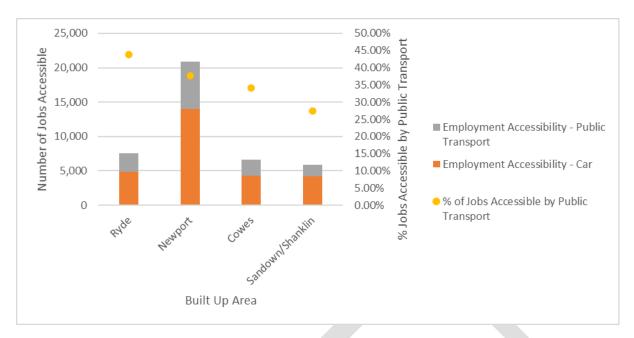


Figure 11 - Employment accessibility (intra-urban) by car and public transport for the largest built-up areas on the Island.<sup>4</sup>

## 1.6 Analysis of existing bus Southern Vectis bus services compared to EP Objectives

**Table 1** below summarises the strengths and weaknesses of Southern Vectis's bus network following analysis, review of the current situation and stakeholder consultation. It considers how the current bus network compares to the Isle of Wight BSIP ambitions outlined in Section 1.7 and to what extent the current network of bus services meets or falls short of these ambitions and expectations.

<sup>&</sup>lt;sup>4</sup> ONS (2021) - Source

Table 1 – Strengths and weaknesses of the Southern Vectis' bus network relative to EP

Aspect of bus service provision	Strengths	Weaknesses
Bus (network)	<ul> <li>A strong core bus network of frequent and direct services connecting town centres to majority of suburban areas within the main towns.</li> <li>Being an Island, the bus network centres on the main interchange of Newport and Ryde (for rail connections) meaning most key corridors have excellent and direct bus frequencies, in particular to all ferry terminals, including first and last ferry connections, as well as other key destinations and attractions on the Island.</li> <li>Historic and sustained growth in bus patronage on flagship and high frequency bus routes.</li> <li>High user journey satisfaction (Bus Passenger Survey – autumn 2019).</li> <li>A modern, distinguished and attractive bus fleet on the Island with low emissions, contactless payments and charging points.</li> </ul>	<ul> <li>Network predominantly operates on shared road space. Congestion at peak times, especially within peak tourist seasons, effecting key road corridors to/from centres of main towns and attractions, leads to reduced punctuality and travel time reliability, and increased journey times.</li> <li>Pockets of inaccessibility in rural areas of the Island, due to lack of bus services or penetration of services, in particular West Wight.</li> <li>Limited-service frequency to some areas e.g., West Wight.</li> <li>Limited cross Island bus services, meaning a greater need to interchange between different services in Newport for journeys across the Island.</li> <li>A need to improve bus stop infrastructure across the Island with Real Time Information, Audio-Visual displays and general improvements to bus stops (i.e., in terms of accessibility, safety and comfort).</li> <li>Lack of Wi-Fi on buses is an issue due to mobile signal issues across certain parts of the Island.</li> </ul>
Bus Network (operators)	<ul> <li>Strong operator brand and recognition with users across the Island.</li> <li>Smaller operators (community services) active and engaged.</li> </ul>	Reduction in support for less viable bus service routes on the Island.
Bus Network (development)	Ongoing evolution and development of the network, reacting to need (tourism market as example).	<ul> <li>Locating future residential development close to bus corridors is vital.</li> <li>A number of isolated traffic signal junctions cause delay to bus services during peak hours, there could be a provision of selected vehicle detection signals.</li> </ul>

Bus Network (Town Centres)	<ul> <li>Well served town centres, with vast majority of bus route serving these.</li> <li>Elements of bus priority and bus lanes leading to Town Centres</li> <li>Bus only streets in the Town Centres</li> </ul>	<ul> <li>Establish where bus priority is needed Several areas with issues already identified that effect bus services.</li> <li>Need to improve reliability and frequencies.</li> <li>Restricted and shared road space</li> <li>Limited capacity/space for terminating services to layover</li> <li>Existing infrastructure difficult to negotiate for buses</li> </ul>
Bus Network (Park and Ride)	Limited but well used Park and Ride in Cowes serving Cowes and Newport	<ul> <li>Existing Park and Ride site quite small with little scope for expansion</li> <li>No definitive plans for any new Park and Ride sites for the Island</li> </ul>
Socially necessary DRT & Community Transport provision	<ul> <li>Active and supported community transport services, including community minibus and voluntary car share schemes.</li> <li>Good supply of taxis and private hire vehicles in main urban areas.</li> </ul>	Scope and supply of service can potentially be limited by funding.
Bus-Bus, Bus-Rail & Bus-Ferry Interchange	<ul> <li>All public transport modes accessible from town centres.</li> <li>In Ryde the rail station is a key point of interchange, connecting the train network to the local bus network with good waiting facilities.</li> <li>Ryde Transport Interchange scheme, funded via successful bid to the Government's Transforming Cities Fund (TCF) will provide a safe cycling and walking route along Ryde Pier, separate from vehicles, and create an improved transport hub for a major gateway to the Island.</li> <li>Multi-modal interchange opportunities at some ferry and hovercraft terminals</li> <li>South Western Railway has upgraded the Island Line, replacing rolling stock with new, self-powered train units, enhanced frequency to connect with waterborne services through funding from the DfT</li> </ul>	<ul> <li>Limited high-quality interchange hubs, with facilities, apart from at some bus stations and key rail stations</li> <li>Little co-ordination of timings between modes at key interchanges</li> </ul>

## Multi-operator multi-modal Ticketing

- Rover tickets for unlimited travel across Southern Vectis network for 24 hours
  - Rover + Breezer tickets offer 24- or 48-hour unlimited bus travel across the Island.
  - Multi-Day ticket bundles for occasional travellers available in 5-, 15- and 30-day bundles giving unlimited travel across Southern Vectis network including open-top and seasonal routes. Days do not have to be used consecutively and are valid for two years from purchase.
  - Nightrider tickets for unlimited travel between 7pm and 7am.
  - Through Tickets through fares are available to any point across the Island but must be used within 3 hours of purchase.

- Limited joint ticketing with ferries or rail.
- Perception of poor value for money (Bus Passenger Survey – autumn 2019).

## Partnership and • Investment

- Good partnership working, showcased by very effective voluntary partnerships between operators and local authority and successful bids to Central Government.
- Sustained investment and development of the network from operators.
- Covid-19 pandemic has resulted in decline in passenger numbers, which are likely to take time to recover to prepandemic levels. This reduction in revenue will affect ability to invest in fleet replacement and decarbonisation.
  - Limited spend on bus infrastructure in the past.
  - Poor provision of bus shelters investment for stops and shelters needed. i.e., scope for RTI, accessibility improvements, bring up to standards on mainland.
  - Bus interchange improvements required.

### 1.6.1 Bus Customer Charter

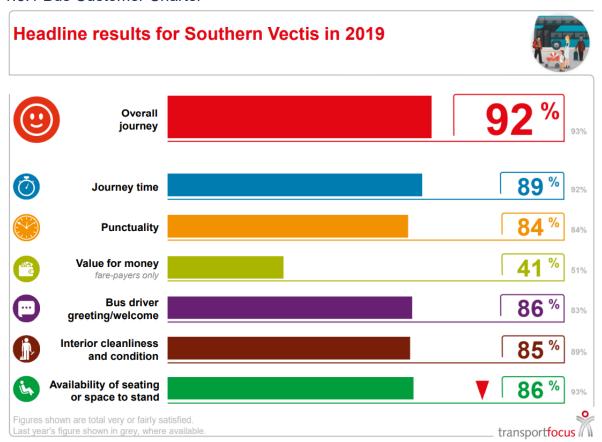


Figure 12 - Bus Passenger Survey - autumn 2019 - Southern Vectis results

**Figure 12** above details the headline figures of the survey of national bus passengers' journey experiences, carried out between 8 September and 21 December 2019. The number of responses received for Southern Vectis was 313. The overall results are industry leading at 92% overall satisfaction. Punctuality is seen as an area of improvement due to congestion at various points on the Island. Overall value for money however is perceived as low.

The results are representative at 'local transport authority' or 'operator defined territory' level. Authority-type level (e.g. unitary) results are the aggregate of local transport authorities which are of that authority type or operator designated areas whose routes run mainly in that authority type. In calculating the aggregate result, each constituent authority or operator territory counts in proportion to its annual number of passenger journeys.

### 1.6.2 Other factors that affect the use of local bus services

The population of the Island is expected to increase to 154,300 by 2041, a 9% increase on current levels. The 65+ age group is expanding most rapidly. With the age eligibility of passes set to rise, this is likely to affect the future demand for concessionary bus passes leading to an increase in the future.

The Island's elderly and disabled concessionary journeys are much higher than the South-East average. **Figure 13** below shows the overall trend, from the last ten years of elderly and disabled concessionary journeys made on the Island versus the South-East region as a

whole. Having a higher percentage of concessionary journey's is an important factor that needs to be considered when addressing any bus service improvements across the Island.

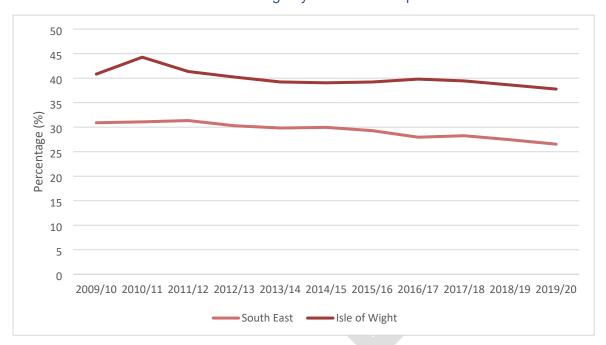


Figure 13 – Elderly and disabled concessionary journeys (percentage of total passenger journeys) on the Island compared to the Southeast Region

## 1.6.3 Car Parking cost and availability

IWC has developed an island-wide Parking Strategy for the period 2016-2021. The purpose is to provide a consistent island wide policy framework for the management of parking across the island, both within Council managed off-street car parks and on-street.

Under section 2.22 within the strategy is states:

'As well as the visions and goals set out, the plan also includes six objectives which relate specifically to different aspects of transport, including parking. 'Objective B – Maintain and improve journey time reliability and predictability for all road users' addresses the need to address and limit congestion caused by the sheer weight of traffic on the island, particularly during the summer.

"We will help maintain and improve journey time reliability and predictability by:

- Making the best use of road space;
- Considering suitable locations for the introduction of bus and cycle priority;
- Highway improvements to increase traffic flow (e.g. remodelling of junctions, bus priority, Urban Traffic Control (UTC);
- Co-ordination of road works;
- Improved signage;
- Development of traffic management plans for major events;
- Working with others (including Hampshire Constabulary on traffic and enforcement issues); and Parking enforcement."

## 1.7 IWC EP Objectives

Contained in the EP Plan are the ten objectives set by the DfT in the BSIP guidance and accompanying IWC headline commitments. These outline the long-term vision for bus services on the Island and how this will be delivered, bringing benefits to passengers, improving the quality and efficiency of the public transport on the Island. Making use of highway network, encouraging modal shift, in order to limit additional traffic congestion and air pollution.

## **EP Objectives**

## 1. Deliver intensive services and investment on key corridors, with routes that are easier to understand.

IWC and Southern Vectis commit to the delivery of intensive services and focussing investment on the Island bus network, ensuring that bus routes and network serve the Island, and made easier to understand.

## **EP Approach**

- a) Categorise the Island Bus Network into the following three categories, to ensure that the majority of investment secured will be focussed on bus routes that have the greatest potential to serve and retain existing bus passengers and grow new markets:
  - I. Flagship/priority bus routes, wholly commercial bus corridors with very strong growth potential which will be our focus for future investment.
  - II. Core bus routes that are largely commercial where we will invest to boost passenger growth to enhance overall viability and levels of service.
  - III. Non-core/non-commercial bus route network that has no prospect of operating on a commercial footing, which will continue to require ongoing revenue support to deliver bus or DRT services that meet social/ accessibility needs (adopting new innovations and cost-efficient models for delivery).
- IV. Recovery routes which have become commercially unviable through the pandemic, though may benefit from short term support to enable them to survive before they can progress to core of flagship status (following any reduction in DfT Bus Recovery Grant funding)
- b) Deliver a consistent high standard and specification for bus stop infrastructure across the Island with a level of information (real time and printed bus journey information) that is commensurate with the level of usage of each stop. This will also include maintaining the highway surface and pavements in the vicinity of each bus stop to ensure that kerbing, lining is of a high standard and that rutting of the carriageway surface is minimised through regular maintenance.

## c) Pro-actively market the Island bus network as a viable alternative to travelling by private car via regular coordinated multi-operator marketing initiatives. d) Ensure that IWC and Southern Vectis network maps are updated to include information on complementary services provided by other operators. e) Newport Bus Station: review on street bus facilities in Newport, to cope with additional future capacity. There a) Develop prioritised plans for bus priority for the most 2. must he well-used bus network corridors (which will see high significant increases in use by flagship/priority) that taken together will form a bus priority. coherent series of complementary measures to enable improved bus journey times and bus reliability. Reducing journey times will not only increase the b) Where there is the physical highway space available attractiveness of services to do so, IWC will install bus lanes that continue past and drive-up demand, but traffic congestion hotspots (e.g., through junctions) also improve efficiency and and ensure that these are in operation all day, evening help bus operators to and night. reduce costs. Therefore. IWC and Southern Vectis c) Provide bus gates and traffic signal prioritisation in commit to investigating bus locations where there is not sufficient highway space priority measures along key to provide physical bus lanes. bus corridors, to speed up and improve reliability of d) Ensure that all existing and new bus lanes and bus bus services on well-used gates (if applicable) are effectively enforced once the corridors. Island is given the necessary legal powers to issue penalties for moving traffic offences. e) Ensure that use of bus lanes is restricted to local bus services and emergency services and cycles only, to maximise their effectiveness. f) Ensure that all that all bus priority infrastructure and the associated highway is maintained to a high standard. 3. Fares must be lower a) Southern Vectis have delivered tap-on tap-off readers and related technology upgrades on all of the bus fleet and simpler. operating on the Island. IWC and Southern Vectis will make ticket options b) Tap On / Tap Off contactless daily and weekly ticket easier to understand and capping is already possible and will be provided once

improve the affordability of bus travel across the Island, in a way that grows demand without undermining the viability of services. Including commitment to introduce initiatives that will greatly simplify and reduce the complexity of tickets and fares (across all modes of public transport on the Island), promote schemes to reduce the cost of public bus use to assist iob seekers and the newly employed, developing tapon tap-off capped fares as the centrepiece of a clear, ticketina strateav that provides bus customers with improved clarity on fares and better value for money.

buses are fitted with a second reader. Fare capping will help to make fares much simpler and easier for customers to understand.

- c) IWC and Southern Vectis will develop tools, videos and materials that help prospective bus passengers, particularly young people, to understand how easy it is to use bus services, so as to break down perceived barriers that deter bus usage and help promote a positive image for bus use.
- d) IWC will continue to work in partnership with Southern Vectis and the Department for Work and Pensions on schemes that will help jobseekers with the cost of travel on public bus services, when attending interviews, and for the newly employed, in order to embed the travel behaviour, change towards sustainable travel modes.

4. There must be seamless, integrated local ticketing across all types of public transport on the Island.

IWC will investigate options that will improve the range of multi-operator bus/ferry/train ticketing for the Island, through liaison with the main transport providers for the Island.

a) IWC will identify all areas on the Island where the lack of inter-available tickets, reduces the journey opportunities for bus, train or ferry passengers, and where this can result in a premium being paid for travel. IWC will work with transport operators to identify joint ticketing arrangements.

5. Service patterns must be integrated with other modes.

In extending the reach of bus services beyond current service patterns, a) Good two-way integration between bus, rail, ferry and hovercraft services is key to getting people to choose public transport for their whole journey. Bus-rail-ferryhovercraft integration is already very good on the Island, with bus services operating via station forecourts, ferry and hovercraft terminals. In extending the reach of bus services to cover early morning, later evening and additional weekend IWC and Southern Vectis commit to ensuring that new early morning, evening and weekend services link in effectively to rail, ferry and hovercraft services and that mobility hubs are designed and located so as to encourage and enable easy onward travel by bus.

