

Agenda

Name of meeting	CABINET
Date	THURSDAY 8 FEBRUARY 2024
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the Cabinet	Cllrs P Jordan (Chairman), L Peacey-Wilcox, D Andre, J Bacon, P Fuller, J Jones-Evans, 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 11 January 2024.

2. **Declarations of Interest**

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

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

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk, no later than two clear working days before the start of the meeting. The deadline for written questions will be Monday 5 February 2024.



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

4. **Chairman's Announcements**

5. **Report of the Cabinet Member for Children's Services, Education and Corporate Functions**

(a) QPMR Q3 - 2023/24 (Pages 11 - 76)

(b) Determination of School Admission Arrangements for 2025/26 (Pages 77 - 98)

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

(a) LEP Integration of functions into Upper Tier Local Authorities (Pages 99 - 112)

7. **Report of the Leader and Cabinet Member for Transport Infrastructure, Highways PFI and Transport Strategy**

(a) District 2 TRO Review - Newport and Carisbrooke (Pages 113 - 222)

8. **Report of the Cabinet Member for Housing and Finance**

(a) Council Tax Premiums on Second Homes and Empty Properties (Pages 223 - 250)

9. **Cabinet Member Announcements**

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

10. **Consideration of the Forward Plan** (Pages 251 - 264)

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

11. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 5pm on Tuesday 6 February 2024. 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, 31 January 2024

Interests

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

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

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

Notice of recording

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Minutes

Name of meeting	CABINET
Date and Time	THURSDAY 11 JANUARY 2024 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs P Jordan (Chairman), D Andre, J Bacon, P Fuller, J Jones-Evans, K Lucioni and I Stephens
Also Present	Cllrs C Jarman and P Spink Sharon Betts, Laura Gaudion, Wendy Perera and Claire Shand
Also Present (Virtual)	Cllr M Lilley Colin Rowland
Apologies	Cllr L Peacey-Wilcox

153. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 9 November 2023 be approved.

Cllr Jarman asked a question arising from the Minutes in relation to the Local Council Tax Support Scheme, to which the Leader agreed to provide a detailed response.

154. **Declarations of Interest**

There were no declarations of interest.

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

There were no public questions.

Cllr Lilley asked a question at this point regarding the Independent Island Living Strategy and asked why it had not been considered by the Policy and Scrutiny Committee for Health and Social Care.

The Leader confirmed that senior staff had been reminded that these important items should come before the relevant Scrutiny Committees and would do so as far as possible in the future, and that a written response would be provided to Cllr Lilley's question.

156. Chairman's Announcements

The Chairman confirmed that he was continuing to work with the chief Executive and the Corporate Management Team in relation to a review of the Corporate Plan.

157. Report of the Cabinet Member for Adult Social Care and Public Health

157a Review of Independent Island Living Strategy

Confirmation was given that the date of the strategy was 2023-2038, not 2028 as stated in the report. A wide consultation had been carried out. The strategy established the current and future demand for extra care housing and had determined a shortfall of an average of just over 35 units per year across the 15 years review period. Approving the strategy would enable the council to be better informed of and meet the extra care housing needs of the Island.

RESOLVED:

That Cabinet adopts the Isle of Wight Independent Island Living Strategy attached at Appendix 1.

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

158a District 2 TRO Review - Newport and Carisbrooke

This item was deferred by the Chairman to the next meeting of Cabinet on 8 February for more work to be carried out on some of the proposed schemes.

159. Report of the Cabinet Member for Housing and Finance

159a Discretionary Rate Relief Policy

The policy would allow backdating of claims for the previous financial year provided they were received by 30 September in the current year. The difference between mandatory and discretionary reliefs was explained. Adopting the policy would help charities and small businesses.

RESOLVED:

That Cabinet recommends that Full Council adopts Options 1 and 4 within this report, namely that:

Backdating provisions which mirror the current legislative backdating rules are adopted within the Discretionary Rate Relief Policy. Awards will be considered from the date the application is received. In exceptional circumstances consideration may be given to awarding rate relief for a retrospective period where the ratepayer can demonstrate good cause for not submitting the application earlier, subject to the following constraints relating to discretionary awards:

- i) If the application is received by 30 September, the award can be backdated to 1 April of the previous financial year.
- ii) If the application is received after 30 September, the award can only be backdated to 1 April of the current financial year.
- iii) that relief can be amended or ceased by the Council at any such time (determined on a daily basis) as the Council considers that the ratepayer no longer meets the criteria for receiving the relief.

and

That any future changes required to the Discretionary Rate Relief Policy are passed for delegated decision to the Deputy Leader and Cabinet Member for Housing and Finance and the s151 Officer, in conjunction with the Monitoring Officer, if appropriate.

160. **Report of the Cabinet Member for Children's Services, Education and Corporate Functions**

160a **School Funding Formula & Budget Setting 2024/25**

This was a yearly paper setting out the council's principles for the distribution of the funding from government. Consultation had taken place with schools and the proposed principles had been formally considered and agreed by the IW Schools' Forum.

RESOLVED:

That the 2024/25 school funding formula and wider Dedicated Schools Grant budget allocations detailed in Appendix 1 and 2 to this report be approved.

161. **Cabinet Member Announcements**

The Cabinet Member for Children's Services, Education and Corporate Functions gave some clarification on a query which had been earlier raised by Cllr Jarman in relation to the minute regarding the Local Council Tax Support Scheme. He also reported that he had attended an event to mark the ending of the partnership with Hampshire County Council and to celebrate the good things that had come from the partnership. The new Director of Children's Services was in attendance and would be taking up his post from 1 February 2024.

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported that there had been a successful bid to augment the budget for 'The Department' in Ryde. A bid was also to be made shortly to Historic England for the Newport Guildhall.

The Bay Place Plan had launched on Monday 8 January and the event had been well attended.

Solent Cultural Strategy consultation had taken place in December at the Quay Arts, which had also been well attended.

The Cabinet Member for Regulatory Services, Community Protection and ICT reported that she had just returned from attending the launch of the Violence Reduction Partnership which sets out the obligations the partners have to deal with violent crimes and exploitation, particularly in the under 25s. The partnership would be re-launched when the new Service Director for Communities was in post and a further update would be given at that time.

Cowes Police station would be reopening shortly.

The Cabinet Member for Planning, Coastal Protection and Flooding reported that many comments had been made regarding the lack of medical infrastructure on the island when considering housing developments, and confirmed that a draft Health Contributions Supplementary Planning Document (SPD) was being prepared which would seek contributions for developments of over 20 units, and it was hoped that these may help to extend current GP practices.

A draft Sustainable Drainage Systems SPD to prevent water from entering the sewerage system was also being worked on with expert consultants and the Environment Agency.

Three LCWIPs would be coming to Cabinet in May for consideration.

A Statement of Community Involvement would be published in the near future to address how the council engages with the public as highlighted as an issue in the recent planning peer review.

The draft Island Planning Strategy (DIPS) had been further delayed as a result of changes to the National Planning Policy Framework (NPPF) and the Newport Harbour Masterplan had therefore been further delayed pending the outcome of the decision on the DIPS.

The Cabinet Member for Housing and Finance reported that he was still working with officers to provide a balanced budget. He had spent a day at the Dementia Hub in Cowes and had been very impressed with all that was taking place there.

The Cabinet Member for Adult Social Care and Public Health reported that she had visited the Adelaide re-enablement centre and had spoken to staff and residents and had also visited the Alcohol and Drug Service and had been impressed by the work going on. A programme of planned visits had been prepared including to the Gouldings which had recently been refurbished.

The Leader and Cabinet Member for Infrastructure, Highways PFI and Transport reported that he had also been impressed by a recent visit to the Gouldings.

Some grant funding of £14-£15 million had been received to be rolled out over approximately two years for the West Wight Greenway.

Grant funding had also been received for some safety schemes in the Arreton and Blackwater areas, and £600,000 -£700,000 for active travel in Ryde. The Leader expressed his huge disappointment that the Island Deal had not been forthcoming in

the recent government settlement and that the council had hoped to be £400,000 better off but were in fact the same amount worse off.

162. **Consideration of the Forward Plan**

There were several amendments required to be made to the Forward Plan:

- District 2 TRO – Newport and Carisbrooke – slip from this meeting to 8 February
- District 4 TRO – (Alverstone, Arreton, Lake, Newchurch, Sandown, Shanklin)- Slipped from 8 Feb to 9 May to allow for public consultation, feedback summaries and report
- District 6 TRO – (Brighstone, Freshwater, Rookley, Shalfleet, Shorwell, Totland Yarmouth) Slipped from 14 March to 13 June to allow for public consultation, feedback summaries and report.
- Adoption of the Newport Harbour Masterplan – slip from 8 Feb to 9 May to await update on determination of Island Planning Strategy.
- Adoption of 3 x LCWIPs as SPDs – slip from 14 March to 9 May due to delay in undertaking the consultation due to officer resources bringing forward other SPDs.

New Items to be added;

- Disposal of the former Yarmouth School – 14 March
- Disposal of the former Weston School Academy – 14 March
- Draft Health Contributions SPD – 9 May
- Draft Sustainable Drainage Systems SPD – 9 May

Sale of Plot A2 at the Island Technology Park (delegated decision)

163. **Members' Question Time**

Cllr Lucioni asked whether the Joint Needs Assessment for the partnership had yet been sent. It was confirmed it had not been and Cllr Lucioni would chase this up.

Cllr Jones-Evans asked what would be happening to the Household Support Fund. No announcement had been made for the next financial year. It had now transferred to ASC portfolio and that historically there had been very little notice when new funds were being granted and the situation was being closely monitored. Any further funding coming forward would support as broad a range of services as possible.

CHAIRMAN

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Cabinet Report

Date **8 FEBRUARY 2024**

Title **PERFORMANCE REPORT –
QUARTER ENDED 31 DECEMBER 2023**

Report of **CABINET MEMBER FOR HOUSING AND FINANCE**

1. Executive Summary

1.1 The purpose of this report is to:

- a) provide a summary of progress against Corporate Plan activities and measures for the period October to December 2023 (unless otherwise stated and shown in detail at appendices 1-10)
- b) inform Cabinet of areas of success, issues requiring attention and remedial activity in place to deal with these.

1.2 This report reflects the performance position as at the 31 December 2023 and therefore refers to the Cabinet members and portfolios in place at that time. Any changes to the Cabinet and responsibilities, after December 2023, will be reflected in the Q4 2023/2024 report.

1.3 Performance Exceptions

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

- The number of foot passengers using the floating bridge remains lower than the comparison period in the previous two years, although it continues to follow the same seasonal trend (Appendix 1).
- The number of vehicles using the floating bridge reduced significantly during quarter 3, with a total of 39,733 vehicles recorded in Q3, compared to 59,141 in the same period of the previous year (2022-23) (Appendix 1).
- The percentage of children becoming subject to a second or subsequent Child Protection Plan (within two years of the previous plan ending) is now at the lowest figure recorded in any of the current or previous two years. This figure is currently 5.2% (Appendix 3).
- The percentage of children referred within 12 months of a previous referral remains consistent but continues to be higher in the current period than in the comparison years. The Quality Improvement Plan for 2024 aims to make improvements in this area (Appendix 3).
- The average speed of processing new benefit claims is amber in the current quarter (previously green) due to an increase in demand. Despite this however, the year-to-date projection continues to be below target (Appendix 3).

- The number of One Cards in issue remains amber. Despite a steady increase throughout Q2 and again during October and November of Q3, the total in issue at the end of the quarter remains below target (Appendix 5).
- The number of major planning applications received continues to be lower than in previous years, however of those applications submitted, some are larger in scale (Appendix 6).
- During Q3, an average of 97% of all planning applications were dealt with in timescales (Appendix 6).
- The average number of people on the housing register remains red, with numbers consistent month on month. At the end of Q3 the number remains higher than the two previous years (Appendix 8).

2. Recommendation

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

3. Background

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

4. Corporate Priorities and Strategic Context

- 1.2. 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

- 1.3. While 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

- 1.4. Progress towards the delivery of the Council's Climate and Environment Strategy, as well as the Island's designation as a UNESCO Biosphere, the biodiversity, environment, and sustainable growth of the area designated can be found in Appendix 4 (Climate Change, Biosphere and Waste) of this report.

Economic Recovery and Reducing Poverty

- 1.5. 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

- 1.6. 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, employment or training, health, and the environment.
- 1.7. The United Nations Conventions on the Rights of the Child (UNCRC) in 1989, in particular article 12, places a duty for children and young people to have an active voice in decision making on matters that affect them. We value the views of our young people. Incorporating coproduction and consultation with young people into our decision-making process is a robust way of ensuring young people's views are taken into consideration. Participation workers experienced in coproduction can support engagement with the Youth Council, our Island children, and wider groups of young people to ensure the voice of young people is sought, heard, and acted upon on important matters that will affect them.
- 1.8. Appendix 3 – Children's Services, Education and Corporate Functions contains detailed information regarding this priority.

Corporate Aims

- 1.9. This report links to the key objectives, activities and performance measures laid out in the latest [Corporate Plan 2021 - 2025](#).

5. The United Nations Sustainability Objectives

- 1.10. 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.

6. Consultation and Engagement

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

7. Scrutiny Committee

- 1.12. This report will be reviewed by Corporate Scrutiny Committee on 6 February 2024.

8. Financial / Budget Implications

- 1.13. 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 Q3 2023-24

Revenue 2023-24

- 1.14. The new 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.
- 1.15. At the end of quarter three the council is forecasting a potential pressure of £5.3m before the use of contingencies. The key pressure areas are Adults and Childrens Social Care and the underachievement of income relating to leisure centres. This pressure is being partially offset by savings in concessionary fares and treasury management. Part of the pressure being experienced relates to the legacy impact of Covid (£2.1m Adult Social Care and £0.3m Leisure Centre income) and therefore a total of £2.4m is planned to be funded from the Covid Contingency resulting in a net total forecast pressure of £2.9m to be managed and the revised budget, subject to approval by Full Council on 28 February will be prepared to accommodate this forecast pressure.
- 1.16. It should also be noted that there is a 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.
- 1.17. 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	5.4
Children's Services - total net pressure	3.7
Leisure - income	0.3
Main Forecast Savings Against Budget:	
Corporate Finance - Treasury Management savings & Housing Benefit overpayment recovery	-3.1
Concessionary Fares	-0.6
Miscellaneous Items	-0.4

Total Net Pressure	5.3
Contribution from Covid Contingency - Leisure Income	-0.3
Contribution from Covid Contingency - Adult Social Care	-2.1
Net Total Forecast Variance Against Budget (1.6%)	2.9

8.6 See Appendix 9 for a more detailed Revenue Budget Monitor

Capital 2023-34

8.7 As at quarter three the total capital budget for 2023-24 is £39.0m. The council is forecasting expenditure of £35.0m with slippage of some £4.0m and therefore the capital programme remains fully funded.

8.8 See Appendix 10 for a more detailed Capital Budget Monitor

General Reserves 2023-24

8.9 General Reserves at the end of quarter three 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 under completion of the audit process for 2022-23). This takes no account at this stage of the further impact of emerging cost pressures described above.

9. Legal Implications

9.1 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.

10. Equality And Diversity

1.18. 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.

1.19. It is not considered that there are any direct equality and diversity implications arising from this report.

11. Property Implications

11.1 There are no property implications for this report.

12. Options

12.1 Option 1: Cabinet does not approve the Performance Report – Quarter ended 31 December 2023 and the priority report detail as set out in appendices 1-10

12.2 Option 2: Cabinet approves the Performance Report – Quarter ended 32 December 2023 and the priority report detail as set out in appendices 1-10

13. Risk Management

1.20. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-10

1.21. Without the production of the QPMR there would be no overall view available on delivery against the Corporate Plan 2021-25

14. Evaluation

1.22. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance Report – Quarter ended 31 December 2023 and the priority detail as set out in appendices 1-10

15. Appendices Attached

1.23. Corporate Plan priority reports for:

- Appendix 1: Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships.
- Appendix 2: Adult Social Care and Public Health.
- Appendix 3: Children’s Services, Education and Corporate Functions.
- Appendix 4: Climate Change, Biosphere and Waste.
- Appendix 5: Economy, Regeneration, Culture and Leisure.
- Appendix 6: Planning, Coastal Protection and Flooding.
- Appendix 7: Regulatory Services, Community Protection, and ICT.
- Appendix 8: Housing and Finance.
- Appendix 9: Revenue Budget Monitor.
- Appendix 10: Capital Budget Monitor.

16. Background Papers

16.1 [Corporate Plan 2021-25](#)
[United Nations Sustainable Development Goals](#)

Contact Point: Emma Bruce, Transformation and BI Manager – Organisational Intelligence
☎ 821000 e-mail: emma.bruce@iow.gov.uk

WENDY PERERA
Chief Executive

(CLLR) IAN STEPHENS
Cabinet Member for Housing and Finance

Appendix 1 - 2023/24 Q3

LEADER - TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY, STRATEGIC OVERSIGHT AND EXTERNAL PARTNERSHIPS

Cabinet Member: Councillor Phil Jordan	
Portfolio Responsibilities: <ul style="list-style-type: none"> Strategic Oversight Integrated Care System (ICS) County Deals and Evolution Civic Affairs and Events Communications and Design Covid Recovery Transformational Change 	<ul style="list-style-type: none"> Parking Services Floating Bridge Harbours Concessionary Fares Subsidised Bus Services Highways PFI Contract Highways Authority

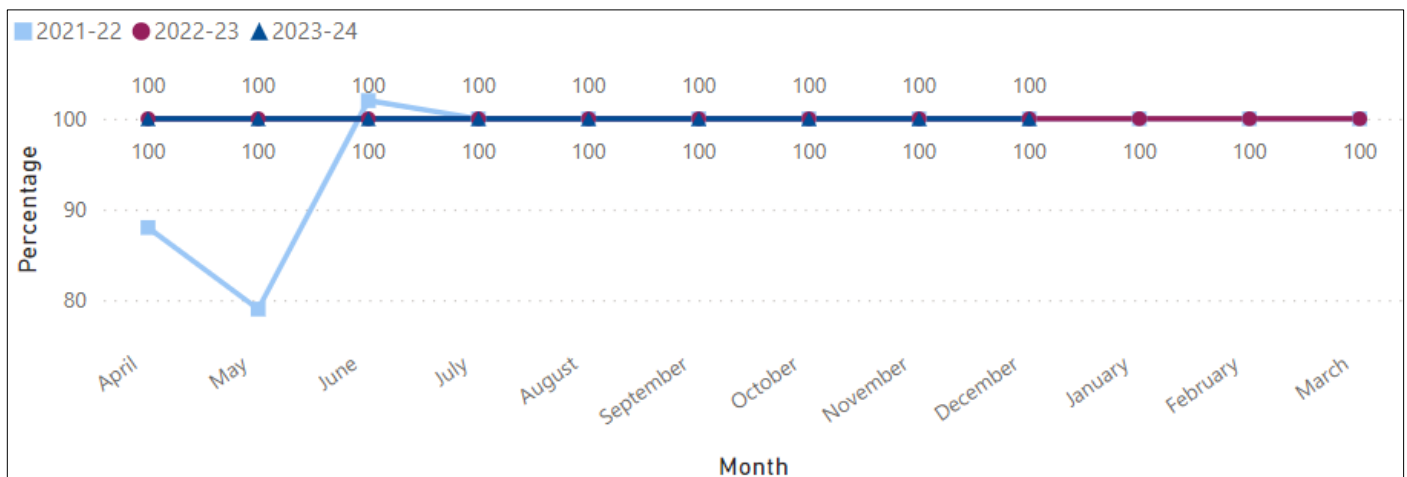
Performance Measures

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: December 2023	GREEN
Previous Status: September 2023	GREEN



- Category 1 defects require remedial action within two hours to ensure the highway remains safe.
- 2-hour defects may include:
 - Potholes
 - Fallen Trees / Branches
 - Damaged Street furniture (vandalism or vehicular collision)
 - Street Light outage
 - Damaged Kerbing

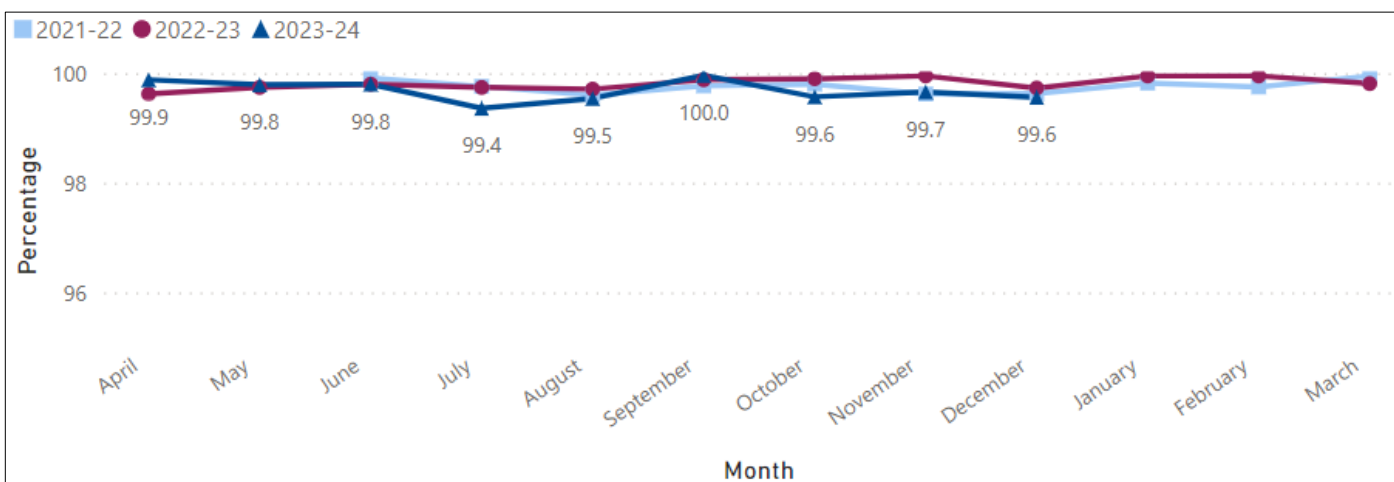
- Damaged Tactile Crossing
- Island Roads have attended 131 Category 1 defects and achieved 100 percent of occurrences within two hours.
- Category 1 defects are notified to Island Roads and recorded in their asset management system. These are reviewed for compliance with contract by Commercial Manager.

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: December 2023	GREEN
Previous Status: September 2023	GREEN



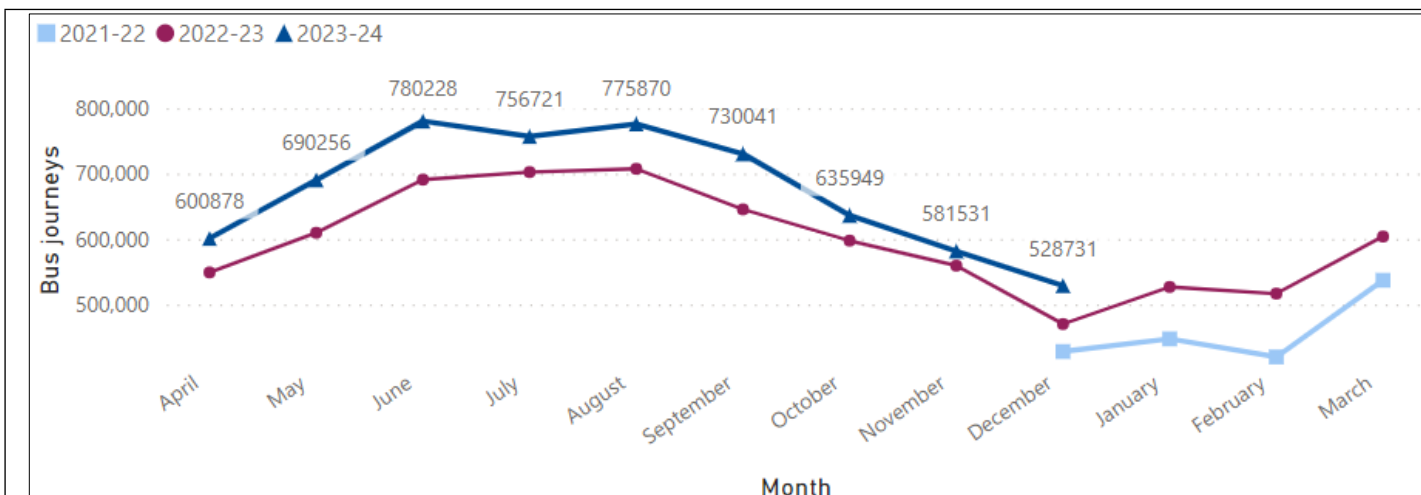
- Currently IWC audits a percentage of Island Roads inspections to ensure the district stewards are identifying and rectifying defects in line with code of practice and contractual requirements.
- There was one inspection not done on time and this relates to one road that requires further investigation as these are routinely behind schedule.
- Island Roads have a target of 1,826 in December and have undertaken 1,818 in the timeframe expected.
- The average number of safety inspections per month is 2,119 with an average performance of 99.74%.

Number of public transport users

Aim: Increase in the number of public transport users.

UN Sustainable Development Goal: 9

Most Recent Status: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- Data for Bus travel on the island is provided by Southern Vectis.
- Only Southern Vectis figures are available currently due to various data issues.
- Public transport users, travelling by bus are consistently higher in 2023-2024 than in previous years.

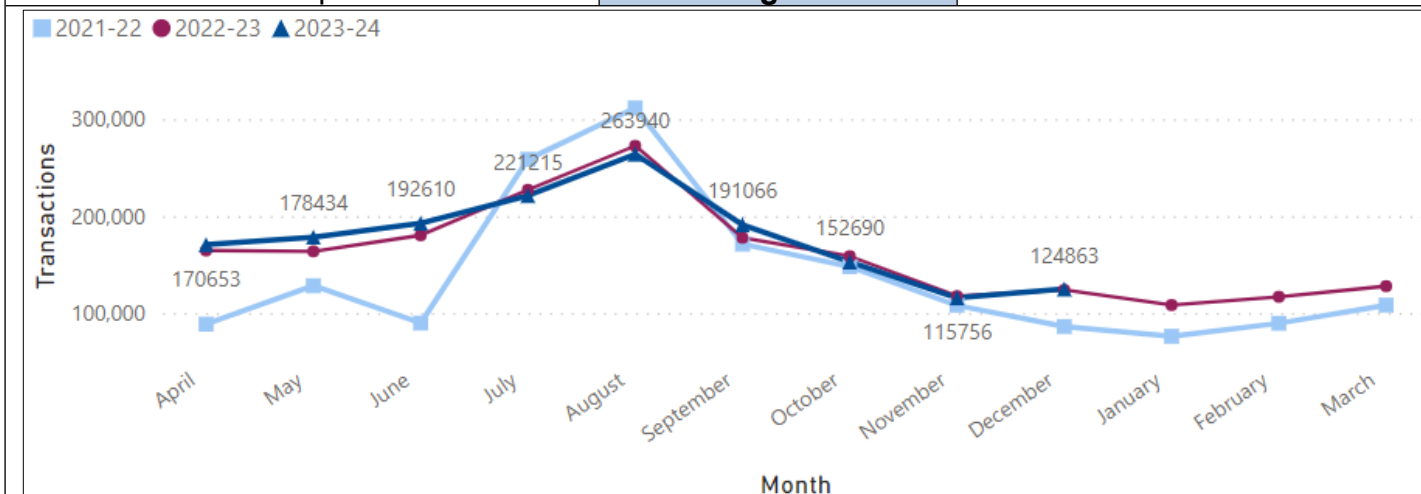
Car parking utilisation

Aim: Increase in car parking utilisation.

UN Sustainable Development Goal: 9

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 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 from our PayByPhone back-office system.
- Quarter 3 shows car parking utilisation in line with the same period last year.

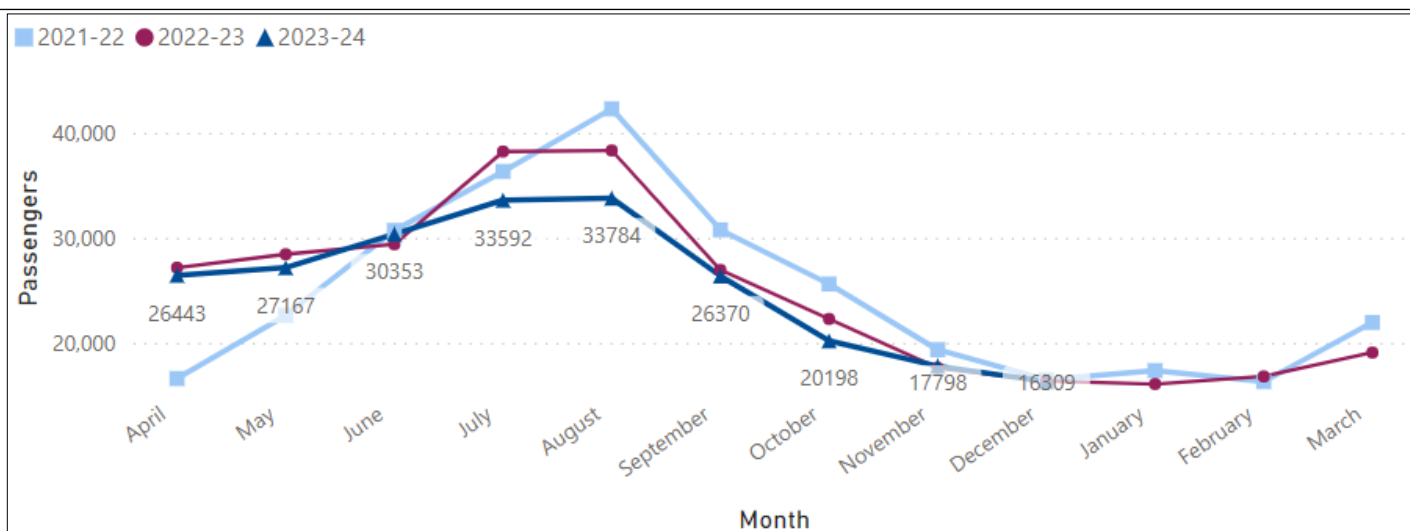
Floating bridge number of foot passengers

Aim: Increasing number of foot passengers.

UN Sustainable Development Goal: 9

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- Floating bridge data shows that quarter 3 saw a decrease in the number of foot passengers using the service (54,305 for quarter 3 of 2023-24 against 56,267 for 2022-23).
- The service was suspended for maintenance on 20 October between 10:00 and 13:30.
- There were brief service suspensions owing to exceptional high tides on 27, 28, 29 and 30 October.
- The service was suspended between 16:00 on 13 November and 18:00 on 15 November, owing to debris in East Cowes chain pits, impeding the movement of the chains.
- The service was suspended for planned maintenance between 05:00 on 4 December 2023 and 20:00 on 15 December 2023.
- Planned Service suspension also occurred on Christmas Day between 13:20 and 20:00 and on Boxing Day between 14:00 and 20:00.

Floating bridge number of vehicles

Aim: Increasing number of vehicles.

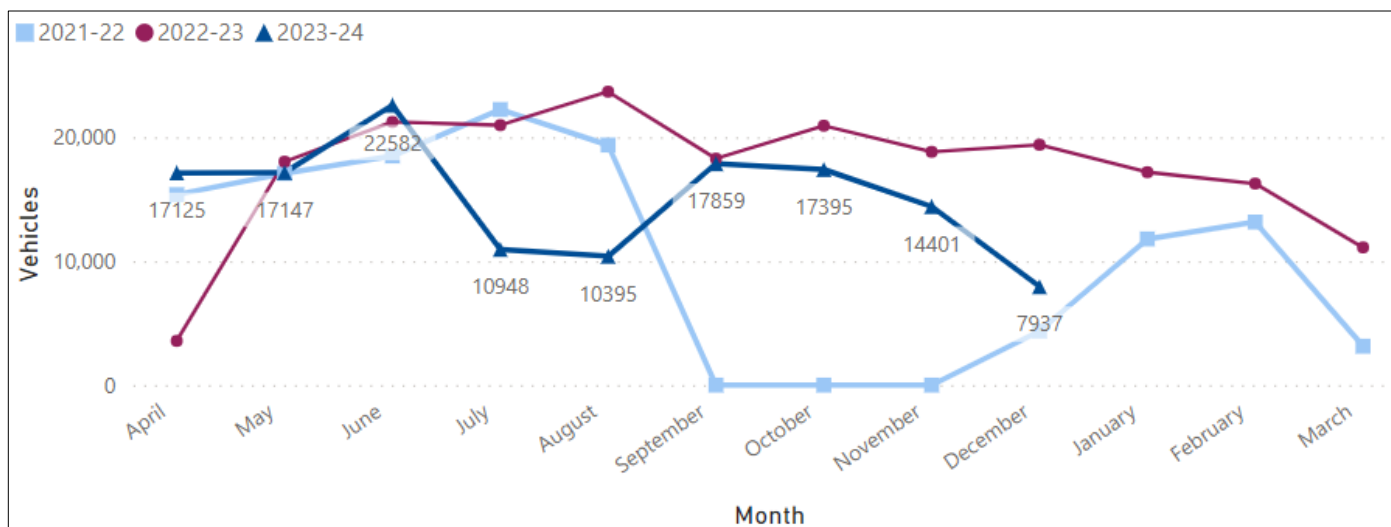
UN Sustainable Development Goal: 9

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure



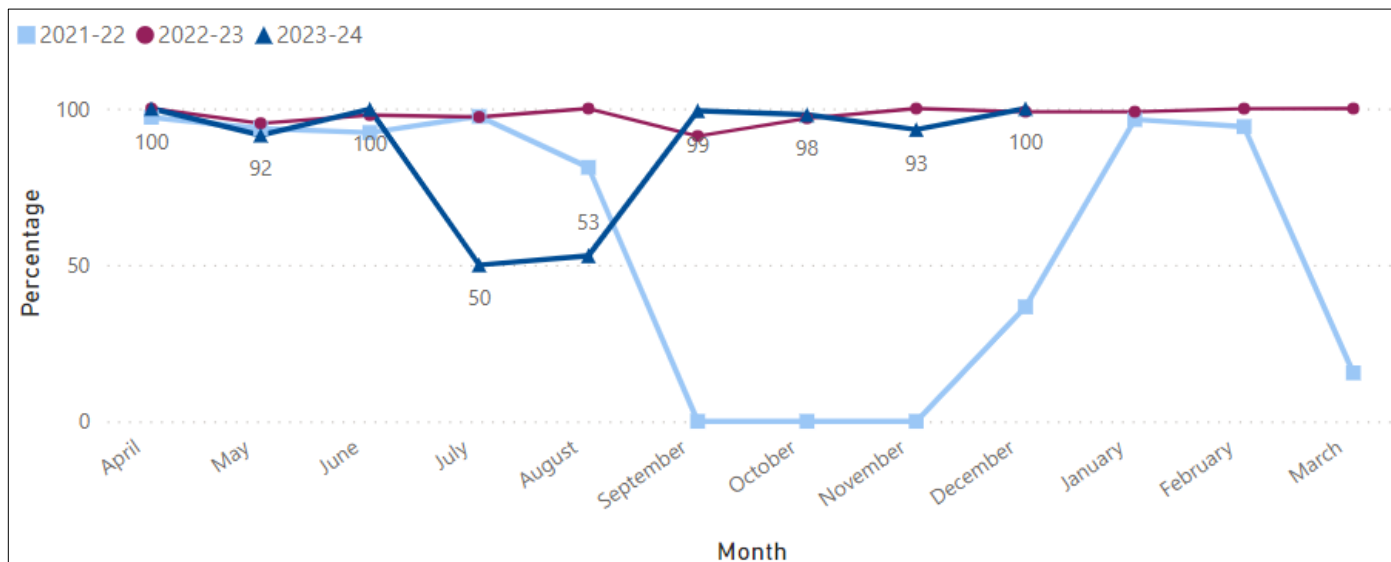
- The total number of vehicles seen during Quarter 3 was 39,733 compared to 59,141 for the same period last year.

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: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- The floating bridge was operational for an average 97.1 percent of its scheduled hours during Quarter 3, this was lower than during the same period last year (98.6 percent).

Service Updates - Key Aspirations and Ongoing Business

Public consultations that have opened during Quarter 3 are:

- **Community Safety Partnership Survey 2023** – This is a short survey to capture residents’ feelings around community safety on the Island. Consultation commenced 5 December and closed 12 January.
- **Budget 2024/25** – Residents and organisations, council tax and business rate payers are invited to have their say on the council’s budget and council tax for 2024/25. Consultation commenced 18 December and closed 26 January.

Public consultations that have closed during Quarter 3 are:

- **Isle of Wight Council Licensing Policies Review** – This consultation seeks the views of local people, business and organisations that may be affected by licensing policy changes.

The following activity supports UN Sustainable Development Goal 9:

Approval has been given by the Major Highways Project Board to proceed with revising the draft Local Transport Plan 4 (LTP4) in readiness for public consultation in the absence of the Department of Transport guidance. As such we are now in the process of engaging with Hampshire County Council Commercial Services and their consultant Atkins, to pick up on where the project was left. It is hoped that the revised draft will be ready for sharing with Cabinet for approval in the late spring or early summer 2024.

The latest Local Cycling and Walking Infrastructure Plan (LCWIP) for The Bay is in the final stages of development. It is anticipated that the initial draft will be received from the consultants by late January or early February.

The initial amount of the Bus Service Improvement Plan (BSIP+) funding has been utilised to enhance and preserve two local rural bus services, though the wider Enhanced Partnership governance arrangements are yet to be stood up. It is anticipated that this will be achieved in early 2024 so that the remaining funding can be utilised to enhance further local bus services.

Safety-based highways improvement schemes have faced some delays during this quarter because of resourcing, procurement, technicalities, the impact of severe weather events and the capacity of contractors.

The current priority in relation to local traffic arrangements for the Undercliff area is to deliver a remodelling scheme at the Junction of Rectory Road, Church Street, Newport Road, and High Street, Niton. The design element has been commissioned with Island Roads.

The following activity supports UN Sustainable Development Goal 11:

A report relating to the Island Wide Speed Assessment is hoped to be submitted to Cabinet in the spring 2024.

Strategic Risks

Achieving the vision for the Island		
Assigned to: Chief Executive		
Inherent Score	Target Score	Current Score (November 23)
14 HIGH	6 LOW	13 HIGH
August 23		
September 23	June 23	March 23
13 HIGH	12 HIGH	12 HIGH
No change to risk score		

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

Ability to manage the impact of the cost-of-living crisis (CoLC) on the council's activities and sustain service delivery.		
Assigned to: Chief Executive		

Inherent score	Target score	Current score (November 23)
12 HIGH	6 LOW	12 HIGH
Previous scores		
September 23	June 23	March 23
12 HIGH	12 HIGH	12 HIGH
Risk score is consistent		

Failure of the Highways PFI contract resulting in significant financial and operational disruption for the council and its residents		
Assigned to: Director of Community Services		
Inherent score	Target score	Current score (November 23)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	9 MEDIUM	7 MEDIUM
No change in risk score		

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Appendix 2 - 2023/24 Q3

ADULT SOCIAL CARE AND PUBLIC HEALTH

Cabinet Member: Councillor Debbie Andre

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
- Healthy Lifestyles
- Domestic Abuse
- Early Help Services
- Obesity
- Sexual Health
- Substance Misuse
- 0-19 Services

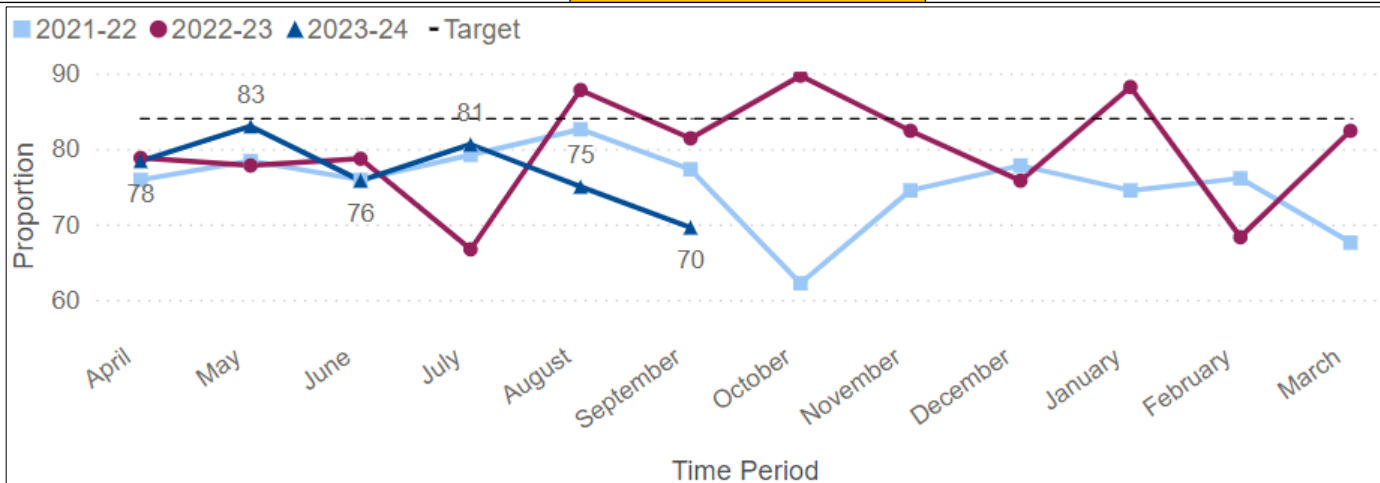
Performance Measures

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: September 2023	AMBER
Previous Status: June 2023	AMBER



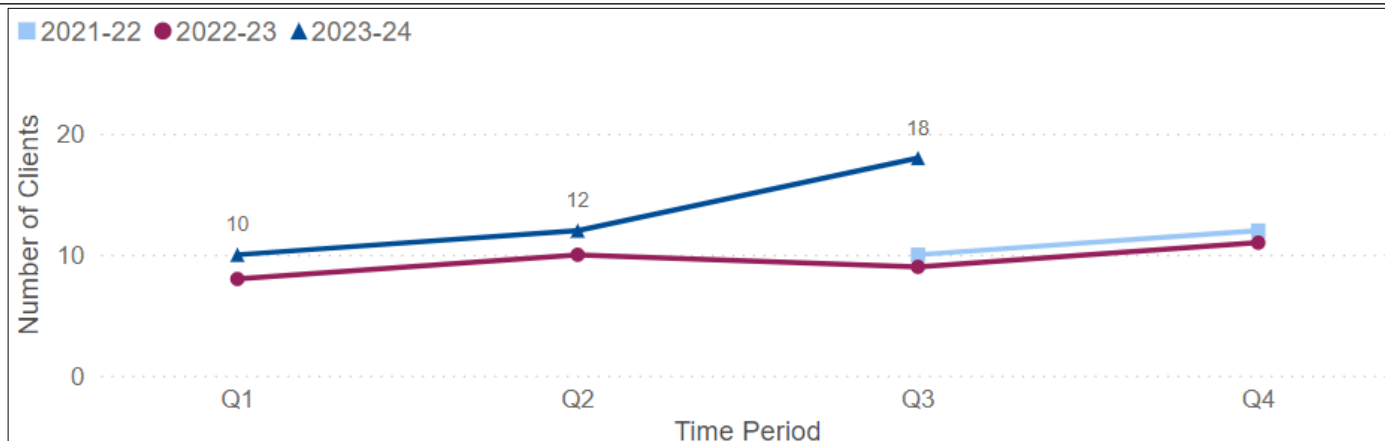
- 91 days data provided by Adult Social Care (ASC) Performance reporting will always be three months in arrears, due to the nature of the measure.
- Of the 14 people that were not at home after 91 days in September, ten people died and 4 were readmitted to hospital.

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: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- Data for this measure is taken from Horizon.
- There has been a slight increase this quarter.
- An increase in the capacity for the homecare market is reflected in the reduction of people waiting for packages of care to begin.

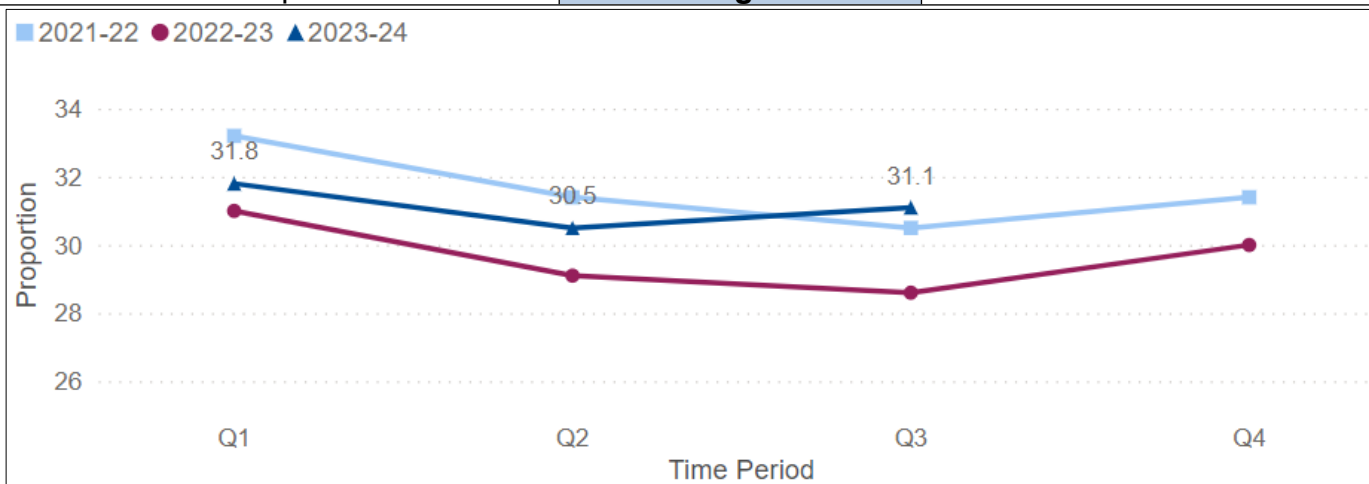
Proportion of people in receipt of care and support funded by the council supported to remain at home

Aim: Monitoring Measure only.

UN Sustainable Development Goal: 3

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



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

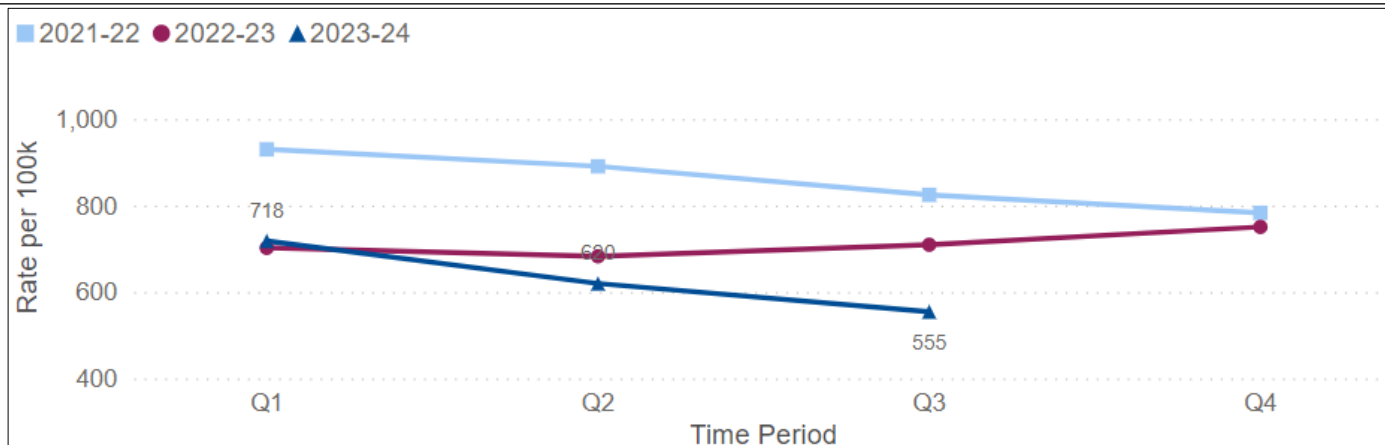
Rate of permanent admissions to residential & nursing care homes per 100k population (65+)

Aim: Monitoring Measure only.

UN Sustainable Development Goal: 3

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



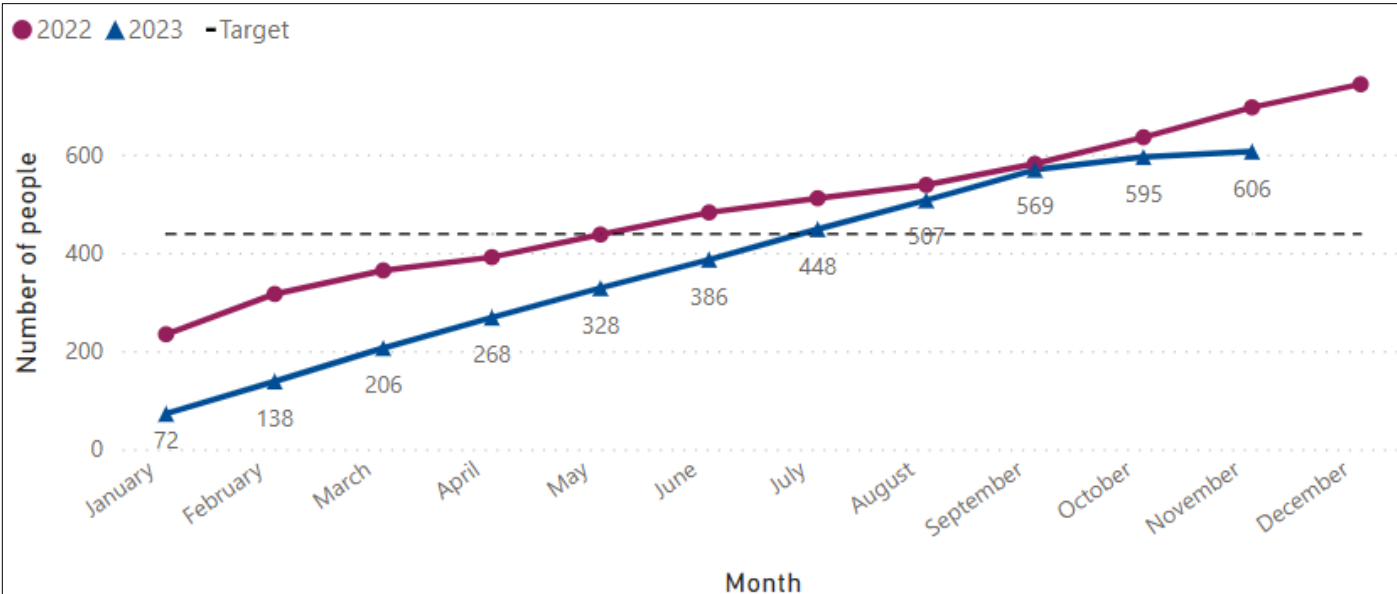
- There is a slight reduction since the last quarter, which may be related to late recording.

Smoking Quitters – number of people quitting smoking at 4 weeks

Aim: The number of people quitting smoking with specialist support at 4 weeks to reach the end of year target.

UN Sustainable Development Goal: 3

Most Recent Status: November 2023	GREEN
Previous Status: September 2023	GREEN



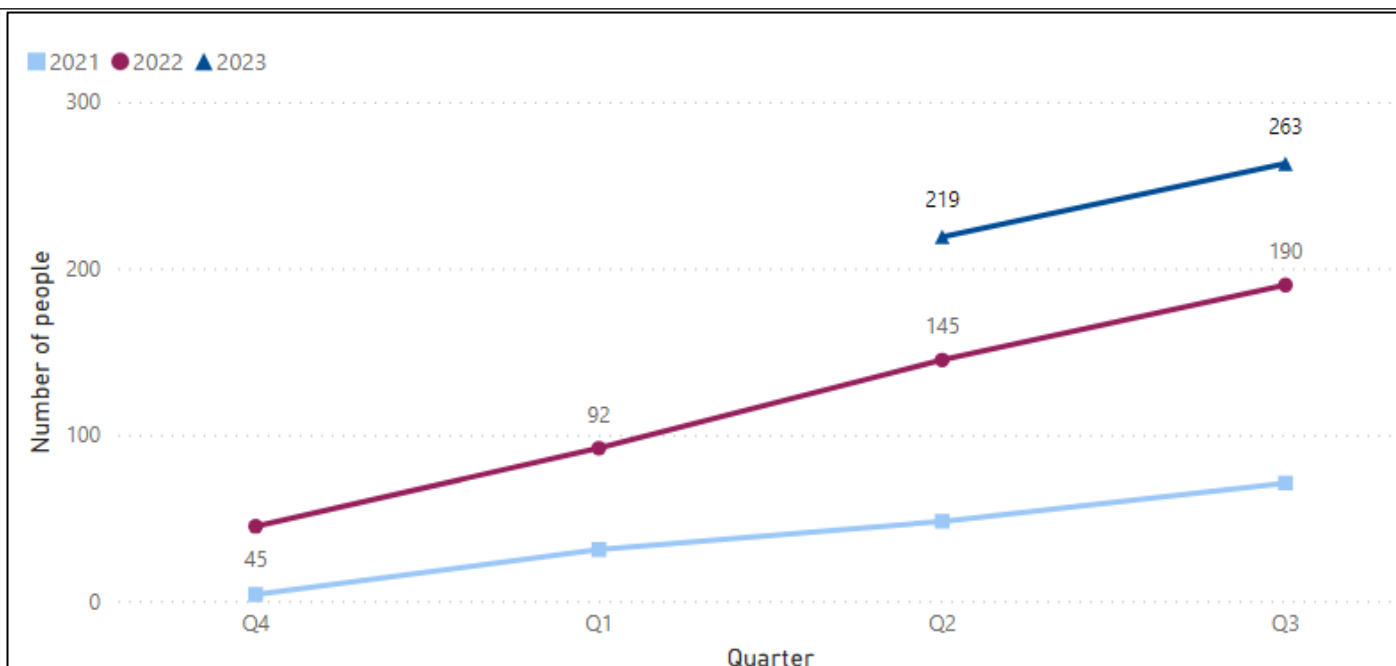
- Data is accurate on 15 December 2023. Please note there can be a data lag of 6 weeks.
- The contract year for the stop smoking service runs from 1 January to 31 December.
- The service is performing well using innovative approaches to support people to quit smoking as part of our overall tobacco control work.

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 (currently 413).

UN Sustainable Development Goal: 3

Most Recent Status: December 2023	AMBER
Previous Status: July 2023	AMBER



- The new Tier 2 Adult Behavioural Weight Management Service went live on the 1 July 2023. There is a 12-week delay in the performance data which means that September to December 2023 figures are not complete.
- As of July 2023, the target is now defined as a participant who has attended at least five sessions out of 12 and who has lost at least five percent of the baseline body weight.
- Due to high demand for this service, that target was increased from 228 to 413.

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.

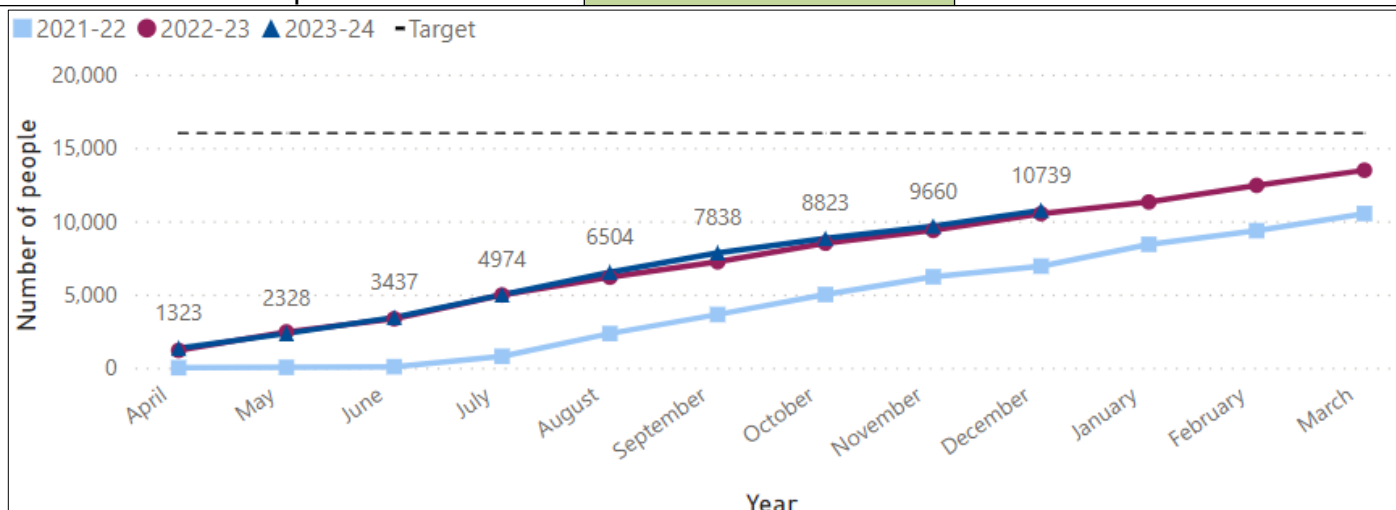
UN Sustainable Development Goal: 3

Most Recent Status: December 2023

GREEN

Previous Status: September 2023

GREEN



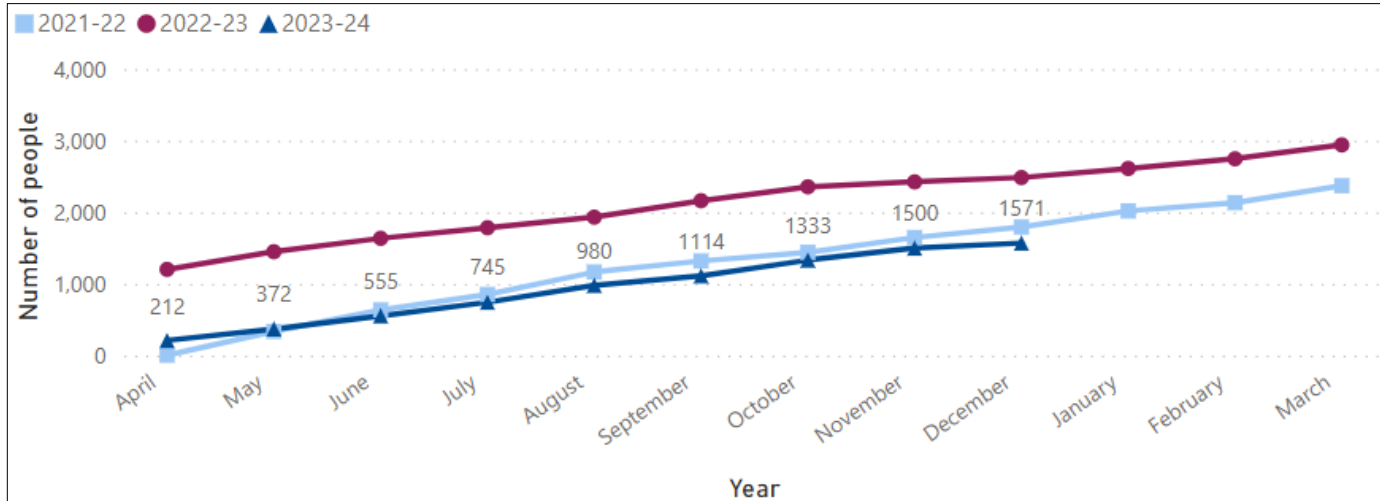
- Weather affected activities in quarter 3, but those taking place included the Christmas Day Parkrun and the schools Continuing Professional Development curriculum dance course.

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: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- Weather affected activities in quarter 3.
- Data shows a continuing decline in junior parkrun attendees.
- Fewer bikeability sessions took place in the quarter due to the Christmas holidays.
- The Duke of Edinburgh programme continues.

Successful completion of alcohol treatments

Aim: Successful completion of treatment to exceed the end of year target.

UN Sustainable Development Goal: 3

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



- The data captured in the National Drug Treatment Monitoring System shows only structured treatment outcomes.
- The service is increasing capacity and treatment outcomes with increased grant funding from the Department of Health and Social Care.
- Quarter 3 2023-24 data is due to be published on 22 Feb 2024 and will be included in Quarter 4.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

The Independent Living Strategy was presented to Cabinet on 11 January 2024 for approval and adoption.

There has been focus on embedding the mental wellbeing plan through a multi-sector partnership workshop.

The older persons fall prevention booklet has been published and distributed across the Island for residents to pick up (GP surgeries, pharmacies, and community venues etc).

The Island Drug and Alcohol delivery plan has been developed with key partners, with a focus on increasing uptake of support services, early intervention and upskilling the workforce to provide brief advice with the aim of reducing alcohol consumption.

Work continues jointly with colleagues at an Integrated Care System (ICS) level regarding real time surveillance data monitoring. This had led to several incidents being followed up with partners to ensure all support available is offered in a timely way.

Public Health have worked with wider partners to produce and cascade information for parents/carers via secondary school educational settings that detail the risks of vaping for children, outline the steps Public Health are taking to address this issue and practical steps that parents/carers can take to prevent children taking up vaping. It continues to be important to balance the message that whilst vapes can be a useful quit aid for adults who smoke, young people and non-smokers should not vape.

Due to the success of the mobilisation of the Tier 2 Weight Management programme and high demand, Public Health have increased capacity of provision for contract year 1.

Alongside partners Energise Me and the Sports Development Team, Public Health coordinated the autumn 'We Can Be Active Isle of Wight' network in October, bringing together stakeholders working to deliver the Hampshire and Isle of Wight 'We Can Be Active' strategic goals.

The contract for the Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council (HIPS) Integrated Sexual and Reproductive Health Service has been awarded to Solent NHS Trust. The new contract will commence on 1st April 2024 for a period of up to 9 years. Mobilisation has commenced and includes a transformation programme to ensure an effective and agile service for Island residents, focusing on prevention and improving access to reduce health inequalities. The clinical front door has improved access for Isle of Wight residents following the Systems Thinking roll out, with residents successfully accessing the service increasing from an average of 12.6 percent to 74.4 percent per day. Subsequently, 77 percent of callers are calling only once and having their clinical needs met remotely. The Sexual Health Service IOW team were nominated for a Solent NHS Trust Heart award by a patient for providing excellent, friendly, person-centred support.

Self-harm support services have been commissioned and are being monitored as part of a joint ICS project. Further funding was secured in December to allow successful elements of this work to continue.

The following activity supports UN Sustainable Development Goal 16:

The Island Strategic Drug and Alcohol Partnership met in person in October. This meeting consisted of presentations from both commissioned and voluntary sector partners with a breakout workshop element to engage all partners, discussing unmet need and how partners can work together to ensure inclusivity and to improve support for residents.

A joint Mental Health Alliance and Mental Health and Suicide Prevention Partnership workshop was held in November, which involved partners from both the statutory and voluntary (community groups and charities) sectors. The workshop focused on improving access to support and suicide prevention. Meetings with individual organisations commenced in December to ensure we capture their input to the priorities in the multi-sector owned Island Mental Wellbeing Plan. This will support strategic oversight of progress of the plan going forward.

Strategic Risks

Insufficient staffing capacity and skills within adult social care and housing services.		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score (November 23)
14 HIGH	6 LOW	6 LOW
Previous scores		
September 23	June 23	March 23
8 MEDIUM	8 MEDIUM	8 MEDIUM
Reduction in risk score		

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

Failure to champion the ‘place-based agenda’ within the Integrated Care System (ICS) to ensure that the needs of our citizens are being appropriately considered within the Integrated Care Board (ICB) agenda.		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score (November 23)
16 VERY HIGH	MEDIUM 9	16 VERY HIGH
Previous scores		
September 23	June 23	March 23
N/A	N/A	N/A

New risk

Independent Social Care Sector Sustainability (care Homes and Home Care)		
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Assigned to: Director of Adult Social Care		
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Inherent score	Target score	Current score (November 23)
16 VERY HIGH	6 LOW	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	9 MEDIUM	12 HIGH
No change to risk score		

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

Appendix 3 – 2023/24 Q3

CHILDREN’S SERVICES, EDUCATION AND CORPORATE FUNCTIONS

Cabinet Member: Councillor Jonathan Bacon

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
- HR
- Elections
- Democratic Services
- Legal Services
- Procurement and Contract Management
- Workforce Learning and Development
- Benefits and Grants
- Business Centre
- Business Intelligence

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.

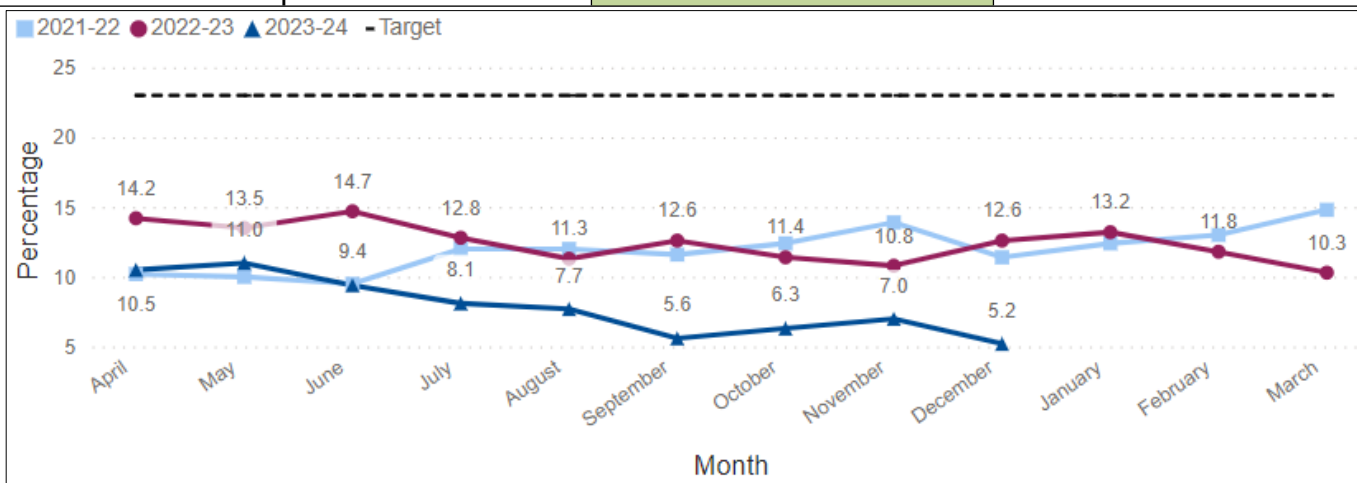
UN Sustainable Development Goal: 3

Most Recent Status: December 2023

GREEN

Previous Status: September 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 of the previous plan end date to ensure that the response from the social care teams and independent reviewing service is proportionate, as well as to provide assurance that there were no missed opportunities for earlier intervention or support.

- Performance has remained consistent through Quarter 3, with an improvement in December.
- A low percentage indicates that the risk the child was experiencing has been successfully addressed and that they were protected by the first child protection plan.
- There will always be some children that will need a second or subsequent plan due the risks they are exposed to, mainly a combination of adult mental health, substance misuse and domestic abuse.