- services, consideration will be given to enabling reliable connections with rail, ferry and hovercraft services, recognising the needs of bus users travelling to other destinations (both on the Island as well as mainland) so these people are not inconvenienced as a result.
- b) With significant changes in the way many people work and changing shift patterns, buses have an important role to play in getting people to employment. IWC and Southern Vectis will work to ensure bus services operate to align with demand of key workers at employment centres and investigate opportunities for buses to operate via business parks and major employment areas where this currently is not the case.
- c) Learning from experience gained through Transforming Cities Fund (TCF) projects, IWC will work to deliver new mobility hubs at key locations within key areas of the Island, to provide a range of smart mobility, commercial and employment services tailored to the needs of that area (which could include EV charging points, remote delivery lockers, e-bike/e-scooter hire, secure bike storage and collaborative workspaces that can be used for remote and flexible working) in one place, so as to improve the attractiveness and convenience of sustainable mobility relative to the private car.
- d) IWC will seek to promote improved mobility within rural and more isolated areas of the Island by working partnership with private sector mobility/demand responsive transport providers in addition to the voluntary sector. IWC will seek to develop first mile last mile solutions suitable for the more rural areas. Where these are not viable, IWC will seek to bring together local communities and community transport operators to explore the opportunities for smaller minibus sized vehicles to provide services. These will allow passengers to connect onto commercially viable bus, rail, ferry and hovercraft services promoting the availability of economically necessary journeys within communities and reducing transport poverty.

# e) IWC will look to reduce the number of longer journeys that need to be made from rural communities by championing the introduction of mobility hubs funded through the private sector and owned within local communities to better connect communities and enable seamless interchange points.

6. The local bus network is presented as a single system that works together, with clear passenger information.

Recognising that post Covid the bus network may need to be amended to best meet the change demands of passengers, it might not be appropriate to be the same as before. Recovery of bus patronage may not continue at pace, and this may have an impact on services. As such IWC and Southern Vectis commit to ensuring that the local bus network continues to be presented as a single system that works well together, with clear passenger information.

- a) Building on the Back to Bus Covid-19 recovery industry-wide marketing initiatives, IWC and Southern Vectis will carry out joint multi-operator (bus/rail/ferry/hovercraft) marketing initiatives to actively market and promote use of the bus as a travel mode, as a complementary overlay to operators' own marketing and promotional campaigns. As part of this joint marketing, IWC will fully support these joint campaigns via its' own social media and other communication channels.
- b) IWC will seek funding from new developments and from Bus Back Better to deliver a rolling programme of real-time information screens at bus stops to help provide customer reassurance and confidence in bus arrival times.
- c) IWC and Southern Vectis will continue to work together to deliver co-ordinated bus timetable changes, so that these happen at the same time of year. Emergency timetables in response to roadworks, tendered services to third parties other than IWC would be exempt from this.
- d) Southern Vectis will continue to commit to share the information on these changes with sufficient lead-in time needed to ensure that IWC can ensure information can be publicised and accurate feeds are in place for real time information and Traveline journey planning information.

## 7. Modern buses and decarbonisation.

IWC and Southern Vectis commit to providing customers with a modern bus fleet with a high-quality on-bus environment that meets their needs and to

- a) Ensure that Southern Vectis provide, in every bus, next stop audio visual announcements and USB charging points on every bus by April 2022 to help improve the bus travel experience for customers.
- b) Ensure that all buses that operate in Clean Air Zones are compliant with Euro VI or better emissions standards for NO2 as soon as possible.

working towards	c) Work towards realising the targets set by Southern
decarbonisation.	Vectis - to achieve a fully zero-emission bus fleet by
O City has proceed as	2035.
8. Give bus passengers	a) Continue to work with Southern Vectis in the development of their Customer Charter, with
more of a voice and	provisions on punctuality, vehicle cleanliness,
support measures to ensure that bus services	proportion of services operated, information and
are perceived to be safe	redress.
by all.	
IWC will commit to working	b) Fully support other pro-passenger initiatives provided
to meet and exceed the	by Southern Vectis.
needs and expectations of	
bus passengers on the	c) We will work with Bus Users UK and the Isle of Wight
Island and give them a	Bus and Rail User Group (IWBRUG) towards
stronger voice.	establishing an Isle of Wight Quality Transport
	Partnership, which will provide a forum for bus
	passengers to set out areas of the passenger
	experience that operators need to prioritise.
	d) IWC will work with operators to ensure that all buses
	operating on the Island continue to have on-board
	CCTV.
	e) IWC will ensure that all future upgrades and
	improvements to bus shelters incorporate good levels
	of lighting and that where possible stops in town centres and outside colleges and schools are covered
	by new or existing CCTV.
	by new or existing conv.
	f) IWC recognises that safety and security does not start
	and finish when people get on and off buses. IWC will
	therefore work within the local authority and through
	discussions with bus users, to identify walking routes
	to key bus stops and ensure that they are safe,
	accessible and well lit.
	g) IWC will develop closer partnership working with the
	Police and Neighbourhood Watch groups in areas
	with high incidences of anti-social behaviour and
	crime to help bus passengers feel safer whilst waiting
	at or travelling to and from bus stops on foot.
9. More demand-	a) IWC and Southern Vectis will work together in
responsive services and	understanding and challenging the perception that
'socially necessary'	ticket prices are perceived by some as not value for
transport.	money on the Island.

IWC commit to trialling innovative and value for money approaches to meeting the public transport travel needs of rural areas that cannot be viably served by conventional timetabled bus services.

- b) IWC will seek Bus Back Better funding to secure revenue funding to deliver new socially necessary community bus services where these meet a strong community need, where such services have reasonable prospects of becoming commercially viable in their own right by the end of the funding period. IWC will expect operators to match fund any such services to demonstrate shared ambition and commitment to commercially viable services.
- c) IWC will encourage private sector innovation and community-led bottom-up solutions to meet the travel needs of rural and more isolated areas of the Island, effectively via the DRT Challenge Fund. The creation of the Challenge Fund will allow for schemes of varying designs and scales to be trialled to enable IWC to respond to the individual needs of a range of rural communities.
- d) IWC will seek to utilise the latest technology to ensure services are as flexible and accessible as possible. IWC will ensure that all residents have access to the same Real Time Passenger Information, increasing confidence in the reliability and the sense of safety whilst using less frequent services. IWC will bring new technology to taxishare and community transport services which enable smarter scheduling capabilities for community transport and a more flexible offer to passengers for taxi share services.
- 10. Longer term transformation of networks through Bus Rapid Transit and other measures.

IWC commits to preparing plans and funding bids to secure investment to enable the longer-term transformation of networks through delivery of Bus Rapid Transit and other significant measures.

- a) Develop a high-quality, distinctive Bus Rapid Transit offer for the flagship urban bus corridors on the Island where it has been identified to have the strongest passenger growth potential.
- b) Ensure that new housing developments are built in locations that are straightforward and commercially viable to serve well by existing local bus services and are future-proofed, with layouts that make it easy to operate a bus service through them and that these are accessible with walking distances to the bus route minimised.
- c) Work pro-actively to ensure that IWC and Southern Vectis ambitions to improve the quality and attractiveness of bus services are not diminished or weakened as a result of current policies the parking strategies.

d) In order to realise the full benefits of BRT and a revised parking strategy some form of car restraint may be needed if buses are going to lead the change in culture advocated by Government towards use of cars and public transport. This is not something IWC can lead alone as it needs a coordinated approach from central Government, but the authority is committed to working positively with Government in this area of policy.



NATIONAL BUS STRATEGY
TRANSPORT ACT 2000
ISLE OF WIGHT ENHANCED PARTNERSHIP SCHEME 2023/24



# THE ISLE OF WIGHT ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY ISLE OF WIGHT COUNCIL

This document sets out the legal obligations on Isle of Wight Council (IWC) and Southern Vectis and is the mechanism by which the commitments made in the Bus Service Improvement Plan (BSIP) and the Enhanced Partnership (EP) Plan are delivered 'on the ground'. All parties are clear about their respective obligations, and they are, as far as possible, comprehensively, accurately, and unambiguously recorded.

IWC recognises that it places an obligation on them, in its' role as Local Transport Authority (LTA) for the Island, to deliver its requirements Southern Vectis agree to abide by the standards of service it imposes.

Both parties understand that enforcement action can be taken by the registration authority if Southern Vectis fails to abide by such standards – including the cancellation of individual local bus service registrations.

The document also sets out the proposed bespoke variation agreement and operator objection mechanism that will enable the Enhanced Partnership (EP) Scheme to be varied without following the formal variation mechanism as set out in the Transport Act 2000. Under bespoke arrangements, only an operator objection mechanism is required.

IWC has undertaken an assessment of the impacts of the EP Scheme made on 8 June 2023 on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2020.

The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.

Please note that the information contained within this document, including annexes, was correct as of May 2023 and will be updated at each review

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# **DEFINITIONS**

In this Enhanced Partnership (EP) scheme, the following terms shall have the meanings ascribed to them below:

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Bus Gate	A short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.
Bus Lane	A signposted lane, designated for use by buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.
Bus Lane Enforcement	The action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.
Bus Operators (or Operators)	All bus operators running Qualifying Bus Services taken collectively.
Commercial Services	Within the UK, (excluding London and Northern Ireland) since the Transport Act 1985, buses are a deregulated free market meaning that anyone (subject to minimum safety and operating standards) can start up a bus service. Bus operators are free to run whatever services they like as well as decide the fares they will charge and the vehicles they will use, subject to adhering to regulations set by the Traffic Commissioner.
DfT	Department for Transport
DRT	Demand Responsive Transport
ENCTS	English National Concessionary Travel Scheme
Enhanced Partnership	The Enhanced Partnership covering the geographic extent of the administrative boundary of the Isle of Wight.
Enhanced Partnership Board	The committee of selected Isle of Wight Council representatives and Southern Vectis representatives, responsible for considering recommendations put forward by the Enhanced Partnership Forum and making decisions including specific Enhanced Partnership Scheme Variations.
Enhanced Partnership Scheme Variation	This comprises either: A variation of the Enhanced Partnership Scheme as set out in the DfT EP Guidance

	(July 2021) with respect to Facilities and Measures
	or A variation of the EP Scheme agreed as a result of the bespoke variation mechanism set out in Section 6 of this EP Scheme. Each of which will then constitute a formal variation of the EP Scheme for the purposes of s.138E(1) of the 2000 Act.
Enhanced Partnership Stakeholder	A stakeholder forum convened and chaired
Forum	by Isle of Wight Council, who will contribute to the development of Enhanced Partnership Schemes and act as formal consultees.
Facilities	The physical assets that are provided at
	specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of s.138D(1) of the Transport Act 2000.
HCC	Hampshire County Council
IWC	Isle of Wight Council
Local Transport Authority (LTA)	LTAs were established under the Transport Act 2000, with powers amended in the Local Transport Act 2008. The LTA is responsible for transport planning, passenger transport and maintaining and managing the local highway network within their areas (excluding motorways and trunk roads which are looked after by National Highways).  LTAs may provide funding to run supported bus services. LTAs support bus services in other ways including:  Information on, and promotion of, bus services. Concessionary fares and multi- modal ticketing. Developing and maintaining bus stops, shelters and interchanges.
Measures	Those measures referred to in Part 2 EP Scheme. Also cover the enforcement of the bus lanes and bus gates (measures) referred to in Annexes A
Non-qualifying Bus Services	Services excluded from classification as Qualifying Bus Services.
PCC	Portsmouth City Council
PFI	Private Finance Initiative, a way for the
	public sector to finance big public-works

	and the second the second DEL
	projects through the private sector. PFIs take the burden off governments and
	taxpayers in terms of raising capital for the
	projects. Governments repay private firms
	over the long term.
Operator Objection Mechanism	As defined at The Enhanced Partnership
	Plans and Schemes (Objections)
Overlife to an David Country of	Regulations 2018.
Qualifying Bus Service	Those Registered Local Bus Services operating within the Enhanced Partnership Scheme area that must meet the requirements and obligations set out in the Enhanced Partnership Scheme document.
	The registered local bus services would have one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:
	<ul> <li>Any schools or works registered local bus service not eligible for Bus Service Operators Grant.</li> <li>Any services registered for a period of six consecutive weeks or less.</li> <li>Any services operated under section 22 of the 1985 Act.</li> <li>Any registered local bus service which is an excursion or tour.</li> </ul>
	In addition, any tendered service on which the tendering authority takes the revenue risk will not be subject to the Operator Objection mechanism, consistent with The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.
	For the avoidance of doubt, a list of Qualifying Bus Services will be published at the start of each Isle of Wight Council financial year.
Real Time Information (RTI)	Using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.
Registered Local Bus Service	Has the meaning set out in Section 2 of the Transport Act 1985.
Solent Go	Is a public transport smartcard covering bus and ferry services within urban South Hampshire and the Isle of Wight. Customers can load electronic travel tickets on to their smartcard. The Solent Go travelcard is issued by Solent Transport for use on participating operators' services

	(participating operators may not include all
SCC	services).
	Southampton City Council
Supported Services	LTAs are allowed to support bus services where no commercial service has been
	provided, through tendering those services, with the private sector competing to provide
	them.
SV	Southern Vectis
Tap-On Tap-Off (or TOTO)	Allows bus users to get the best value
	single fare by tapping their contactless card
	or mobile payment device on the card
	reader when they get on the bus, and by
	tapping off at the second card reader by the
	luggage rack as they leave the bus. TOTO
	is only available for single fares.
Traffic Commissioner Powers	Relevant registration functions of Traffic
	Commissioners to the extent that they
	relate to a relevant service both within the
	meanings given to them under s.6G(10) of
TOF	the 1985 Act.
TCF	Transforming Cities Fund.
TRO	Means a Traffic Regulation Order, made
	under the Road Traffic Regulation Act 1984
	or any other enactment regulating the use
TID	of roads or other places.
TIB	Transport Infrastructure Board

## 1 EP Scheme Content

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

- 1.1 Scope of the EP Scheme, commencement date and exempted services.
- 1.2 Obligations on the Local Authorities.
- 1.3 Obligations on Bus Operators.
- 1.4 Joint Obligations on Isle of Wight Council and Southern Vectis.

#### 1.5 Governance Arrangements

The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.

The EP Scheme has been jointly developed by IWC and Southern Vectis who provide local bus services in the EP Scheme area, setting out the obligations and requirements on both partners in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

#### 1.1 Scope of the EP Scheme, Commencement Date and Exempted Services.

## 1.1.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all Southern Vectis local bus services operating on the Isle of Wight. The area covered by the EP Scheme is the same as that covered by the EP Plan as shown in Figure 1.

#### 1.1.2 Commencement Date

The EP Scheme is made on 30 September 2023. The EP Scheme will have no specific end date but will be reviewed by IWC annually.

#### 1.1.3 Exempted Services

The following types of services will be excluded from the EP Scheme:

- Any schools or works registered local bus service not eligible for Bus Service
   Operators Grant.
- Any services registered for a period of six consecutive weeks or less.
- Any services operated under section 22 of the 1985 Act.
- Any registered local bus service which is an excursion or tour.
- Long-distance coach services.

## 1.2 Obligations on Isle of Wight Council

In accordance with the requirements of the Highways Act 1980, via the Highways PFI contract with Island Roads Services Ltd, IWC will maintain the highway network so as to ensure, where reasonably practical, that safe passage along the highway for buses is maintained.

IWC will recognise the function and usage characteristics of each road within its care to ensure that it is maintained effectively for the volume and type of bus use.

IWC will also make adequate provisions to ensure that safety measures are in pace for adverse weather conditions.

IWC, via the Highways PFI contract will make repairs as swiftly as reasonably possible to any known damages to the road and to ensure that any damage that isn't immediately fixed is communicated to bus operators.

IWC will abide by Sections 508B and 508C of the Education Act 1996 and make provision to ensure that suitable travel arrangements are made, where necessary, to facilitate a child's attendance at school.

#### 1.2.1 Facilities

IWC currently provides and maintains a wide range of facilities to assist the ease of movement of buses and to provide information and infrastructure for passengers. The Council commits to maintain these facilities within the limitations imposed by future budgets. The lists below will be updated when new or additional facilities are provided. Some of these are currently being delivered through funding from grants such as the Transforming Cities Fund (TCF) and others it is hoped can be funded in the future. Full details of the facilities are included in a series of Annexes, as indicated below.

#### 1.2.2 Existing Bus Lanes and Gates

IWC will maintain the list of Bus Lanes and Bus Gates described in Annex A.

#### 1.2.3 Bus Stops and Stand Infrastructure

IWC, via the Highways PFI contract, will maintain bus stops and stands for which it has direct responsibility to standards to be agreed with Southern Vectis and then added to the EP Scheme under the bespoke variation mechanism An Initial list of this infrastructure has been compiled as per Annex B and will be subject to a formal review by September 2024

New facilities can be added to the list at Annex A and Annex B as well as further Annexes added respectively using a bespoke variation as required, detailed in Section 6, under the powers at s.138E of the Transport Act 2000, subject to agreement of the EP Partnership Board.

#### 1.2.4 Website and app upgrades

IWC will join the My Journey behaviour change approach already adopted by SCC, HCC and PCC and to tie this into work already being undertaken by IWC. This will incorporate significant updates to the related web pages on the IWC website. To include the following features:

 Service timetables for all registered local bus services on the Island for download or interrogation.

- Maps to illustrate main towns, villages and road served, and a network overview map.
- Journey planning.
- Fares information.
- Mobile ticket purchasing functionality.
- News and events information.
- Access to real time information.

Additionally, IWC shall actively promote the Breeze MaaS App currently in the final stages of development by Solent Transport as a part of the DfT's funded Future Transport Zone programme

The new website and app will be launched in summer 2023 and IWC will continue to review web content throughout the EP Scheme.

The detailed specification of the new website, and a delivery plan to implement further development of both the website following each annual review will be adopted by an EP Scheme Bespoke Variation arrangement detailed in Section 6, under the powers at s.138E of the Transport Act 2000, subject to agreement of the EP Partnership Board.

#### 1.2.5 Measures

IWC has agreed policies in place to enable the civil enforcement of vehicle contraventions pertaining to bus priority measures at agreed locations and will use the discretionary powers granted in the Traffic Management Act 2004 to enforce the bus lanes at agreed locations, in line with the approved Code of Practice.

Annex A lists the bus lanes and bus gates currently existing on the Island. IWC will work with Southern Vectis and determine via the EP Board the locations where enforcement will be introduced in line with the available budget for a bus lane enforcement system used under this EP Scheme.

Southern Vectis running local bus services along any part of the corridor that would be subject to enforcement can object to the proposals. Those proposals will be considered by the EP Board and will only go ahead if all members of the Board agree (as detailed in the Section 6, related to changes to the EP Scheme.)

IWC has an established mechanism to minimise disruption to local bus services from both planned and emergency roadworks with Southern Vectis. This includes weekly and monthly liaison, with IWC's Highways PFI Service Provider Island Roads, to ensure that the co-ordination of works across the network minimises disruption, as well as setting out processes and procedures for the provision and management of street works permits in the EP Scheme area.

IWC will provide a section on the Council's Website dedicated to public transport, in line with neighbouring LTAs by utilising the 'My Journey' behaviour change branding. Once fully developed this will provide links to a journey planner, travel guides, timetables & maps, information about concessionary bus passes and travel vouchers, details of changes to bus services, guidance about Government Grants for Public Transport Services on the Island and summaries of infrastructure projects being delivered by IWC by April 2024.

IWC will ensure that all service changes proposed by local bus operators will be publicised on Traveline a minimum of 14 days prior to the introduction of service and is included in real time feeds from the day of operations.

IWC will fully comply with the Guidance for local authorities issued by Central Government for English National Concessionary Travel Scheme, (ENCTS) on reimbursing bus operators and assessing passengers' eligibility for concessionary travel. This will allow those entitled to a concessionary bus pass to free travel on bus services throughout England between 09:30-22:59 Monday to Friday and all day at weekends and on public holidays. Any enhancements to the national scheme will be detailed in publicity and listed on the IWC website.

#### 1.2.6 Planning Applications

When responding to planning applications, IWC will promote strong sustainable transport accessibility principles and encourage developers to engage with Southern Vectis at an early stage of the planning process to ensure Southern Vectis has the opportunity to inform the development of public transport proposals. This will include both in Local and Strategic Plan development, Supplementary Planning Documents and Planning and Development Control Applications.

IWC will work with Southern Vectis to develop a set of clear principles and objectives for the provision of bus infrastructure and bus services for all new developments, relative to their size.

## 1.3 Obligations on Southern Vectis

Southern Vectis commits to run all services on the Island registered with the traffic commissioner in line with the Traffic Commissioner guidance on local bus services except under exceptional circumstances such as industrial action, fuel availability or force majeure including, but not limited to, severe weather, pandemic (particularly where driver availability is affected) or significant damage to their property or fleet.

Southern Vectis commits to ensuring that all their drivers will continue to undertake 35 hours of periodic training every 5 years to keep their Driver Certificate of Professional Competence.

Southern Vectis will agree to standardise the dates of timetable change dates to two dates per year. Exceptions will be allowed for services where it is of benefit to customers to make changes outside of these dates. This could apply to school and tourism related services, coordination of services with other modes such as rail, ferry and hovercraft or in response to long term road works or unforeseen issues such as a pandemic and significant driver shortage.

Southern Vectis will ensure that network maps, timetables and associated publicity they produce, will include information on complementary services provided by other operators that highlight the journey opportunities available from each neighbourhood.

Inline with the expectations of the national bus strategy, buses regularly used on the Island for local bus services will carry a unique appropriate local branding and livery designed for the Isle of Wight. This branding will be used for bus stops, printed and electronic times tables and marketing materials.

By 30 September 2023 Southern Vectis will commit to provide full details of all scheduled service changes 28 days prior to their introduction. The full details are needed to enable Traveline to be updated and this requirement will not apply to any unscheduled changes due to coordination of services with other modes such as rail, ferry and hovercraft or in response to long term road works or unforeseen issues such as the pandemic and significant driver shortages. Southern Vectis will also update all at stop printed information, where it is provided, by the day of the change.

Southern Vectis will maintain a telephone enquiry service which must be located within the operator's operating area, so staff possess good local knowledge.

Where Southern Vectis provides contactless ticket machines, next stop audio visual announcements and USB charging points on their buses to help improve the bus travel experience for customers, they will commit to ensure these are operational and kept in good working order.

Southern Vectis shall comply with the Customer Charter once it has been agreed

Southern Vectis will operate buses to meet the disability requirements outlined in the Public Service Vehicle Accessibility Regulations 2000.

Southern Vectis will respond to data requests in line with data that has been agreed to be supplied, and subject to any Non-Disclosure Agreements in place between the IWC and Southern Vectis in a timely manner where this may be required to fulfil the obligations of the EP Scheme including for monitoring and evaluation purposes.

#### 1.3.1 Facilities

As the primary local bus operator on the Island with a market share by passenger journeys of 30% or above, Southern Vectis will continue to operate travel shops in Newport, Ryde and Yarmouth, as these are important to the public and give a focal point for travel enquiries, at the following times:

- The Newport shop will be open Monday to Saturday 08:00-12:00 & 13:00-18:00, Sunday/Bank Holidays 08:30-12:00 & 12.30-16:00.
- The Ryde shop will be open daily 09:00-12:30 & 13:00-15:00.
- The hut at Yarmouth will open on days when the Needles Breezer operates 10:00-15:00

#### 1.3.2 Vehicle standards

New vehicles registered on or after the EP Scheme commencement date must meet the following requirements:

- Emissions standards, including potential milestones for standards to be met (e.g., Euro IV, moving to zero emission buses by 2035).
- CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issue.
- Automatic Vehicle Location equipment with vehicle tracking to feed into appropriate mobile website, apps and also able to connect to real time information and traffic signal priority systems.
- USB charging available, including at every wheelchair space and priority seats.
- Audio visual announcements:
  - Next stop audio and visual announcements on both decks where viable, including through an induction hearing loop at every wheelchair space and priority seats.

### 1.4 Joint Obligations on Isle of Wight Council and Southern Vectis

#### 1.4.1 Solent Transport

IWC and Southern Vectis have agreed to accept Solent Transport products, through the Solent Transport partnership that offer a range of Solent ticketing products across the Solent Transport area.

#### 1.4.2 Multi-operator ticketing

Currently, due to the unique circumstances of the Island having only one local bus operator there would be no practical benefit in introducing a bus-only multi-operator bus ticket at this time. As such, IWC and Southern Vectis commit to the introduction of a multi-operator bus ticket on the Island in the case of new entrants to the Island's bus market. In the meantime, IWC and Southern Vectis commit to supporting the introduction of multi-modal ticketing on the Island, such as the Breeze MaaS app and giving consideration to other similar ticketing products that may arise in the future, enabling seamless travel between, bus, DRT, rail ferry and hovercraft services.

#### 1.4.3 Customer Charter

To produce and maintain an Island Bus Customer charter for all bus services operating by 1<sup>st</sup> April 2024. The Charter sets out clear provisions on punctuality, vehicle cleanliness, proportion of services operated, information and redress.

## 1.5 Governance Arrangements

#### 1.5.1 EP Board

The delivery of the EP Scheme will be overseen by the EP Board. Membership of the EP Board will be as follows:

Membership of the EP Board will be as follows:

- Isle of Wight Council Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy.
- Isle of Wight Council Director of Neighbourhoods/ Communities Services
- Isle of Wight Council Senior Officer responsible for Transport
- Southern Vectis (Go South Coast) Managing Director
- Southern Vectis (Go South Coast) General Manager
- Southern Vectis Operations Manager

The EP Board will oversee work on delivery of the EP Scheme and monitor and review progress of delivery of facilities and measures. The EP Board will make recommendations for IWC and Southern Vectis to make decisions of substance where there are direct financial implications.

Under delegated authority the EP Board will also consider and approve variations to, or the revocation of, the EP Scheme.

Decisions will be made on a simple majority basis, but all members will have a power of veto on issues that have the potential to directly affect them financially.

The EP Board will meet quarterly either virtually or in person as agreed by the EP Board Members and be managed by officers of IWC who will be responsible for notifying attendees, circulating papers and for convening additional non-scheduled meetings, for example, to deal with urgent issues. All information will be circulated electronically, and notification will be by email. All members of the EP Board are therefore required to provide a single point of contact though which relevant information can be disseminated.

The EP Board can agree to add new members to the Board if considered appropriate and will be done so on a simple majority basis.

#### 1.5.2 EP Forum

An Isle of Wight EP Forum will be established which will contribute to the monitoring of progress towards EP Plan targets and input into annual reviews/updates of this document and provide oversight of progress with delivery of EP Scheme facilities and measures and act as formal consultees to the future content and arrangements for the variation and revocation of the EP Scheme.

Membership of the Forum will be open to:

- Representative(s) from IWC.
- Representative(s) from Southern Vectis.
- Representative(s) from local passenger train, ferry and community transport operators.
- Representative(s) from neighbouring LTAs and Solent Transport.

- Representative(s) from Solent Local Enterprise Partnership.
- Representative(s) from IW Bus & Rail Users Group.
- Representative(s) from Isle of Wight Quality Transport Partnership (once re-established).
- Representative(s) from Hampshire Police.

The EP Forum will review membership, at least annually and provision will be made to invite guests to attend specific meetings when it is considered appropriate. Membership of the Forum can be modified using a bespoke variation mechanism.

The Forum will meet at least twice per year either virtually or in person as agreed by the EP Forum Members. The EP Forum will be managed by officers of IWC who will be responsible for notifying attendees, circulating papers and for convening additional non-scheduled meetings, for example, to deal with urgent issues. All information will be circulated electronically, and notification will be by email. All members of the EP Forum are therefore required to provide a single point of contact though which relevant information can be disseminated.

The Forum will have no decision-making powers and therefore no formal objection process is proposed. The Forum will be able to make recommendations to the EP Board. Any votes taken on representations will be on a simple majority basis, based on those attending a meeting where an issue is considered.

#### 1.5.3 EP Working Group(s)

The EP Working Group(s) will have a membership consisting of representatives from IWC and Southern Vectis represented on the EP Board. The EP Working Group(s) will make day-to-day operational decisions but will have no formal powers. Its role being to measure progress towards EP Plan targets and undertake reviews of the document, deliver the EP Scheme facilities and measures, and action requests from the EP Board. It will also consider proposed variations to the EP Scheme, where the EP Forum is unable to reach consensus and suggest changes. Where appropriate these will be reported to the EP Board.

The EP Working Group(s) will meet as needed and will be managed by IWC.

#### 1.6 Review of EP Scheme

Once the EP Scheme is made, progress in its delivery will be reviewed by the EP Forum every six months following publication of data on progress towards targets, as required by the IWC EP Plan – this will ensure any necessary action is taken to deliver the targets set out in the EP Plan. IWC will initiate each review.

The EP Forum can also decide to review specific elements of the scheme on an ad-hoc basis. The results of both formal and ad hoc reviews will be considered by the EP Board. EP Forum members should contact IWC using the following email address <a href="mailto:transport.info@iow.gov.uk">transport.info@iow.gov.uk</a> explaining what the issue is and its urgency. IWC will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Forum members to gather more quickly.

1.6.1 Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme Bespoke Arrangements for varying or revoking the EP Scheme will be used and will apply to the whole EP Scheme. These arrangements take the place of the formal variation or revocation procedures set out in section 138E of the Transport Act 2000.

The bespoke arrangements include a mechanism by which Southern Vectis can object to any proposed variations in line with the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

#### 1.6.2 Proposer of a variation

Consideration will be given to potential EP Scheme variations highlighted either by IWC, Southern Vectis or one of the organisations represented on the EP Forum. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be made in writing and submitted to <a href="mailto:transport.info@iow.gov.uk">transport.info@iow.gov.uk</a> IWC will forward all requests onto all EP Forum members within a maximum of 10 working days.

## 1.6.3 Decision-making process and bespoke objection mechanism

On receipt of a request for a variation under this section, IWC will convene the EP Forum, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by Southern Vectis representatives present, and if IWC also agrees, then IWC will recommend that the EP Scheme variation is considered by the EP Board. If there is not consensus, then the proposed variation will be considered by the EP Working Group further and referred to the EP Forum for further consideration.

EP Forum members who are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.

Once a variation is agreed by the EP Forum IWC will convene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation.

The EP Board will consider the proposed variation and if it is agreed by Southern Vectis representatives present, and if IWC also agrees, then within seven working days IWC will publish the revised EP Scheme on its website.

#### 1.6.4 Revocation of an EP Scheme

If IWC, Southern Vectis or another member of the EP Forum believes it is necessary to revoke the EP Scheme, the EP Forum will be reconvened. If the decision is taken to revoke the EP Scheme [it will follow the legislative procedures for revocation or use bespoke arrangements as set out earlier in this section]

If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

# Annex A – Existing Bus Lanes and Bus Gates

Location	Road Name	Start Point	Finish Point	Approximate Length	Direction
Newport	St James Street/South Street	High Street	Town Lane	235m	Contraflow south bound
Newport	Hunnyhill	Dodnor Lane	Parkhurst Road	36m	South bound
Ryde	Esplanade	Pier access	George Street	93m	East bound



# **Annex B - Registered Bus Stops**

As of June 2023, there are 1254 active registered bus stops on the Island as set out below.