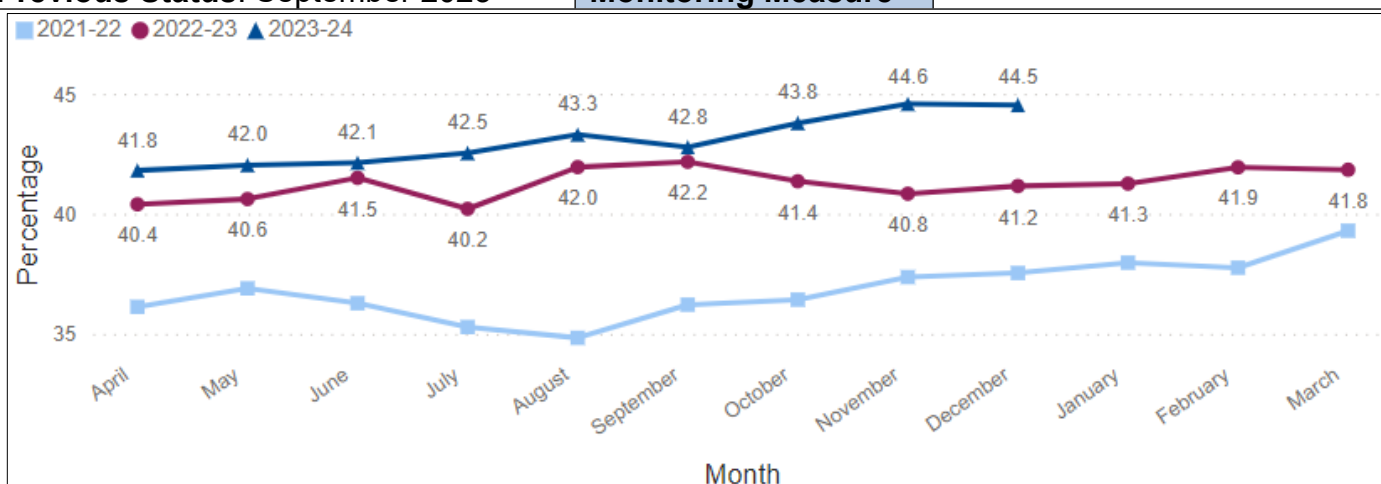
Percentage of children with a referral within 12 months of a previous referral

Aim: The percentage of children with a referral within 12 months is below 30 percent target

UN Sustainable Development Goal: 3

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- 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.
- The percentage of re-referrals has remained consistent.
- The recent Ofsted inspection highlighted that some children do not experience sustained improvements in outcomes due to the underlying family issues not being resolved by the previous referral.
- Improvements in this is part of the new Quality Improvement Plan for 2024

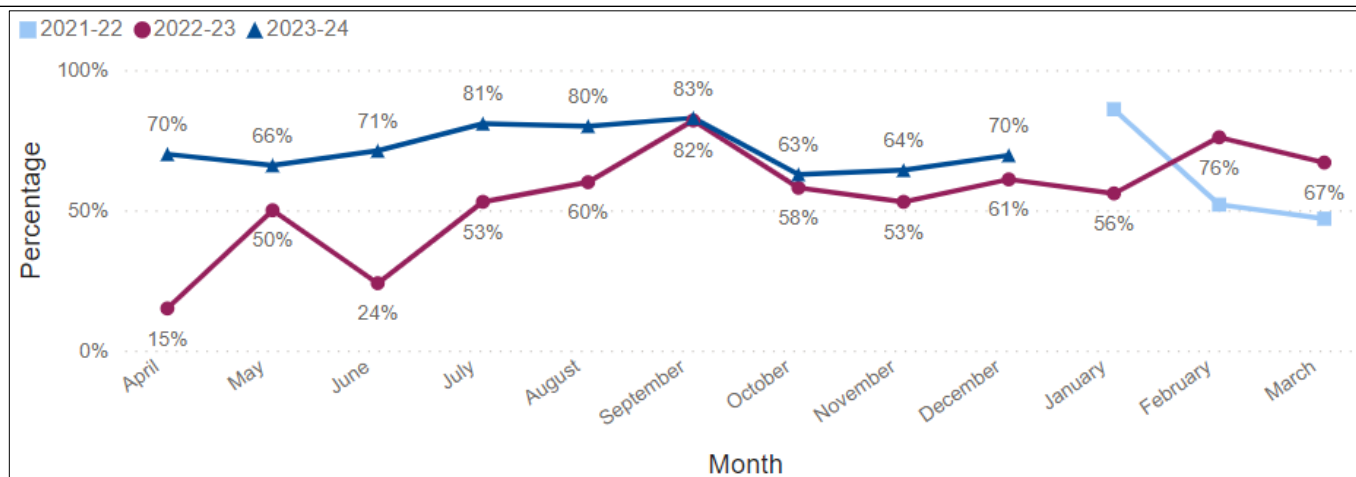
Percentage of early help cases closed with outcomes achieved

Aim: 75% of early help cases closed with positive outcomes achieved.

UN Sustainable Development Goal: 3

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- There are assorted reasons for closure of Early Help cases, of which outcomes is one.
- The Isle of Wight Early Help offer, and Family Hub provision continues to have positive impacts on improving outcomes for families, preventing issues becoming risks, preventing families from escalating into children's social care.

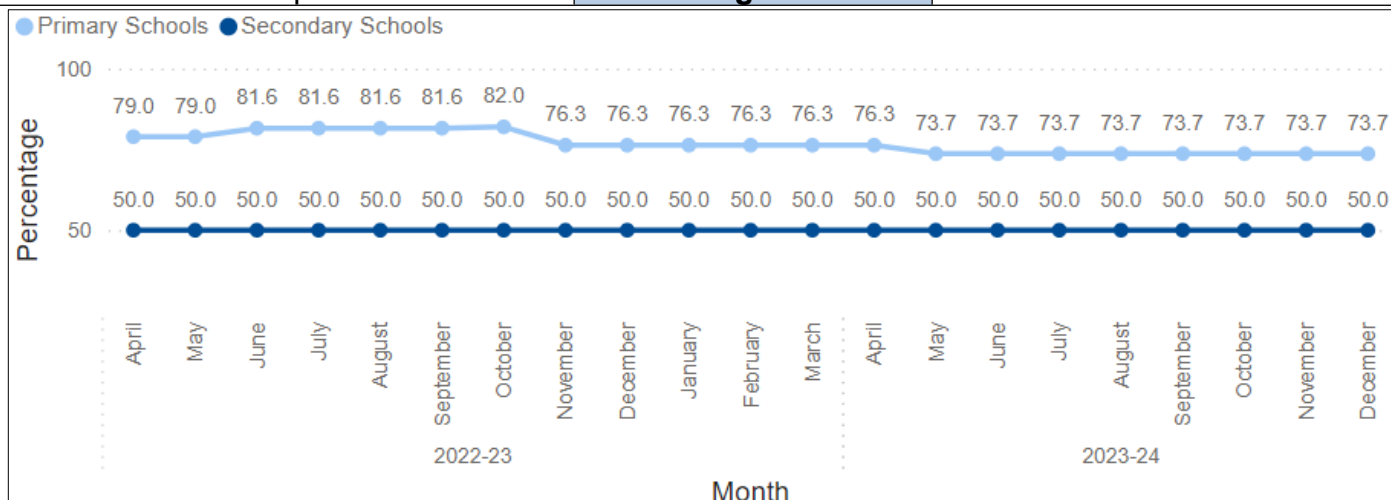
Percentage of primary and secondary schools graded as good or outstanding in the most recent inspection (not including schools with no inspection score)

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

UN Sustainable Development Goal: 3

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- Ofsted inspections carried out in the period were:
 - Oakfield Church of England Primary School (10 October 2023) – No change to score
 - St. Helens Primary School (10 October 2023) – No change to score

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: December 2023 **Monitoring Measure**

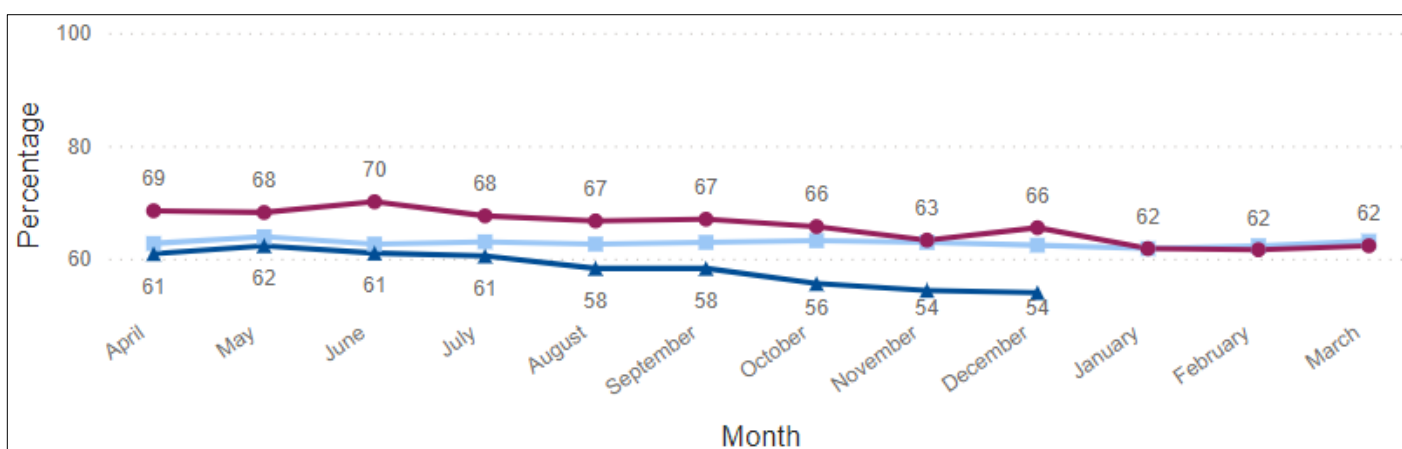
Previous Status: September 2023 **Monitoring Measure**

Schools	Inadequate	Requires Improvement	Good	Outstanding	Ungraded
48	0	13	35	0	0
	0.00%	27.08%	72.92%	0.00%	0.00%
	27.08%		72.92%		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: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure

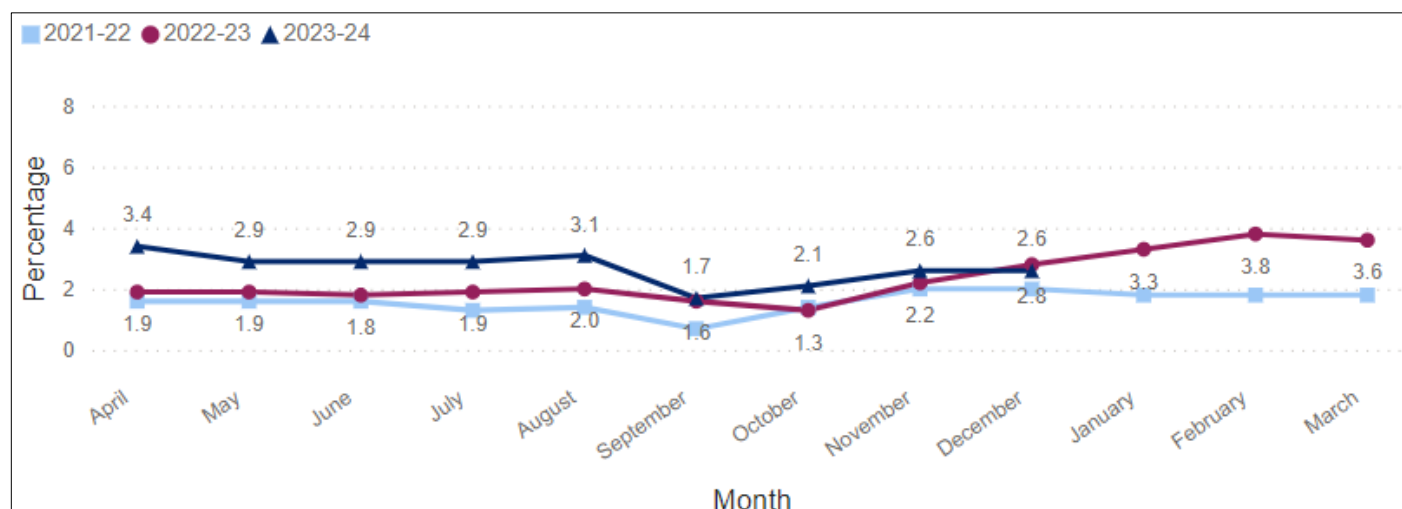


- The team continue to support young people to access University, providing role models to other young people.

Percentage 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

Most Recent Status: December 2023	Monitoring Measure
Previous Status: August 2023	Monitoring Measure



- The Department for Education uses a combined measure of young people 16-18 who are either 'Not in Employment, Education or Training' (NEET) or 'Unknown'.

- There has been a reduction in the proportion of young people recorded as NEET compared to quarter 2. This has decreased from 3.1 percent to 2.6 percent.
- Intensive 1:1 support is provided by the council’s Island Futures service to enable young people to engage in positive post 16 destinations, and by projects such as ‘Skills for Work’ part of the council’s UK Shared Prosperity Fund programme.
- The latest Department for Education annual report 2023 confirms the number of young people on the island who are NEET or Unknown to the local authority is 4.1 percent, below regional and national averages which stand at 6.9 percent and 5.2 percent respectively.

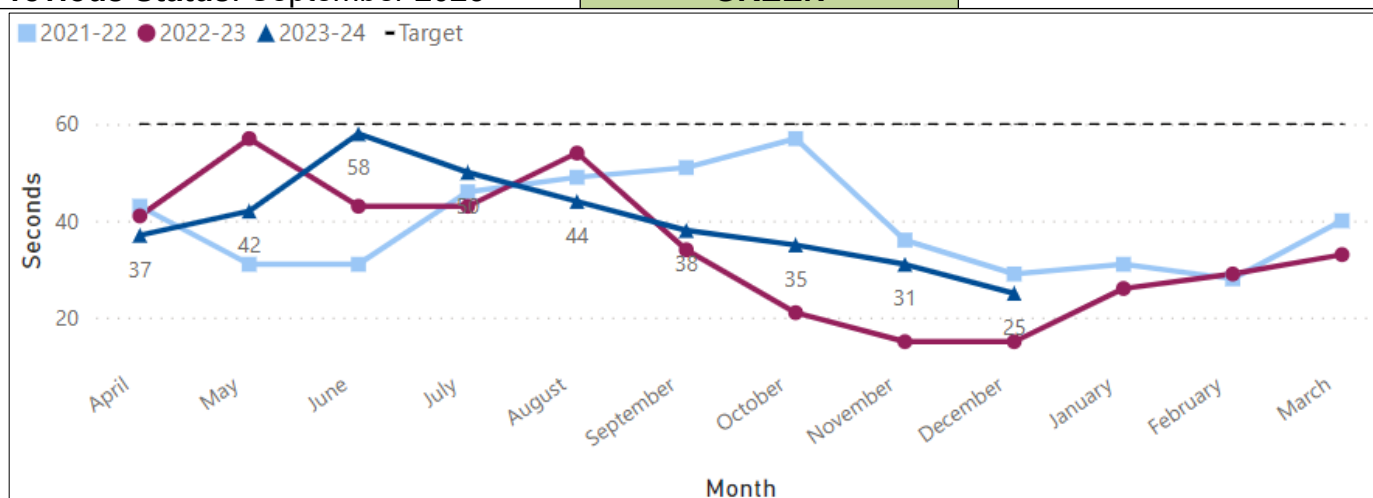
Average time to answer calls to the contact centre

Aim: Calls are answered within 60 seconds

UN Sustainable Development Goal: 16

Most Recent Status: December 2023 **GREEN**

Previous Status: September 2023 **GREEN**



- All telephony data is extracted directly from the Avaya Content Management System (CMS) supervisor system.

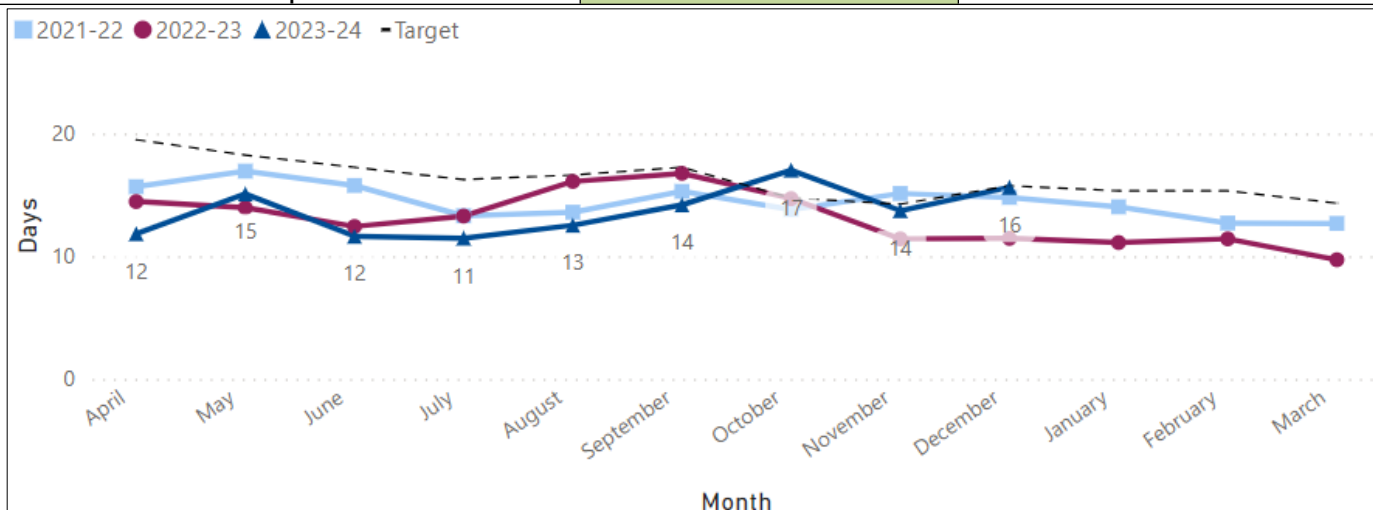
Average speed of processing new benefit claims

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

UN Sustainable Development Goal: 16

Most Recent Status: December 2023 **AMBER**

Previous Status: September 2023 **GREEN**



- Data provided by the council benefits team.
- Due to additional demands in December, housing benefits new claims went slightly over target.

- Local Council Tax Support claims are below target and the year-to-date projection continues to be below target.

Number of FOI requests received

Aim: Not applicable

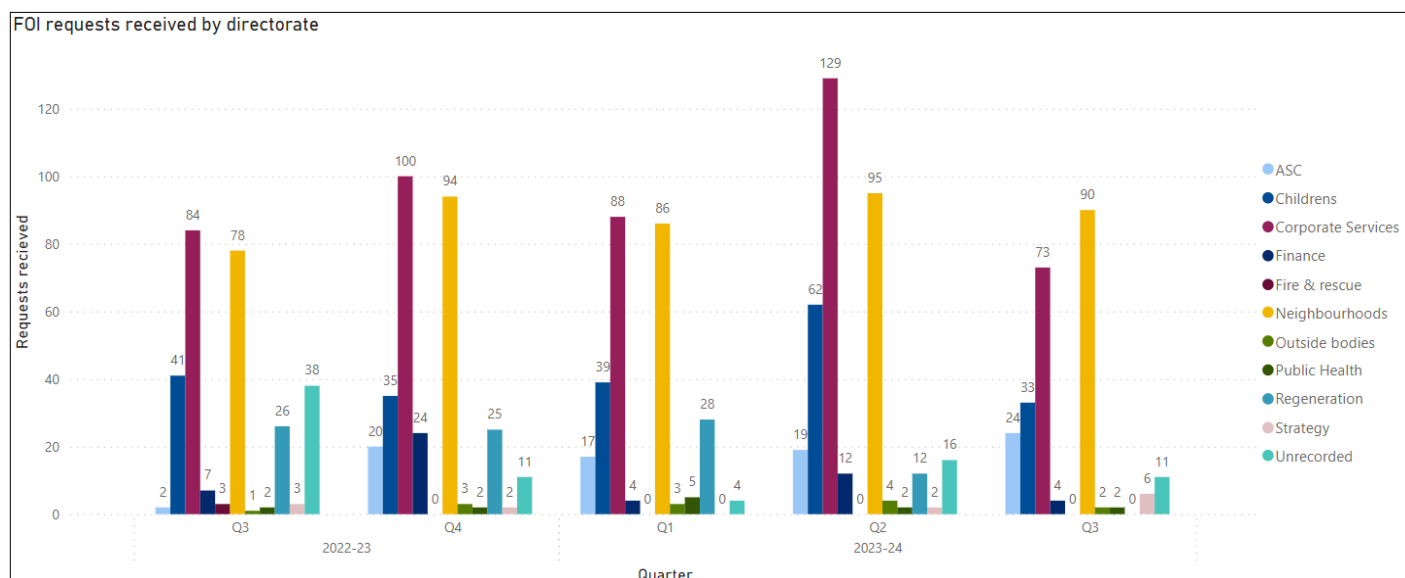
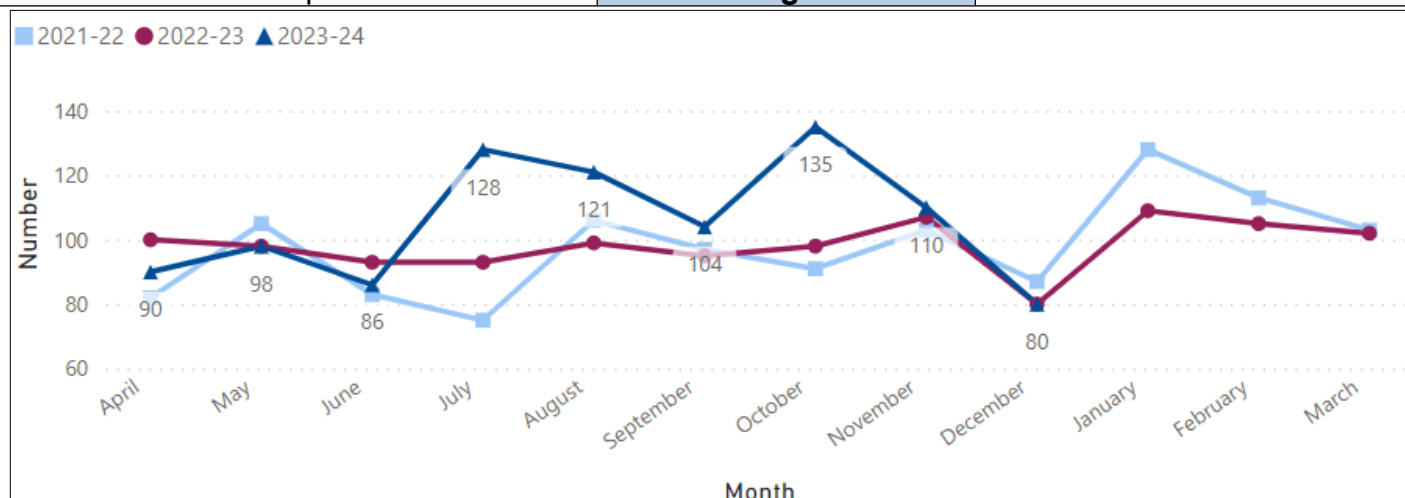
UN Sustainable Development Goal: 16

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure



- The number of FOI requests logged in the Customer Resource Management (CRM) system over quarter 3 totaled of 325.
- On average for Quarter 3, 86.6 percent of requests have been processed on time (October was 90 percent, November was 89 percent, and December was 81 percent)

Isle of Wight Council use of Apprenticeship Levy

Aim: Increased number of apprentices signed on.

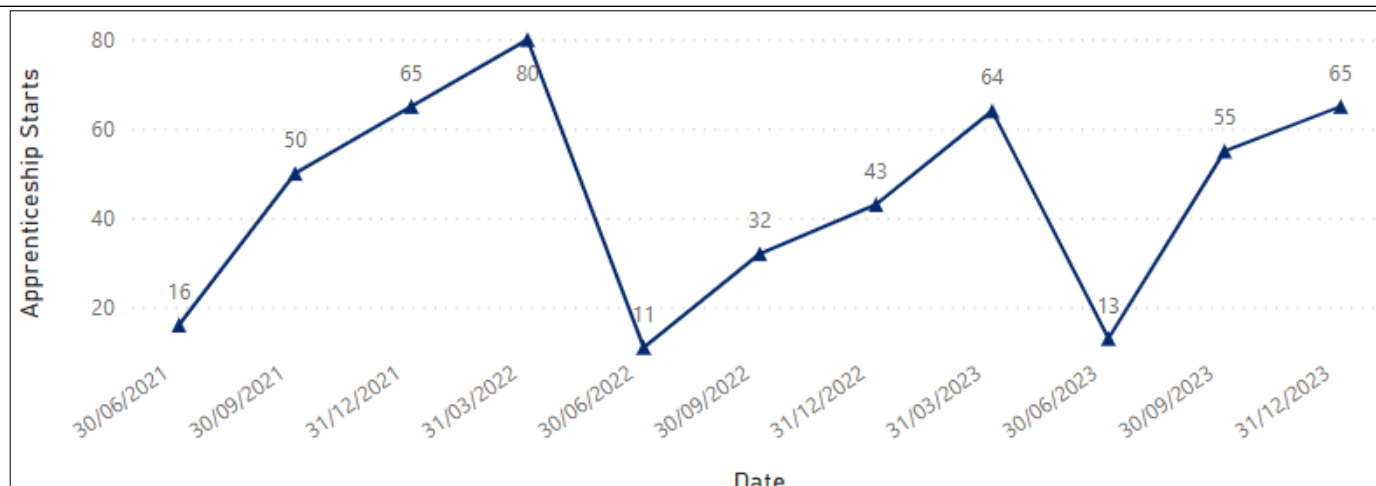
UN Sustainable Development Goal: 16

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure



- Apprenticeship data is provided by Workforce Learning and Development.
- Apprenticeship levy funds spent in 2023 as of Quarter 3 are £321,331.
- Apprenticeship contracts awarded in Quarter 3:
Trading Standards Practitioner Level 6 - this is brand new for the IWC and follows the work from the Trading Standards Team on the development of this through the trailblazer group for this programme.
- The Department for Education has announced that the 17th annual National Apprenticeship Week (NAW) will take place from 5 to 11 February 2024. This is an opportunity for the education and skills sector to celebrate the achievements of apprentices around the country and the positive impact they make to communities, and the wider economy. The theme for National Apprenticeship Week 2024 is 'Skills for Life'.
- Apprenticeships recognised in the IWC Childrens Services Ofsted Inspection 2023: 'A wide variety of programmes and initiatives are helping to increase and develop the workforce. This is alongside the various additional learning and development opportunities, including the apprenticeship scheme. Staff value the opportunities available to them.'
- Apprenticeships and the IWC Matrix Assessment Report:
"Although the council is not itself an apprenticeship training provider, Workforce Development has shown the breadth and value of apprenticeships across the council, under an 'Apprenticeships First' policy. Learners were interviewed for this assessment who are following, or have completed, standards from level 2 in customer service through to management level 5s and beyond. These learners described robust information, advice and guidance from Workforce Development staff, particularly when choosing standards and levels appropriate to their career goals. Of note is the diversity of learner backgrounds, from new entrants of all ages to existing staff wishing to develop their career specialisms. Learning and Development Business Partners have shown they believe in the value of the apprenticeship model by themselves completing a level 5. At the top end of the scale, the council now has 52 apprentices studying at degree level. Unlike many levy payers, the council's levy is fully utilised every year."

Average working days lost to sickness per employee (cumulative)

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

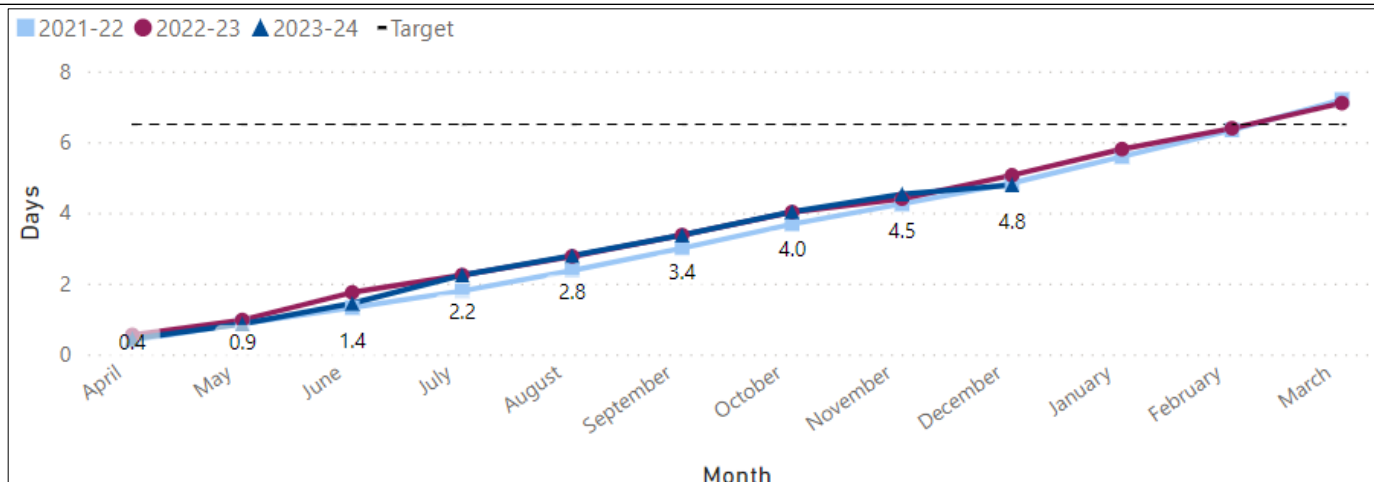
UN Sustainable Development Goal: 3

Most Recent Status: December 2023

GREEN

Previous Status: September 2023

GREEN



- Average working days lost is currently at the same level as the previous year (2022-23) and has been so since June 2023, and only very slightly higher than the year before that (2021-22).
- Based on the current trend, the forecast for year-end is likely to be comparative to last year, with between 7 and 7.5 working days lost per employee.
- Whilst repeat absence started strongly, levels have reduced compared to the previous year (2022-23) but remain higher compared to 2020-21 and 2021-22.
- Mental health absence remains a concern and current levels are the highest of the last three years.
- Long term absence has also peaked, this is expected due to the growth in mental health related absences which are more commonly long term. Adult Social Care has the highest number of people with a mental health absence compared with the previous three years which has been the case since July. Community Services has also seen levels higher than the previous three year but only recently peaked in October 2023.
- Overall sickness is comparable to the previous year, however, rises in the level of mental health need to be monitored and responded to with appropriate interventions, both proactive and reactive to prevent and control.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

Participation in children in care continues with ‘Have your Say’ events taking place during October, including a trip to Chessington World of Adventures which included children placed on both the island and mainland. Healthy Young People (HYPE) has continued to run, as have the ‘Come Dine with Me’ events. These took place at Christmas for children in care and care leavers. The Corporate Parenting Board is planning to co-produce an action plan with Children and Young People in response to the Bright Spots surveys. This year's Bright Spots survey is planned for children in care.

Work under the Family Hub programme continues to remain on track. The programme has directly employed a Project Officer who started in January to support the programme for the remainder of the funded period.

Our Early Help offer continues to be effective, with strong support from partner agencies, particularly schools. Ofsted noted in the 2023 Inspecting Local Authorities Children’s Services report that “children and families have good access to a wide variety of early help services that

deliver the right support to families at an early stage. Skilled lead practitioners work effectively with families and other key professionals to support and enable families to make positive changes. Family plans ensure that timely progress is made for children. If concerns escalate, referrals are made promptly to statutory services”.

Children’s social care was inspected by Ofsted in October and the report published in December. The overall outcome was good with good in all aspects except help and protection with was rated ‘requires improvement’. Plans are already in place to respond to the recommendations made by Ofsted. RAFT was found to be particularly strong in several areas.

Monthly auditing has continued, and the Quality Improvement Plan is due for its next update in January.

The Modernising Placement Programme (MPP) work continues to progress with a business case being worked up. Work is also being progressed through the South East Sector Led Improvement Partnership (SESLIP) on the regional recruitment of foster carers.

Adopt South continue to be able to match children with families that can meet their needs and we currently have no children awaiting adoption. We have recently placed three children together with adoptive parents. All other children that have been placed for adoption now have adoption orders.

Housing Benefit and Local Council Tax Support new applications continue to be processed within an average of 13 days and changes to claims with an average of 3.29 days, which means that residents are receiving the financial support they are entitled to.

440 discretionary housing payments have been made to the value of £130,000 together with 130 exceptional hardship awards valuing £62,000 to assist residents to overcome short term financial difficulties.

The team are also administering the governments flood scheme that provides financial support to those residents and businesses affected by storm Babet (19 and 25 October 2023). To date 218 applications have been received from residents, of which 206 have been processed and a payment of £500 made. 71 applications from businesses have also been received and 31 processed with a payment of £2500 made. Applications from businesses are taking longer to process because the strict eligibility criteria set by government means that there is a requirement for evidence regarding insurance arrangements to cover flooding. The scheme closed on the 4 January.

The following activity supports UN Sustainable Development Goal 4:

Chillerton and Rookley school closed on 31st December 2023.

At the Full Council meeting on 20 September, the newly elected Executive Leader advised that he was committed to moving forward the place planning for schools on the island, however the September 2024 date may not be realistic. This was followed up with a statement released by the cabinet member for Children’s Services on 23 November 2023 stating, “any formal statutory process that is required is likely to commence in the summer term of 2024 and, if followed through, any closures or other measures that result will take effect from Autumn 2025”.

The ongoing work to ensure schools are better placed to meet the needs of all pupils continues with a detailed programme of continued professional development. This has been created in collaboration with headteachers to address identified gaps and build capacity at all levels in the school system.

The Transforming Special Educational Needs and Disabilities (SEND) programme continues. The island SEN conference in November was attended by the cabinet member for education and well attended by schools. The additional support services, SEN Support Line and Toolkit were officially launched at the conference and will collectively support the building of quality and consistency of SEN provision in our mainstream schools across the island.

Termly training for all school leaders and governors in relation to the new Ofsted framework is taking place and has been well attended. This has been demonstrated in the positive outcomes of the recent Ofsted inspections.

Attendance remains a key focus with a significant piece of work to promote good attendance for all pupils in all schools ongoing.

Full attainment data for 2023 is published in January and will be brought to Policy and Scrutiny Committee in a full attainment report.

The Youth Council has increased membership numbers and developed their logo and website to promote what it has achieved and what benefits membership brings to youth councillors. The Youth Council, along with other groups of children and young people, took part in the recruitment of the new Director of Children’s Services. This was through a facilitated speed networking event with all four prospective candidates. The new director was recruited, and the Youth Council received thanks from the Director of Corporate Services. The Youth Council continued to have a dedicated question asked at Full Council and the opportunity to comment on key decisions the council makes on the impact on young people and future generations. The Youth Council and Youth MP signed up to the National British Youth Council Make Your Mark ballot to ask all children on the Isle of Wight what the priorities should be for the new Youth Council. Elections are planned for spring 2024. These elections will be supported by the Isle of Wight Council.

The following activity supports UN Sustainability Goal 8:

The Agile team have compiled a new and refreshed action plan for their work. They will be renamed the Digital Change team to reflect the fact that as much as of the organisation as possible are now working in an agile way and the next phase of work will be the upskilling of all staff in digital skills appropriate to their role. They will also be continuing to work alongside teams to help them to fully utilise the Office365 tools at our disposal. From January 2024 we will be conducting an organisation wide cultural assessment which will inform the next few years work in this area.

Strategic Risks

Failure to improve educational attainment.		
Assigned to: Director of Children’s Services		
Inherent score	Target score	Current score (November 23)
16 VERY HIGH	6 LOW	10 MEDIUM
Previous scores		
September 23	June 23	March 23
10 MEDIUM	10 MEDIUM	10 MEDIUM
Risk score is consistent		

Failure to identify and effectively manage situations where vulnerable children are subject to abuse.

Assigned to: Director of Children’s Services

Inherent score	Target score	Current score (November 23)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

The ending of the partnership between IWC and HCC for Children’s Social Care and associated de-coupling arrangements.

Assigned to: Director of Children’s Services

Inherent score	Target score	Current score (November 23)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	N/A	N/A
No change in risk score		

Insufficient staffing capacity and skills

Assigned to: Director of Corporate Services

Inherent score	Target score	Current score (November 23)
16 VERY HIGH	9 MEDIUM	12 HIGH
Previous scores		
September 23	June 23	March 23
12 HIGH	12 HIGH	12 HIGH
Risk score is consistent		

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 (November 23)
16 VERY HIGH	6 LOW	12 HIGH
Previous scores		
September 23	June 23	March 23
12 HIGH	8 MEDIUM	8 MEDIUM
No change in risk score		

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Appendix 4 – 2023/24 Q3

CLIMATE CHANGE, BIOSPHERE AND WASTE

Cabinet Member: Councillor Lora Peacey-Wilcox

Portfolio Responsibilities:

- AONB
- Countryside Management
- Parks and Open Spaces
- Biosphere
- Climate Change and Environment
- Playing Fields and Sports Grounds
- Allotments
- Amenity Land Hire
- Beach Huts
- Waste Collection
- Waste Disposal
- Forest Road Waste Recovery Park
- Household Waste
- Recycling Centres
- Commercial Waste Recycling Centres
- Closed Landfill Sites
- Littering and Fly Tipping

Performance Measures

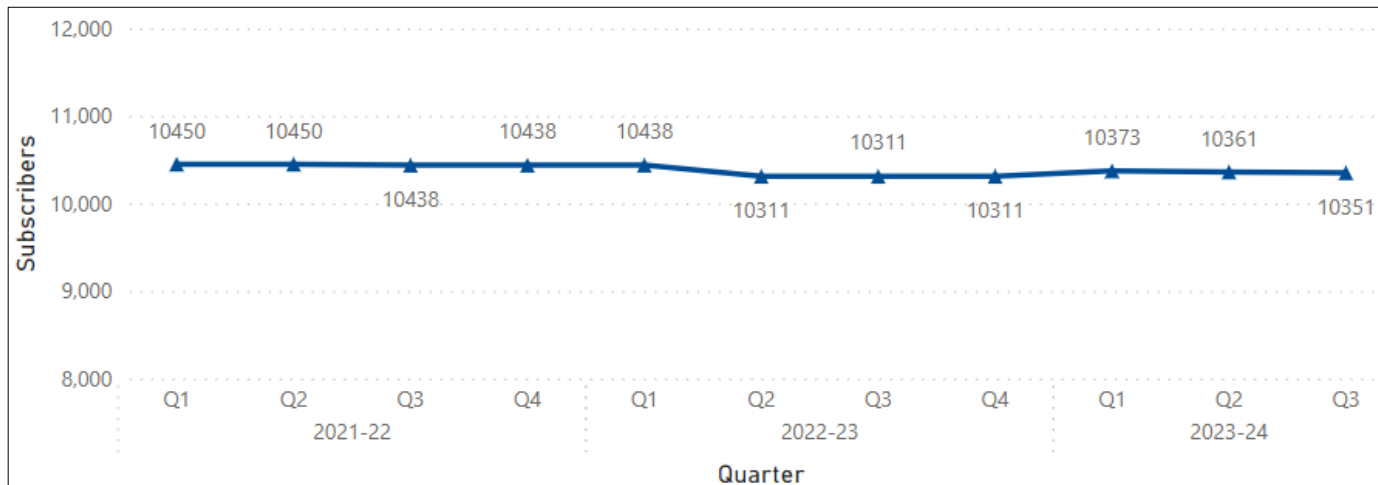
Total number of garden waste subscribers

Aim: Increasing the number of garden waste subscribers.

UN Sustainable Development Goal: 13

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- The number of garden waste subscribers dropped by 12 over Q3 but remains above the same period last year (10,311 in 2022-23 and 10,351 in 2023-24).

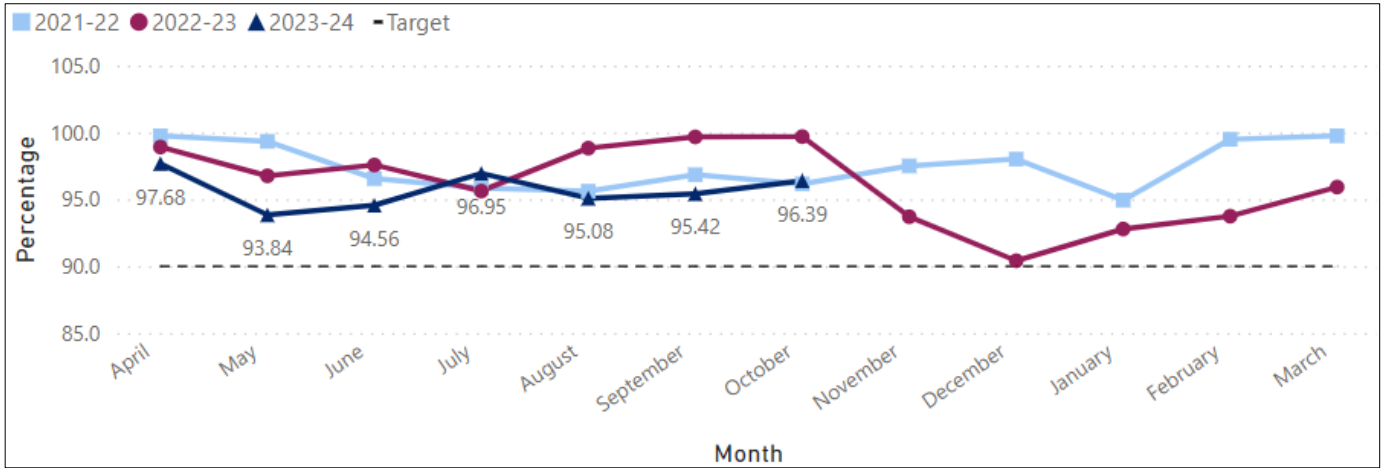
Percentage of domestic waste diverted from landfill

Aim: 90 percent of domestic waste is diverted from landfill.

UN Sustainable Development Goal: 13

Most Recent Status: October 2023 **Monitoring Measure**

Previous Status: August 2023 **Monitoring Measure**



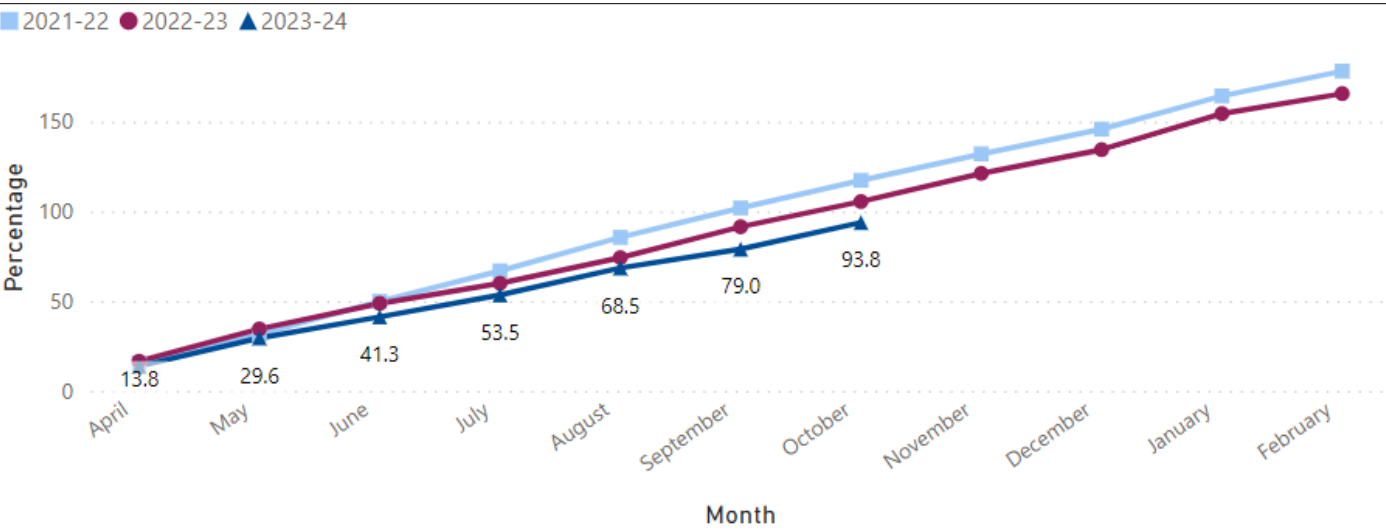
- Thalia Waste Management Limited provide a monthly report, approximately 6 to 8 weeks in arrears. Data for November and December will therefore be updated in quarter 4.
- Diversion rates are lower than during the same period last year (96.39 for 2023-24 against 99.69 for 2022-23) however, rates remain well above the target 90 percent, as they have been 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: October 2023	GREEN
Previous Status: August 2023	GREEN



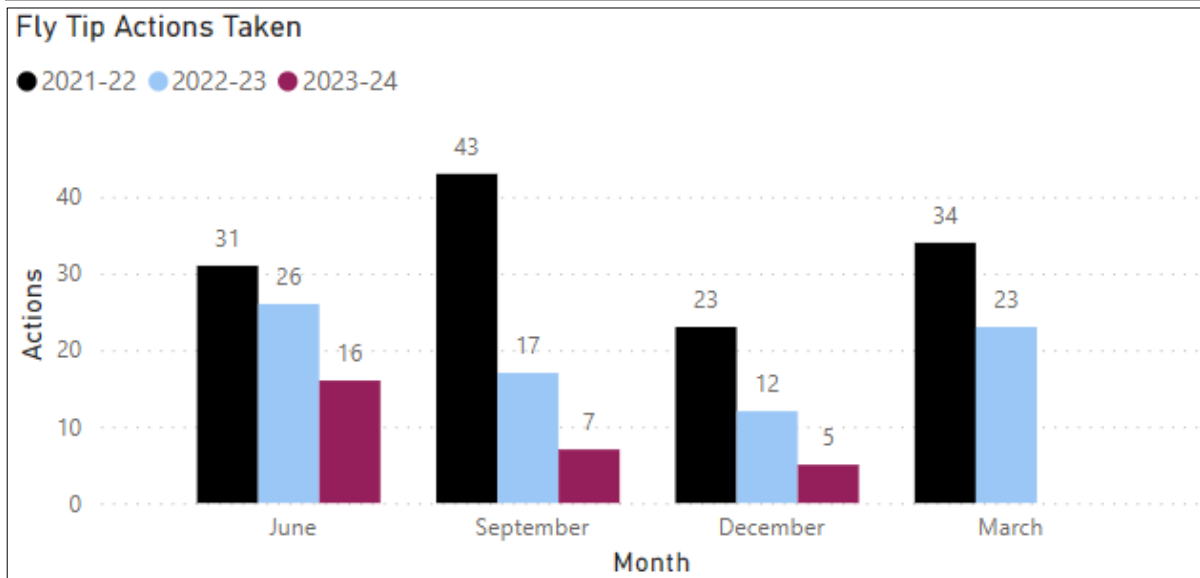
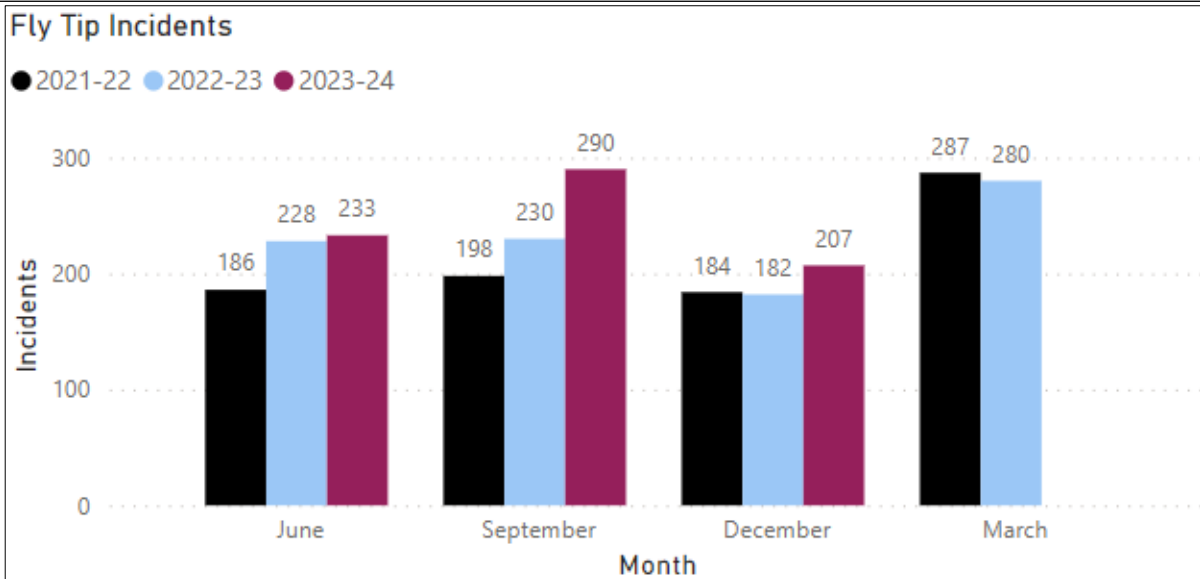
- Thalia Waste Management Limited provide a monthly report, approximately 6 to 8 weeks in arrears.
- We are currently below the same period last year in terms of reduction in kilograms for July (93.8 for 2023-24 and 105.54 for 2022-23).

Number of fly-tip incidents and actions taken

Aim: Not applicable.

UN Sustainable Development Goal: 13

Most Recent Status: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- 138 of 207 incidents involved household black bags and other household waste (66.6 percent) in Quarter 3.
- There were three warning letters issued, and one fixed penalty notice issued and paid.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 13:

Waste target A in the waste Public Private Partnership (PPP) contract aims to reduce and maintain the amount of residual household waste to below 181.19 kg per person. Year to date performance (as of October 2023) is 93.81 kg per person, this is significantly below the target and indicative of positive performance.

Waste target F (diversion of all contract waste from landfill) is set at 90 percent. Year to date performance (as of October 2023) is 95.66 percent. Although lower than that reported in Q1, this is a slight improvement on Q2. Based on the increased use of the Energy Recovery Facility (ERF) to generate Energy from Waste (EFW) future performance is likely to remain steady at this rate, this is due to a corresponding increase in the amount of bottom ash generated because of more residual waste being converted to energy on site.

We have recently updated our Procurement Initiation Form to include the Climate and Environment Impact Assessment Tool. This is at draft stage and will be implemented during new procurements early in 2024. The inclusion of the climate impact assessment will require our stakeholders and commissioners to consider the environmental impacts more fully at the offset of a new procurement and will increase our efforts in this area.

Strategic Risks

Failure of the Waste contract resulting in significant financial and operational disruption for the council and its residents

Assigned to: Director of Community Services

Inherent score	Target score	Current score (November 23)
16 VERY HIGH	5 LOW	8 MEDIUM
Previous scores		
September 23	June 23	March 23
8 MEDIUM	8 MEDIUM	8 MEDIUM
Risk score is consistent		

Appendix 5 – 2023/24 Q3

ECONOMY, REGENERATION, CULTURE AND LEISURE

Cabinet Member: Councillor Julie Jones-Evans

Portfolio Responsibilities:

- Economic Development
- Sports Development
- Events
- Libraries
- Regeneration Projects
- Theatres
- Levelling Up, SLEP
- Museums
- Tourism
- Archaeology
- Leisure Centres
- Records Office

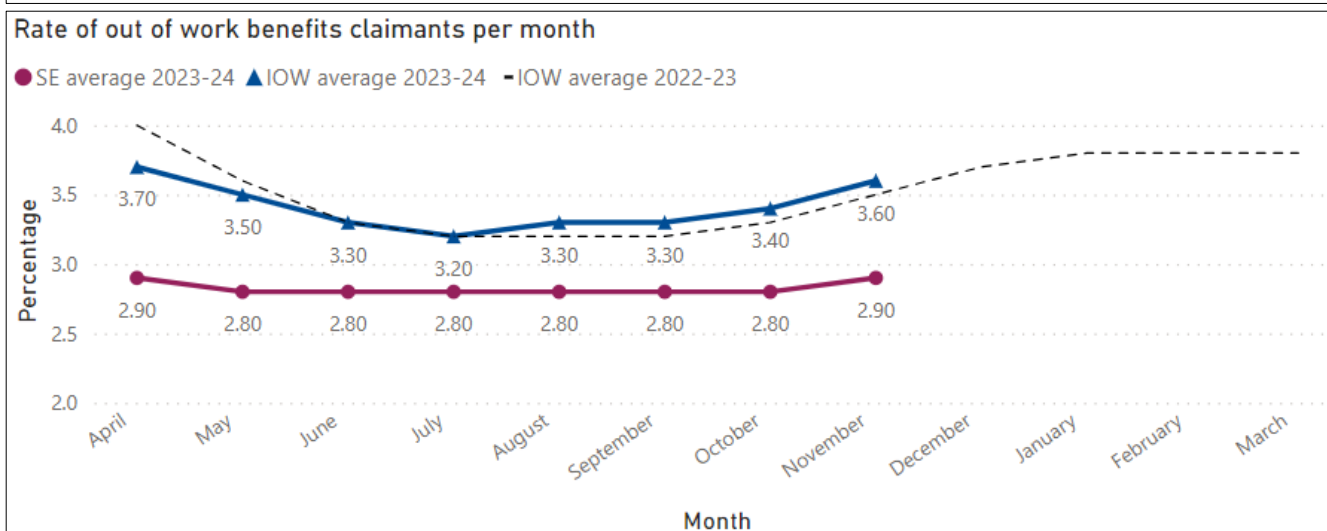
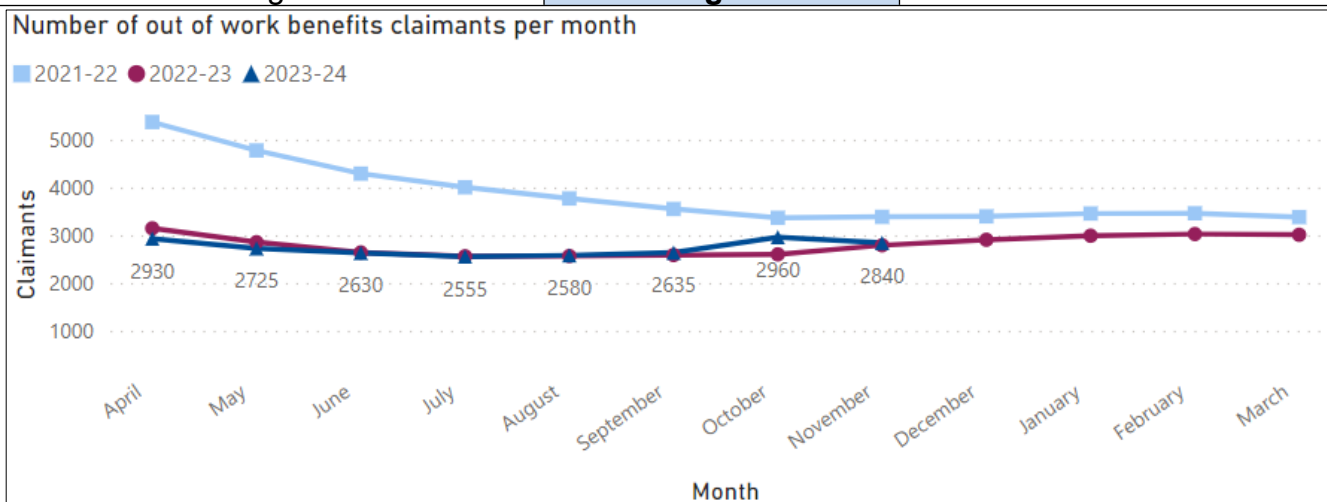
Performance Measures

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: November 2023	Monitoring Measure
Previous Status: August 2023	Monitoring Measure



• Labour market data for December 2023 has not yet been released by the Office of National

Statistics.

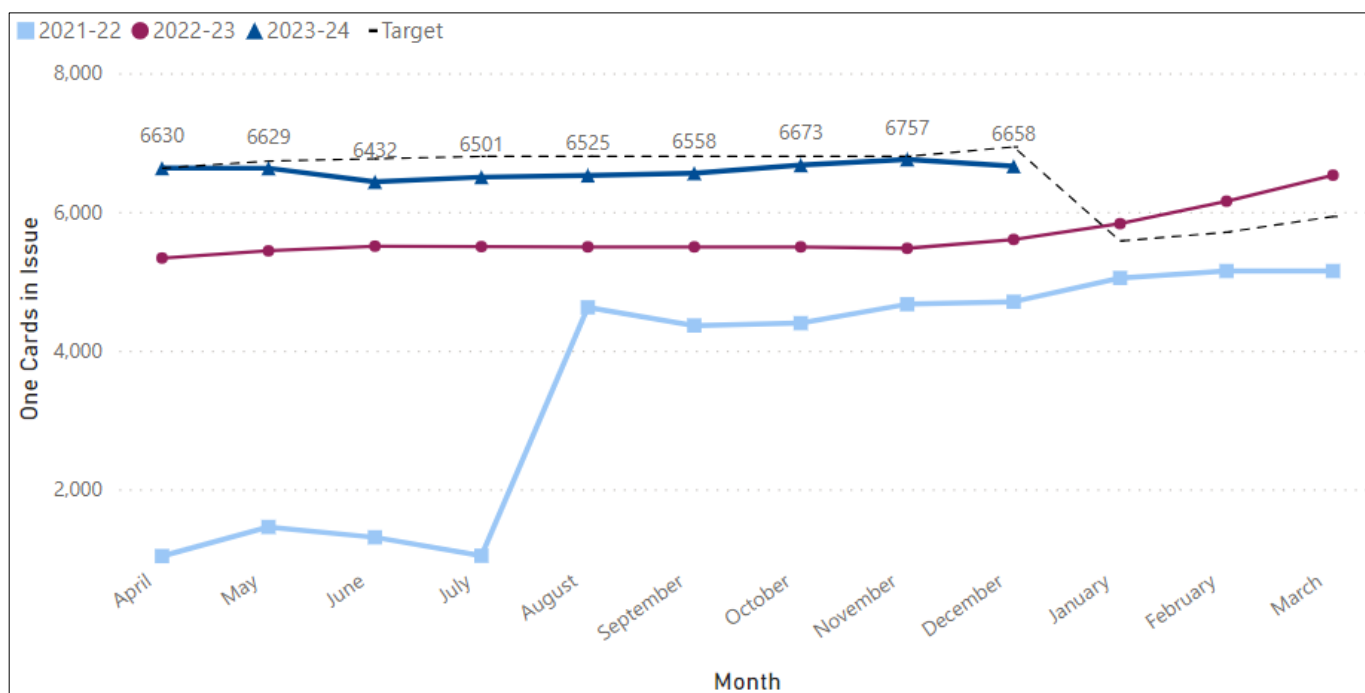
- The data shows that the number of out of work benefit claimants rose slightly over Quarter 3 (up to November) and is comparable to the same period last year.
- IOW remains above the South East average of 2.9 percent, but below the England average of 3.7 percent.

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: December 2023	AMBER
Previous Status: September 2023	AMBER



- Data from Leisure Facilities shows the number of One Cards (giving unlimited access to selected sports and leisure activities, subject to availability) in issue.
- The slight drop in December is as expected.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 4:

Further discussions have been held with stakeholders about the future of Dinosaur Isle, however little can be developed until the outcome of the Museum Estate and Development Fund (MEND) bid in April 2024.

The future of the New Records Office project was discussed with the Regeneration Members Board in December 2023.

The following activity supports UN Sustainable Development Goal 8:

Funds were made available to support the delivery of the Guard House at Venture Quays (Barracks) East Cowes, and works have now begun to restore this element. The southern elevation works at Venture Quays (Columbine) are also nearing completion and awaiting sign off.

The council has appointed Sovereign Network Group for the delivery of the Skill4Work Programme, a one-to-one employment support and coaching programme open to anyone living on the Isle of Wight who is aged 16 or over, not in any paid work and who has the right to work in the UK.

The Department, Ryde project has successfully attracted grants totalling almost £500k from the National Lottery Heritage Fund and Historic England, meaning that all funds required to deliver the scheme are now secure. The capital works contract has been awarded to Crown Park and works are scheduled to commence on site at the beginning of February.

The location of murals on the 'Ryde Women's Art Trail' have been identified and permissions secured. Artists have been commissioned and designs are now being prepared for delivery in early 2024. The team met with Donna Jones, Police and Crime Commissioner for Hampshire and Isle of Wight in November 2023 and she is keen to visit again when the works are complete.

Artwork has been commissioned from local artists for the Newport high street banners, these will be based on a Biosphere theme and will be used as part of a series of banners to be mounted on lampposts in celebration of Newport's position as the capital of the Isle of Wight Biosphere.

'All The Wonder' the Isle of Wight Cultural Strategy 2023-2033 was launched by Creative Island at Building 41 on 7 November 2023, this included a tour of the Building 41 sheds. Discussions continue over the potential use of the sheds by Shademakers to be managed as a maker-space for local creatives.

The following activity supports UN Sustainable Development Goal 11:

Public Realm improvements projects in Newport and Ryde (People First Zone and Ryde Pedestrian Zone improvements) are progressing through the High Streets Heritage Zones programme (HSHAZ). The incorporation of sustainable drainage systems (SuDs) in both schemes were approved by the Major Highways Project Board in October 2023. Discussions are ongoing with Southern Water, working towards a collaborative delivery approach and confirmation of a delivery schedule later in 2024. Both schemes are currently out to tender.

Shopfront works, grant funded by the Heritage Action Zones programme, have been completed at three locations in Ryde and Newport, with four more working towards completion by the end of March.

Strategic Risks

N/A

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Appendix 6 – 2023/24 Q3 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 and Beach Management
- Flood Policy and LLFA
- Town, Parish & Community Council Liaison

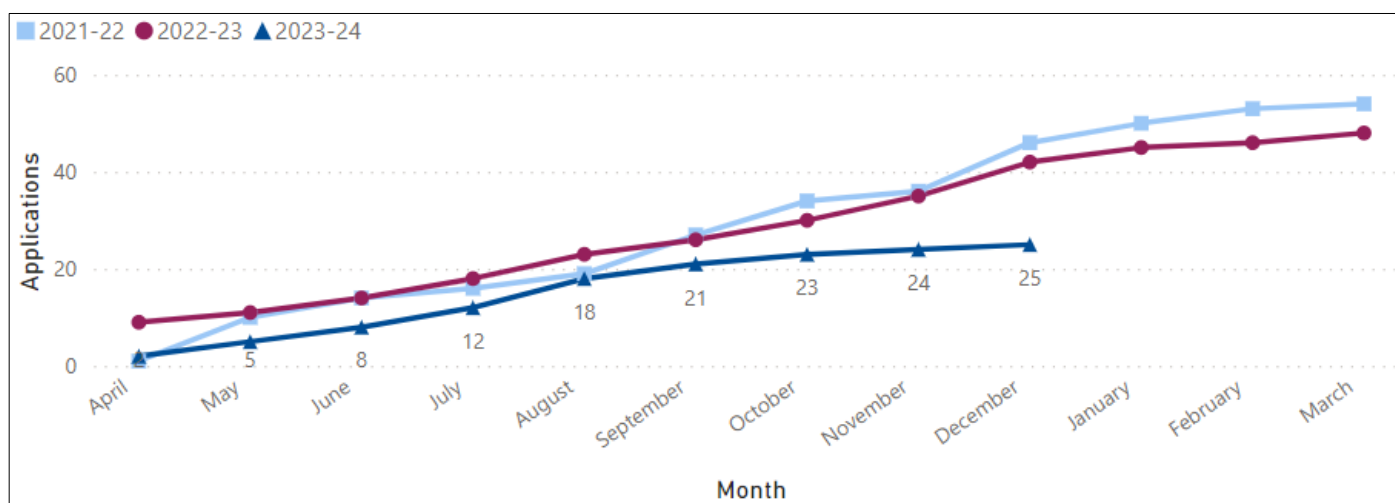
Performance Measures

Number of major planning applications received

Aim: Not applicable.

UN Sustainable Development Goal: 12

Most Recent Status: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- We continue to see fewer major applications being submitted, but some are larger in scale.

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 3 with an average 97 percent.
- Of the 265 decisions issued over the quarter, only 8 were out of time (three 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
Oct-23	95	103	65	33	5
Nov-23	99	89	55	33	1
Dec-23	97	73	44	27	2

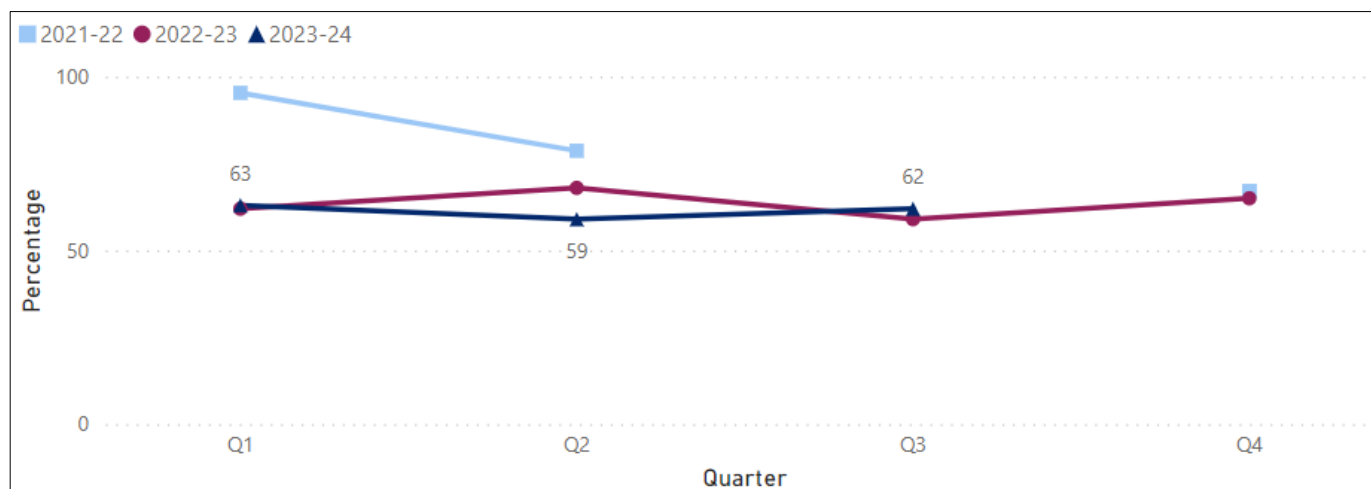
Percentage of all planning applications processed within agreed timescales

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

UN Sustainable Development Goal: 12

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- Please note, this graph does not include agreed upon extensions of time, which affects the percentage considered as 'on-time'.