Name	Street	Town/Location	Position/ Direction
Bus Station	Orchard Street	Newport	Stand A
Bus Station	Orchard Street	Newport	Stand B
Bus Station	Orchard Street	Newport	Stand C
Bus Station	Orchard Street	Newport	Stand D
Bus Station	Orchard Street	Newport	Stand E
Transport Interchange	A3055	Ryde	Stand A
Transport Interchange	A3055	Ryde	Stand B
Transport Interchange	A3055	Ryde	Stand C
Transport Interchange	A3055	Ryde	Stand D
Transport Interchange	A3055	Ryde	Stand E
Brading Rail Station		Brading	Entrance
Lake (Isle of Wight) Rail Station		Lake	Entrance
Ryde Esplanade Rail Station		Ryde	Entrance
Ryde Pier Head Rail Station		Ryde	Entrance
Ryde St Johns Road Rail Station		Ryde	Entrance
Shanklin Rail Station		Shanklin	Entrance
Shanklin Rail Station		Shanklin	Entrance
Smallbrook Junction Rail Station		Swanmore	Entrance
Sandown Rail Station		Sandown	Entrance
East Cowes Floating Bridge	Ferry Road	East Cowes	Entrance
Red Jet Ferry Terminal	Fountain Quay	Cowes	Entrance
West Cowes Floating Bridge	Medina Road	Cowes	Entrance
East Cowes Ferry Terminal	Well Road	East Cowes	Entrance
Fishbourne IOW Ferry Terminal	Fishbourne Lane	Fishbourne	Entrance
Ryde Pier Head Ferry Terminal		Ryde	Entrance
Ryde Hoverport	Quay Road	Ryde	Entrance
Yarmouth IOW Ferry Terminal	Quay Street	Yarmouth	Entrance
Ashey (Isle of Wight Steam Railway)		Ashey	
Havenstreet (Isle of Wight Steam Railway)		Havenstreet	
Smallbrook Junction (Isle of Wight Steam Railway Smallbrook Junction (Isle of Wight Steam		Swanmore	
Railway		Swanmore	
Park Road	Monkton Street	Ryde	near
Park Road	Benett Street	Ryde	adjacent
Avenue Slipway	Culver Parade	Sandown	NE-bound
Downend Cottage	Long Lane	Downend	adj
Downend Cottage	Long Lane	Downend	орр

Moor Farm Lane	Shanklin Road	Godshill	E-bound
Moor Farm Lane	Shanklin Road	Godshill	opposite
Buddle Inn	St Catherine's Road	Niton	SW-bound
Ashley Mews	Broadway	Sandown	SW-bound
Sandlands Cottage	Steyne Road	Seaview	adj
Foreland Road	Foreland Road	Bembridge	SE-bound
Christ Church	Alum Bay New Road	Totland	adjacent
Christ Church	Alum Bay New Road	Totland	opposite
The Forge	Whippingham Road	Whippingham	opposite
The Forge	Whippingham Road	Whippingham	adjacent
Gurnard Pines	Cockleton Lane	Gurnard	SE-bound
Bay View Road	Lower Church Road	Gurnard	SE-bound
Place Road	Three Gates Road	Cowes	NE-bound
Aldi	Three Gates Road	Cowes	opposite
Pellhurst Road	Ratcliffe Avenue	Ryde	adj
Pellhurst Road	Ratcliffe Avenue	Ryde	nr
Rowlands Lane	Newnham Road	Havenstreet	near
Health & Wellbeing Centre	Pellhurst Road	Ryde	o/s
Health & Wellbeing Centre	Partlands Avenue	Ryde	nr
Playstreet Lane	Pellhurst Road	Ryde	S-bound
Playstreet Lane	Pellhurst Road	Ryde	adj
Ryde Academy	Pell Lane	Ryde	орр
IW Community Club	Park Road	Cowes	adjacent
IW Community Club	Park Road	Cowes	opposite
Shorelands	Ward Avenue	Cowes	N-bound
Fiveways	West Street	Ryde	S-bound
Branstone Cross	A3056 Newport Road	Branstone	NW-bound
Downland View	Whitecross Lane	Whitecross	S-bound
Alvington Manor View	Gunville Road	Gunville	N-bound
Alvington Manor View	Gunville Road	Gunville	S-bound
Argos	Taylor Road	Gunville	adjacent
Clatterford Shute	Clatterford Road	Clatterford	NE-bound
Clatterford Shute	Clatterford Road	Clatterford	SW-bound
Portland Inn	Worsley Road	Gurnard	opposite
Star Corner	Town Lane	Chale Green	N-bound
Star Corner	Town Lane	Chale Green	SE-bound
Gunville Crescent	Gunville Road	Gunville	N-bound
Gunville Crescent	Gunville Road	Gunville	S-bound
Woodvale Road	Woodvale Road	Gurnard	SE-bound
Berry Lane	Berry Shute	Berry Hill	opposite
Berry Lane	Berry Shute	Berry Hill	adjacent
Chale Street Post Box	Chale Street	Chale Green	opposite
Chale Street Post Box	Chale Street	Chale Green	adjacent

The Finches	Fieldfare Road	Gunville	adjacent
Beckfield Cross		Billingham Manor	N-bound
Beckfield Cross		Billingham Manor	S-bound
Oxford Dairy	Chale Street	Chale Green	adjacent
Oxford Dairy	Chale Street	Chale Green	opposite
Walpan Farm	Military Road	Chale	NW-bound
Walpan Farm	Military Road	Chale	SE-bound
Alvington Shute	Calbourne Road	Carisbrooke	E-bound
Alvington Shute	Calbourne Road	Carisbrooke	W-bound
Solent View Road Top	Worsley Road	Gurnard	adj
Pallance Lane	Pallance Road	Pallance Road	орр
Albert Road	Solent View Road	Gurnard	SW-bound
Travellers Joy	Pallance Road	Pallance Road	opposite
Chillerton Farm Barns	Main Road	Chillerton	adjacent
Chillerton Farm Barns	Main Road	Chillerton	opposite
Woodvale Close	Woodvale road	Gurnard	NE-bound
Forest Corner	Gunville Road	Gunville	N-bound
Forest Corner	Gunville Road	Gunville	S-bound
Bowcombe Barn Farm	Bowcombe Road	Carisbrooke	adjacent
Bowcombe Barn Farm	Bowcombe Road	Carisbrooke	opposite
Woodvale	Woodvale Road	Gurnard	adjacent
Cow Lane	Woodvale Road	Gurnard	adjacent
Old Stores	Chale Green	Chale Green	opposite
Old Stores	Chale Green	Chale Green	adjacent
Blythe Shute	Blythe Shute	Blackgang	N-bound
Blythe Shute	Blythe Shute	Blackgang	S-bound
Pallance Road	Wyatts Lane	Northwood	nr
Lonsdale Avenue	Parkhurst Road	Parkhurst	adjacent
Lonsdale Avenue	Parkhurst Road	Parkhurst	opposite
The Waverley	High Street	Carisbrooke	E-bound
The Waverley	Priory Road	Carisbrooke	N-bound
The Waverley	Clatterford Road	Carisbrooke	adjacent
The Waverley	Priory Road	Carisbrooke	S-bound
The Waverley	Clatterford Road	Carisbrooke	opposite
The Waverley	High Street	Carisbrooke	W-bound
Round House	Park Road	Cowes	NE-bound
Round House	Place Road	Cowes	S-bound
Round House	Tuttons Hill	Cowes	opposite
Winchat Close	Fieldfare Road	Newport	орр
Harry Cheek Gardens	Wyatts Lane	Northwood	S-bound
Chillerton Green	Main Road	Chillerton	NE-bound
Chillerton Green	Main Road	Chillerton	SW-bound
Billingham Manor	Berry Shute	Billingham Manor	opposite

Billingham Manor	Kennel Lane	Billingham Manor	adjacent
Church	Military Road	Chale	E-bound
Church	Church Place	Chale	adjacent
Church	Church Place	Chale	opposite
Church	Military Road	Chale	W-bound
Nodgham Lane	High Street	Carisbrooke	W-bound
Fox Place	Gunville Road	Carisbrooke	орр
Fox Place	Gunville Road	Carisbrooke	adj
Upper Place Farm	Chale Street	Chale Green	opp
Upper Place Farm	Chale Street	Chale Green	adj
Old Rectory	Chale Street	Chale	opposite
Old Rectory	Chale Street	Chale	adjacent
Billingham South	Kennel Lane	Billingham Manor	N-bound
Billingham South	Kennel Lane	Billingham Manor	S-bound
Wyatts Lane	Pallance Road	Northwood	орр
Ash Lane	Gunville Road	Gunville	N-bound
Ash Lane	Gunville Road	Gunville	S-bound
Billingham North	Berry Shute	Billingham Manor	NW-bound
Billingham North	Berry Shute	Billingham Manor	SE-bound
Russell Road	Corve Hill	Shorwell	adjacent
Northcourt	Main Road	Shorwell	adjacent
Northcourt	Main Road	Shorwell	opposite
Westcourt Farm	Walkers Lane B3399	Shorwell	opposite
Westcourt Farm	Walkers Lane B3399	Shorwell	adjacent
Crown Inn	Walkers Lane	Shorwell	adjacent
Crown Inn	Walkers Lane	Shorwell	opposite
Apes Down Farm	Calbourne Road	Carisbrooke	opposite
Apes Down Farm	Calbourne Road	Carisbrooke	adjacent
Cheverton Farm	Cheverton Shute	Bowcombe	adjacent
Cheverton Farm	Cheverton Shute	Bowcombe	opposite
Rowborough Farm	Bowcombe Road	Bowcombe	adjacent
Rowborough Farm	Bowcombe Road	Bowcombe	opposite
North of Shorwell	Cheverton Shute	Shorwell	NE-bound
North of Shorwell	Cheverton Shute	Shorwell	SW-bound
Vittlefields Farm	Yarmouth Road	Porchfield	adjacent
Vittlefields Farm	Yarmouth Road	Porchfield	opposite
Atherfield Coastguard Cottages	Military road	Shorwell	adjacent
Atherfield Coastguard Cottage	Military Road	Shorwell	opposite
Yard's Hollow	B3399	Yafford	adjacent
Yard's Hollow	B3399	Yafford	opposite
Upper Watchingwell Bridleway	Yarmouth Road A3054	Lower Watchingwell	opposite
Upper Watchingwell Bridleway	Yarmouth Road A3054	Lower Watchingwell	adjacent
Short Lane	B3399	Limerstone	E-bound

Short Lane	B3399	Limerstone	W-bound
Swainston Manor	B3401	Calbourne	adjacent
Swainston Manor	B3401	Calbourne	opposite
Dinglers Farm	Yarmouth Road A3054	Porchfield	орр
Dinglers Farm	Yarmouth Road A3054	Porchfield	adj
Chine Farm	Military Road	Yafford	adjacent
Chine Farm	Military Road	Yafford	opposite
Forest Road Garage	Forest Road	Gunville	opposite
Forest Road Garage	Forest Road	Gunville	adjacent
Forest Works	Forest Road	Gunville	adjacent
Forest Works	Forest Road	Gunville	opposite
Harness Lane	Rew Street	Rew Street	S-bound
Hillis Corner	Pallance Road	Hillisgate	E-bound
Sunnycott Caravan Park	Rew Street	Rew Street	nr
Lower Church Road	Marsh Road	Gurnard	nr
Lower Church Road Bottom	Lower Church Road	Gurnard	SE-bound
Southdown	Military Road	Chale	NW-bound
Southdown	Military Road	Chale	SE-bound
Plaish Lane	Bowcombe Road	Bowcombe	opposite
Plaish Lane	Bowcombe Road	Bowcombe	adjacent
Alvington Manor Farm	Calbourne Road	Carisbrooke	adjacent
Alvington Manor Farm	Calbourne Road	Carisbrooke	opposite
Blacksmiths Arms	Calbourne Road	Carisbrooke	adjacent
Blacksmiths Arms	Calbourne Road	Carisbrooke	opposite
Idlecombe Farm	Bowcombe Road	Bowcombe	adjacent
Idlecombe Farm	Bowcombe Road	Bowcombe	opposite
Bowcombe Cottages	Bowcombe Road	Bowcombe	opposite
Bowcombe Cottages	Bowcombe Road	Bowcombe	adjacent
Vittlefields Cross	Forest Road	Gunville	E-bound
Vittlefields Cross	Forest Road	Gunville	W-bound
Rainsgrove Cottages	Bowcombe Road B3323	Bowcombe	opposite
Rainsgrove Cottages	Bowcombe Road B3323	Bowcombe	adjacent
Horse & Groom	A3054	Ningwood	adjacent
Horse & Groom	A3054	Ningwood	opposite
White Lane	Millers Lane B3323	Bowcombe	adj
White Lane	Millers Lane B3323	Bowcombe	орр
Whale Chine	Military Road	Chale	adjacent
Whale Chine	Military Road	Chale	opposite
Alvington View	Calbourne Road	Carisbrooke	adjacent
Alvington View	Calbourne Road	Carisbrooke	opposite
Venner Avenue	Wyatts Lane	Northwood	S-bound
Smithards Lane	Newport Road	Cowes	opposite
Smithards Lane	Newport Road	Cowes	adjacent

Со-ор	Carvel Lane	Cowes	adjacent
Arctic Road	Newport Road	Cowes	opposite
Arctic Road	Newport Road	Cowes	adjacent
Bus Shelter	New Road	Gatcombe	opposite
Bus Shelter	New road	Gatcombe	adjacent
Victoria Road	Mill Hill Road	Cowes	adjacent
Drill Hall Road	Carisbrooke Road	Newport	орр
Drill Hall Road	High Street	Newport	nr
Worsley Road	Hunny Hill	Newport	adj
Worsley Road	Hunny Hill	Newport	орр
Lugley Street	St James Street	Newport	adjacent
St Johns Road	Whitepit Lane	Newport	E-bound
Watergate Roundabout	Shide Road	Shide	adjacent
Milne Way	Shide Road	Shide	opposite
Towngate	Hunny Hill	Newport	near
Towngate	St James Street	Newport	N-bound
Pelham Road	Steephill Court Road	Steephill	E-bound
Fellows Road	Bellevue Road	Cowes	W-bound
Fire Station	Victoria Road	Cowes	adj
Fire Station	Victoria Road	Cowes	орр
Mill Hill Co-op	Mill Hill Road	Cowes	o/s
Rectory Lane		Gatcombe	N-bound
Rectory Lane		Gatcombe	S-bound
St Mary's Hospital	Parkhurst Road	Newport	opposite
St Mary's Hospital	Parkhurst Road	Newport	adjacent
Sandy Lane	Whitcombe Road	Whitecroft	орр
Sandy Lane	Whitcombe Road	Whitecroft	adj
Park Gates	Terminus Road	Cowes	adjacent
Park Gates	Park Road	Cowes	opposite
Cowes Medical Centre	Newport Road	Cowes	opposite
Cowes Medical Centre	Newport Road	Cowes	adjacent
Gatcombe House		Gatcombe	N-bound
Gatcombe House		Gatcombe	S-bound
Mill Hill Road	Victoria Road	Cowes	adj
Highwood Lane		Chillerton	N-bound
Highwood Lane		Chillerton	S-bound
Isle of Wight College	Parkhurst Road	Newport	opp HSS
Isle of Wight College	Parkhurst Road	Newport	adj HSS
Test Centre	Medina Avenue	Newport	opposite
Pidford Manor	Blackwater Hollow	Rookley	adjacent
Pidford Manor	Blackwater Hollow	Rookley	opposite
School Lane	School Lane	Barton	adjacent
High Street	Church Street	Niton	adjacent

High Street	Rectory Road	Niton	nr
Chapel	Adelaide Grove	East Cowes	adjacent
Chapel	Adelaide Grove	East Cowes	opposite
Seaclose	Fairlee Road	Fairlee	N-bound
Seaclose	Fairlee Road	Fairlee	S-bound
Nursery Gardens	Adelaide Grove	East Cowes	adj
Nursery Gardens	Adelaide Grove	East Cowes	орр
Vectis Road	Victoria Grove	East Cowes	орр
Vectis Road	Victoria Grove	East Cowes	adj
Shide Path	Medina Avenue	Shide	opposite
Princess Royal	Cross Lane	Halberry Lane	adjacent
Blackwater Junction	Blackwater Road	Blackwater	o/s store
Blackwater Junction	Blackwater Road	Blackwater	opp store
Blackwater Mill	Blackwater Hollow	Blackwater	outside
Blackwater Mill	Blackwater Hollow	Blackwater	opposite
Pan Lane	Furrlongs	Pan	W-bound
West Standen	Blackwater Road	Shide	opposite
West Standen	Blackwater Road	Shide	adjacent
Shide Road	Blackwater Road	Shide	adjacent
Shide Road	Blackwater Road	Shide	opposite
Hillside	Fairlee Road	Newport	adjacent
Hillside	Fairlee Road	Newport	nr
Niton FC	Blackgang Road	Niton	adj
Niton FC	Blackgang Road	Niton	SW-bound
Cypress Road	Medina Avenue	Newport	adjacent
St Georges Park	St.Georges Way	Newport	opposite
St Georges Park	St.Georges Way	Newport	adjacent
New Road	Blackgang Road	Niton	adjacent
New Close Cricket Ground	Blackwater Road	Blackwater	adj
New Close Cricket Ground	Blackwater Road	Blackwater	орр
Robin Hood Street	Barton Road	Barton	opposite
The Tack Shack	Whitepit Lane	Mount Joy	opposite
Cedar Hill	Carisbrooke Road	Carisbrooke	opposite
Cedar Hill	Whitcombe Road	Carisbrooke	NE-bound
Cedar Hill	Carisbrooke Road	Carisbrooke	adjacent
Uplands Road	Nodes Road	Northwood	adjacent
Uplands Road	Nodes Road	Northwood	opposite
Marlborough Road	Hinton Road	Newport	adjacent
Little Whitcombe Farm	Whitcombe Road	Mount Joy	opposite
Little Whitcombe Farm	Whitcombe Road	Mount Joy	adjacent
Ward Close	West Mill Road	Newport	орр
Hinton Road	Hinton Road	Newport	adjacent
Christ the King College	Wellington Road	Newport	adjacent

Christ the King College	Wellington Road	Newport	NW-bound
Christ the King College	Wellington Road	Newport	SE-bound
Parklands Avenue	Park Road	Cowes	adjacent
Parklands Avenue	Park Road	Cowes	opposite
Wolfe Close	Hinton Road	Newport	adjacent
Wellington Road Bottom	Wellington Road	Newport	adjacent
Great Whitcombe Manor	Whitcombe Road	Mount Joy	adjacent
Great Whitcombe Manor	Whitcombe Road	Mount Joy	opposite
Oxford Street Top	Oxford Street	Northwood	E-bound
Mountjoy	Whitcombe Road	Mount Joy	N-bound
Mountjoy	Whitcombe Road	Mount Joy	S-bound
Kitbridge Road	West Mill Road	Newport	орр
High Street	High Street	Carisbrooke	E-bound
High Street	High Street	Carisbrooke	W-bound
Four Cross	Nodes Road	Northwood	NW-bound
Four Cross	Nodes Road	Northwood	SE-bound
Nightingale Road	Purdy Road	Newport	орр
Carisbrooke College		Newport	adjacent
Broadfields Avenue	Place Road	Cowes	opposite
Broadfields Avenue	Place Road	Cowes	adjacent
Three Gates Road	Place Road	Cowes	opposite
Three Gates Road	Place Road	Cowes	adjacent
Egypt Hill	Egypt Hill	Cowes	N-bound
Cowes Golf Cub	Crossfield Avenue	Cowes	nr
Four Cross Pallance Road	Cockleton Lane	Northwood	adj
Blackgang Chine		Blackgang	adjacent
Stag Lane	Cowes Road	Horsebridge Hill	opposite
Stag Lane	Horsebridge Hill	Horsebridge Hill	adjacent
Chapel Corner	Horsebridge Hill	Parkhurst	N-bound
Chapel Corner	Horsebridge Hill	Parkhurst	S-bound
Coronation Road	Bellevue Road	Cowes	орр
Northwood House	Ward Avenue	Cowes	opposite
Northwood House	Ward Avenue	Cowes	adjacent
Hampshire Crescent	Forest Road	Parkhurst	adj
Hampshire Crescent	Forest Road	Parkhurst	орр
Landscape Lane	Staplers Road	Staplers	NE-bound
Landscape Lane	Long Lane	Staplers	NW-bound
Landscape Lane	Long Lane	Staplers	SE-bound
Landscape Lane	Staplers Road	Staplers	SW-bound
Chandler Close	Whitepit Lane	Mount Joy	adjacent
Simeon Monument	Carisbrooke Road	Newport	NE-bound
Simeon Monument	Carisbrooke Road	Newport	SW-bound
Rashleys	Park Road	Cowes	opposite

Rashleys	Park Road	Cowes	adjacent
Ward Avenue	Ward avenue	Cowes	NW-bound
St Catherines Down	Blackgang Road	Blackgang	S-bound
St Catherines Down	Blackgang Road	Blackgang	adjacent CP
County Showground	Newport Road	Northwood	opposite
County Showground	Newport Road	Northwood	adjacent
Lukely Terrace	Carisbrooke Road	Newport	NE-bound
Lukely Terrace	Carisbrooke Road	Newport	SW-bound
Chawton Lane	Newport Road	Northwood	opposite
Chawton Lane	Newport Road	Northwood	adjacent
Horseshoe Inn	Newport Road	Northwood	adjacent
Horseshoe Inn	Newport Road	Northwood	opposite
Chillerton School	Main Road	Chillerton	adjacent
Chillerton School	Main Road	Chillerton	opposite
Crockers Farm	Cowes Road	Northwood	N-bound
Crockers Farm	Cowes Road	Northwood	S-bound
BAE Systems	Newport Road	Cowes	adjacent
BAE Systems	Newport Road	Cowes	opposite
Furze Brake	Whitepit Lane	Carisbrooke	adjacent
Mersley Down	Downs Road	Knighton	E-bound
Duxmore Farm	Downs Road	Knighton	E-bound
Sun Inn	B3399	Hulverstone	opposite
Sun Inn	B3399	Hulverstone	adjacent
Flowersbrook	Steephill Road	Steephill	adjacent
Botanic Garden	Undercliff Drive	Steephill	adjacent
Top of Cowlease	Cowleaze Hill	Luccombe Village	SW-bound
Top of Cowlease	Cowleaze Hill	Luccombe Village	NE-bound
Shanklin Railway Station	Station Approach	Shanklin	adjacent
Bettesworth Road	Bettesworth Road	Haylands	W-bound
Grammars Hill	Hunny Hill	Moortown	NW-bound
Grammars Hill	Hunny Hill	Moortown	SE-bound
Rowborough Corner	Beaper Shute	Carpenters Road	N-bound
Rowborough Corner	Beaper Shute	Carpenters Road	S-bound
Fort Street	Culver Parade	Sandown	nr
Fort Street	Culver Parade	Sandown	орр
Wackland Lane	Winford Road	Winford	N-bound
Wackland Lane	Winford Road	Winford	S-bound
Durton Lane	Long Lane	Staplers	NW-bound
Durton Lane	Long Lane	Staplers	SE-bound
Standen Lane	Long Lane	Downend	NW-bound
Standen Lane	Long Lane	Downend	SE-bound
Sandpath	Parkway	Binstead	SE-bound
Car Park	Road to Battery	Alum Bay	opposite

Needles	Private Road	Alum Bay	орр
Badger Lane	Brook Lane	Brook	adj
Badger Lane	Brook Lane	Brook	орр
Yarbridge Cross	Marshcombe Shute	Yarbridge	E-bound
Yarbridge Cross	New Road	Yarbridge	NE-bound
Yarbridge Cross	Morton Road	Yarbridge	near
Briary Court	Egypt Esplanade	Cowes	adjacent
Parkway	Parkway	Binstead	S-bound
Lower Gills Cliff Road	Gills Cliff Road	Ventnor	W-bound
Lower Gills Cliff Road	Gills Cliff Road	Ventnor	E-bound
Headon Rise	Alum Bay New Road	Alum Bay	NE-bound
Headon Rise	Alum Bay New Road	Alum Bay	SW-bound
Heatherwood Park Road	Church hill	Totland	орр
War Memorial	The Broadway	Totland	N-bound
War Memorial	The Broadway	Totland	S-bound
Needles Landmark Attraction		Alum Bay	adjacent
Needles Landmark Attraction		Alum Bay	adjacent
Needles Landmark Attraction		Alum Bay	SE-bound
Needles Landmark Attraction		Alum Bay	NW-bound
Golf House	Alum Bay New Road	Alum Bay	NE-bound
Golf House	Alum Bay New Road	Alum Bay	SW-bound
Baptist Church	Colwell Road	Colwell	adjacent
Brambles Corner	Colwell Road	Colwell	NE-bound
Brambles Corner	Colwell Road	Colwell	SW-bound
Fire Station	Tennyson Road	Freshwater	adjacent
Coastguard Cottages	The Broadway	Totland	adjacent
Coastguard Cottages	The Broadway	Totland	opposite
The Avenue	The Avenue	Freshwater	E-bound
The Avenue	The Avenue	Freshwater	W-bound
Colwell Common	Colwell Road	Colwell	NE-bound
Needles Old Battery	Private Road	Alum Bay	adjacent
Broad Lane	B3399 Newport Road	Shalcombe	adj
Broad Lane	B3399 Newport Road	Shalcombe	орр
Ridget Lane	Military Road	Mottistone	орр
Ridget Lane	Military Road	Mottistone	adj
Merstone North	Merstone Lane	Merstone	N-bound
Merstone North	Merstone Lane	Merstone	S-bound
Compton Bay	Military Road	Brook	nr
Compton Bay	Military Road	Brook	behind
Library	George Street	Ryde	орр
Library	George Street	Ryde	o/s
Mountfield	Tennyson Road	Yarmouth	NE-bound
Mountfield	Tennyson Road	Yarmouth	SW-bound

Whitepit Lane	Whitepit Lane	Newport	NE-bound
Circular Road	Marlborough Road	Ryde	opposite
Circular Road	Marlborough Road	Ryde	adjacent
Merrie Gardens	Whitecross Lane	Whitecross	орр
Merrie Gardens	Whitecross Lane	Whitecross	adj
Lake Huron	Upton Road	Haylands	adjacent
Lake Huron	Bettesworth Road	Haylands	W-bound
Heathfield Close	Heathfield Road	Freshwater	opposite
Heathfield Close	Heathfield Road	Freshwater	adjacent
St Johns Road Station	St.Johns Road	Ryde	adjacent
St Johns Road Station	Monkton Street	Ryde	opposite
Oakwood	Baring Road	Cowes	adjacent
Baring Drive	Baring Road	Cowes	opposite
Merstone Cross	Merstone Lane	Arreton	S-bound
Merstone Cross	A3056	Arreton	W-bound
Pyle Cottages	A3056	Blackwater	adjacent
Pyle Cottages	A3056	Blackwater	opposite
Somerton Park-and-Ride	Somerton Park-and-Ride	Cowes	at
Westridge Cross	Great Preston Road	Westridge	NW-bound
Westridge Cross	Great Preston Road	Westridge	SE-bound
Regina Road	Copse Lane	Freshwater	adjacent
Regina Road	Copse Lane	Freshwater	opposite
Sandown Railway Station	Perowne Way	Perowne Way	adjacent
Culver Down	Sandown Road	Bembridge	NE-bound
Culver Down	Sandown Road	Bembridge	SW-bound
Pear Tree Corner	Hillway Road	Bembridge	NE-bound
Pear Tree Corner	Hillway Road	Bembridge	SW-bound
Church	Yaverland Road	Yaverland	opposite
Church	Yaverland Road	Yaverland	adjacent
Gaskins	Carpenters Road	Carpenters Road	E-bound
Gaskins	Carpenters Road	Carpenters Road	W-bound
Brickfields	Newnham Road	Binstead	NW-bound
Greenham Drive	Caws Avenue	Seaview	opposite
Greenham Drive	Caws Avenue	Seaview	adjacent
Priory Drive	Caws Avenue	Nettlestone	E-bound
Priory Drive	Caws Avenue	Nettlestone	W-bound
Barton Primary School	Furrlongs	Pan	opposite
Barton Primary School	Furrlongs	Pan	adjacent
Somerset Road	Old Seaview Lane	Seaview	adj
Somerset Road	Old Seaview Lane	Seaview	орр
The Hobbit	Solent View Road	Seaview	opposite
The Hobbit	Solent View Road	Seaview	outside
Robin Hill	Downend Road	Downend	opposite

Robin Hill	Downend Road	Downend	adjacent
Broadlands House	Staplers Road	Staplers	adjacent
Broadlands House	Staplers Road	Staplers	opposite
Village Green	Main Road	Rookley	adj
Village Green	Main Road	Rookley	opposite
Newnham Road Estate	Newnham Road	Binstead	N-bound
Landguard Manor	Landguard Manor Road	Shanklin	N-bound
Landguard Manor	Landguard Manor Road	Shanklin	S-bound
Afton Barns Sch Only	Newport Road	Afton	adjacent
Afton Barns	Newport Road	Afton	opposite
Caws Avenue	Caws Avenue	Seaview	N-bound
Caws Avenue	Caws Avenue	Seaview	S-bound
Miramar	Bonchurch Shute	Bonchurch	adjacent
Oxford Street	Oxford Street	Northwood	E-bound
Carisbrooke Priory	Whitcombe Road	Carisbrooke	opposite
Carisbrooke Priory	Whitcombe Road	Carisbrooke	adjacent
Wildheart Sanctuary Grounds	Yaverland Road	Yaverland	SE-bound
Peacock Hill	Hillway Road	Whitecliff Bay	opposite
Peacock Hill	Hillway Road	Whitecliff Bay	adjacent
Memorial Hall	Avenue Road	Freshwater	SE-bound
The Orchards	Main Road	Newbridge	adj
The Orchards	Main Road	Newbridge	орр
Warlands Lane	A3054	Shalfleet	E-bound
Warlands Lane	A3054	Shalfleet	W-bound
Brighstone Grange	B3399	Moortown	adjacent
Brighstone Grange	B3399	Moortown	opposite
Dodpits Footpath	B3401 Newport Road	Chessell	NE-bound
Dodpits Footpath	B3401 Newport Road	Chessell	SW-bound
Mottistone Manor	B3399	Mottistone	adjacent
Mottistone Manor	B3399	Mottistone	opposite
Calbourne Mill	B3401 Newport Road	Calbourne	adj
Calbourne Mill	B3401 Newport Road	Calbourne	орр
Crossway	Crossway	Bembridge	adjacent
St Michaels Close	A3054	Shalfleet	W-bound
Westover Lodge Farm	B3401 Newport Road	Calbourne	opposite
IW Pearl	Military Road	Chilton Chine	adjacent
IW Pearl	Military Road	Chilton Chine	opposite
Clay Lane	B3401	Newbridge	NE-bound
Clay Lane	B3401	Newbridge	SE-bound
Dodpits Lane	Main Road	Ningwood	орр
Dodpits Lane	Main Road	Ningwood	adj
Sudmoor Cottages	Military Road	Mottistone	NW-bound
Sudmoor Cottages	Military Road	Mottistone	SE-bound

Ningwood Manor Farm	Wellow Road	Ningwood	adjacent
Ningwood Manor Farm	Wellow Road	Ningwood	opposite
Chessell Crossroads	B3401 Newport Road	Chessell	nr
Chessell Crossroads	B3401 Newport Road	Chessell	adj
Throstles	Main Road	Shalfleet	E-bound
Throstles	Main Road	Shalfleet	W-bound
Hamstead Road	Ningwood Hill	Cranmore	nr
Hamstead Road	Ningwood Hill	Cranmore	adj
Brook Triangle	B3399	Hulverstone	adj
Brook Triangle	B3399	Hulverstone	nr
Hamstead Drive	Main Road A3054	Ningwood	adj
Hamstead Drive	Main Road A3054	Ningwood	opp
Mottistone Estate	B3399	Mottistone	W-bound
Mottistone Estate	B3399	Mottistone	opposite
Old Ningwood Station	B3401	Ningwood	adjacent
Old Ningwood Station	B3401	Ningwood	opposite
Brighstone Holiday Centre	Military Road	Brighstone	opposite
Brighstone Holiday Centre	Military Road	Brighstone	adjacent
Little Shillings	B3401	Calbourne	E-bound
Little Shillings	B3401	Calbourne	W-bound
Hebberdens	A3054	Calbourne	NE-bound
Hebberdens	A3054	Calbourne	SW-bound
Pump Lane	Calbourne Road B3401	Calbourne	adj
Pump Lane	Calbourne Road B3401	Calbourne	орр
Marsh Green	Military Road	Marshgreen	NW-bound
Marsh Green	Military Road	Marshgreen	SE-bound
Three Bishops	Main Road	Brighstone	opposite
Three Bishops	Main Road	Brighstone	adjacent
Limerstone Farm	Limerstone Road B3399	Limerstone	E-bound
Limerstone Farm	Limerstone Road B3399	Limerstone	W-bound
Lower Sutton Farm	Military Road	Yafford	opposite
Lower Sutton Farm	Military Road	Yafford	adjacent
Brighstone Cemetery	Limerstone Road	Limerstone	E-bound
Brighstone Cemetery	Limerstone Road	Limerstone	W-bound
Three Gates Farm	Yarmouth Road A3054	Lower Watchingwell	adj
Three Gates Farm	Yarmouth Road A3054	Lower Watchingwell	орр
Gaggerhill Lane	Hunny Hill	Moortown	adj
Calbourne Cross	Newport Road B3401	Calbourne	E-bound
Calbourne Cross	Newport Road B3401	Calbourne	W-bound
Bartons Corner	A3054	Shalfleet	NW-bound
Bartons Corner	A3054	Shalfleet	SE-bound
Grange Chine	Military Road	Brighstone	E-bound
Grange Chine	Military Road	Brighstone	W-bound