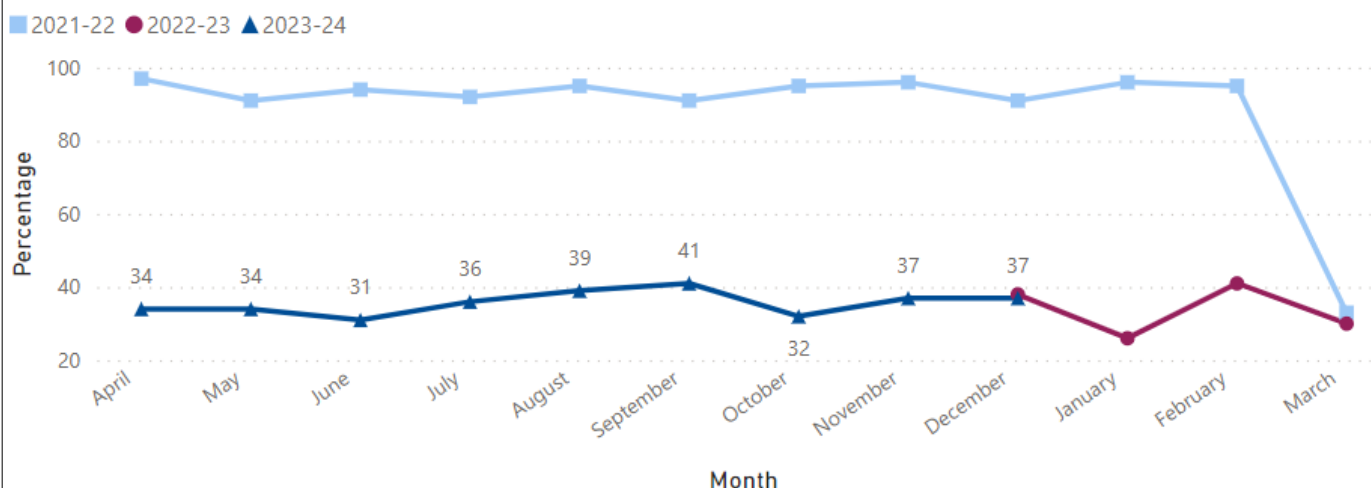
Percentage of planning applications determined within agreed extension of time

Aim: Not applicable

UN Sustainable Development Goal: 12

Most Recent Status: December 2023 **Monitoring Measure**

Previous Status: September 2023 **Monitoring Measure**



- The percentage of applications determined within the agreed extension of time has remained steady over Quarter 3 and is in line with the same period last year.
- No data was provided between April and November 2022.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 9:

The draft Island Planning Strategy (IPS) was considered by an additional meeting of the Policy & Scrutiny Committee for Neighbourhoods and Regeneration on 12 December 2023, and recommendations were made by the Committee to the Portfolio Holder. These recommendations were incorporated into the draft IPS and the cover report that was prepared for the Cabinet meeting on 11 January 2024, but this has since been pushed back.

The Cabinet were briefed on the above on 19 December 2023 which was the same day the Secretary of State announced a range of planning changes, which included changes to the National Planning Policy Framework that could directly impact on the IPS' content and process.

King's Counsel (KC) opinion on these changes and the implications for the Council was sought and a meeting held with the KC, the Leader, Deputy Leader and Cabinet Members for Planning and Corporate functions Officers on 21 December 2023. Verbal advice was given, with written advice expected in early January 2024.

A Group Leaders' briefing planned for December was pushed back to January 2024.

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 (November 23)
16 VERY HIGH	13 HIGH	12 HIGH
Previous scores		
September 23	June 23	March 23
12 HIGH	13 VERY HIGH	15 VERY HIGH
No change in risk score		

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Appendix 7 – 2023/24 Q3

REGULATORY SERVICES, COMMUNITY PROTECTION AND ICT

Cabinet Member: Councillor Karen Lucioni

Portfolio Responsibilities:

- Contingency and Emergency Planning
- Bereavement Services
- Coroner
- Licensing
- Environmental Health
- Trading Standards
- Community Safety
- ICT Contracts
- Applications Development
- Digital Service
- Software Development
- Compliance and Infrastructure
- Desktop Support
- Telecommunications

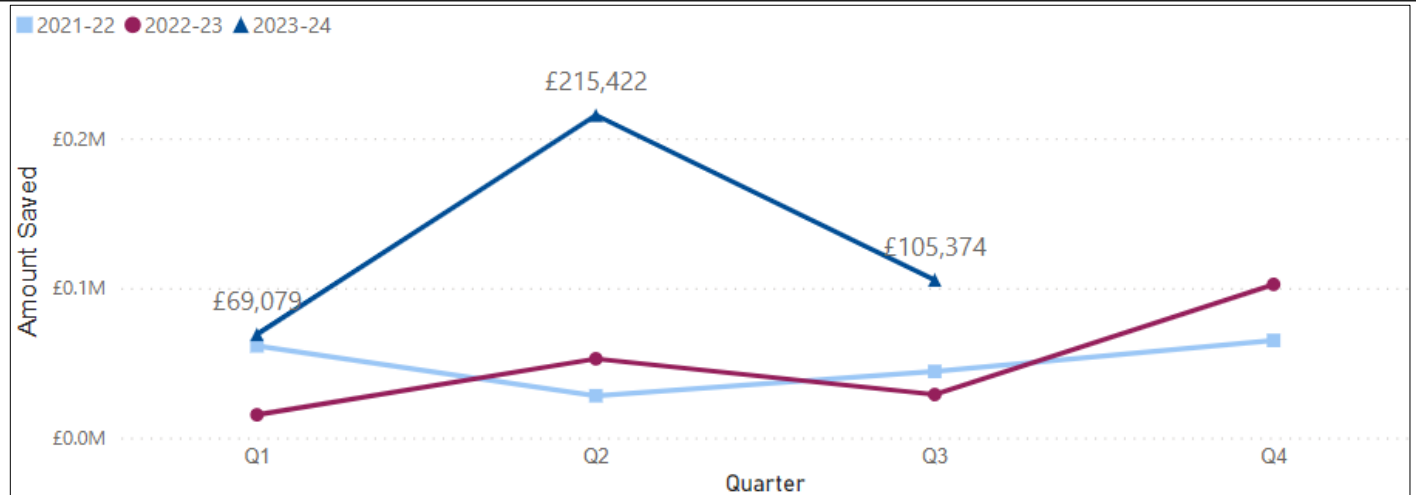
Performance Measures

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: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure



- This data is provided by the Isle of Wight council Trading Standards Service.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 11:

The food inspection programme is on track within the capacity of competent officers currently. This is not completion of the full programme as would be expected by the Food Law Code of Practice; however, the Food Standards Agency (FSA) performance team are aware, and we are keeping them updated. An action arising from the internal audit of the service was that the Food Service

Plans should be forwarded to the appropriate level for approval. Retrospectively this year's plan will be approved and published shortly.

In relation to the remainder of the service delivery, we are currently working to the team plans, with all work focused on a risk-based approach and making the most effective use of the resources that are available. We have had some successes with officers that are on training programmes and career progressions within the team. We have also successfully recruited to a vacant position in the team.

The licensing team has been working on the renewal of the Statement of Licensing Policy required by the Licensing Act 2003. The consultation is complete, and the policy was presented to Full Council on 17 January for approval. The team continues to deal with the many applications that it receives and ensure that they are processed in the time scales set by both legislation and local policy.

During Q3 Trading Standards saved a total of £105,374 for consumers due to trading standards interventions. We continue our work in the community with preventative talks on scams to residents and community groups. Further test purchasing has taken place for underage sales of vapes based on intelligence received. The compliance has been good, with some non-compliance addressed and some planned re-tests. We have also seen an increase in the reporting of door-step crime related incidents this quarter, to which the team has responded. Subsequently, media messages have been issued to residents with advice about contracting services on the doorstep.

During Q3 trading standards have completed our routine Weights and Measures inspections of all fuel stations on the island to check for accuracy. All sites passed with good compliance. Business advice has also been provided to all identified sellers of firewood to ensure they are compliant with the new legislation around moisture content.

Strategic Risks

N/A

Appendix 8 – 2023/24 Q3 HOUSING AND FINANCE

Cabinet Member: Councillor Ian Stephens

Portfolio Responsibilities:

- Housing Enabling and Delivery
- Homelessness
- Rough Sleeping
- Housing Related Support
- Housing Renewal and Enforcement
- Finance
- Audit
- Treasury Management
- Commercial Property Investments
- Leasing
- Business Intelligence
- Property and Asset Management

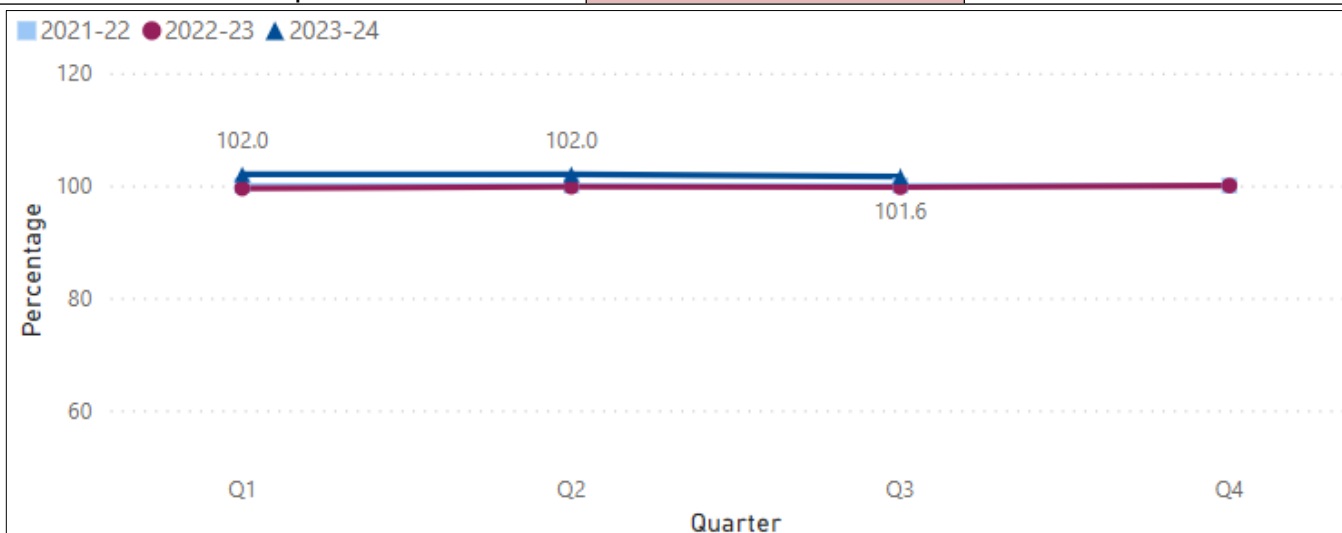
Performance Measures

Percentage of predicted revenue outturn compared to budget

Aim: Revenue Outturn is below 100 percent.

UN Sustainable Development Goal: 8

Most Recent Status: December 2023	RED
Previous Status: September 2023	RED



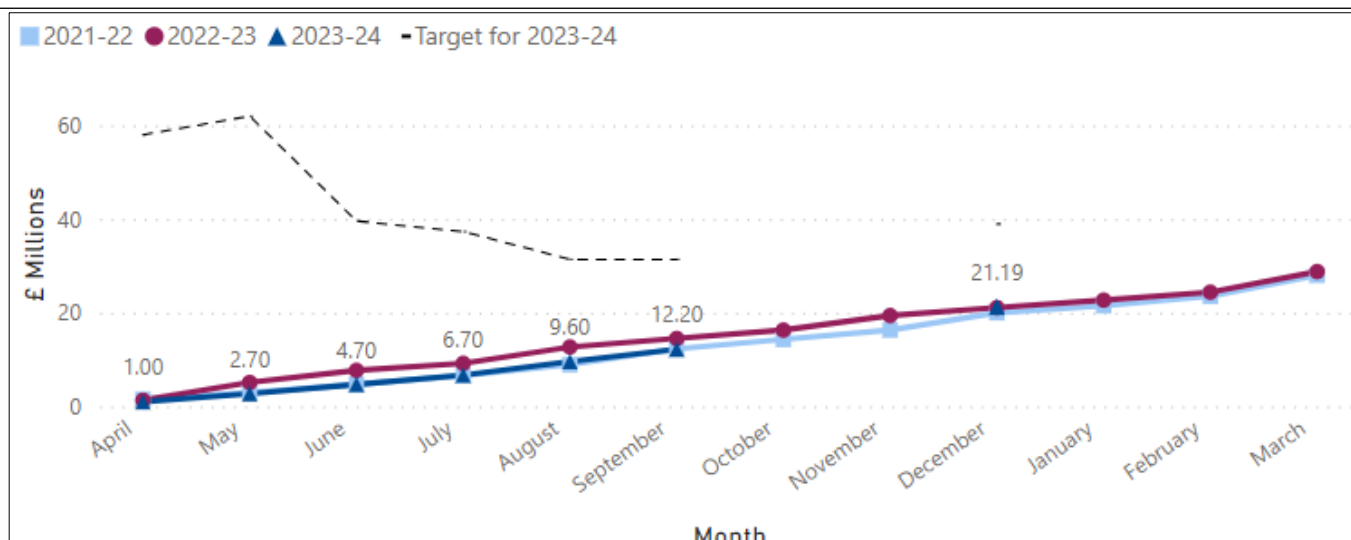
- The current revenue budget is £178.7m and the forecast outturn is £184.1m, resulting in a forecast overspend before reliance on transfers from contingencies of £5.4m. After the planned use of contingencies, the forecast overspend to be managed is £2.9m. The key pressure areas relate to Adults and Children's Social Care.

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: December 2023	GREEN
Previous Status: September 2023	GREEN



- Gap in data due to change in quarterly reporting.
- As at quarter 3 the total capital budget for 2023-24 is £39.0m.
- The forecast expenditure is £35.0m with slippage of some £4.0m, therefore the programme remains full funded.

Capital Expenditure and Financing Requirement

Capital Expenditure

Quarter	General Fund Prior Year (£m)	Capital Investment Prior Year (£m)	General Fund Current Forecast (£m)	Capital Investment Current Forecast (£m)	General Fund Current +1 Forecast (£m)	Capital Investments Current +1 Forecast (£m)	General Fund Current +2 Forecast (£m)	Capital Investments Current +2 Forecast (£m)
Q3	28.90	0.00	39.00	0.00	63.10	0.00	20.40	0.00

- Main 2023-24 schemes include
 - Schools' capital maintenance (£3.8m)
 - Transforming Cities Fund (£4.9m)
 - Ventnor coastal works (£3.5m)
 - East Cowes levelling up fund (£2.5m)
 - ICT rolling replacement (£1.1m)
- Some slippages are likely in outturn position at end of quarter 4.

Capital Financing Requirement (CFR)

Quarter	General Fund Prior Year (£m)	Capital Investment Prior Year (£m)	Total Prior CFR year (£m)	General Fund Current Forecast (£m)	Capital Investment Current Forecast (£m)	Total CFR Current (£m)	General Fund Current +1 Forecast (£m)	Capital Investments Current +1 Forecast (£m)	Total CFR Current +1 (£m)	Capital Investments Current +2 Forecast (£m)	General Fund Current +2 Forecast (£m)	Total CFR Current +2 (£m)
Q3	394.70	0.00	394.70	389.60	0.00	389.60	415.50	0.00	415.50	0.00	420.50	420.50

- The expected CFR is in line with the 2024-25 budget planning.
- Initial estimate of £7.9m in relation to International Financial Reporting Standards changes in accounting for leases

Debt, Authorised Limit and Operational Boundary

Debt, the Authorised Limit and the Operational Boundary

Quarter	Borrowing Max Debt Current (£m)	PFI Max Debt Current (£m)	Total Current (£m)	Borrowing Actual Debt at Quarter End (£m)	PFI Actual Debt at Quarter End (£m)	Total Actual Debt at Quarter End (£m)	Borrowing Authorised Limit Current (£m)	PFI Authorised Limit Current (£m)	Total Authorised Limit Current (£m)	Operational Boundary borrowing (£m)	Operational Boundary PFI (£m)	Total Debt Operational Boundary (£m)
Q3	200.70	92.60	293.30	182.10	92.60	274.70	410.00	130.00	540.00	324.00	105.00	429.00

- All boundaries have been complied with during quarter 3

Gross Debt (including Private Finance Investment)

Quarter	Debt (incl. PFI & Leases) Prior Year (£m)	Debt (incl. PFI & Leases) Current (£m)	Debt (incl. PFI & Leases) Current +1 (£m)	Debt (incl. PFI & Leases) Current +2 (£m)	As at Quarter end (£m)
Q3	290.80	278.10	316.90	365.80	274.70

- The quarter 3 end is based on the Autumn 2023 cashflow update.

Income from Commercial and Service Investments, and Financing Costs to Net Revenue

Net income from Commercial and Service Investments to Net Revenue

Quarter	Total Net income Prior year (£m)	Proportion of Net Rev Stream prior year	Total Net income Current (£m)	Proportion of Net Rev Stream Current	Total Net income Current +2 (£m)	Proportion of Net Rev Stream Current +1	Total Net income Current+1 (£m)	Proportion of Net Rev Stream Current +2
Q3	1.02	0.63%	1.09	0.61%	1.37	0.67%	1.27	0.72%

Proportion of Financing Costs to Net Revenue Stream

Quarter	Financing Costs prior year (£m)	Proportion of Net Rev Stream prior year	Financing Costs Current (£m)	Proportion of Net Rev Stream Current	Financing Costs Current +1 (£m)	Proportion of Net Rev Stream Current +1	Financing Costs Current +2 (£m)	Proportion of Net Rev Stream Current +2
Q3	16.00	9.93%	15.50	8.67%	21.30	11.32%	22.30	11.65%

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

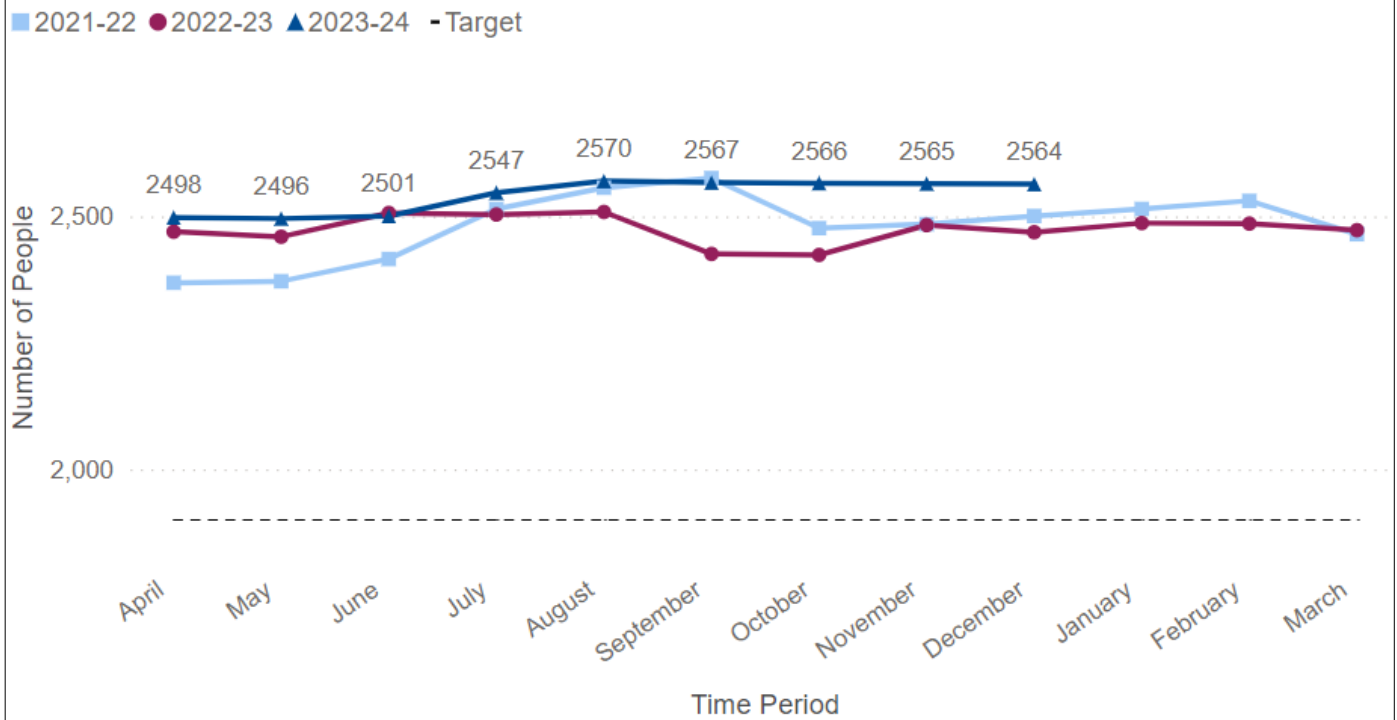
Most Recent Status: December 2023	RED
Previous Status: September 2023	RED

Applications are assessed and placed in one of five bands according to their housing needs. Within each band, applications will be placed in priority date order, with the application with the oldest date having the highest priority. The date that is normally used is the date the housing need is assessed. Where circumstances change and a move between bandings occurs, the priority date will be changed to the date when the housing need was reassessed.

Band	Criteria
Band 1	<ul style="list-style-type: none"> Urgent medical/welfare issues. Multiples of band 2.
Band 2	<ul style="list-style-type: none"> Severe overcrowding (at least 2 bedrooms). Severe under occupation (social housing tenants' resident on the Island). Severe medical/welfare issues. Applicants identified as being ready for 'move-on' accommodation. Social housing tenants on the Island vacating disabled adapted accommodation.
Band 3	<ul style="list-style-type: none"> Multiples of band 4.
Band 4	<ul style="list-style-type: none"> Homeless applicants. Significant medical/welfare issues. Hazardous property condition as defined by the Housing Renewal team. Lacking or sharing amenities. Households within insecure accommodation.

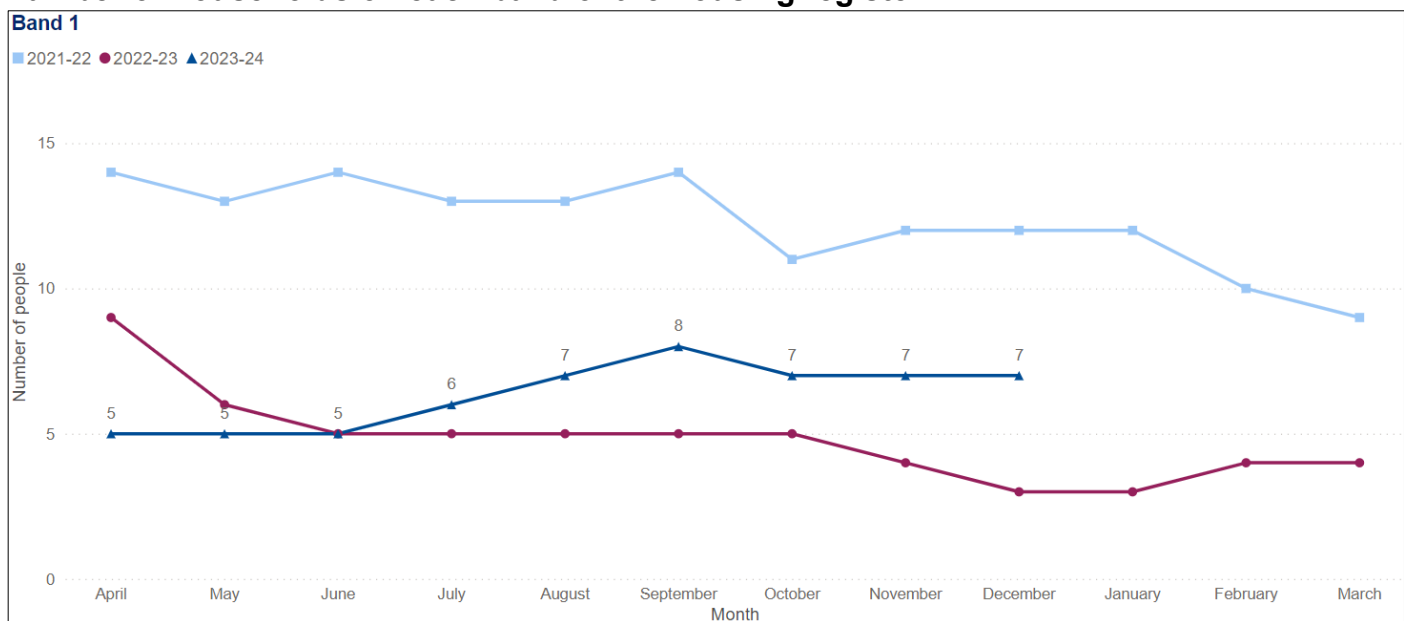
	<ul style="list-style-type: none"> • Minor overcrowding (1 bedroom). • Minor under occupation (private tenants or owner occupier’s resident on the Island).
Band 5	<ul style="list-style-type: none"> • Households with secure accommodation and no other housing need.

Average number of people on the housing register

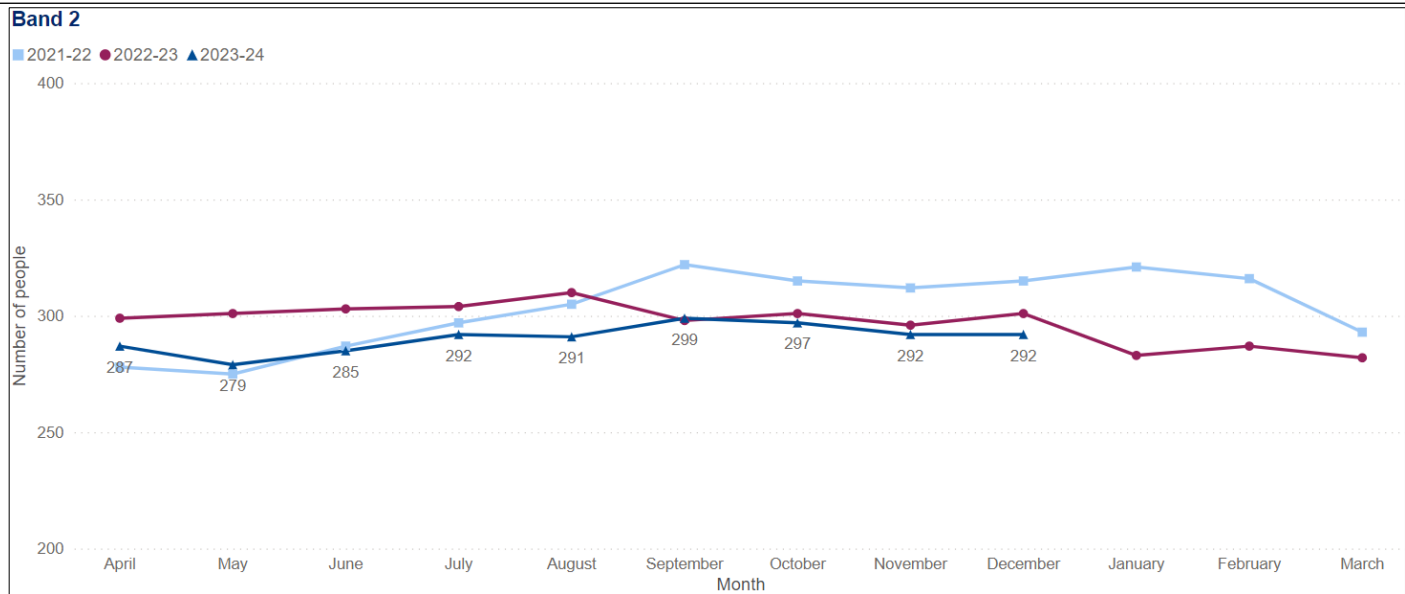


- The number of people on the housing register remained consistent over Quarter 3.
- At the end of Quarter 3, the number of the housing register remained higher than the previous year (2564 in 2023-24 compared to 2469 in 2022-23)

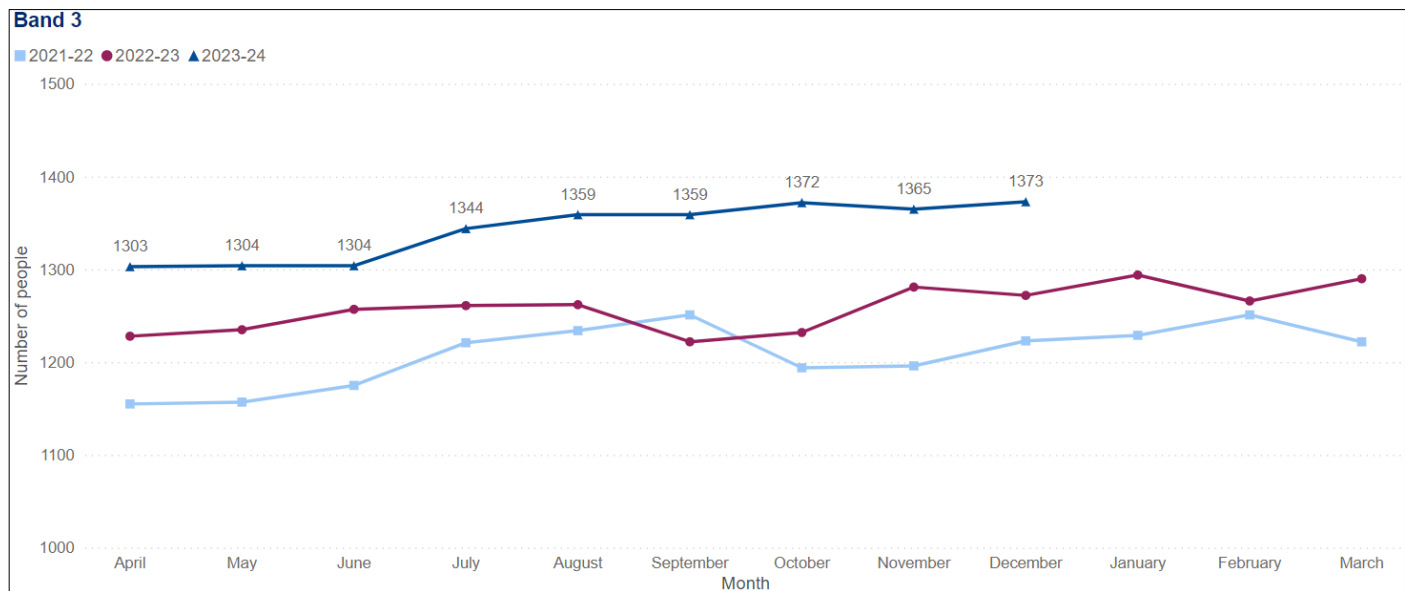
Number of households on each band of the housing register:



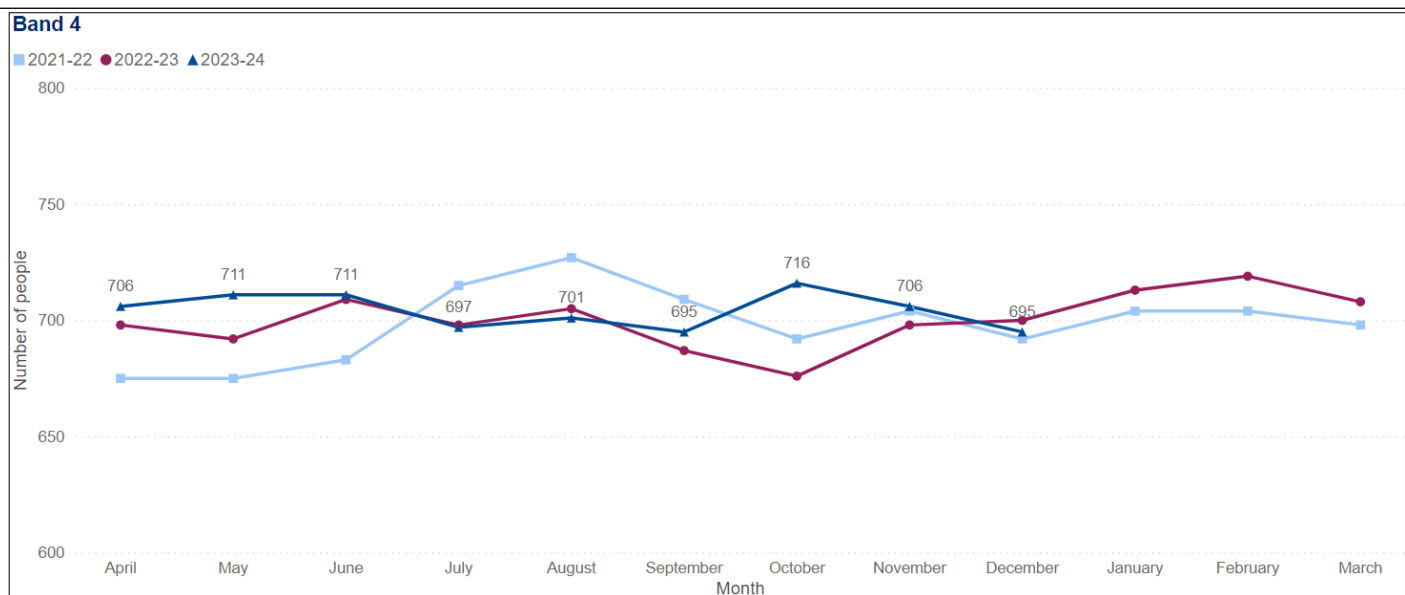
- The number of households remained consistent, ending Quarter 3 with 7 households, this is 4 more than at the end of the same period in 2022-23.



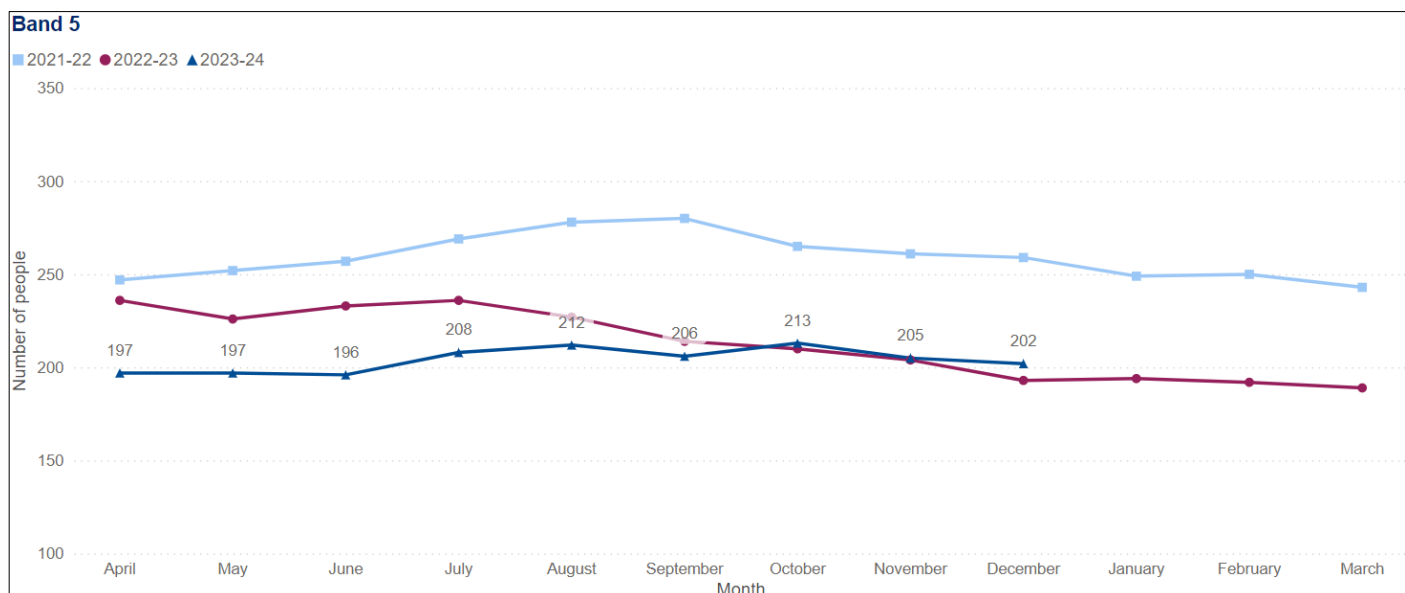
- The number of households has dropped slightly, with 292 on band 2 at the end of the quarter. This is slightly lower than the end of the same period in 2022-23 (301)



- The number of households has increased during Quarter 3 but remained consistent between October and December. The number of households on band 3 is higher than at the end of the same period in 2022-23 (1373 in 2023-24 compared to 1272 in 2022-23)



- The number of households on band 4 fluctuated over quarter 3, but returned to the same level as at the end of Quarter 2 (695)



- The number of households dropped slightly during quarter 3, but totals are higher than last year.

Number of households prevented from becoming homeless

Aim: Monitoring Measure only.

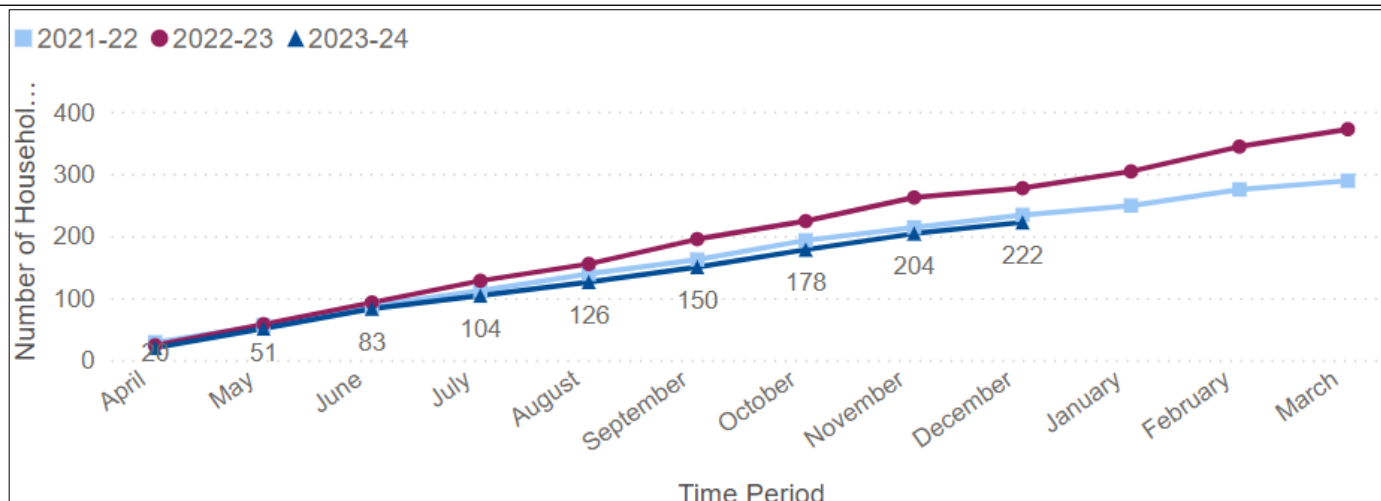
UN Sustainable Development Goal: 1

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure



- There was an increase of 18 from 204 in November to 222 in December.
- An upwards trend in the number of households prevented from becoming homeless continues.

Number of households in temporary accommodation

Aim: Monitoring Measure only.

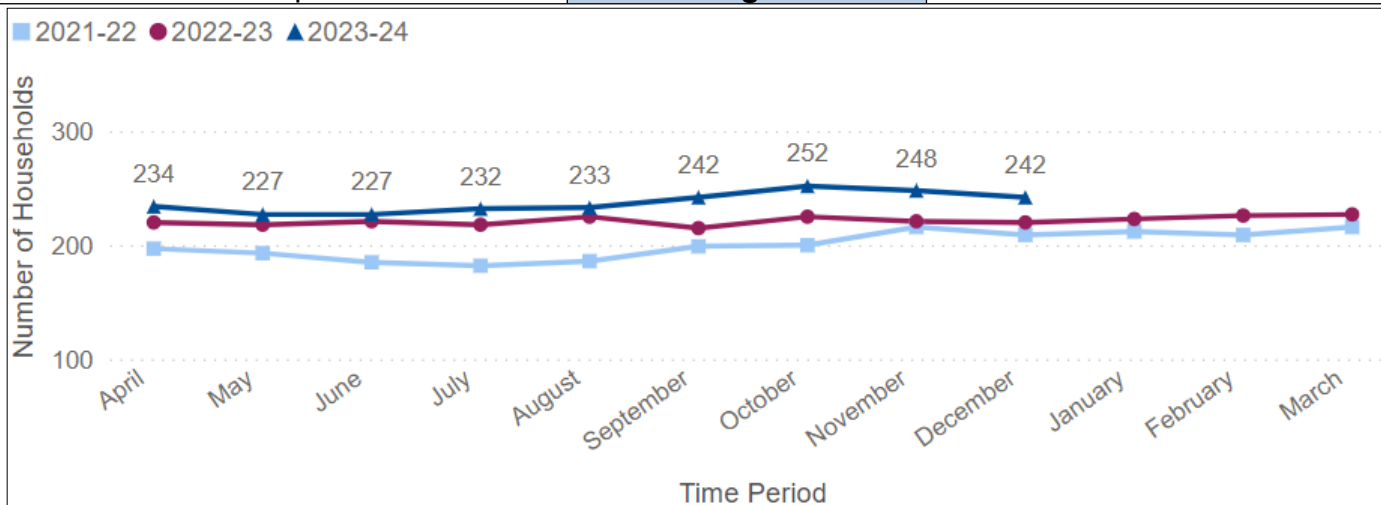
UN Sustainable Development Goal: 1

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure



- A slight decrease over Quarter 3, with a drop of 10 from October (252) to December (242).

Number of households who are homeless, in temporary accommodation or emergency accommodation in each housing band and number of bedrooms required

Aim: Monitoring Measure only.

UN Sustainable Development Goal: 11

Most Recent Status: December 2023

Monitoring Measure

Previous Status: September 2023

Monitoring Measure

Number of households who are homeless, in temporary/emergency accommodation in each band.

Year	Band 1	Band 2	Band 3	Band 4	Band 5	Total
2023-24						
September	0	16	193	1	0	210
December	0	18	195	3	0	216

Number of households who are homeless, in temporary/emergency accommodation by number of bedrooms required.

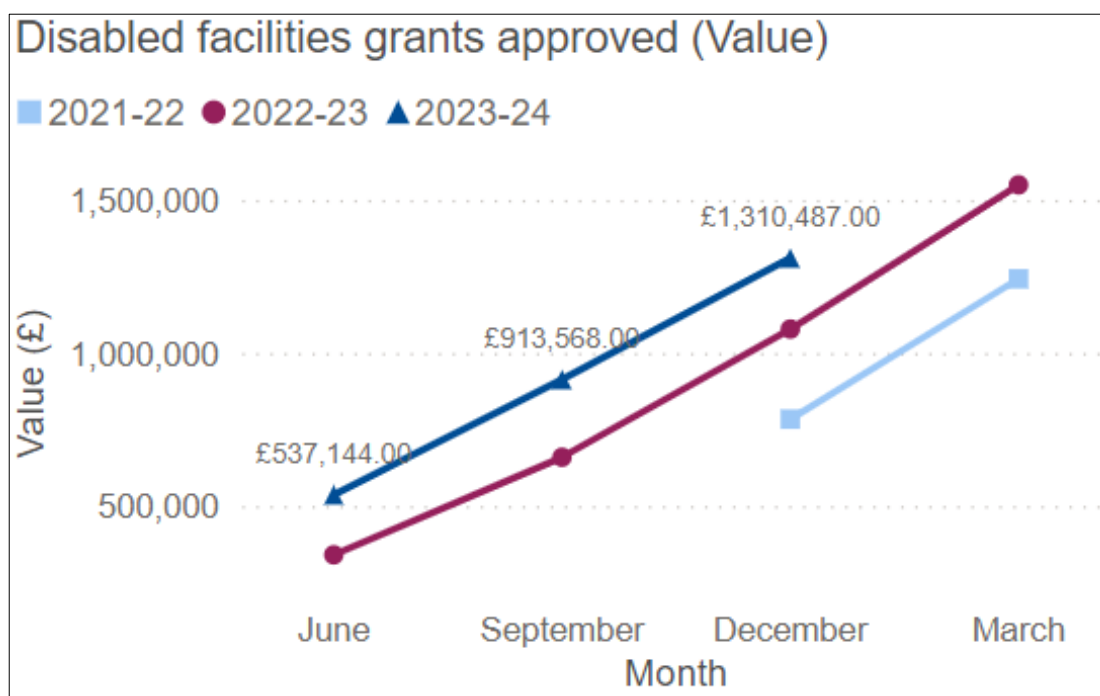
Year	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	6 Bed	Total
2023-24							
September	29	89	69	20	2	1	210
December	31	93	68	20	3	1	216

Number & value of Disabled Facility Grants approved

Aim: Monitoring Measure only.

UN Sustainable Development Goal: 11

Most Recent Status: December 2023	Monitoring Measure
Previous Status: September 2023	Monitoring Measure





- Coupled with the carried forward approved amount from 2022-23 the current live approved value of cases is £2,225,491.
- The budget is £1.8m.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 1:

Thompson house demolition is complete and discussion on the disposal to registered provider is in progress.

The options agreement for Berry Hill has been drafted and is with legal services.

The Weston school site has been marketed and there are ongoing discussions with successful bidder for the purchase.

A bid for funding for three further sites was successful and discussions are ongoing with registered providers on the purchase of these.

The Empty Property Strategy was approved by Cabinet in July 2023 and works to address long term empty properties is underway.

A pipeline list of sites was reported to the Housing Members Board in December 2023 and work is ongoing to finalise these by Property Services.

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 (November 23)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	9 MEDIUM	5 LOW
No change in risk score		

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 (November 23)
16 VERY HIGH	9 MEDIUM	9 MEDIUM
Previous scores		
September 23	June 23	March 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

REVENUE BUDGET MONITOR - DECEMBER 2023				
Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
Adult Social Care & Public Health				
ASC Care Packages	44,729	52,349	7,620	Pressures in all types of care settings and shortfall in mitigation of budget pressures
ASC Other	12,271	10,036	-2,235	Various savings mainly related to staff vacancies and use of contingency
Public Health	422	422	0	Any net variance at year end is balanced by a transfer to or from the Public Health Reserve
Portfolio Total	57,422	62,807	5,385	
Children's Services, Education & Corporate Functions				
Access, Performance & Resources	5,645	6,111	466	Main pressure related to Home to School Transport
Children & Families	25,645	29,204	3,559	Net pressure forecast in various elements of the care budget - including growth in residential care, supported accommodation, leaving care costs, S17 and Support for looked after children, secure remand placements and Unaccompanied Asylum Seeking Children costs exceeding grant, all being slightly offset by in-house and purchased foster care placements
Education & Inclusion	1,798	1,709	-89	No significant variances forecast to date
Strategic Development	260	255	-5	No significant variances forecast to date
Legal/Democratic/Elections/Land Charges	2,540	2,559	19	No significant variances forecast to date
Shared Services	5,430	5,213	-217	Various minor savings forecast to date
HR/Learning & Development	1,993	1,977	-16	No significant variances forecast to date
Procurement	382	401	19	No significant variances forecast to date
Portfolio Total	43,693	47,429	3,736	
Deputy Leader, Housing & Finance				
Housing	3,201	3,366	165	Pressure in Bed & Breakfast Costs
Corporate Finance Items	34,418	31,327	-3,091	Mainly savings forecast in treasury management interest charges and housing benefit overpayment recovery
Financial Management	2,792	2,596	-196	Savings mainly related to staff vacancies
Strategic Land & Property Assets	-359	-612	-253	Various savings forecast including staffing costs
Business Intelligence	426	391	-35	No significant variances forecast to date
Pan Management Company	0	0	0	No variances forecast to date
Portfolio Total	40,478	37,068	-3,410	
Economy, Regeneration, Culture & Leisure				
Amenities & Theatres	-371	-396	-25	No significant variances forecast to date
Libraries	1,110	1,159	49	No significant variances forecast to date
Museums/Archaeology/Records Office	595	645	50	Various minor pressures including income
Events	-73	-74	-1	No significant variances forecast to date
Leisure/Sports Development	542	759	217	Pressures in relation to Leisure Centre income
Economic Development	245	289	44	Various minor pressures
Regeneration	159	295	136	Mainly shortfall on leasing income across various Regen projects

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
Portfolio Total	2,207	2,677	470	
Leader, Transport Infrastructure & Strat. Oversight				
				Mainly related to income variances in off street and on street parking and all Island parking
Car Parking	-5,012	-4,740	272	permits
Floating Bridge	650	930	280	Variances related to operational issues
Harbours	95	39	-56	No significant variances forecast to date
Public Transport & Crossing Patrols	5,325	4,707	-618	Saving on concessionary fares
Highways PFI & Contract Management	15,440	15,265	-175	Savings in staffing costs
Shanklin Lift	-25	-6	19	No significant variances forecast to date
CX -Misc.	2,694	2,606	-88	Various minor savings
Communications	499	478	-21	No significant variances forecast to date
Civic Events	11	7	-4	No variances forecast to date
Portfolio Total	19,677	19,286	-391	
Climate Change, Biosphere & Waste				
Parks/Open Spaces/Countryside	1,138	1,154	16	No significant variances forecast to date
Climate Change	114	71	-43	No significant variances forecast to date
Waste Contract	4,237	4,217	-20	No significant variances forecast to date
Portfolio Total	5,489	5,442	-47	
Planning, Coastal Protection & Flooding				
Planning/Building Control	1,128	1,113	-15	No significant variances forecast to date
Trees & Landscape	96	96	0	No significant variances forecast to date
Coastal & Beach Management	254	219	-35	No significant variances forecast to date
Portfolio Total	1,478	1,428	-50	
Regulatory Services, Community Protection & ICT				
Emergency Planning	219	183	-36	No significant variances forecast to date
ICT	6,772	6,467	-305	Various savings related to staffing and contracts
Bereavement Services	-873	-861	12	No significant variances forecast to date
Registrar & Coroners	828	873	45	Various minor pressures forecast to date mainly post mortem fees
Regulatory Services	1,329	1,297	-32	No significant variances forecast to date
Portfolio Total	8,275	7,959	-316	
Forecast Total (before use of Contingency)	178,719	184,096	5,377	
Covid Contingency - Leisure Income	0	-337	-337	Leisure Centre income - legacy impact of Covid funded from Covid Contingency
Covid Contingency - Adult Social Care	0	-2,118	-2,118	Adult Social Care - legacy impact of Covid funded from Covid Contingency
Net Forecast Total	178,719	181,641	2,922	Forecast net overspend 1.6%

CAPITAL PROGRAMME FORECAST 2023/24

Dec-23

	In year 23/24 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Leader, Infrastructure, PFI and Transport							
Solent Transport Bike Share	111,780	111,780	0	335,340	335,340	0	New grant funding stream announced via Southampton City Council Solent Transport Partnership, expected to complete in 23/24
Highways PFI additional street lighting	95,000	95,000	0	95,000	95,000	0	Programmed for delivery in 23/24
Capitalised unitary charge (charged quarterly)	766,310	766,310	0	766,310	766,310	0	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
Newport Junctions	1,553	1,553	0	9,612,535	9,612,535	0	Remaining grant funding profiled in 24/25 pending agreement on next priorities
Network Integrity Report Schemes	1,604,300	699,309	904,991	1,604,300	1,604,300	0	Annual programme of works which will be dependent on Island Roads capacity to deliver. Slippage is therefore forecast until reprofiling is confirmed with service
DfT Local Transport Capital Funding	970,000	970,000	0	970,000	970,000	0	New 23/24 grant to be spent across two financial years
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 24/25 but can be bought forward
Car parking contactless	139,621	87,126	52,495	233,045	233,045	0	On going programme of renewal which has forecast slippage that will form part of next phase of programme.
Smallbrook Junction	8,865	8,865	0	1,165,000	1,165,000	0	Project complete
Forest Road/Whitehouse Lane	59,393	59,393	0	318,000	318,000	0	Stage 2 of scheme in 24/25
Safer Roads A3056	640,000	640,000	0	2,521,000	2,521,000	0	Grant funded scheme commencing 23/24 but on going
Safety schemes	196,274	41,608	154,666	492,800	492,800	0	Annual programme of works which will be dependent on Island Roads capacity to deliver. Slippage is therefore forecast until reprofiling is confirmed with service
Transforming Cities Fund Ryde	4,911,318	4,911,318	0	10,462,364	10,462,364	0	On going programme at Ryde Pier/Station expected to complete in 23/24 with retentions paid 24/25. Review of commitments to be completed during Q4.
LEVI	0	0	0	1,625,000	1,625,000	0	DfT funding allocated to IOW, profiled across 24/25
Advanced design	33,000	33,000	0	33,000	33,000	0	Active travel funding for advanced design profiled in 23/24
FB6 Chain Replacement	25,000	25,000	0	25,000	25,000	0	Approved budget for replacement chains in 23/24, majority committed.
FB6 Spares	35,766	35,766	0	110,189	110,189	0	Small amount of transport grant funded slippage which has been committed to replacing stock of guidewheel bearings
Newport Harbour Walls emergency works	31,500	31,500	0	1,560,118	1,560,118	0	On going works to maintain harbour structures, design budget profiled for 23/24 with actual works profiled for 24/25
Whitegates Pontoon	85,000	85,000	0	85,000	85,000	0	New scheme to refurbish pontoons and handover to Cowes Harbour. Profiled in 24/25 until delivery dates are clear.
Safer Street Ryde CCTV	4,133	4,133	0	42,306	42,306	0	Small amount of slippage to fund on going equipment purchases
Safer Street Newport CCTV	30,837	30,837	0	30,837	30,837	0	New grant funded project
Electric Charging Points	26,148	26,148	0	89,000	89,000	0	Grant funded scheme with claims made in retrospect
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 Scarrots Lane	0	0	0	79,200	79,200	0	Active Travel funding announced for Scarrots Lane Project. Response to DfT planned with a redesign (the original bid was for £1.8m) so this has been reprofiled to spend in 24/25.
Active Travel Ryde Pedestrianisation	0	0	0	668,350	668,350	0	Active travel funding for Ryde - contract not yet awarded so an accurate profile of spend will be developed once this is completed
West Wight Greenway	80,558	80,558	0	496,479	496,479	0	Delivery is pending agreement with landowners as well as any required planning consents and capacity of suitable contractors
Rights of Way	197,711	197,711	0	197,711	197,711	0	Annual programme of works

Appendix 10

	In year 23/24 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
England Coastal Path Establishment	27,584	27,584	0	216,124	216,124	0	Grant funded programme of works
	10,209,211	9,097,059	1,112,152	34,621,174	34,621,174	0	
Deputy Leader, Housing and Finance							
Revolving Housing Loans	0	0	0	2,400,000	2,400,000	0	
Medina Avenue	0	0	0	650,000	650,000	0	Housing project profiled in 24/25 but can be bought forward
Brownfield Land Release programme	561,639	561,639	0	1,576,404	1,576,404	0	Grant funding to release brownfield sites including Thompson House
Housing equity capital	0	0	0	1,315,000	1,315,000	0	Budget profiled in 24/25 until delivery programme agreed and then funding can be brought forward
Housing	1,150,000	0	1,150,000	39,150,000	39,150,000	0	Likely slippage, total scheme profiled over upcoming three years.
Community housing fund	248,186	248,186	0	1,567,252	1,567,252	0	
RSAP purchase of flats	103,618	103,618	0	779,736	779,736	0	
Compulsory purchase orders	0	0	0	750,000	750,000	0	
Howard House	60,000	0	60,000	60,000	60,000	0	Project to provide office accommodation adjacent to Howard House expected to commence late 23/24 but forecast as slippage until contract is let
Refugee Housing	2,179,000	2,179,000	0	2,179,000	2,179,000	0	Grant funded scheme with match funding from borrowing. A number of properties have been profiled for acquisition in 23/24
Emergency Housing HMO	480,000	480,000	0	680,000	680,000	0	
Disabled Facilities Grants	1,794,931	1,794,931	0	1,794,931	1,794,931	0	
Housing Renewal and Well Being Grants	110,452	110,452	0	110,452	110,452	0	
Fuel Poverty Grants	148,266	148,266	0	548,266	548,266	0	
Strategic assets	180,518	180,518	0	180,518	180,518	0	Annual programme of works
County Hall Uninterruptable Power supply	42,001	15,185	26,815	231,072	231,072	0	Potential underspend being forecast as slippage until confirmed with service
County Hall Service room air con	249,388	196,772	52,616	250,000	250,000	0	Works have commenced but unclear as to final costs, forecasting uncommitted budget as slippage
County Hall replacement windows	676,302	676,302	0	676,302	676,302	0	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 until procurement and contract award
Salix Decarbonisation grant	321,381	321,381	0	3,654,939	3,654,939	0	On going grant funded decarbonisation of council buildings
County Hall CCTV and security	17,500	26,235	-8,735	17,500	17,500	0	
	8,323,182	7,042,485.21	1,280,696.51	56,171,371.67	56,171,372	0	
Adult Social Care and Public Health							
Residential and Community Care equipment replacement programme	84,629	84,629	0	83,505	83,505	0	Forecast to spend fully
Gouldings	1,568,718	1,568,718	0	2,132,308	2,132,308	0	Refurbishment project which has recently commenced, majority of spend will be in 23/24 with retentions and possible minor works in 24/25
Adelaide	0	0	0	338,363	338,363	0	Any works will be programmed once the Gouldings has reopened and scope will depend on the final budget position of the Gouldings project
Carisbrooke House	54,918	54,918	0	475,000	475,000	0	£55k of ringfenced grant funding is available for any further adaptations or capital maintenance
Wightcare Digital switch over	100,910	100,910	0	500,000	500,000	0	Project due to complete in 23/24
Supported independent living	0	0	0	1,598,258	1,598,258	0	Approved budget 24/25 to develop supported independent living facilities for adults with learning disabilities. Funded from Better Care Fund.

	In year 23/24 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
Community Equipment Stores	198,258	198,258	0	198,258	198,258	0	Minor adaptations
St Lawrence water supply	37,558	0	37,558	101,964	64,406	37,558	No further information has been received from Southern Water so this remaining budget is forecast to be an underspend in 23/24 and will be utilised for the 24/25 budget setting
	2,044,990	2,007,432	37,558	5,427,655	5,390,098	37,558	
Children's Services, Education and Corporate Functions							
Schools capital maintenance programme	3,806,175	3,806,175	0	3,806,175	3,806,175	0	Annual grant funded programme of capital maintenance works to schools
Priority schools building programme	267,304	267,304	0	25,490,196	25,490,196	0	Retention amounts on PSBP builds
Devolved formula capital	1,134,568	527,595	606,973	1,134,568	1,134,568	0	Grant funding passported to schools. 22/23 allocation was higher than usual so slippage is forecast
Beaulieu House	128,208	128,208	0	353,974	353,974	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	Grant funding
Primary behaviour support	134,606	134,606	0	134,606	134,606	0	Grant funding
Foster carers adaptations	0	0	0	223,015	59,045	163,970	Underspend of £163k which will be utilised for the 24/25 budget setting
Queensgate MUGA	101,534	101,534	0	101,534	101,534	0	S106 funded project, works completed
Fleet vehicle replacement	511,194	511,194	0	511,194	511,194	0	Annual programme of fleet vehicle replacement
Electric vehicle charging points	62,677	65,356	-2,678	122,677	122,677	0	Forecasting as slippage until contracts let
	6,210,433	5,606,138.10	604,294.84	31,943,270	31,779,300	163,970	
Regulatory Services, Community Protection, and ICT							
ASB and community safety CCTV	249	249	0	3,000	3,000	0	Small amount of slippage to fund on going equipment purchases
Chapel refurbishment to replace seating, 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, purchase orders in place.
PSN Compliance	84,226	84,226	0	84,226	84,226	0	Annual programme of works required to maintain compliance
ICT rolling equipment replacement programme	1,078,827	1,078,827	0	1,078,827	1,078,827	0	On going replacement programme of mainly desktop equipment
Back up server/storage and firewall replacement	36,284	36,284	0	1,208,000	1,208,000	0	Small amount of slippage which will support ongoing works
Corporate applications update	50,804	50,804	0	50,804	50,804	0	Annual programme of replacement as required
Switches in data centre	261,986	261,986	0	742,386	742,386	0	Programme of works over next 5 years for replacement of hardware in data centre
Data Centre Infrastructure	89,000	89,000	0	661,750	661,750	0	Programme of works over next 5 years to replace key components of hardware
Cyber security back up solution	78,678	78,678	0	823,000	823,000	0	Capital element of wider, council funded project to ensure security of systems and information profiled across future years
	1,778,364	1,778,364	0	4,750,302	4,750,302	0	
Planning, Coastal Protection and Flooding							
Coastal defences	68,006	68,006	0	512,824	512,824	0	Programme of minor works to maintain sea defences in key locations
Ventnor Esplanade Urgent works EA scheme	3,500,000	3,500,000	0	32,047,000	32,047,000	0	Urgent works to Ventnor seawall reimbursed from EA which is well progressed. The urgent works will be followed by further phase when agreement is reached by the EA.
EA Coastal schemes match funding	0	0	0	8,951,633	8,951,633	0	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 ahead.

	In year 23/24 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
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 24/25 but can be bought forward
	3,568,006	3,568,006	0	41,681,457	41,681,457	0	
Economy, Regeneration, Culture and Leisure							
BAE site innovation hub (Building 41)	14,698	72,905	-58,207	1,847,786	1,905,993	-58,207	Retention sums due in 23/24, checking on breakdown of overspend which may require adjusting with revenue funding
BAE sheds	75,000	75,000	0	536,049	536,049	0	Grant funded scheme
Branstone Farm	27,026	171,546	-144,520	5,044,740	5,189,261	-144,520	Retention sums in 2023/24, overspend is forecast but will depend on final assessment of shared costs with partners
Venture Quays Levelling up Fund	2,499,496	1,404,872	1,094,624	7,485,883	7,485,883	0	On going project of works to Columbine, Victoria Barracks and public realm currently forecast within budget. However tenders received for the Barracks refurbishment have come back over budget so we are currently investigating whether this can be managed within the funding envelope. Forecasting slippage until this is resolved
Nicolson Road	48,727	48,727	0	903,344	903,344	0	Remaining budget for further planning requirements
Heritage High Streets	115,550	115,550	0	991,442	991,442	0	Grant funded programme delivered in conjunction with Town councils and funding partners. We have profiled the majority of our match funding spend into 24/25 but this can be moved back once delivery timescales are clearer.
Other Regeneration Schemes	0	0	0	19,168,381	19,168,381	0	Other regeneration schemes not yet commenced, profiled in 24/25
East Cowes Landslip	16,388	0	16,388	113,991	113,991	0	Small amount of slippage which is being retained to support any next steps in the on going project. Forecasting as slippage until next steps agreed
Camp Hill Infrastructure	175,333	175,333	0	1,030,000	1,030,000	0	On going programme funded by grant
Changing Places	76,000	76,000	0	76,000	76,000	0	Approval obtained to slip grant funding
Shared prosperity Fund	46,469	46,469	0	46,469	46,469	0	Grant funding for Town Centres and High Streets
Lord Louis Library Roof	386,843	386,843	0	387,404	387,404	0	Works completed Autumn 2023.
New Cultural Centre	150,000	150,000	0	160,000	160,000	0	New match funding which may be required to pump prime &/or support a bid to the National Lottery Fund, initially profiled across 2 years.
Ryde Cultural Venue (Shademakers)	50,000	50,000	0	1,969,458	1,969,458	0	New scheme to provide a new cultural centre in Ryde, majority of spend is profiled in 24/25 but will be adjusted once delivery is clearer following tender and contract award.
Cothey Bottom Roof	0	0	0	250,000	250,000	0	New scheme to complete works to roof, not yet tendered so reprofiled into 2024/25 until a contract is awarded
Appley Tower	40,000	40,000	0	40,000	40,000	0	New scheme to provide match funding for grant, profiled in 24/25 until delivery clear
Medina heat and power	84,969	15,895	69,074	140,551	71,477	69,074	Underspend which will be utilised as part of 24/25 budget setting
Sales and marketing	89,632	89,632	0	93,300	93,300	0	On going programme, purchase orders in place.
Sandown Town Hall	617,902	617,902	0	2,244,288	2,244,288	0	Grant funded scheme
Dino Isle match funding for grant	0	0	0	180,000	180,000	0	Match funding for grant
Browns clubhouse	90,871	90,871	0	90,871	90,871	0	Works to clubhouse as a result of a condition survey prior to grant of lease.
Cowes The Cut	60,000	60,000	0	60,000	60,000	0	S106 funded project
Wootton Rec Multi-use path	0	0	0	0	0	0	S106 funded project
Downside Recreation ground drainage	12,085	12,085	0	90,000	90,000	0	Final phase of works in 23/24
Branstone Farm Heat pumps	20,000	20,000	0	20,000	20,000	0	Funded from Corporate Reserves

	In year 23/24 only			Total Scheme (incl previous and future years if relevant)			Notes
	Budget £	Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
	4,696,989	3,719,631	977,358	42,969,956	43,103,610	-133,654	
Climate Change, Biosphere & Waste							
Public realm	118,297	118,297	0	118,297	118,297	0	Annual programme of works
AONB Removing Barriers	1,788	1,788	0	56,181	56,181	0	Grant funded slippage which will be retained until we can establish if this needs to be repaid
Beach huts	0	0	0	201,130	201,130	0	Awaiting outcome of final negotiations
Garden waste bins	67,858	67,858	0	67,858	67,858	0	PO raised for £13k for additional bins - to be funded by PB
New garden waste vehicle	0	0	0	0	0	0	New waste vehicle if required to meet additional demand, currently profiled in 24/25 but can be brought forward if required.
Waste contract capital payments	1,963,794	1,963,794	0	63,851,876	63,851,876	0	£1.3m contractual payment for replacement of plant and vehicles as well as slippage to fund final phases of Forest Road contract
	2,151,738	2,151,738	0	64,295,342	64,295,342	0	
Total Programme	38,982,913	34,970,853	4,012,060	281,860,529	281,792,655	67,874	

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Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	8 FEBRUARY 2024
Title	DETERMINATION OF ADMISSION ARRANGEMENTS FOR 2025/26
Report of	CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION AND CORPORATE FUNCTIONS

Executive Summary

1. The purpose of this paper is to determine the Isle of Wight Council's school admissions arrangements for 2025/2026. There are no Published Admission Number (PAN) changes proposed for 2025/2026.
2. The admission arrangements enable all families to make applications for school places within a system that complies with legal requirements and is clear, fair and objective.

Recommendation

- | |
|---|
| 3. That Cabinet approves the 2025/2026 admissions arrangements. |
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Background

4. The existing School Admissions Code (SAC) came into force on 1st September 2021 and the School Admissions Appeal Code came into force on 1st October 2022.
5. The Isle of Wight Council is the admission authority for all community and voluntary controlled schools on the Isle of Wight and is therefore responsible for determining the admission arrangements for these schools. The Isle of Wight Council provides a co-ordinated and centralised main round admissions process for schools and supports parents in making an application. Government regulations require all admission authorities (i.e. local authorities and the governing bodies of academies and voluntary aided and foundation schools, referred to in this report as "own admission authority" (OAA) schools) to determine their school admission arrangements for 2025/2026 by 28 February 2024.
6. The term "admission arrangements" means the overall procedure, practices and oversubscription criteria used in deciding on the allocation of school places, including any device or means used to determine whether a school place is to be offered (normally a supplementary information form is used by OAA schools where

priority for admission cannot be determined from the information on the local authority's form).

7. Admissions authorities must consult by 31 January in the determination year on their admission arrangements. However, there is no requirement to consult when no changes are made. Admission arrangements must be consulted on at least once every seven years. The Isle of Wight Council last consulted with schools' governing bodies, Church of England and Catholic Diocesan Boards of Education and parents when determining the 2024/25 admissions arrangements and therefore for 2025/2026 arrangements there has been no consultation. There are no changes proposed to the admission arrangements for 2025/26 and no requirement to consult.

Corporate Priorities and Strategic Context

8. The recommendation in this report directly links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision.

Responding to climate change and enhancing the biosphere

9. There are no proposed changes to the number of school places, therefore no adverse impact on climate change.

Economic Recovery and Reducing Poverty

10. As set out within the corporate plan this report demonstrates the council's commitment to work with local communities to maintain and ensure appropriate local school provision, providing the best possible outcomes for children on the Island.