Moortown Lane	Main Road	Brighstone	NW-bound
Moortown Lane	Main Road	Brighstone	SE-bound
Sun Inn	Newport Road B3401	Calbourne	adjacent
Sun Inn	Newport Road B3401	Calbourne	opposite
Redgates	Yarmouth Road A3054	Calbourne	E-bound
Redgates	Yarmouth Road A3054	Calbourne	W-bound
New Inn	Main Road A3054	Shalfleet	adjacent
New Inn	Main Road A3054	Shalfleet	opposite
Freshwater Bay	Gate Lane	Freshwater Bay	NW-bound
Freshwater Bay	Gate Lane	Freshwater Bay	SE-bound
Norton Grange	Halletts Shute	Norton	adjacent
Norton Grange	Halletts Shute	Norton	opposite
Stroud Recreation Ground	School Green Road	Freshwater	орр
Stroud Recreation Ground	School Green Road	Freshwater	adj
Hooke Close	Hooke Hill	Freshwater	adj
Hooke Close	Hooke Hill	Freshwater	орр
Honnor & Jeffrey	Afton Road A3055	Freshwater	adjacent
Westhill Lane	Halletts Shute	Norton	adj
Westhill Lane	Halletts Shute	Norton	орр
Bus Station	Bus Station	Yarmouth	Stand A
Bus Station	Bus Station	Yarmouth	Stand B
Bus Station	Bus Station	Yarmouth	Stand C
Sixpenny Corner	Tennyson Road	Yarmouth	NE-bound
Sixpenny Corner	Tennyson Road	Yarmouth	SW-bound
Newport Road	Afton Road	Afton	near
Afton Corner	Afton Road	Afton	S-bound
Southdown Road	A3055	Freshwater Bay	SE-bound
Southdown Road	A3055	Freshwater Bay	W-bound
Sainsburys	School Green Road	Freshwater	adj
Sainsburys	School Green Road	Freshwater	орр
Hill Farm	Hill Lane	Norton Green	NE-bound
Hill Farm	Hill Lane	Norton Green	SW-bound
Monks Lane	Colwell Road	Norton Green	орр
Monks Lane	Colwell Road	Norton Green	adj
St Andrews Way	Heathfield Road	Freshwater	орр
St Andrews Way	Heathfield Road	Freshwater	adj
Parish Hall	Victoria Road	Freshwater	opposite
Parish Hall	Victoria Road	Freshwater	adjacent
Pixley Hill	Hill Lane	Norton	NE-bound
Pixley Hill	Halletts Shute	Norton	S-bound
St Agnes Church	Gate Lane	Freshwater Bay	adjacent
St Agnes Church	Gate Lane	Freshwater Bay	opposite
School Green Road	School Green Road	Freshwater	E-bound

School Green Road	School Green Road	Freshwater	W-bound
Guyers Road	Victoria Road	Freshwater Bay	N-bound
Guyers Road	Victoria Road	Freshwater Bay	S-bound
Hill Place Lane	A3054	Cranmore	E-bound
Hill Place Lane	A3054	Cranmore	W-bound
Lucketts	A3054	Cranmore	E-bound
Lucketts	A3054	Cranmore	W-bound
West Wight Alpacas	B3401	Wellow	adj
West Wight Alpacas	B3401	Wellow	орр
Thorley Cross	Thorley Road B3401	Thorley	N-bound
Thorley Cross	Thorley Road	Thorley	S-bound
Broad Lane	B3401	Thorley	E-bound
Broad Lane	B3401	Thorley	NW-bound
Thorley	B3401	Thorley	E-bound
Thorley	B3401	Thorley	W-bound
Cranmore Avenue	A3054 Ningwood Hill	Cranmore	орр
Cranmore Avenue	A3054 Ningwood Hill	Cranmore	adj
Millennium Green	Main Road B3401	Wellow	орр
Millennium Green	Main Road B3401	Wellow	adj
Brook Chine	Military Road	Brook	E-bound
Brook Chine	Brook Road	Brook	NE-bound
Brook Chine	Military Road	Brook	W-bound
Purbeck House	A3054	Bouldnor	NW-bound
Purbeck House	A3054	Bouldnor	SE-bound
Old Toll Gate	Bouldnor Road	Yarmouth	E-bound
Old Toll Gate	Thorley Road	Yarmouth	N-bound
Old Toll Gate	Thorley Road	Yarmouth	S-bound
Old Toll Gate	Bouldnor Road	Yarmouth	W-bound
Thorley Lodge	B3401	Yarmouth	E-bound
Thorley Lodge	B3401	Yarmouth	W-bound
Afton Marsh	Newport Road	Yarmouth	SE-bound
Afton Marsh	Newport Road	Yarmouth	NW-bound
The Barn	Wilmingham Lane	Yarmouth	opposite
East Afton Farm	Newport Road	Yarmouth	adj
East Afton Farm	Newport Road	Yarmouth	орр
Tattels Lane	B3401	Thorley	E-bound
Tattels Lane	B3401	Thorley	W-bound
Tapnell Farm	Newport Road	Tapnell	nr
Tapnell Farm	Newport Road	Tapnell	орр
St Swithins Crescent	Tennyson Road A3054	Bouldnor	NW-bound
St Swithins Crescent	Tennyson Road A3054	Bouldnor	SE-bound
Compton Farm	Military Road	Compton Bay	N-bound
Compton Farm	Military Road	Compton Bay	S-bound

Lamorbey Road	A3056 Newport Road	Lake	орр
Lamorbey Road	A3056 Newport Road	Lake	adj
Summer Arcade	Esplanade	Shanklin Esplanade	орр
Summer Arcade	Esplanade	Shanklin Esplanade	o/s
Whitecross Avenue	Whitecross Avenue	Whitecross	N-bound
Hope Road	Hope Road	Shanklin Esplanade	E-bound
Hope Road	Hope Road	Shanklin Esplanade	W-bound
Queens Road	Queens Road	Ryde	E-bound
Broadlea Primary School	Newport Road	Merrie Gardens	adj
Esplanade Gardens	Esplanade	Shanklin Esplanade	орр
Esplanade Gardens	Esplanade	Shanklin Esplanade	adjacent
Louis Road	A3056 Newport Road	Lake	adj
Louis Road	A3056 Newport Road	Lake	орр
Cemetery Road	Sandown Road	Lake	adjacent
Cemetery Road	Sandown Road	Lake	opposite
Winchester House	Sandown Road	Lake	opposite
Winchester House	Sandown Road	Lake	adjacent
Clock Tower	Esplanade	Shanklin Esplanade	орр
Esplanade	Esplanade	Shanklin Esplanade	nr
Dove Court	Queens Road	Shanklin	adjacent
St Vincents	Binstead Road	Ryde	adjacent
St Vincents	Binstead Road	Ryde	opposite
Lovett Way	Whitecross Avenue	Shanklin	adjacent
Mayfield Middle School	Broadway Crescent	Binstead	орр
Hambledon Hotel	Queens Road	Shanklin Esplanade	adjacent
Holly Lodge	Queens Road	Shanklin	adjacent
Brunswick Hotel	B3328 Queen's Road	Shanklin	adj
Linnet Rise	Merrie Gardens	Merrie Gardens	орр
County Ground	Green Lane	Shanklin	opposite
County Ground	Green Lane	Shanklin	adjacent
Howard Road	Sandown Road	Shanklin	opposite
Howard Road	Sandown Road	Shanklin	adjacent
Palestine Slipway	Shanklin Esplanade	Shanklin Esplanade	adjacent
Sandham Middle	Perowne Way	Perowne Way	adjacent
Sandham Middle	Perowne Way	Perowne Way	opposite
Union Street	Union Street	Ryde	N-bound
Cross Street	Cross Street	Ryde	W-bound
Rugby Club	Station Approach	Perowne Way	adjacent
Rugby Club	Station Approach	Perowne Way	opposite
John Street	John Street	Ryde	W-bound
Central Way	Perowne Way	Perowne Way	adjacent
Central Way	Perowne Way	Perowne Way	opposite
Shangri La	Broadway	Sandown	SW-bound

Shangri La	The Broadway	Sandown	adjacent
Royal Crescent	Melville Street	Sandown	opposite
Shops	Perowne Way	Perowne Way	opposite
Shops	Perowne Way	Perowne Way	adjacent
The Heights	Broadway	Sandown	adjacent
The Heights	Broadway	Sandown	opposite
Sandown High School	The Fairway	Perowne Way	adjacent
Parish Church	West Street	Ryde	nr
Parish Church	Queens Road	Ryde	adjacent
West Street Post Office	Swanmore Road	Ryde	opposite
West Street Post Office	Swanmore Road	Ryde	adjacent
Swanmore Middle School	Bettesworth Road	Swanmore	opposite
Ashey Road Stores	Ashey Road	Swanmore	opposite
Shops	Sandown Road A3055	Lake	N-bound
Shops	Sandown Road A3055	Lake	S-bound
The Fairway	Lake Hill	Lake	adjacent
The Fairway	Lake Hill	Lake	opposite
The Roseway	The Fairway	Lake	adjacent
The Roseway	The Fairway	Lake	opposite
Pemberley Court	The Fairway	Lake	outside
Pemberley Court	The Fairway	Lake	opposite
West Street Cemetery	West Street	Ryde	adjacent
Royal County Hospital	West Street	Ryde	S-bound
Bonchurch Shute	Leeson Road	Bonchurch	opposite
Bonchurch Shute	Leeson Road	Bonchurch	adjacent
Hillrise Avenue	Hillrise Avenue	Binstead	E-bound
Sandown Airport	Newport Road	Merrie Gardens	opposite
Sandown Airport	Newport Road	Merrie Gardens	adjacent
Church Road (Top)	Church Road	Shanklin	NE-bound
Church Road (Top)	Church Road	Shanklin	SW-bound
Waterloo Crescent	Wellington Road	Binstead	adjacent
Ringwood Road	Binstead Road	Binstead	opposite
Ringwood Road	Binstead Road	Binstead	adjacent
Duncroft Gardens	Green Lane	Shanklin	opposite
Duncroft Gardens	Green Lane	Shanklin	adjacent
Morrisons	Newport Road	Merrie Gardens	adjacent
Morrisons	Newport Road	Merrie Gardens	opposite
Bonchurch Inn	Bonchurch Shute	Bonchurch	орр
Bonchurch Inn	Bonchurch Shute	Bonchurch	nr
Luccombe Chine House	Bonchurch Road A3055	Luccombe Village	орр
Luccombe Chine House	Bonchurch Road A3055	Luccombe Village	nr
Chimney Steps	Leeson Road	Bonchurch	opposite
Chimney Steps	Leeson Road	Bonchurch	adjacent

Carter Avenue	Carter Avenue	Sibden Hill	outside
Carter Avenue	Carter Avenue	Sibden Hill	adjacent
Parkway	Alverstone Road	Winford	N-bound
Parkway	Alverstone Road	Winford	S-bound
Corner Cottage	Bonchurch Road A3055	Luccombe Village	adjacent
Corner Cottage	Bonchurch Road A3055	Luccombe Village	opposite
Pellview Close	Hillrise Avenue	Binstead	NE-bound
Fleming Arms	Binstead Hill	Binstead	opposite
Fleming Arms	Binstead Hill	Binstead	adjacent
Tile House	Victoria Avenue	Shanklin	opposite
Tile House	Victoria Avenue	Shanklin	adjacent
Glenavon	A3055	Luccombe Village	adjacent
Westhill Road	Victoria Avenue	Shanklin	opposite
Westhill Road	Victoria Avenue	Shanklin	adjacent
Stroud Farm	Stroud Wood Road	Upton	opposite
Landslip Car Park	Leeson Road	Bonchurch	opposite
Landslip Car Park	Leeson Road	Bonchurch	adjacent
Daishs	High Street	Shanklin	adjacent
Daishs	High Street	Shanklin	opposite
Chine Avenue	Chine Avenue	Shanklin Esplanade	adjacent
Upton Cross	Upton Road	Upton	S-bound
Broadway Crescent	Broadway Crescent	Binstead	N-bound
Witbank Gardens	Green Lane	Shanklin	NE-bound
Witbank Gardens	Green Lane	Shanklin	SW-bound
Regent Street	Clarendon Road	Shanklin	adjacent
Wilton Road	Wilton Park Road	Shanklin	NE-bound
Wilton Road	Wilton Park Road	Shanklin	SW-bound
Oaklyn Gardens	Green Lane	Shanklin	opposite
Oaklyn Gardens	Green Lane	Shanklin	adjacent
Home Farm Close	Merrie Gardens	Merrie Gardens	near
Home Farm Close	Merrie Gardens	Merrie Gardens	opposite
Windmill Close	Upton Road	Haylands	SW-bound
Wellington Road	Wellington Road	Binstead	N-bound
Shanklin Bus Station	Landguard Road	Shanklin	Bay A
Shanklin Bus Station	Landguard Road	Shanklin	Bay B
Shanklin Bus Station	Landguard Road	Shanklin	Bay C
Shanklin Bus Station	Carter Road	Shanklin	Bay D
Trafalgar Drive	Trafalgar Drive	Binstead	E-bound
Youth Centre	Victoria Avenue	Shanklin	o/s
Youth Centre	Victoria Avenue	Shanklin	орр
Castle Court	Steephill Court Road	Steephill	adjacent
Big Mead	Church Road	Shanklin	adj
Big Mead	Church Road	Shanklin	орр

Landguard Holiday Park	Whitecross Lane	Shanklin	adjacent
Landguard Holiday Park	Sandy Lane	Shanklin	opposite
Station Avenue	The Broadway	Sandown	adjacent
West Green	Upper Green Road	St Helens	NE-bound
West Green	Upper Green Road	St Helens	SW-bound
St Helens Church	Eddington Road	Nettlestone	opposite
St Helens Church	Eddington Road	Nettlestone	outside
Attrills Corner	Eddington Road	Nettlestone	N-bound
Attrills Corner	Eddington Road	Nettlestone	E-bound
Longlands Cottages	Sandown Road	Bembridge	adj
Longlands Cottages	Sandown Road	Bembridge	орр
West Priory Cottages	Eddington Road	Nettlestone	outside
West Priory Cottages	Eddington Road	Nettlestone	opposite
Sophie Watson Gardens	Steyne Road	Seaview	орр
Sophie Watson Gardens	Steyne Road	Seaview	adj
Solent View Close	Solent View Road	Seaview	opposite
Solent View Close	Solent View Road	Seaview	adjacent
The Bench	Caws Avenue	Seaview	NE-bound
The Bench	Caws Avenue	Seaview	adjacent
Downsview Road	Station Road	St Helens	орр
Downsview Road	Station Road	St Helens	adj
Bullen Cross	Pondwell Hill	Seaview	NW-bound
Bullen Cross	Pondwell Hill	Seaview	SE-bound
Isle of Wight Distillery	Pondwell Hill	Pondwell	opposite
Isle of Wight Distillery	Pondwell Hill	Pondwell	adj
Sandown Bay Holiday Centre	Yaverland Road	Yaverland	орр
Sandown Bay Holiday Centre	Yaverland Road	Yaverland	nr
Elm Close	Nettlestone Green	Nettlestone	opposite
Elm Close	Nettlestone Green	Nettlestone	adj
Nettlestone Green	Seaview Lane	Seaview	adj
Nettlestone Green	Seaview Lane	Seaview	орр
Nettlestone Manor	Nettlestone Hill	Seaview	outside
Nettlestone Manor	Nettlestone Hill	Seaview	opposite
Old St Helens Station	Station Road	St Helens	opposite
Old St Helens Station	Station Road	St Helens	adjacent
Ducie Avenue	Sherbourne Street	Bembridge	adjacent
Steyne Cross	Hillway Road	Bembridge	N-bound
Steyne Cross	Hillway Road	Bembridge	S-bound
Lane End Road	Foreland Road	Bembridge	adj
Lane End Road	Steyne Road	Bembridge	opposite
Kingswood Centre	Hillway Road	Bembridge	opposite
Kingswood Centre	Hillway Road	Bembridge	outside
Bembridge Point	Embankment Road	Bembridge	adjacent