Impact on Young People and Future Generations

11. The recommendation supports parents being able to make applications to their preferred schools and facilitate access to school places.

Corporate Aims

As set out within the corporate plan this report demonstrates the Isle of Wight Councils commitment to work with local communities to maintain and ensure appropriate local school provision providing the best possible outcomes for children on the Island.

Legal Implications

12. The local authority must determine the admission arrangements by 28 February 2024 and ensure they are published before 15 March 2024. The recommended admission arrangements will be compliant with the requirements of the School Admission Code 2021.

Consultation

13. As stated in paragraph 7 above there is no requirement to consult, as specified in the School Admissions Code 2021.

Financial/Budget Implications

14. There are no financial implications arising from the recommendation. The local authority and schools currently work within the admissions arrangements and provide the required service for parents needing to apply for school places.

Equality and Diversity

15. 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. There is no adverse impact on persons with protected characteristics within this report.

Options

16. In order to comply with the school admissions code, the Isle of Wight Council must determine the admission arrangements. Therefore, the recommended option is that Cabinet approves the 2025/2026 arrangements.

Risk Management

17. A school admissions policy is used when a school is oversubscribed to prioritise one applicant over another. The proposed policy is unchanged and has worked effectively for parents making applications.

Evaluation

18. The recommendation is that the Cabinet proceeds with determining the admission arrangements.

Appendices Attached

19. Appendix 1: The proposed 2025/2026 Primary Admissions Policy
Appendix 2: The proposed 2025/2026 Secondary Admissions Policy

Background Papers

20. School Admissions Code 2021 - [School admissions code 2021 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
School Admissions Appeals Code 2022 - [School Admission Appeals Code 2022 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

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ASHLEY WHITTAKER
Director of Children's Services

JONATHAN BACON (CLLR)
*Cabinet Member for Children's Services,
Education and Corporate Functions*



Admission to Isle of Wight community and controlled primary schools for children starting school for the first time in September 2025

The Local Authority is responsible for admissions to the community and controlled primary schools on the Island. This section tells you about admissions arrangements to those schools.

There is also one foundation primary school, nine church-aided primary schools and four academies who consider their own applications for admission.

You can search for the primary school closest to your home address at: [SchoolsMap \(arcgis.com\)](https://www.arcgis.com)
If you are not sure which your nearest school is, please contact school admissions on 823455 to find out.

At what age can my child start primary school?

Every child has to receive full-time education from the beginning of the term following their fifth birthday. However, your child can start primary school in the September after they have reached the age of four. For September 2025 your child must have been born between 1 September 2020 and 31 August 2021.

Can I defer my child's entry to primary school?

As stated in Section 2.16 of the School Admissions Code 2021, you can defer the date your child starts the primary school you have been allocated until later in the school year but not beyond the point at which they reach compulsory school age (their fifth birthday) and not beyond the beginning of the summer term of the school year for which the primary school place was allocated. However, you must still apply by midnight on 15 January 2025 so we can allocate a school place. It is important that you discuss deferred entry into primary school with the Headteacher of your allocated school and the pre-school that your child attends, as you may wish them to remain at their current pre-school until they start primary school.

If you feel your child is not ready for full time education in the September, you can discuss opportunities for them attending school part time until your child reaches compulsory school age with the Headteacher of your allocated school.

For children born September - December, they must be in school full time by the start of the Spring Term in January. For children born January to August, they must be in school full time by the start of the Summer Term in April.

My child is a summer born child, can I delay entry until September 2026 and apply for a reception year place?

Department for Education guidance and Section 2.17 of the School Admissions Code 2021 allows parents to delay entry of their children into the school system. School admission authorities are required to provide a place for the admission of all children in the September following their fourth birthday, but flexibilities exist for children whose parents do not feel they are ready to begin school at this point.

If your child is four during the period 1 April to 31 August 2025, but you do not wish them to start school until September 2026, a place will not be allocated at this time if you have formally requested delayed entry and it has been approved prior to the closing date of 15 January 2025.

If you want to delay your child's entry into school it is important that you complete the application form for Delayed Entry, which is available at www.iow.gov.uk/schooladmissions. You must state your reasons why you wish to delay starting school until September 2026. It is still advisable to apply for a school place in the correct admissions round, as your circumstances may change and you may wish your child to start sooner than September 2026. We strongly recommend that you discuss this situation fully with the headteacher of the school you are hoping your child will attend. Please be aware that although you will have had discussions with the Headteacher of a particular school, we cannot guarantee a place at that school in reception for September 2025. Please contact School Admissions during the admissions round if you have decided to delay your child's entry and wish to apply for a school place for September 2026.

The closing date to request Delayed Entry to enable your child to start Reception class in September 2026 is 15 January 2025.

School admissions authorities are responsible for making the decision on which year group a child should be admitted to and are required to make a decision based on circumstances of the case.

There is no statutory barrier to children being admitted outside of their normal year group.

If your child is educated outside of their normal age group whilst in primary school, when your child is due to transfer to secondary school it will be for the admission authority of the secondary school to decide whether to educate the child out of their normal age group e.g. they may require your child to transfer in their academic age group, which may mean a transfer at the end of year 5 or they will be able to transfer at the end of year 6 and will have to commence year 8. It is your responsibility to contact the secondary school/s you will be listing as a preference on your transfer to secondary school application form, this will enable you to be fully informed on the process to formally apply for your child to continue to be educated in the year group in which they are currently being taught.

Further information and an application form to download and complete requesting delayed entry into primary school is available on our website at www.iow.gov.uk/schooladmissions then click on the 'Summer Born Children' tab.

What happens if my child does not reach the age of four until after 31 August 2025?

Children whose fourth birthday falls between 1 September 2025 and 31 August 2026 cannot be admitted to primary school until September 2026. However, they will be eligible for funding to attend pre-school for the school year 2025/26.

Is my child guaranteed a place at a primary school if they go to the local pre-school?

No, attending the pre-school on a primary school site **does not** guarantee a place at the primary school. If we receive too many applications for a particular primary school, we will allocate places using the oversubscription criteria of the school.

What about class sizes in primary schools?

There are special rules for admission into primary school reception classes and Years 1 and 2.

The law says that no class in these three year groups must contain more than 30 pupils. If a primary school has too many applications for the number of places available, we will use the oversubscription criteria stated in the school admissions policy to allocate places.

How do I apply for a place at a primary school for September 2025?

If your child will be four by 31 August 2025 and you would like them to start school in the school year starting in September 2025 you should;

- Apply online at www.iow.gov.uk/schooladmissions.
- If you have ticked that your child is applying for the school under medical grounds and/or is LAC, supporting evidence must also be received by School Admissions and Transport, County Hall by midnight on 15 January 2025.
- If you are applying for a place at a church aided or controlled primary school, please check

with the school direct as they may require you to also complete their supplementary information form and return it direct to the school by midnight on 15 January 2025.

Alternatively you can request a paper common application form by telephoning 01983 823455. You should then:

- Complete the common application form and return to School Admissions and Transport, County Hall
- If you have ticked that your child is applying for the school under medical grounds and/or is LAC, supporting evidence must also be received by School Admissions and Transport, County Hall by midnight on 15 January 2025.
- If you are applying for a place at a church aided primary school, please check with the school direct as they may require you to also complete their supplementary information form and return it direct to the school by midnight on 15 January 2025.

Please note that we cannot accept responsibility for forms posted, or submitted online, that are not received by the closing date. If you are applying online, once the form has been fully submitted you will receive an email confirmation. If you receive a reminder email to submit your application prior to the closing date, please do not ignore this, you may have double clicked and inadvertently unsubmitted the application. You can either log back into your account for confirmation or contact School Admissions who will check the status of your application.

If you are completing the paper common application form, we advise you to return your form in good time (with the correct postage – please note that postage is based on the size and weight of the envelope and may need to be weighed at the Post Office) and enclose a stamped addressed envelope so we can confirm it has been received in the school admissions office.

Can I apply online for a school place for my child after the closing date?

No. Once our closing date of midnight 15 January 2025 has past all applications or change of preference must be notified to the local authority in writing. If it is a change of preference, a new application form does not need to be completed you can either send a letter with your changes to School Admissions and Transport, County Hall or an email to school.admissions@iow.gov.uk.

If you have submitted your application by the closing date and then request in writing any changes i.e. address, preferences and these are received in writing after the closing date, your application will be classed as 'Late.'

What address is used for school admissions purposes?

The address you give on the application form must be the address where your child usually lives, e.g., in the case of admissions for September 2025 the relevant address will be where your child is living on **15 January 2025**.

If the child resides with each parent during the week, the address on the application form must be the address at which they spend most of their time.

If there is a dispute over the address of the child, then you must provide a residency order, issued by the court, if you wish us to consider that address.

NB – Any attempt to seek admission to a school on the basis of an address other than the normal family home (even if the other property is owned and rented out by you) will be regarded as providing false information and will be treated accordingly (see below)

We cannot offer places based on a possible future address. If you have already submitted your application and you move home, exchange contracts or have signed a tenancy agreement for a new address, please inform School Admissions in writing of your updated address. If this is received by midnight on the 15 January 2025 your application will still be 'on time', if this is received after midnight on the 15 January 2025 it will be classed as 'late'.

If you are moving to the Island from the mainland, under Inter-Authority working you will need to apply for a place at an Island school via your current local authority. They will inform us of the application.

For families of service personnel with a confirmed posting to the area, or crown servants returning from overseas to live within the area. The application will be considered if it is accompanied by an official letter i.e. MOD, FCO or GCHQ, that declares you will be posted to live within the area.

Parental Responsibility

All parents/guardians with parental responsibility for the child must agree on the preferred schools listed. If there is a dispute this can not be resolved by the local authority and until a letter signed by all with parental responsibility or a court order stating the school or who has responsibility for determining the education, any application made will not be processed.

Please note: If the application is not made and agreed upon by the closing date it will be classed as 'late' and will not be processed until after all 'on-time' applications. This could mean that the preferred schools/s are full and your child will be placed in the nearest school with a place available.

What happens if I give false information to get a place at a school?

We check all applications. If we discover that you have used false information (such as an incorrect address or date of birth) after we have offered your child a place, we will withdraw that place.

How many schools can I state a preference for?

You can state a preference for **three** primary schools including foundation trust, church aided and academy primary schools. It is important to consider naming your nearest school as one of your three preferred schools. If you do not do so, you may be offered a place at a school some distance from your home address if your three preferred schools are over subscribed and we cannot offer you a place at any of these.

By law we must consider applications we receive by the closing date first. If you apply later, even a day later, we will not consider your application until after we have considered those we received on time.

How many pupils can a school give places to?

Each school has a published admissions number (PAN). This is the maximum number of places available for the new intake each year.

Published admissions numbers for primary schools are shown on a separate document at www.iow.gov.uk/schooladmissions.

The published admissions number is the most important factor when the local authority, church-aided, foundation, or academy schools consider applications for places. However, if there are more applications than places available, the admissions authority for each school will use the oversubscription criteria stated in their Admissions Policy to allocate places.

How are places at a school allocated?

Pupils with special educational needs who have a particular school named in their Education, Health Care Plan (EHCP) must be admitted to the school. For further information please contact the special educational needs section on (01983) 821000 or email: SEN.general@iow.gov.uk. All children allocated a place will be included in the admissions number of the school.

Further preferences for community and controlled schools will then be considered by the local authority based on the criteria listed below.

Preferences for foundation trust, aided and academy primary schools will be considered by the school's governing body based on the school's admissions criteria. After all your preferences

have been considered and if more than one place can potentially be offered the single offer is for the school ranked the highest on your application form.

Where applications for admission exceed the number of places available (both in the normal round of admissions and for in-year admissions) and after the admission of pupils with an Education, Health Care Plan (EHCP) where the school is named in the EHCP, the following criteria will be applied, in the order set out below, to determine which children to admit:

1. A 'looked after child'¹ or a child who was previously looked after but immediately after being looked after became subject to an adoption, including those children who appear (to the admission authority) to have been in state care outside of England and ceased to be in state care as a result of being adopted, or became subject to a child arrangement order or special guardianship order. A looked after child is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the definition in section 22(1) of the Children Act 1989.) at the time of making an application to a school. All references to previously looked after children in this Code mean such children who were adopted (or subject to child arrangements orders or special guardianship orders) immediately following having been looked after and those children who appear (to the admission authority) to have been in state care outside of England and ceased to be in state care as a result of being adopted
2. A specific medical condition², confirmed and supported by a registered health professional, which makes a particular school the most appropriate. (Any application for a place at a particular school for medical reasons must be supported by independent medical evidence from a registered health professional and must be supplied by the closing date of midnight on 15 January 2025. The evidence must name the school and state the reasons why attendance at the school is essential and the difficulties that would be caused if the child had to attend another school.)
3. Children who at the time of application have an elder sibling who is already at the school and who will still be in attendance at the school in September 2025.
4. Children of staff³ employed by the preferred school, in either or both of the following circumstances:
 - a) where the member of staff has been employed at the school for two or more years at the time at which the application for admission to the school is made, and/or
 - b) the member of staff is recruited to fill a vacant post for which there is demonstrable skill shortage.
5. Children for whom the school is the nearest primary school to their home address at the time of application.
6. Church of England Voluntary Controlled schools only: - None of the previous 5 oversubscription criterion apply and parents ask for a place for religious reasons. (Any application for a place at a particular school for religious reasons must be supported by a letter from your Church minister by 31 October 2024 for a year 7 place and 15 January 2025 for a primary place, confirming that your family attends their Church⁴ at least once a month and has done so for six months or more before you made the application.) Please complete the Supplementary Information Form if you are applying for a place under this criterion.
7. Children for whom none of the previous oversubscription criteria apply.

¹A 'looked after child' is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social services functions (see the

definition in Section 22(1) of the Children Act 1989) at the time of making an application to a school.

A child is regarded as having been in state care outside of England if they were in the care of or were accommodated by a public authority, a religious organisation, or any other provider of care whose sole or main purpose is to benefit society.

This includes children who were adopted under the Adoption Act 1976 (see Section 12 adoption orders) and children who were adopted under the Adoption and Children Act 2002 (see Section 46 adoption orders).

Child arrangements orders are defined in Section 8 of the Children Act 1989, as amended by Section 12 of the Children and Families Act 2014. Child arrangements orders replace residence orders and any residence order in force prior to 22 April 2014 is deemed to be a child arrangements order.

See Section 14A of the Children Act 1989 which defines a 'special guardianship order' as an order appointing one or more individuals to be a child's special guardian (or special guardians).

²*The specific medical condition can be for the child or parent / guardian of the child.*

³*A staff member is any person employed by the school.*

⁴*Church is defined as worshipping fellowship who confess the Lord Jesus Christ as God and Saviour according to the Bible and therefore seek to fulfil together their common calling to the glory of one God: Father, Son and Holy Spirit, and who are members or participant observers of the World Council of Churches or the World Evangelical Alliance.*

If there are more applicants than remaining places within any of the above criteria the home-to-school distance will be used as a tiebreaker with those living closer being offered places first.

We will measure in a straight line using the local authority's Geographical Information System (GIS) from the home address to the centre of the school building, with those living closer to the school receiving the higher priority.

In the event of a tie between two or more children when applying home-to-school distance as a tiebreaker and where there are not enough places available to offer all those children a place at the school, a random allocation will be carried out by the local authority. This will be in the form of a 'lucky dip' which will be overseen by an independent person from the Corporate Governance Team.

If the distances are equal (for example with a block of flats), lots will be drawn by an independent person to determine the allocation.

If only one place at a school is available within the admissions number and there are multiple birth in the family who have the next highest priority within the oversubscription criteria, we will offer places to all multiple birth siblings.

After all your preferences have been considered and if more than one preference can potentially be offered, the single offer is for the school ranked the highest preference on your application form.

What happens if I return the form late?

If you complete the form after the closing date, even a day later, and the school/s applied for are full as a result of applications completed and received on time, your child will not be allocated a place there. If this happens your child's name will be placed on a waiting list in a community or controlled school or you can request to be placed on the waiting list of a foundation, trust, aided or academy school. You also have the right to appeal the decision, further information on the appeals process and to submit an appeal can be found at:

<https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/>

What happens if I want to change my preference after the closing date?

We recognise that some parents may wish to change their preferred school(s) after the closing date due to, for example, moving house. You cannot make any changes to your online application after our closing date of midnight on 15 January 2025. If you wish to do this, you should write to the school admissions office at County Hall immediately or email your updated preferences to school.admissions@iow.gov.uk. Please remember, however, that your application will be treated as 'late' and children of parents who have applied for a place at a school by the closing date will have priority for admission over those who change their preference or home address after the closing date. This means that, even though you may have moved closer to another primary school, your child may not get a place there if it is already oversubscribed. If this happens your child's name will be placed on a waiting list in a community or controlled school or you can request to be placed on the waiting list of a foundation trust, aided or academy school. You also have the right to appeal the decision, further information on the appeals process and to submit an appeal can be found at: <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/>

When will I hear whether I have got the place I wanted?

We will post the letter, from our office, with the result of your application on 16 April 2025 (National offer day for England). If you applied online for a school place for your child the result will also be emailed to you on this date, as long as you did not opt out of receiving information from the Isle of Wight Council.

My application has been refused – can I appeal?

If we cannot offer your child a place at your preferred schools, you can appeal to an appeals panel which is totally independent of us. A 'Notice to Appeal' form will be enclosed with the letter you receive. If you applied online and have requested a reply by email you will be able to download or complete an appeal form online at <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Tasks> and the booklet which explains how to make an appeal from our website at <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/> and click on the 'Appeal Guide for Parents' tab. As well as making your appeal in writing, we recommend that you go to the appeal hearing to present your case. You can bring a friend to support you. The decision of an appeals panel is binding on us.

You can only appeal once for a place in the same school in the same academic year. However, if an admissions authority accepts a second application from you because there has been a significant change in circumstances but your child is not offered a place again, you can appeal this second decision.

Can I put my child's name on a waiting list?

Children refused a place (or places) at their preferred community or controlled school will be automatically placed on a waiting list for that school unless you specifically request that this must not happen. If you have been refused a place at a foundation trust, aided or academy school, you must write to the school to request your child is added to their waiting list. Your child will remain on this list until your child is offered a place at the school, or you do not respond to the letter that is sent to you in July asking if you wish for your child to remain on the waiting list.

Where your child is placed on the school's waiting list depends upon the oversubscription criteria in the school admissions policy. The position on the waiting list is not a first-come first-served basis. If you apply late but live very close to the school, your child may go to the top of the waiting list or very near to it. Please remember that your child's position on the waiting list can change, moving up or down as others join the list or are removed from it.

Children who are the subject of a direction by a local authority or who are allocated a place in accordance with the fair access protocol will take precedence over those on a waiting list.

Waiting lists for September 2025 admissions will be established for the first time on 1 May 2025.

If you want to know where your child is on a waiting list you can contact the relevant admission authority (local authority or school). The Isle of Wight Council maintains waiting lists for its community and controlled primary schools.

What happens if I move house after I have received the offer of a school place?

If you have received a letter offering your child a place at your preferred school, and you then move house, you can keep that school place. Please remember, though, that you may be responsible for travel arrangements (including bus fares) to that school. If you would like to state a preference for a different school, please contact the school admissions team in writing or by emailing school.admissions@iow.gov.uk.

Fair access protocol

The Isle of Wight Council has a ‘fair access protocol’ which gives priority to admissions for certain categories of school age children. This protocol relates to admissions throughout the year. The protocol will take priority above the school’s admission policy for those on a school’s waiting list and the local authority may require schools to admit above their published admissions number. The policy can be found at www.iow.gov.uk/schooladmissions.

Primary September 2025 Coordination Dates

15 January 2025	Closing Date for Primary Applications
w/c 27 January 2025	LA Transfer of applications data to other LAs LA provide the Aided, Academy and Foundation primary schools the list of applications received
w/c 24 February 2025	Aided, Academy and Foundation Schools submit their ranked lists of applications to the LA
Early April 2025	Allocation sent to other LAs the allocated school for the application/s received for their LA children
16 April 2025	National Offer Day
16 April 2025	LA provide oversubscribed schools the list of the applications that were unsuccessful, in order for them to establish their waiting lists
1 May 2025	Waiting lists established for oversubscribed schools
Late May – Early June 2025	LA provide ATF Files to all schools containing allocated pupils records
Mid June onwards 2025	Appeals

Terms used

Academy

An academy is a state-funded school managed by an independent sponsor. The funding agreement between an academy company and the Secretary of State requires the academy’s admissions policy and arrangements to be in accordance with, or consistent with admissions law and the school admissions code.

Additional/supplementary information forms

All parents who list their preferred school on the Isle of Wight Council’s common application form are regarded as having made a valid application. An additional or supplementary form will also have to be completed for applicants who are applying for church aided schools, this also needs to be returned to the appropriate school by the advertised closing date to ensure your application remains on time.

Admissions number

The maximum number of children a school can give places to each year group.

Aided school

A school owned by trustees and mostly maintained by the local authority. The school governing body controls admissions and religious education.

Common application form

The form which all parents must complete when applying for school places.

Community school

A school which the Isle of Wight Council owns, funds and maintains.

Co-ordinated admission scheme

Ensures that a letter or email (for online applications) is dispatched on 16 April 2025 to every child living on the Isle of Wight, who is due to commence school, with the offer of a place. The scheme gives clear communications on school admissions between the local authority, the aided, academy, foundation, trust and free schools.

Distance

Distance for the allocation of school places will be measured in a straight line by the local authority's Geographical Information System (GIS) from the centre of the building of the home address to the centre of the school building with those living closer to the school receiving the higher priority. If distances are equal (for example with a block of flats) lots will be drawn by an independent person to determine the allocation.

Fair Access Protocol

This protocol prioritises admissions for certain categories of school age children. This protocol relates to admission applications throughout the year.

Free School

Free Schools are all-ability state-funded schools set up in response to what local people say they want and need in order to improve education for children in their community.

Foundation school

A school which has foundation status and the governing body controls admissions.

Independent school

A school which the Isle of Wight Council does not fund or maintain – a privately-owned school.

Multiple Birth

Children born to the same parents with the same date of birth.

Online admissions

Parents can apply for a place for September 2025 via the Local Authority's website www.iow.gov.uk/schooladmissions.

Parents

A parent is any person who has parental responsibility for a child as set out in the Children Act 1989. Where responsibility for a child is 'shared', both parents must agree on the school/s listed on the application. If there is a dispute, then legal documentation will be required stating who will be responsible for the child's education. If a dispute has been lodged and parents come to an amicable agreement, written confirmation will be required from both parents with parental responsibility.

Published Admissions Number (PAN)

The maximum number of children a school must give places to for Year Reception in Primary schools and Year 7 in Secondary schools for the new academic year, this number will not change in these year groups for the academic year.

Sibling

Sibling refers to brother or sister, half brother or sister, adopted brother or sister, step brother or sister, or the child of the parent or carer's partner, and in every case, the child should be living in the same family unit at the address stated on the application form.

Supplementary Information Form (SIF)

The form which parents complete when applying for a school place at an aided school. Please ensure this is returned to the appropriate school by the closing date to ensure your application for a school place is on time.

Unique Identification Number (UID) – Secondary Schools only

To apply for a school place online you will be able to log on to your child's record using the UID. This number will be in the letter sent to you in September, informing you of the transfer to secondary school.

We, us, our

The Isle of Wight Council as the local authority.



Admission to Isle of Wight secondary schools for children due to transfer school in September 2025

For September 2025 four secondary schools are foundation/trust or academy status, one is voluntary aided Church of England and Catholic secondary school, one is a free school and one is a voluntary controlled all through school. Although the majority of these schools will be their own admission authority the local authority will support the independent admission processes of these schools. This section tells you about admissions to these schools.

You can search for the secondary school closest to your home address at: [SchoolsMap \(arcgis.com\)](https://arcgis.com) If you are not sure which your nearest school is, please contact school admissions on 823455 to find out.

At what age does my child transfer to secondary school?

Your child will start secondary school (Year 7) at the beginning of the school year following their 11th birthday (i.e., they must be 11 years old by 31 August 2025.)

If your child is currently on roll in Year 6 at The Bay CE School, they will automatically transfer to Year 7 in September 2025. If you require a place at another Island Secondary School, you can make an application to attend this school for September 2025.

How do I apply for a place at secondary school for September 2025?

If your child is in Year 6 in September 2024 you should:

- Apply online at www.iow.gov.uk/schooladmissions by midnight on 31 October 2024.
- If you have ticked that your child is applying for the school under medical grounds and/or is LAC, supporting evidence must also be received by School Admissions and Transport, County Hall by midnight on 31 October 2024.
- If you are applying for a place at Christ the King College or the Island Free School you must also complete their supplementary information form and return it direct to the school by the time stated in the school admissions policy on 31 October 2024.

PLEASE NOTE: If you do not complete the local authority application form **AND** the supplementary information by the closing date your application will be classed as Late and will not be considered until after those that were received on time. If you do not complete both forms your application **will not** be able to be ranked in accordance with the oversubscription criteria of the school and will be processed after all those who have completed both the local authority application form and the supplementary information form, including those who were Late.

Alternatively you can request a paper common application form by telephoning 01983 823455. You should then:

- complete the common application form and return to School Admissions and Transport, County Hall by midnight on 31 October 2024.
- If you have ticked that your child is applying for the school under medical grounds and/or is LAC, supporting evidence must also be received by School Admissions and Transport, County Hall by midnight on 31 October 2024.
- If you are applying for a place at Christ the King College or the Island Free School you must also complete their supplementary information form and return it direct to the school by the time stated in the school admissions policy on 31 October 2024.

PLEASE NOTE: If you do not complete the local authority application form **AND** the supplementary information by the closing date your application will be classed as Late and will not

be considered until after those that were received on time. If you do not complete both forms your application **will not** be able to be ranked in accordance with the oversubscription criteria of the school and will be processed after all those who have completed both the local authority application form and the supplementary information form, including those who were Late.

ADDITIONAL INFORMATION: We cannot accept responsibility for forms posted, or submitted online, that are not received by the closing date. If you are applying online, once the form has been fully submitted you will receive an email confirmation. If you receive a reminder email to submit your application prior to the closing date, please do not ignore this, you may have double clicked and inadvertently unsubmitted the application. You can either log back into your account for confirmation or contact School Admissions who will check the status of your application.

If you are completing the paper common application form, we advise you to return your form in good time (with the correct postage – please note that postage is based on the size and weight of the envelope and may need to be weighed at the Post Office) and enclose a stamped addressed envelope so we can confirm it has been received in the school admissions office.

Can I apply on-line for a school place for my child after the closing date?

No. Once our closing date of midnight on 31 October 2024 has passed all applications or change of preference, must be notified to the local authority in writing. If it is a change of preference, a new application form does not need to be completed you can either send a letter with your changes to School Admissions and Transport, County Hall or an email to school.admissions@iow.gov.uk.

What address is used for school admissions purposes?

The address you give on the application form must be the address where your child usually lives, e.g., in the case of admissions for September 2024 the relevant address will be where your child is living on **31 October 2024**.

If the child resides with each parent during the week, the address on the application form must be the address at which they spend most of their time.

If there is a dispute over the address of the child, then you must provide a residency order, issued by the court, if you wish us to consider that address.

NB – Any attempt to seek admission to a school based on an address other than the normal family home (even if the other property is owned and rented out by you) will be regarded as providing false information and will be treated accordingly (see below)

We cannot offer places based on a possible future address. If you have already submitted your application and you move home, exchange contracts or have signed a tenancy agreement for a new address, please inform School Admissions in writing of your updated address. If this is received by midnight on the 31 October 2024 your application will still be 'on time', if this is received after midnight on the 31 October 2024 it will be classed as 'late'.

For families of service personnel with a confirmed posting to the area, or crown servants returning from overseas to live within the area. The application will be considered if it is accompanied by an official letter i.e. MOD, FCO or GCHQ, that declares you will be posted to live within the area.

I am moving to the Island, how do I apply for a school place?

If you are moving to the Island from the mainland, under Inter-Authority working you will need to apply for a place at an Island school via your current local authority. They will inform us of the application.

If you are moving to the Island from overseas, you can apply for a school place direct to us. You can do this at www.iow.gov.uk/schooladmissions.

If you are moving from overseas and you wish to apply for a state-funded school, please check that you have the 'right of abode' or the conditions of your visa permit you to access state-funded schools. Further information is available at: www.gov.uk/guidance/schools-admissions-applications-from-overseas-children

Parental Responsibility

All parents/guardians with parental responsibility for the child must agree on the preferred schools listed. If there is a dispute this cannot be resolved by the local authority and until a letter signed by all with parental responsibility or a court order stating the school or who has responsibility for determining the education, any application made will not be processed.

Please note: If the application is not made and agreed upon by the closing date it will be classed as 'late' and will not be processed until after all 'on-time' applications. This could mean that the preferred schools/s are full and your child will be placed in the nearest school with a place available.

How many schools can I state a preference for?

You can state a preference for **three** secondary schools including foundation trust, church aided and academy primary schools. It is important to consider naming your nearest school as one of your three preferred schools. If you do not do so, you may be offered a place at a school some distance from your home address if your three preferred schools are over subscribed and we cannot offer you a place at any of these.

By law we must consider applications we receive by the closing date first. If you apply later, even a day later, we will not consider your application until after we have considered those we received on time.

What happens if I give false information to get a place at a school?

We check all applications. If we discover that you have used false information (such as an incorrect address or date of birth), after we have offered your child a place, we will withdraw that place.

How many pupils can a school give places to?

Each school has a published admissions number (PAN). This is the maximum number of places available for the new intake each year.

Published admissions numbers for secondary schools are shown on a separate document at www.iow.gov.uk/schooladmissions.

The published admissions number is the most important factor when the local authority, church-aided, foundation, or academy schools consider applications for places. However, if there are more applications than places available, the admissions authority for each school will use the oversubscription criteria stated in their Admissions Policy to allocate places.

How are places at a school allocated?

Pupils with special educational needs who have a particular school named in their Education, Health and Care Plan (EHCP) must be admitted to the school. For further information please contact the special educational needs section on (01983) 821000 or email SEN.general@iow.gov.uk. These children will be included in the admissions number of the school.

Each of our secondary schools have their own Admissions Policies which set out their oversubscription criteria. These can be found at www.iow.gov.uk/schooladmissions.

If there are more applicants than remaining places within any of the above criteria the home-to-school distance will be used as a tiebreaker with those living closer being offered places first.

We will measure in a straight line using the local authority's Geographical Information System (GIS) from the home address to the center of the school building, with those living closer to the school receiving the higher priority.

In the event of a tie between two or more children when applying home-to-school distance as a tiebreaker and where there are not enough places available to offer all those children a place at the school, a random allocation will be carried out by the local authority. This will be in the form of a 'lucky dip' which will be overseen by an independent person from the Corporate Governance Team.

If the distances are equal (for example with a block of flats), lots will be drawn by an independent person to determine the allocation.

If only one place at a school is available within the admissions number and there are multiple birth in the family who have the next highest priority within the oversubscription criteria, we will offer places to all multiple birth siblings.

After all your preferences have been considered and if more than one preference can potentially be offered, the single offer is for the school ranked the highest preference on your application form.

What happens if I return the form late?

If you complete the form after the closing date, even a day later, and the school/s applied for are full as a result of applications completed and received on time, your child will not be allocated a place there. If this happens your child's name will be placed on a waiting list in a community or controlled school or you can request to be placed on the waiting list of a foundation, trust, aided or academy school. You also have the right to appeal the decision, further information on the appeals process and to submit an appeal can be found at: <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/>

This also applies to the supplementary information form you will need to complete and return to either Christ the King College or the Island Free School. If you do not complete the supplementary information form, your application **will not** be able to be ranked in accordance with the oversubscription criteria of the school and will be processed after all those who have completed both the local authority application form and the supplementary information form, including those who were Late.

What happens if I want to change my preference after the closing date?

We recognise that some parents may wish to change their preferred school(s) after the closing date due to, for example, moving house. You cannot make any changes to your online application after our closing date of midnight on 31 October 2024. If you wish to do this you should write to the school admissions office at County Hall immediately or email your updated preferences to school.admissions@iow.gov.uk. Please remember, however, that your application will be treated as 'late' and children of parents who have applied for a place at a school by the closing date will have priority for admission over those who change their preference or home address after the closing date. This means that, even though you may have moved closer to another secondary school, your child may not get a place there if it is already oversubscribed. If this happens your child's name will be placed on a waiting list in a community or controlled school or you can request to be placed on the waiting list of a foundation trust, aided or academy school. You also have the right to appeal the decision, further information on the appeals process and to submit an appeal can be found at: <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/>

When will I hear whether I have got the place I wanted?

We will post the letter, from our office, with the result of your application on 3 March 2025 (National offer day.) If you applied online for a school place for your child the result will also be emailed to you on this date, as long as you did not opt out of receiving information from the Isle of Wight Council.

My application has been refused – can I appeal?

If we cannot offer your child a place at your preferred schools, you can appeal to an appeals panel which is totally independent of us. A 'Notice to Appeal' form will be enclosed with the letter you receive. If you applied online and have requested a reply by email you will be able to download or complete an appeal form online at <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/>

[Learning/Education-Appeals/Tasks](#) and the booklet which explains how to make an appeal from our website at <https://www.iow.gov.uk/Residents/Schools-and-Learning/Education-Appeals/Appeals-Timetable/> and click on the 'Appeal Guide for Parents' tab. As well as making your appeal in writing, we recommend that you go to the appeal hearing to present your case. You can bring a friend to support you. The decision of an appeals panel is binding on us.

You can only appeal once for a place in the same school in the same academic year. However, if an admissions authority accepts a second application from you because there has been a significant change in circumstances, but your child is not offered a place again, you can appeal this second decision.