Bembridge Point	Embankment Road	Bembridge	орр
Holy Trinity Church	Church Road	Bembridge	adjacent
Fire Station	Walls Road	Bembridge	adjacent
Lane End Shops	Lane End Road	Bembridge	орр
High Park Road	Great Preston Road	Elmfield	opposite
High Park Road	Great Preston Road	Elmfield	adjacent
Steyne Park	Steyne Road	Bembridge	орр
Steyne Park	Steyne Road	Bembridge	adj
Inver House	Foreland Road	Bembridge	орр
Inver House	Foreland Road	Bembridge	adj
Whitecliff Bay	Hillway Road	Whitecliff Bay	орр
Whitecliff Bay	Hillway Road	Whitecliff Bay	adj
The Vine	Upper Green Road	St Helens	outside
The Vine	Upper Green Road	St Helens	opposite
Nodes Point	Eddington Road	St Helens	opposite
Nodes Point	Eddington Road	St Helens	adjacent
St Peters Church	Ryde Road	Seaview	adj
St Peters Church	Ryde Road	Seaview	орр
Brading Haven Yacht Club	Embankment Road	St Helens	opposite
Brading Haven Yacht Club	Embankment Road	St Helens	outside
Houseboats	Embankment Road	Bembridge Harbour	орр
Houseboats	Embankment Road	Bembridge Harbour	adj
Guildford Road	Upper Green Road	St Helens	орр
Guildford Road	Upper Green Road	St Helens	adjacent
Bembridge Airport	Sandown Road	Whitecliff Bay	outside
Bembridge Airport	Sandown Road	Whitecliff Bay	opposite
College Close	Avenue Road	Sandown	opposite
College Close	Avenue Road	Sandown	adjacent
High Street	High Street	Sandown	adjacent
Library	Victoria Road	Sandown	opposite
Ashley Gardens	Esplanade	Ryde	opposite
Ashley Gardens	Esplanade	Ryde	adjacent
Preston Close	Great Preston Road	Elmfield	opposite
Preston Close	Great Preston Road	Elmfield	adjacent
Lower Highland Road	St.John's Hill	Oakfield	adjacent
Lower Highland Road	St.John's Hill	Oakfield	opposite
Aylett Close	Morton Road	Yarbridge	opposite
Aylett Close	Morton Road	Yarbridge	adjacent
Arundel Road	Marlborough Road	Ryde	N-bound
Arundel Road	Marlborough Road	Ryde	S-bound
St Johns Church	Appley Road	Ryde	opposite
St Johns Church	Appley Road	Ryde	adjacent
Fort Mews	Avenue Road	Sandown	opposite

Fort Mews	Avenue Road	Sandown	adjacent
East Hill Road	East Hill Road	Ryde	N-bound
East Hill Road	East Hill Road	Ryde	S-bound
Grove Road	Broadway	Sandown	adjacent
Grove Road	Broadway	Sandown	SW-bound
Esplanade	Esplanade	Ryde	adjacent rbt
Pier Street	Beachfield Road	Sandown	opposite
Oakfield Stores	High Street	Oakfield	opposite
Oakfield Stores	High Street	Oakfield	adjacent
Halford Close	Perowne Way	Perowne Way	орр
Halford Close	Perowne Way	Perowne Way	adj
Fitzroy Street	Melville Street	Sandown	adjacent
Ryde Business Park	Great Preston Road	Elmfield	adjacent
Ryde Business Park	Great Preston Road	Elmfield	opposite
Morton Brook	Perowne Way	Yarbridge	NE-bound
Morton Brook	Perowne Way	Yarbridge	SW-bound
Slade Road	Harding Road	Oakfield	adjacent
Slade Road	Harding Road	Oakfield	opposite
The Cloisters	Broadway	Sandown	adjacent
The Cloisters	Broadway	Sandown	o/s 26
Conservative Club	Station Avenue	Sandown	opposite
Culver Way - North	Culver Way	Yaverland	o/s 64
Oasis	Carpenters Road	Carpenters Road	opposite
Wildheart Sanctuary	Culver Parade	Sandown	adj
Wildheart Sanctuary	Culver Parade	Sandown	opposite
Church	High Street	Brading	opposite
Church	High Street	Brading	adjacent
Dinosaur Isle	Culver Parade	Yaverland	outside
Wrax Road	New Road	Brading	adjacent
Woodland Close	Calthorpe Road	Pondwell	opposite
Woodland Close	Calthorpe Road	Pondwell	adjacent
Culver Way - East	Culver Way	Yaverland	opp 85
Meadow Way	Yaverland Road	Yaverland	adjacent
Meadow Way	Yaverland Road	Yaverland	opposite
Thornton Cross	Appley Road	Appley	E-bound
Thornton Cross	Appley Road	Appley	W-bound
Whitefield Forest Park	Beaper Shute	Beaper Farm	opposite
Whitefield Forest Park	Beaper Shute	Beaper Farm	adjacent
Bartletts Green	A3055	Westridge	N-bound
Bartletts Green	A3055	Westridge	S-bound
Tesco	Store approach Road	Westridge	outside
Bull Ring	High Street	Brading	adjacent
Bull Ring	New Road	Brading	opposite

Derwent Drive	Appley Road	Appley	opposite
Derwent Drive	Appley Road	Appley	adjacent
Cricket Club	Rowborough Lane	Brading	opposite
Cricket Club	Rowborough Lane	Brading	adjacent
Dean Farm	Whitwell Road	Whitwell	орр
Dean Farm	Ventnor Road	Whitwell	nr
Crematorium	Lushington Hill A3054	Wootton Common	E-bound
Crematorium	Lushington Hill A3054	Wootton Common	W-bound
Primary School	School Road	Godshill	opposite
Primary School	School Road	Godshill	adjacent
Dubbers	Newport Road	Godshill	adjacent
Yarborough Close	Newport Road	Godshill	opposite
Strathwell Crescent	Bannock Road	Whitwell	adj
Butterfly World	Staplers Road	Wootton Common	adjacent
Butterfly World	Staplers Road	Wootton Common	opposite
Newlands	Merstone Lane	Merstone	opposite
Newlands	Merstone Lane	Merstone	adjacent
Dovecotes	Merstone Lane	Merstone	opposite
Dovecotes	Merstone Lane	Merstone	adjacent
Monkey Haven	Staplers Road	Wootton Common	nr
Monkey Haven	Staplers Road	Wootton Common	орр
Bannock Road North	Bannock Road	Whitwell	E-bound
Nettlecombe Lane	High Street	Whitwell	орр
Nettlecombe Lane	High Street	Whitwell	adjacent
Newbarn Business Park	A3056	Arreton	adjacent
Newbarn Business Park	A3056	Arreton	opposite
Bannock Road middle	Bannock Road	Whitwell	o/s 31
RSPCA Shelter	Merstone Lane	Rookley	opposite
RSPCA Shelter	Merstone Lane	Rookley	adjacent
Alverstone Road	Whippingham Road	Whippingham	nr
Alverstone Road	Whippingham Road	Whippingham	adj
Merstone South	Merstone Lane	Merstone	NE-bound
Merstone South	Merstone Lane	Merstone	SW-bound
Allendale	A3020 Newport Road	Rookley Green	opposite
Allendale	A3020 Newport Road	Rookley Green	adjacent
Parish Church	Ventnor Road	Whitwell	орр
Parish Church	Kemming Road	Whitwell	adj
Headhunters	Briddlesford Road	Downend	S-bound
Gravel Pit Road	Station Road	Wootton	NE-bound
Gravel Pit Road	Station Road	Wootton	SW-bound
Lushington Garage	High Street	Wootton Bridge	opposite
Lushington Garage	High Street	Wootton Bridge	adjacent
St Lawrence Dene	Undercliff Drive	St Lawrence	opposite

St Lawrence Dene	Undercliff Drive	St Lawrence	adjacent
Wootton Station	Station Road	Wootton	opposite
Wootton Station	Station Road	Wootton	adjacent
Carpenters Yard	A3056	Arreton	NW-bound
Carpenters Yard	A3056	Arreton	SE-bound
Wootton Cedars	High Street	Wootton Bridge	E-bound
Wootton Cedars	High Street	Wootton Bridge	W-bound
Seven Sisters Road	Undercliff Drive	Undercliffe Drive	adjacent
Seven Sisters Road	Undercliff Drive	Undercliffe Drive	opposite
Carfax	Undercliff Drive	St Lawrence	орр
Carfax	Undercliff Drive	St Lawrence	adj
Westwood House Lodge	Lushington Hill	Wootton Common	E-bound
Westwood House Lodge	Lushington Hill	Wootton Common	W-bound
Wootton Common Crossroads	Whiterails Road	Wootton Common	NE-bound
Wootton Common Crossroads	Whiterails Road	Wootton Common	SW-bound
Hollies	High Street	Godshill	adjacent
Griffin	High Street	Godshill	adjacent
Arreton Manor	Downend Road	Arreton	N-bound
Arreton Manor	Downend Road	Arreton	S-bound
Week Crossroads	Whitwell Road	St Lawrence	NW-bound
Week Crossroads	Whitwell Road	St Lawrence	SE-bound
Godshill South	Shanklin Road	Godshill	E-bound
Arreton School	Main Road	Arreton	adjacent
Arreton School	Main Road	Arreton	opposite
Arreton Barns	Main Road	Arreton	adjacent
Arreton Barns	Main Road	Arreton	opposite
Gordon Lodge	Victoria Grove	East Cowes	opposite
Gordon Lodge	Victoria Grove	East Cowes	adjacent
Cook Avenue	Cook Avenue	Fairlee	adjacent
Mayfield Road	Victoria Grove	East Cowes	adj
Mayfield Road	Victoria Grove	East Cowes	W-bound
Atkinson Drive	Atkinson Drive	Fairlee	adjacent
Manor Crescent	Furrlongs	Pan	N-bound
Manor Crescent	Furrlongs	Pan	SW-bound
Priory Walk	Chatfield Road	Niton	adj
Priory Walk	Chatfield Road	Niton	орр
The Lakes	Main Road	Rookley	opposite
The Lakes	Main Road	Rookley	adjacent
Greenfields Road	Fairmount Drive	Staplers	adj
Orchard House	Fairlee Road	Fairlee	adjacent
Orchard House	Fairlee Road	Fairlee	opposite
Greenways	Furrlongs	Pan	E-bound
Greenways	Furrlongs	Pan	W-bound

Reeve Court	Staplers Road	Staplers	opposite
Reeve Court	Staplers Road	Staplers	adjacent
Meadow View	Newport Road	Niton	S-bound
Meadow View	Newport Road	Niton	N-bound
Gordon Road	Halberry Lane	Halberry Lane	adjacent
Medina Leisure Centre	Fairlee Road	Fairlee	adjacent
Medina Leisure Centre	Fairlee Road	Fairlee	opposite
Connaught Road	York Avenue	East Cowes	NW-bound
Connaught Road	York Avenue	East Cowes	SE-bound
Kingates Barn	Newport Road	Niton	S-bound
Kingates Barn	Newport Road	Niton	N-bound
Kingates Lane	Kemming Road	Whitwell	adj
Kingates Lane	Kemming Road	Whitwell	орр
Whitehouses	North Fairlee Road	Binfield	NE-bound
Whitehouses	North Fairlee Road	Binfield	SW-bound
CECAMM	Whippingham Road	Osborne House	adj
CECAMM	Whippingham Road	Osborne House	орр
Blackwater Quarry	A3056	Blackwater	adjacent
Blackwater Quarry	A3056	Blackwater	opposite
Pagham	Main Road	Rookley	adjacent
Pagham	Main Road	Rookley	opposite
Merstone Lane	Main Road	Rookley	NW-bound
Merstone Lane	Main Road	Rookley	SE-bound
Binfield Corner	Racecourse	Binfield	NE-bound
Binfield Corner	Racecourse	Binfield	SW-bound
Campfield Road	Whippingham Road A3021	Whippingham	opposite
Whippingham Heights	Whippingham Road	Whippingham	S-bound
Buckbury Lane	Long Lane	Staplers	NW-bound
Buckbury Lane	Long Lane	Staplers	SE-bound
Furrlongs Top	Furrlongs	Pan	S-bound
Mayfield Drive Bottom	Mayfield Drive	Staplers	SE-bound
Mayfield Drive Top	Mayfield Drive	Staplers	S-bound
Osborne House	York Avenue	Osborne House	opposite
Osborne House	York Avenue	Osborne House	adjacent
Osborne Cottage	York Avenue	Osborne House	opposite
Osborne Cottage	York Avenue	Osborne House	adjacent
Mayfield Drive Middle	Mayfield Drive	Staplers	SE-bound
Long Lane	Staplers Road	Staplers	NW-bound
Long Lane	Staplers Road	Staplers	SE-bound
Bowling Club	Mitchell Avenue	Ventnor	opposite
Bowling Club	Mitchell Avenue	Ventnor	adjacent
Quarr Abbey	Elenors Grove A3054	Quarr Hill	adjacent
Quarr Abbey	Elenors Grove A3054	Quarr Hill	opposite

St Catherines Church	Alpine Road	Ventnor	adj
St Catherines Church	Church street	Ventnor	орр
Pointer Inn	High Street	Newchurch	opposite
Pointer Inn	High Street	Newchurch	adjacent
Boots	High Street	Ventnor	adjacent
Apse Heath Crossroads	Newport Road	Apse Heath	E-bound
Apse Heath Crossroads	Newport Road	Apse Heath	W-bound
Apse Manor Road	Shanklin Road	Shanklin	adjacent
Apse Manor Road	Shanklin Road	Shanklin	opposite
Central Car Park	High Street	Ventnor	adjacent
Forest Road East	Forest Road	Winford	NE-bound
Forest Road East	Forest Road	Winford	SW-bound
Grove House Surgery	Albert Street	Ventnor	adj
Zig Zag Road School Stop	Zig Zag Road	Ventnor	W-bound
Alpine Road	Zig Zag Road	Ventnor	NE-bound
Alpine Road	Zig Zag Road	Ventnor	SW-bound
Winford Cross	Watery Lane	Winford	E-bound
Winford Cross	Winford Road	Winford	N-bound
Winford Cross	Winford Road	Winford	S-bound
Winford Cross	Watery Lane	Winford	W-bound
Zig Zag Road	Zig Zag Road	Ventnor	NE-bound
Forest Road West	Forest Road	Winford	NW-bound
Forest Road West	Forest Road	Winford	SE-bound
Old Station Road	Mitchell Avenue	Ventnor	adjacent
Old Station Road	Mitchell Avenue	Ventnor	opposite
Langbridge	The Shute	Langbridge	N-bound
Langbridge	The Shute	Langbridge	S-bound
Smokey Hole	Alverstone Road	Winford	adj
Smokey Hole	Alverstone Road	Winford	орр
Blythe Way	Blythe Way	Sibden Hill	outside
Blythe Way	Blythe Way	Sibden Hill	near
Silver Trees	Silver Trees	Sibden Hill	adj 62
Silver Trees layby	Silver Trees	Sibden Hill	adjacent
Ventnor Towers Hotel	Madeira Road	Bonchurch	adj
Ventnor Towers Hotel	Madeira Road	Bonchurch	орр
Stroudwood Road	Stroud Wood Road	Upton	NW-bound
Post Box	Bonchurch Village Road	Bonchurch	adj
Post Box	Bonchurch Village Road	Bonchurch	орр
Binstead Lodge Road	Binstead Lodge Road	Binstead	E-bound
Newnham Road	Binstead Hill	Binstead	E-bound
Newnham Road	Quarr Hill	Binstead	W-bound
Kings Road	Kings Road	Binstead	E-bound
Cliff Bridge	Victoria Avenue	Shanklin	NW-bound

Cliff Bridge	Victoria Avenue	Shanklin	SE-bound
Hairpin Bend	Alverstone Road	Winford	N-bound
Hairpin Bend	Alverstone Road	Winford	S-bound
Tennis Courts	St.Boniface Road	Ventnor	adjacent
Tennis Courts	St.Boniface Road	Ventnor	opposite
Cheverton Shute	Newport Road	Apse Heath	E-bound
Cheverton Shute	Newport Road	Apse Heath	W-bound
Trinity Church	Trinity Road	Bonchurch	opposite
Trinity Church	Trinity Road	Bonchurch	adjacent
Library	High Street	Ventnor	adjacent
Library	High Street	Ventnor	opposite
St Boniface Primary	St Boniface Road	Ventnor	adjacent
Cooks Castle Farm	St Johns Road	Wroxall	opposite
Cooks Castle Farm	St Johns Road	Wroxall	nr
Appuldurcombe	St.Johns Road	Wroxall	adj
Appuldurcombe	St.Johns Road	Wroxall	nr
Hale Common	A3056	Hale Common	N-bound
Hale Common	A3056	Hale Common	S-bound
Wootton Bridge	High Street	Wootton Bridge	E-bound
Wootton Bridge	High street	Wootton Bridge	W-bound
Donkey Sanctuary	B3327 St Johns Road	Wroxall	outside
Donkey Sanctuary	B3327 St Johns Road	Wroxall	opposite
Village Church	St Johns Road	Wroxall	nr
Village Church	St Johns Road	Wroxall	adj
Mountfield Road	Clarence Road	Wroxall	adjacent
Mountfield Road	Clarence Road	Wroxall	opposite
Hazely Combe	A3056	Arreton	opposite
Hazely Combe	A3056	Arreton	adjacent
Old Horringford Station	A3056	Horringford	adjacent
Old Horringford Station	A3056	Horringford	opposite
Redhill Lane	Shanklin Road	Sandford	opposite
Redhill Lane	Shanklin Road	Sandford	adjacent
Chapel	Shanklin Road	Sandford	opposite
Chapel	Shanklin Road	Sandford	adjacent
Hale Manor	A3056	Hale Common	adjacent
Hale Manor	A3056	Hale Common	opposite
Tesco	High Street	Wootton Bridge	adj
Tesco	High Street	Wootton Bridge	орр
Steephill Court	Undercliff drive	Steephill	W-bound
York Road	Newport Road	Upper Ventnor	adjacent
York Road	Newport Road	Upper Ventnor	opposite
Holliers Farm	A3056 Newport Road	Branstone	adjacent
Gills Cliff Road Sch Stop	Gills Cliff Road	Upper Ventnor	SW-bound

Ventnor West Station	Castle Close	Steephill	adjacent
Ventnor Park	Park Avenue	Ventnor	opposite
Ventnor Park	Park Avenue	Ventnor	adjacent
Fishbourne Lane	Elenors Grove A3054	Fishbourne	adj
Fishbourne Lane	Kite Hill A3054	Fishbourne	орр
Two Firs	Winford Road	Winford	opposite
Two Firs	Winford Road	Winford	adjacent
Steephill Down Road	Newport Road	Upper Ventnor	adjacent
Eversley Hotel	Park Avenue	Ventnor	opposite
Eversley Hotel	Park Avenue	Ventnor	adjacent
Glyn's View	Upper Gill's Cliff Road	Ventnor	adjacent
Whiteley Bank Crossroads	A3020	Whiteley Bank	SE-bound
Whiteley Bank Crossroads	St Johns Road B3327	Whiteley Bank	N-bound
Whiteley Bank Crossroads	St Johns Road B3327	Whiteley Bank	S-bound
Whiteley Bank Crossroads	A3020	Whiteley Bank	NW-bound
Kite Hill	Kite Hill	Wootton Bridge	NE-bound
Kite Hill	Kite Hill	Wootton Bridge	SW-bound
Manor Road	Clarence Road	Wroxall	opposite
Manor Road	Clarence Road	Wroxall	adjacent
Island Free School	Newport Road	Upper Ventnor	орр
Island Free School	Newport Road	Upper Ventnor	adj
Amazon World	Watery Lane	Newchurch	adjacent
Amazon World	Watery Lane	Newchurch	opposite
Pine Point	Whitwell Road	Ventnor	E-bound
Pine Point	Whitwell Road	Ventnor	W-bound
Fighting Cocks	A3056	Hale Common	adjacent
Fighting Cocks	A3056	Hale Common	opposite
Well Road	Well Road	East Cowes	SE-bound
Culver Way - West	Culver Way	Yaverland	o/s 38
Culver Way - South	Culver Way	Yaverland	o/s 3
Redcliff Close	Culver Way	Yaverland	adj
Busy Bee Garden Centre	Brading Road	Westridge	adjacent
Busy Bee Garden Centre	Brading Road	Westridge	opposite
Sibden Hill	Blythe Way	Sibden Hill	NE-bound
John Nash Avenue	York Avenue	East Cowes	орр
John Nash Avenue	York Avenue	East Cowes	adj
Farringford House	Bedbury Lane	Freshwater Bay	adjacent
St Albans Steps	Ocean View Road	Upper Ventnor	near
St Albans Steps	Ocean View Road	Upper Ventnor	opposite
Castle Hill	Cedar Hill	Carisbrooke	S-bound
Hayward Avenue	Marlborough Road	Westridge	N-bound
Hayward Avenue	Marlborough Road	Westridge	S-bound
Red Funnel Terminal	Dover Road	East Cowes	opposite

Undercliff Garage	Barrack Shute	Niton	N-bound
Undercliff Garage	Barrack Shute	Niton	S-bound
Castlehaven Lane	St Catherines Road	Niton	adj
Sandrock	Sandrock Road	Niton	NE-bound
Bishops Way	Manners View	Newport	W-bound
Galley Lane	Main Road	Brighstone	opposite
Galley Lane	Main Road	Brighstone	adjacent
Enterprise College	Crossfield Avenue	Cowes	nr
Enterprise College	Crossfield Avenue	Cowes	outside
GP Surgery	New Road	Brighstone	nr
Health & Leisure Centre	Private Road Moa Car Park	Freshwater	opposite
Summers Lane	Middleton	Pound Green	near
The Broadway	Granville Road	Totland	adjacent
Colwell Bay Car Park	off Colwell Chine Road	Colwell	inside
Golden Ridge	Goldings Way	Freshwater	adjacent
New Road	New Road	Brading	o/s 47
Ryedale	Atherley Road	Shanklin	opposite
Ryedale	Atherley Road	Shanklin	outside
Pound Green	Queens Road	Freshwater	opposite
Pound Green SCH	Camp Road	Freshwater	nr
St Saviours Road	Weston Road	Totland	adjacent
Parkway	Regina Road	Freshwater	adjacent
Fort Victoria	Westhill Lane	Norton	near
Surgery	Station Road	Yarmouth	adjacent
High Street	Market Square	Yarmouth	opposite
Colwell Road	Colwell Lane	Colwell	adjacent
Briddlesford Lodge Farm	Briddlesford Road	Wootton Common	S-bound
Knights Cross	Briddlesford Road	Wootton Common	S-bound
Ferry Terminal	access road in Terminal	Fishbourne	inside
IOW Festivals Temp Stop	Church Litten	Newport	N-bound
IOW Festivals Temp Stop	Castle Street	East Cowes	SW-bound
Silverbirch Drive	Mountbatten Drive	Newport	opposite
Hazel Close	Sylvan Drive	Newport	opposite
Millfield Road	Mountbatten Drive	Newport	adjacent
Millfield Road	Mountbatten Drive	Newport	opposite
Machin Close	Mountbatten Drive	Newport	adjacent
Machin Close	Mountbatten Drive	Newport	opposite
Jubilee Close	West Street	Godshill	opposite
Jubilee Close	West Street	Godshill	adj
Millers	Whitwell Road	Godshill	opposite
Millers	Whitwell Road	Godshill	adjacent
Roud Road	Whitwell Road	Roud	adjacent
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Stenbury	Whitwell Road	Southford	opposite
Stenbury	Whitwell Road	Southford	adjacent
Southford Farm	High Street	Southford	opposite
Southford Farm	High Street	Southford	adjacent
Haywards	High Street	Whitwell	adjacent
IOW Festival	off North Fairlee Road	Fairlee	aujacont
ASDA	Godric Road	Newport	орр
Hogs Head	High Street	Newport	орр
The Apple Farm	Newport Road	Afton	adj
Tapnell Farm Park	unnamed access road	Tapnell	inside
Freshwater Fruit Farm	Wilmingham Lane	Afton	o/s
Freshwater Fruit Farm	Wilmingham Lane	Afton	орр
Atherley Cross Road	Atherley Road	Shanklin	орр
Medina College	unnamed private road	Fairlee	nr
Island Free School	access layby	Upper Ventnor	nr
St James' Street	South Street	Newport	nr
Jubilee Close SCH	Camp Road	Freshwater	adj
Kings Manor Road	Carrie Victoria	Freshwater	adi
Donkey Bank	Madeira Road	Bonchurch	SE-bound
The Old Rectory	Seven Sisters Road	St Lawrence	nr
•		Dude	opp Nelson Lane
Esplanade A Festival services	Esplanade Terminus Road	Ryde Cowes	SW-bound
Hammond Close	Westhill Lane	Norton	adj Nr Nelson
Esplanade B	Esplanade	Ryde	Lane
Mountfied Villas	Tennyson Road	Yarmouth	o/s
Freshwater Tesco	private car park	Afton	o/s
Dimbola	Gate Lane	Freshwater Bay	adj
Middleton		Pound Green	nr
St Saviours	Summers Lane	Totland	adj
Touchwood	York Road	Totland	adj
Salisbury Cottage	Norton Green	Norton Green	орр
Bound Road	Bound Road	Freshwater	in
Pitt Farm	Newport Road B3327	Wroxall	opposite
Pitt Farm	Newport Road B3327	Wroxall	adjacent
Baptist Church	Institute Hill	Niton	adjacent
Baptist Church	Institute Hill	Niton	opposite
Sylvan Drive	Sylvan Drive	Newport	adjacent
Acacia Close	Sylvan Drive	Newport	opposite
Birch Gardens	Sylvan Drive	Newport	adjacent
Riverway	Riverway	Newport	N-bound
Daish Way	Daish Way	Newport	W-bound
Aspen Close	Sylvan Drive	Newport	adjacent

La Falaise Car Park	Esplanade	Ventnor	inside
Shore Road	Shore Road	Bonchurch	inside
Church Place	Hooke Hill	Freshwater	nr
Church Place	Hooke Hill	Freshwater	adjacent
New Street	Beachfield Road	Sandown	SW-bound
Norton Green	Copse Lane	Norton Green	N-bound
Norton Green	Pixley Hill	Norton Green	S-bound
Home Meade	Furrlongs	Pan	орр
Home Meade	Furrlongs	Pan	adj
Whitwell Church	Kemming Road	Whitwell	adj
Belvedere Street	Melville Street	Ryde	W-bound
Foxhills	Whitwell Road	Ventnor	adj
Foxhills	Whitwell Road	Ventnor	орр
Spring Hill Gardens	Spring Hill	Ventnor	nr
Spring Hill Gardens	Spring Hill	Ventnor	adi



## Agenda Item 1

## Isle of Wight Council Forward Plan – September 2023

The Forward Plan is a list of all Key Decisions 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.

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

\*Any decisions that are intended to 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, will require the publication of specific notices, including the reason(s) for the meeting to be held in private.

Title and	<b>Summary</b>	of	Proposed
Decision			

<b>Decision Making Body</b>
and name of relevant
Cabinet Member

## 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?
Lease of Browns Golf Course  The previous tenant gave notice to end their period of tenancy just prior to the summer break.  The authority has made every attempt to advertise this opportunity in time, so the facility could be open for the summer at the request of members.  There was some interest, and a successful candidate has been appointed. A decision is required now what the leases have been produced, dio award this 5 year lease	Cabinet Member for Economy, Regeneration, Culture and Leisure Councillor Julie Jones- Evans Date 1st added: 1 August 2023 APPROVED PENDING	Not before 30th Aug 2023	Leaders authority - Browns Lease_Redacted Upcoming Decision Notice Report	Advertisement of the opportunity	Open
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.	Cabinet  Cabinet Member for Infrastructure, Highways PFI and Transport (Archived 19 May 2023) Date 1st added: 2 May 2023	14 Sep 2023		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	Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
QPMR Q1 - 2023-24	Cabinet	14 Sep 2023			Open
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	Cabinet Member for Finance, Climate Change and Biosphere Date 1 <sup>st</sup> added: 31 May 2023				
To seek approval for the proposed Local Bus Service Enhanced Partnership Plan and Scheme Partnership Plan and Scheme with Southern Vectis, based on the recently adopted Bus Services Improvement Plan.	Cabinet  Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy Date 1st added: 5 June 2023	14 Sep 2023		N/A	Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Housing Affordability Supplementary Planning Document (SPD)  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 greed at the Housing Members Board in April 2023.	Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 5 June 2023	14 Sep 2023		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.	Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Better Care Fund 2023-2025	Cabinet	14 Sep 2023		Stakeholders - LA, ICB	Open
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 Capprove 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.	Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness Date 1 <sup>st</sup> added: 5 July 2023				
Children's Services - Future Arrangements	Cabinet	14 Sep 2023	None	Partnership stakeholders Internal Council Services	Open
To confirm the arrangements for the termination of the Children's Services Partnership with Hampshire and consider potential options for future service delivery.	Date 1 <sup>st</sup> added: 16 August 2023				

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?
Isle of Wight Youth Justice Plan	Full Council	20 Sep 2023		N/A	Open
It is a statutory requirement for all Youth Justice Services to complete an annual Youth Justice Plan. This plan is written in accordance with the Youth Justice Board guidance using their standard template.	Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 <sup>st</sup> added: 1 August 2023				
One of the requirements under Regulation 4 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000', is for othis plan to be signed off by full (Section 5.28 of the guidance)					
Disposal of the former Sandham Middle School site, Perowne Way, Sandown, IW  Disposal of the site to enable housing	Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness	4 Oct 2023		Local member and Sandown Town Council	Part exempt Appendices will contain confidential heads of terms
delivery	Councillor Ian Stephens Date 1 <sup>st</sup> added: 5 September 2023				
125 Year Lease of Rew Valley Sports Centre and playing fields, Ventnor to The Island Free School	Cabinet Member for Finance, Climate Change and Biosphere	5 Oct 2023			Open
Rew Valley Sports Centre – grant of a new lease to the Island Free School	Councillor Jonathan Bacon Date 1 <sup>st</sup> added: 5 September 2023				

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?
Housing Strategy 2020 – 2025 Action Plan Progress Report 2023  To provide Cabinet with progress the council and its partners have made against the Housing Strategy action plan since adoption in October 2020.	Cabinet  Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness Date 1st added: 1 August 2023	12 Oct 2023	Housing Strategy 2020 – 2025 Action Plan Progress Report 2023		Open
Island Planning Strategy  As the Draft IPS was not agreed on 5 October, Full Council is to specify its Objections and to formally refer the Drafter back to the Cabinet.	Cabinet  Full Council  Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 17 March 2022	9 Nov 2023 15 Nov 2023		Internal and External Full public consultation	Open
Disposal of potential housing site(s) in East Cowes  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	Cabinet  Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 6 July 2022	9 Nov 2023		East Cowes Waterfront Implementation Group and local member	Part exempt Yes – appendix summarising appraisal of responses to EOI issued in April 2022 – responses were submitted as commercial in confidence

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?
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 condertaken.	Cabinet  Cabinet Member for Finance, Climate Change and Biosphere Date 1st added: 5 July 2023	9 Nov 2023		Public/Service Users Stakeholders Town, Parish & Community Councils Internal Council Services	Open
Adoption of three LCWIPs (East Cowes & Whippingham; Cowes, Gurnard & Northwood; Brading, Bembridge & St Helens) as a Supplementary Planning Documents (SPD)  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.	Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 1 March 2023	11 Jan 2024		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	Open

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?

## **Local Council Tax Support**

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.

**Full Council** 

Cabinet Member for Finance, Climate Change and Biosphere Date 1st added: 5 July 2023 17 Jan 2024

Open

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. www.iwight.com Press releases. Face to face communication at customer service points. The council's Facebook and Twitter sites (weekly promotions). Information on the front page of iwight.com

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?
Review of Polling Places and Districts  Review of Polling Places and Districts	Full Council  Cabinet Member for Finance, Climate Change and Biosphere Date 1st added: 5 September 2023	17 Jan 2024		Direct contact with Elected Members, previous Independent Candidates, Local Political Parties, Parish & Town Councils and those with a speciality in access for persons with a disability. Members of the public via Press release, etc.	Open
The adoption of the Newport Harbour Masterplan Supplementary Planning Document  Whether to adopt the draft Newport Harbour Masterplan as a supplementary planning document	Cabinet  Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism (archived 19 May 2023) Date 1st added: 7 September 2022	8 Feb 2024			Open
Determination of School Admission Arrangements for 2025/26  To determine the Isle of Wight Council's school admissions arrangements for 2025/2026.	Cabinet  Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023	8 Feb 2024			Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Determine School Academic Year/Term Dates for 2025/2026  To seek approval from the Cabinet on the determination of the pattern of school term and holiday dates for the school year 2025/2026.	Cabinet  Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023	14 Mar 2024			Open
Director of Public Health Annual Report - Childhood Obesity - Call to Action  To note the Annual Report of the Director of Public Health 2023/24 and pendorse any recommendations with the report.	Cabinet  Deputy Leader and Cabinet Member for Adult Services and Housing, Public Health and Homelessness Date 1st added: 5 September 2023	14 Mar 2024		N/A	Open
Post 16 Transport Policy Statement 2024  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.	Cabinet  Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 July 2023	9 May 2024			Open

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