Can I put my child's name on a waiting list?

Children refused a place(s) at their preferred secondary school will automatically be placed on a waiting list for that school unless you specifically request that this must not happen. In the case of Christ the King College and The Island Free School, you will have to request to be placed on their waiting list. The school will inform you how their waiting list is administered.

Where your child is placed on the school's waiting list depends upon the oversubscription criteria set out in the school admissions policy. The position on the waiting list is not a first-come first-served basis. If you apply late but live very close to the school, your child may go to the top of the waiting list or very near to it. Please remember that your child's position on the waiting list can change, moving up and down as others join the list or are removed from it.

Waiting lists for September 2025 admissions will be established for the first time on 17 March 2025.

If you want to know where your child is on a waiting list you can contact the relevant admission authority. The Local Authority currently maintain the waiting lists for the Year 7 intake for Cowes Enterprise College and The Bay CE School.

What happens if I move house after I have received the offer of a school place?

If you have received a letter offering your child a place at your preferred school, and you then move house, you can keep that school place. Please remember, though, that you may be responsible for travel arrangements (including bus fares etc) to that school. If you would like to state a preference for a different school, please contact the school admissions team in writing or by emailing school.admissions@iow.gov.uk.

Fair access protocol

The Isle of Wight Council has a fair access protocol which gives priority to admissions for certain categories of school age children. This protocol relates to admissions throughout the year. The protocol will take priority above the school's admission policy for those on a school's waiting list and the local authority may require schools to admit above their published admissions number. The policy can be found by following the link on www.iow.gov.uk/schooladmissions.

Secondary September 2025 Coordination Dates

31 October 2024	Closing Date for Secondary Applications
w/c 11 November 2024	LA Transfer of applications data to other LAs LA provide Christ the King College and The Island Free School the list of applications received
w/c 9 December 2024	Christ the King College and The Island Free School submit their ranked lists of applications to the LA
w/c 10 February 2025	Allocation sent to other LAs the allocated school for the application/s received for their LA children
3 March 2025	National Offer Day

3 March 2025	LA provide oversubscribed schools the list of the applications that were unsuccessful, for them to establish their waiting lists
17 March 2025	Waiting lists established for oversubscribed schools
Mid May 2025 onwards	Appeals

Terms used

Academy

An academy is a state-funded school managed by an independent sponsor. The funding agreement between an academy company and the Secretary of State requires the academy's admissions policy and arrangements to be in accordance with, or consistent with admissions law and the school admissions code.

Additional/supplementary information forms

All parents who list their preferred school on the Isle of Wight Council's common application form are regarded as having made a valid application. An additional or supplementary form will also have to be completed for applicants who are applying for church aided schools, this also needed to be returned to the appropriate school by the advertised closing date to ensure your application remains on time.

Admissions number

The maximum number of children a school can give places to each year.

Aided school

A school owned by trustees and mostly maintained by the local authority. The school governing body controls admissions and religious education.

Common application form

The form which all parents must complete when applying for school places.

Collaboration

Providers on the Island work together to enhance education provision for 14 to 19 year old students

Community school

A school which the Isle of Wight Council owns, funds and maintains.

Co-coordinated admission scheme

Ensures that a letter or email (for online applications) is dispatched on 3 March 2025 to every child living on the Isle of Wight, who is due to transfer to secondary school, with the offer of a place. The scheme gives clear communications on school admissions between the local authority, the aided, academy, foundation, trust and free schools.

Distance

Distance for the allocation of school places will be measured in a straight line by the local authority's geographical information system (GIS) from the centre of the building of the home address to the centre of the school building with those living closer to the school receiving the higher priority. If distances are equal (for example with a block of flats) lots will be drawn by an independent person to determine the allocation.

Fair Access Protocol

This protocol prioritises admissions for certain categories of school age children. This protocol relates to admission applications throughout the year.

Free School

Free Schools are all-ability state-funded schools set up in response to what local people say they

want and need in order to improve education for children in their community. The funding agreement between a free school and the Secretary of State requires the free school's admissions policy and arrangements to be in accordance with, or consistent with admissions law and the school admissions code.

Foundation school

A school which has foundation status and the governing body controls admissions.

Independent school

A school which the Isle of Wight Council does not fund or maintain – a privately-owned school.

Multiple Birth

Children born to the same parents with the same date of birth.

Online admissions

Parents can apply for a place for September 2025 via the Local Authority's website

www.iow.gov.uk/schooladmissions.

Parents

A parent is any person who has parental responsibility for a child as set out in the Children Act 1989. Where responsibility for a child is 'shared', both parents must agree on the school/s listed on the application. If there is a dispute then legal documentation will be required stating who will be responsible for the child's education. If a dispute has been lodged and parents come to an amicable agreement, written confirmation will be required from both parents with parental responsibility.

Published Admissions Number (PAN)

The maximum number of children a school must give places to for Year Reception in Primary schools and Year 7 in Secondary schools for the new academic year, this number will not change in these year groups for the academic year.

Sibling

Sibling refers to brother or sister, half brother or sister, adopted brother or sister, step brother or sister, or the child of the parent or carer's partner, and in every case, the child should be living in the same family unit at the address stated on the application form.

Supplementary Information Form (SIF)

The form which parents complete when applying for a school place at an aided school. Please ensure this is returned to the appropriate school by the closing date to ensure your application for a school place is on time.

Unique Identification Number (UID) – Secondary Schools only

To apply for a school place online you will be able to log on to your child's record using the UID. This number will be in the letter sent to you in September, informing you of the transfer to secondary school.

We, us, our

The Isle of Wight Council as the local authority.

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Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date **8 FEBRUARY 2024**

Title **INTEGRATION OF LEP FUNCTIONS INTO UPPER TIER LOCAL AUTHORITIES**

Report of **THE LEADER OF THE COUNCIL**

Executive Summary

1. The purpose of this report is to provide Cabinet with information on the integration of Local Enterprise Partnership (LEP) functions into Upper Tier Local Authorities (UTLAs) and seek approval for the Isle of Wight Council (IWC) to work with Portsmouth City Council (PCC) and Southampton City Council (SCC) to jointly take on these integrated LEP functions and deal with the changes that result from this new approach.
2. This includes the creation of a joint Upper Tier Local Authority (UTLA) Board to take on these new responsibilities. This was proposed by the three unitary UTLAs in the integration pro-forma that was submitted to Government with proposals for taking this forward.
3. It should be noted that Portsmouth City Council (PCC) and Southampton City Council (SCC) will also be seeking similar approvals, but due to differing timeframes there will need to be work and decision making in parallel with the approval processes across the three authorities. The relevant recommendation (i) below allows for this to happen.

Recommendation

Cabinet is asked to:

- a. Note that subject to meeting certain conditions, the Government is looking to integrate a number of existing LEP functions into UTLAs.
- b. Note that to meet the conditions, and to maintain a focus on the Solent area, Isle of Wight Council (IWC) will need to work with Portsmouth City Council (PCC) and Southampton City Council (SCC) to take on these functions through the creation of a new joint UTLA Board.
- c. Agree that subject to the 3 Solent UTLA area being recognised by the Government

as an area for LEP integration, with appropriate due diligence, IWC should become a Member of Solent Partners, a company limited by guarantee, that is a successor body to the Solent LEP, to help drive economic growth in the sub-region. This agreement to be conditional on PCC and SCC similarly agreeing to become Members of Solent Partners.

- d. Agree that IWC should not appoint a Director to the Board of Solent Partners to ensure that there is no conflict of interest with the wider governance needed for the new LEP integration arrangements. IWC, along with the other two UTLAs will seek appropriate requirements within the articles of Solent Partners to ensure representatives of all three UTLAs are entitled to observe board meetings.
- e. Note the proposed draft governance structure attached as Appendix 1 that shows how IWC should work with partners to achieve our economic growth ambitions which will need to be outlined in an updated Solent 2050 Strategy.
- f. Agree that subject of the agreement of all three partners, PCC are confirmed as the Accountable Body for Solent Partners.
- g. Agree that any existing LEP funding disaggregated to the three Solent UTLAs can be pooled (subject to agreement with PCC and SCC) for the benefit of economic growth of the Solent region.
- h. Agree that IWC, as one of the three UTLAs, will work with partners to develop an agreement on how Solent Partners will deliver economic growth for the functional economic area.
- i. That delegated authority be given to the Chief Executive, and the Director of Finance and s151 Officer, acting individually or collectively in consultation with the Leader to agree the final details of the transfer of LEP functions to the UTLAs including future governance arrangements.
- j. Agree that IWC should seek to support the creation of a Solent Economic Partnership, inviting adjacent Districts and Boroughs, Hampshire County Council, and other key public sector stakeholders, to enable Local Authorities leaders and leaders within the business community to have a regular opportunity to discuss and support economic growth in the region.

Background

- 4. Local Enterprise Partnerships (LEPs) are non-statutory bodies that were created to promote economic growth and job creation. They are business led partnerships with additional representatives from local authorities, as well as academic and voluntary institutions. Thirty-eight LEPs were established across the Country in 2010-11 and the Island was part of the Solent LEP. The Solent LEP was based on the same geography as the Partnership for Urban South Hampshire (PUSH). now the Partnership for South Hampshire (PfSH) with the addition of the Isle of Wight. In 2018 LEP boundaries were reviewed and, as part of this, it was determined that a district or borough local authority could no longer be in two different LEPs. This meant that the Solent LEP geography could no longer mirror the PfSH geography and so the whole of the New Forest District Council was included within the Solent LEP and the parts of Winchester

City Council, Test Valley Borough Council and East Hampshire that were part of the Solent LEP were transferred to Enterprise M3 LEP.

5. A further review was undertaken by the Government between early 2021 and the publication of the February 2022 Levelling Up white paper. This led to the ministerial letter proposing LEP integration: 'Integrating Local Enterprise Partnerships into local democratic institutions, 31 March 2022'. On the 4 August 2023, the Government issued a letter which confirmed their support for UTLAs and combined authorities to take on the functions currently delivered by LEPs.

'Where not already delivered by a combined authority, or in areas where a devolution deal is not yet agreed, the Government expects these functions to be exercised by upper tier local authorities, working in collaboration with other upper tier local authorities over Functional Economic Areas (FEAs) as appropriate.'

6. A letter was sent from Government, the Department for Levelling Up, Housing & Communities published guidance (Guidance for Local Enterprise Partnerships (LEPs) and local and combined authorities: integration of LEP functions into local democratic institutions, 4 August 2023). In the guidance the Government state that the geography for integration of functions should either be a whole County area or a functioning economic area that has a population of at least 500k (and for some functions at least 22k businesses in the area). The Government have been clear that they will no longer fund LEPs with core funding from April 2024 and that the UTLAs will be responsible for:

- **business representation** and in particular to *'create or continue to engage with an Economic Growth Board (or similar) made up of local business leaders and relevant representative bodies to (a) provide the view of local businesses as part of regional decision making and (b) work with local leaders to create a broad economic strategy for the area'*
- **strategic economic planning** - areas will be expected to produce, or continue to update, economic strategies to support local decision making, building on the plans currently developed and overseen by LEPs. The Government expects areas to publish their (existing, new, or updated) strategy within six months of receiving funding and if PCC is the accountable body for future arrangements (see paragraph 4.1 below) then it will need to be published on the PCC website. There will be a need to review, update and adopt the Solent 2050 Strategy and ensure that this is an appropriate strategy for the agreed geography. The guidance also states that areas bidding for local growth funding in future may be asked to demonstrate how a proposal fits into their local economic strategy.
- **responsibility for the delivery of government programmes where directed**. Currently these programmes would be the Growth Hubs and the Career Hubs. The Government expects these functions to be exercised by UTLAs (working in collaboration with other upper tier local authorities as appropriate) where there is not a devolution deal or a deal in the offing. Initial views from Government suggest that they envisage the current Growth Hub to be commissioned on a county wide basis although with the possibility that there could be a Solent front-end for businesses. Further guidance has however suggested a need to ensure the delivery of government functions is coterminous with the FEA for

economic strategy and business representation so further guidance is needed. This would need to be discussed and agreed with the other UTLAs across Hampshire and the Isle of Wight (HIOW).

7. Whilst the Government have stated that their expectation is that the area for integration is a county area or FEA they also state that the starting point for consideration of an appropriate area should be the existing LEP geography.
8. The proposed Solent geography recognises that the two cities of Southampton and Portsmouth drive the growth of the region and have clear links to the Isle of Wight including through ferry routes. There are also key synergies across the area on key economic sectors including advanced manufacturing and the visitor economy and also on key challenges association with deprivation and coastal areas. The three Solent UTLAs working together, meet the thresholds required by the Government and have sent an integration template back to Government on this proposed geography. This report takes forward what was in the integration template. Assuming this approach is supported by the Government, and there has been no indication that this will not be the case. There will need to be strong and positive working relationships with Hampshire County Council who will be operating in the wider Solent area for the parts of the Solent LEP area that comprises the districts and boroughs.
9. In response to the envisaged changes to their operating environment, the Solent LEP decided to look again at their role and how they operate and decided to set up a new company limited by guarantee called Solent Partners. As Government thinking developed on the future role of LEPs it was decided by the Solent LEP Board that Solent Partners would be a good successor organisation to the Solent LEP that would enable the delivery of the functions that were being devolved to the UTLA alongside any remaining LEP functions. The benefit of this approach is that this enables a focus to be maintained on the Solent which will be to the benefit of local businesses and communities. It also means that should the Government position on devolution change, before or after the next general election, then the area will be in a stronger position to make the case for devolution to the Solent area.
10. As noted in the Director of Finance's comments below, in parallel to the integration of functions from the LEP there is a need to consider the disaggregation and transfer of assets from the LEP to the UTLAs. The amount to be disaggregated between HCC, PCC, SCC and IWC remains to be agreed between the LEP and PCC, acting as the Accountable Body. It is currently intended that any funding received by PCC as the AB on behalf of the three UTLAs will be pooled for the benefit of economic growth of the region. This will be subject to further agreement between the three Solent UTLAs.
11. In response to the envisaged changes to their operating environment, the Solent LEP decided to look again at their role and how they operate and decided to set up a new company limited by guarantee called Solent Partners. As Government thinking developed on the future role of LEPs it was decided by the Solent LEP Board that Solent Partners would be a good successor organisation to the Solent LEP that would enable the delivery of the functions that were being devolved to the UTLA alongside any remaining LEP functions. The benefit of this approach is that this enables a focus to be maintained on the Solent which will be to the benefit of local businesses and communities. It also means that

should the Government position on devolution change, before or after the next general election, then the area will be in a stronger position to make the case for devolution to the Solent area.

12. Whilst Solent Partners can enable the delivery of LEP functions across the Solent area, it will be the UTLAs that will be held accountable for delivery of the functions and economic growth in the area. The governance arrangements detailed below recognise this reality and so are based on a model where the three UTLAs commission Solent Partners to deliver functions on their behalf assuming that Solent Partners is able to demonstrate that it is providing best value services. Whilst the Government guidance states that after the 1st April any arrangements will need to be commissioned in line with normal practice, in reality this is also the case for any arrangements before the 1st April. How this may apply to work commissioned through Solent Partners will depend on the specific governance and function of that company in that period and the funding mechanism chosen by the three UTLAs.

Solent Partners and proposed governance

13. The successor body to the Solent LEP, Solent Partners, is a Company Limited by Guarantee (as is the Solent LEP). It has been proposed that the Members, and therefore owners, of the Company will be the three UTLAs. This is different to the Solent LEP where PCC is the only Member and has this role as the accountable body for the Solent LEP. Hampshire County Council has made it clear that they do not wish to be part of Solent Partners. PCC has also agreed to be the Accountable Body for Solent Partners and / or the joint UTLA Board.
14. Alongside the Members there will be a Board of Directors of Solent Partners. These directors will be appointed in line with best practice for the appointment of Directors and currently it is envisaged that it will comprise:
- An independent Chair, Vice-Chair and non-Executive Director from local businesses
 - A Higher Education (HE) representative
 - The chairs of the Solent Skills Advisory Panel, the Solent Business Forum, the Solent Cluster and Maritime UK Solent
 - The two Solent Partner Executive Directors

The requirement for representatives of the three Solent UTLAs to have the opportunity to observe meetings of the Board of Directors of Solent Partners will be sought to ensure clear oversight.

15. As the Accountable Body (AB) for the Solent LEP PCC has a role to make sure that the LEP Integration Process is undertaken properly and that any decisions around existing assets and liabilities are in accordance with regulations and guidance. The AB role is different to the role in relation to the decisions and wishes of PCC, and as the AB will need to work in partnership with the Isle of Wight Council and Southampton City Council to make sure that LEP Integration works successfully for the Solent region and the communities and businesses that are within our geography.
16. With Solent Partners set up to deliver functions previously undertaken by the LEP for the three UTLAs, there will be a need to set up a commissioning body that comprises the 3 unitaries. To achieve this requirement, it is proposed that a joint UTLA Board be set up that comprises the Leader and Chief Executives of

the three UTLAs. This Board would commission and hold Solent Partners, or any other future delivery partner, to account for delivery of the programmes and functions assigned to them to support the economic growth agenda across the three unitary authority area. The terms of reference would need to be set so that the limit of the influence is on the areas of joint work so that the sovereignty of individual authorities is recognised, whilst also allowing for wider work that supports the devolution ambitions of the area. This Board should be set up, at least in Shadow Form, as soon as possible. The Board would also need to work with Hampshire County Council (HCC) to try to ensure as much alignment as possible. With the proposal that the Leader and Chief Executive are on this Board it would not be appropriate for the councils to have a Director on the board of Solent Partners Board, as currently constituted, so that there is no conflict of interest with the wider governance needed for the new LEP integration arrangements.

17. Alongside the joint UTLA Board there is a desire to set up a Solent Economic Partnership. This would cover the wider Solent geography and Hampshire County Council and the districts and boroughs within the Solent area would be invited to be part of this partnership. It would comprise Leaders and Chief Executives, or their representatives, and will enable a discussion to take place on the wider geography and hopefully ensure that there is alignment across the wider geography. Other key stakeholders, such as Solent Transport and the Office of the Police and Crime Commissioner could also be included in this Partnership. Clearly this Partnership would only be set up if there was a desire from other authorities to be part of this arrangement. With appropriate funding the partnership could also commission Solent Partners, or another delivery partner, to undertake specific related packages of work.
18. It is envisaged that Solent Partners will be commissioned by the joint UTLA Board to:
 - ensure that the Solent Functional Economic Area that comprises the three unitaries meets the requirement for business engagement such that local businesses and their representative organisations are influencing relevant decision making on the economic growth agenda.
 - review, update and help prepare a new Strategic Economic Plan for the three unitary functioning economic area and help ensure it is aligned with the Hampshire County Council plan and their expectations for the parts of the wider Solent area that they are responsible for, as far as possible.
 - subject to Government funding being available for the Solent area, deliver the CEC contract to run a Solent Careers Hub but ensure that it is also delivering in line with the joint UTLA Board's expectations,
 - promote, and potentially run, the Growth Hub for the wider Solent area,
 - deliver any other programmes or activities that the joint UTLA Board wishes it to deliver.
19. Subject to legal advice, the joint UTLA Board will set out a clear commissioning plan before the start of each year and this will be used to set the LEP Integration work programme for SP. Meetings will be held quarterly to performance manage this commissioning plan. The joint UTLA Board would be in a position to change the approach, or the delivery partner, if the plan is not being achieved, subject to an agreed notice period. Informal steering groups, under the joint UTLA Board and directly engaging business representatives through Solent Partners and other stakeholders can be formed to provide guidance to key work

commissioned such as Strategic Economic Planning and the work of the Careers Hub.

20. Solent Partners will also be commissioned by PCC as the AB to monitor and report on existing programmes that have ongoing monitoring arrangements, which would otherwise fall to the AB to undertake in line with current guidance.
21. Solent Partners, as an existing private company already undertakes some other current and planned activity outside of the LEP core functions which are being transferred. They have been successful in securing central additional government funding (awarded independently) to deliver relevant economic growth programmes in the region in the 2024/25 year and would continue therefore to do so.
22. The Solent LEP also undertakes some functions outside of the core functions described above. They have set up two companies to deliver specific economic aspirations in the region. The Membership of *the Solent Cluster Ltd* has agreed to be transferred to Solent Partners and it is anticipated that *Maritime Solent (UK) Ltd* will similarly transfer its membership, subject to its own internal agreement. These two companies have been provided revenue funding by the Solent LEP to operate until March 2026 and thereafter the intention is that they will move to a self-sustained ownership and financial footing. The governance connection between Solent Partners, and its Local Authority Members, and these separate companies will require further discussion.
23. The Solent LEP has also provided start-up revenue funding for the Solent Maritime Innovation Hub, providing support to March 2026. What role Solent Partners may have in this Innovation Hub during and after that period will also require further discussion and agreement.
24. Solent Partners also have a desire to take on roles in and with other bodies and panels, the most notable of these is the Skills Advisory Panel, which was set up by PUSH before transitioning to the LEP. It seeks to be a steering group for the Local Skills Improvement Plan (LSIP), a Department for Education funded plan, for which the Hampshire Chamber of Commerce is the designated employer representative body. As economic strategies are disaggregated between Hampshire and the Solent, further discussions will be needed in respect of this Panel.
25. One of the issues that is outstanding at the time of writing this report is what to do with existing LEP assets and resources and the associated implications on LEP staff. Government guidance is clear that any reserves and assets built up using public funds will remain within the public domain (i.e. transferred to the relevant local authority or authorities). All LEP employees are employed by PCC and there may be TUPE or redundancy issues that will need to be considered depending on discussions that are underway with Hampshire County Council about how programmes are delivered. PCC as the AB, working with the LEP, has to agree how to split public funds that are currently held by the LEP between the UTLAs.
26. The Solent LEP Board believe that because the funds were given for the benefit of the Solent area, they should remain in the Solent area and that the best way for this to happen would be for all of the existing funding to transfer to the three

Solent UTLAs for the benefit of Solent Partners for them to work across the existing Solent LEP Geography. An alternative approach would be for Hampshire County Council to commit to spending the proportion of the existing funding, relating to the Solent districts and boroughs, across the same geography. This latter approach is the preferred approach of the three UTLAs. Discussions regarding the disaggregation method of the existing assets are ongoing with the AB seeking to agree the disaggregation of funds with the UTLAs over the coming months.

Reasons for recommendations

27. The Government have stated that all core funding for LEPs will cease and that a number of LEP functions will transfer to democratic control. The Government have set criteria for the return of these functions and the recommendations in this report enable an appropriate mechanism to be put in place to achieve the Government's policy requirements.
28. While current guidance is clear that LEPs can continue in a private capacity, the Solent LEP has confirmed that they intend to cease operating as soon as possible after 31st March 2024 and have set up an alternative company, Solent Partners, with aspirations to continue to support the economic development agenda in the Solent. This report therefore notes that assets and resources built up with public money will need to be retained and transferred into the public domain.

Corporate Priorities and Strategic Context

Provision of affordable housing for Island Residents

29. The provision of housing, including affordable housing is a key component of a successful regional economy. The three UTLAs will be able to make use of the economies of scale of these new arrangements to support the delivery of housing solutions on the Island.

Responding to climate change and enhancing the biosphere

30. The new working arrangements between the three unitaries and in partnership with the district councils in Hampshire will enhance the benefits generated through economies of scale to ensure environmentally sustainable economic growth that also safeguards the valuable natural assets of the sub region including the Island.

Economic Recovery and Reducing Poverty

31. Under the new arrangements the UTLAs will be expected to produce, or continue to update, economic strategies to support local decision making, building on the plans currently developed and overseen by the LEPs. The new arrangements will support the 3 unitary authorities commission Solent Partners to deliver economic development functions on their behalf assuming that Solent Partners are able to demonstrate that they are providing best value services.

Impact on Young People and Future Generations

32. A thriving sustainable and the resultant shared prosperity across the economic area of the Solent are key to the well being and life chances of our young people and future generations.

Corporate Aims

33. A thriving economy is a key area of activity within the council's Corporate Plan 2021 – 2025 and will be one of our main areas of focus for the lifetime of this plan which will need to be central to everything we do as a council.

Consultation and Engagement

34. Consultations have taken place with all unitary and district councils and key business and public sector stakeholders in the sub region in the formulation of the agreements set out in this report.

Financial / Budget Implications

35. Acting as the Accountable Body for the Solent LEP, PCC has an important role in agreeing the disaggregation of assets held by the LEP as at 31 March 2024 and as part of this have been working with the Solent LEP and the four UTLAs to agree a disaggregation method that is in line with the guidance published by the Government.
36. The guidance sets out that it is for the LEP and the Accountable Body to agree this method and the Accountable Body will make its judgement having reviewed the formal representations made by each of the UTLA's.
37. Fundamentally, the Accountable Body's judgement will be based on the balance of the following:
- i. The rationality of the decision in the public interest
 - ii. That decisions are taken in line with the National Assurance Framework, adhering to proper governance and due diligence
 - iii. That decisions are made in accordance with the intent and spirit of any Government Guidance
38. Following a review of the submissions and any necessary further consultation with the Solent LEP, the Accountable Body may ultimately agree or disagree with the LEP's position. In the event of a disagreement then the LEP and Accountable Body will engage with the Government to seek their view.
39. Acting as the Accountable Body for Solent Partners, PCC will ensure that any disaggregated LEP funding received is pooled, held on a separate area of its balance sheet, and used for the benefit of economic growth of the region subject to the agreement of the three UTLAs.

Legal Implications

40. The contents of this report outline the current position within the construct of the Guidance and the current disaggregation plan. What is also clear is that there will be beyond the noting stage of this process a number of legal challenges which whilst as yet to crystallise are in summary (as set out within the body of the report) the following:
- It is recognised that the Solent Partners is of itself an independent company. The company will have a legal share membership from each of the 3 UTLA's.

- The current model does not espouse that within Solent Partners that the UTLA's will have any director status (this is subject to a current piece of work being dealt with to look at how the independence of Solent Partners sits within the concept procurement and the PCR's.)
- The paper alludes to the UTLA's being able within some form of construct to, amongst themselves set the "tone and focus" for how Solent Partners (or indeed any organisation that the UTLA's might wish to align) should deliver key objectives. That can be achieved via some form of "Board structure" which self-governs probably via some form of MOU.
- There will be TUPE issues as currently the LEP staff whilst PCC paid will be subject to a material change that will engage the Regulations and potentially some restructure that may or may not lead to redundancies arising.
- There is a need to maintain clear channels of decision making and facilitation separating as far as practicable the respective roles and functions.

41. It is also worth noting that the current disaggregation model (assuming that it is agreed) will within the Solent Region provide a finite funding and a limited amount of existing loans as already lent to small and medium sized Enterprises (SME's) within the proposed area. Beyond the above the current range of recommendations are within scope, they are competent and are limited risk beyond seeking to inform and progress, set as against a fairly changeable landscape.

Equality and Diversity

42. There are no direct equality and diversity implications associated with this report.

Property Implications

43. There are no direct property implications associated with this report.

Options

44. Option 1: Cabinet is asked to:
- a. Note that subject to meeting certain conditions, the Government is looking to integrate a number of existing LEP functions into UTLAs.
 - b. Note that to meet the conditions, and to maintain a focus on the Solent area, Isle of Wight Council (IWC) will need to work with Portsmouth City Council (PCC) and Southampton City Council (SCC) to take on these functions through the creation of a new joint UTLA Board.
 - c. Agree that, subject to the 3 Solent UTLA area being recognised by the Government as an area for LEP integration, with appropriate due diligence, IWC should become a Member of Solent Partners, a company limited by guarantee, that is a successor body to the Solent LEP, to help drive economic growth in the sub-region. This agreement to be conditional on PCC and SCC similarly agreeing to become Members of Solent Partners.
 - d. Agree that IWC should not appoint a Director to the Board of Solent Partners to

ensure that there is no conflict of interest with the wider governance needed for the new LEP integration arrangements. IWC, along with the other two UTLAs will seek appropriate requirements within the articles of Solent Partners to ensure representatives of all three UTLAs are entitled to observe board meetings.

- e. Note the proposed draft governance structure attached as Appendix 1 that shows how IWC should work with partners to achieve our economic growth ambitions which will need to be outlined in an updated Solent 2050 Strategy.
 - f. Agree that subject of the agreement of all three partners, PCC are confirmed as the Accountable Body for Solent Partners.
 - g. Agree that any existing LEP funding disaggregated to the three Solent UTLAs can be pooled (subject to agreement with PCC and SCC) for the benefit of economic growth of the Solent region.
 - h. Agree that IWC, as one of the three UTLAs, will work with partners to develop an agreement on how Solent Partners will deliver economic growth for the functional economic area.
 - i. That delegated authority be given to the Chief Executive, and the Director of Finance and s151 Officer in consultation with the Leader to agree the final details of the transfer of LEP functions to the UTLAs including future governance arrangements.
 - j. Agree that IWC should seek to support the creation of a Solent Economic Partnership, inviting adjacent Districts and Boroughs, Hampshire County Council, and other key public sector stakeholders, to enable Local Authorities leaders and leaders within the business community to have a regular opportunity to discuss and support economic growth in the region.
45. Option 2: That the new arrangements be formed on a county wide basis of Hampshire and the Isle of Wight (including the PCC and SCC city areas).
46. Option 2 was not supported by the three UTLAs as in their view it ignores the clear Functioning Economic Area (FEA) across the Solent sub region which has consistently been recognised by Government (e.g. the creation of the LEP or the Solent Freeport) and as such the three unitaries are keen to work together to bring about the integration of the LEP functions on a Solent geography that comprises the three unitary authorities.

Risk Management

47. The governance arrangements detailed in section 4 of this report are based on a model where the 3 unitary authorities commission Solent Partners to deliver the economic development functions on their behalf assuming that Solent Partners are able to demonstrate that they are providing best value services.

Appendices Attached

48. Appendix 1. The Proposed Governance Structure for LEP Integration

Background Papers

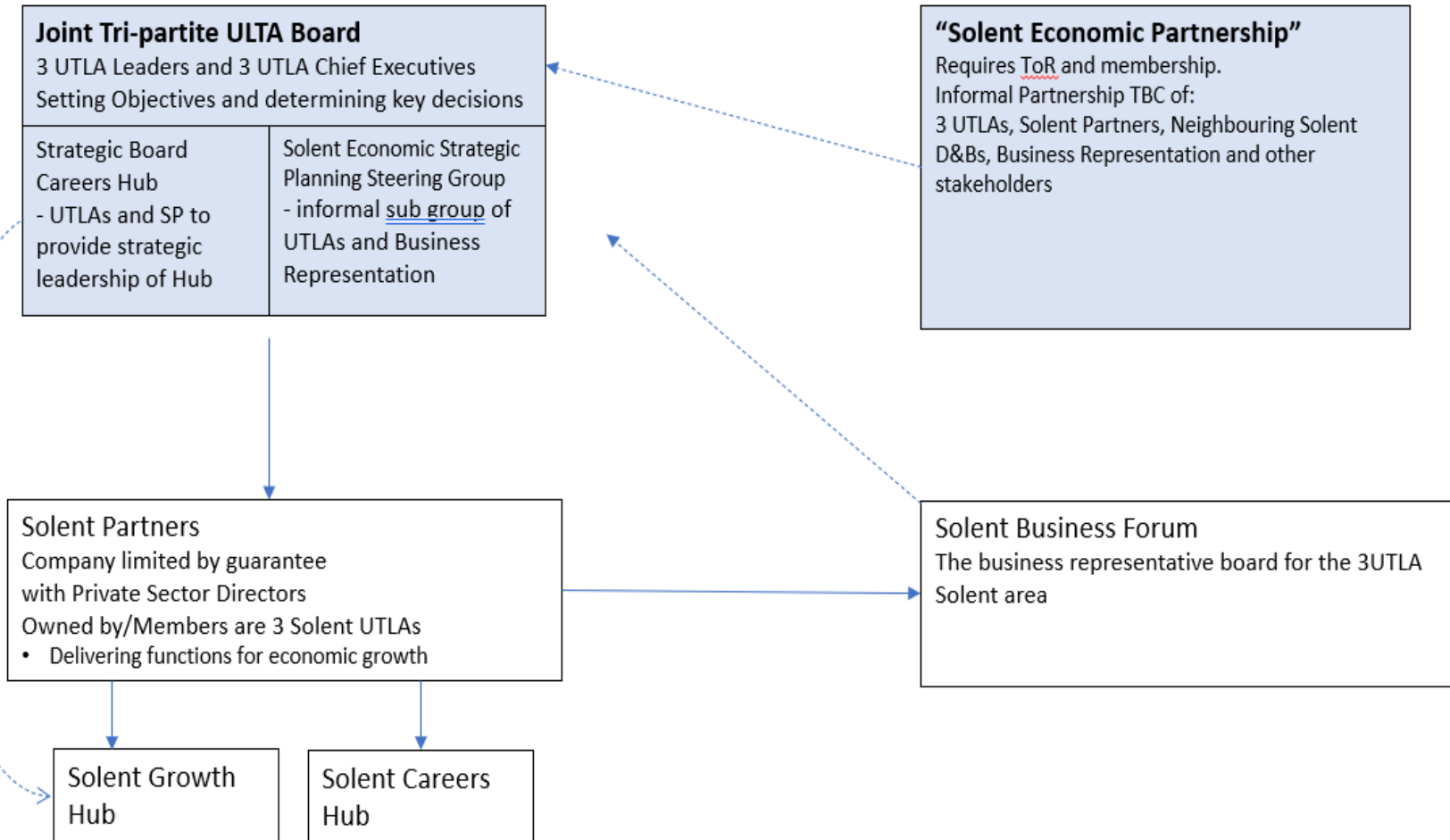
49. Section 100D of the Local Government Act 1972

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WENDY PERERA
Chief Executive

CLLR PHIL JORDAN
Leader of the Council

The Proposed Structure for LEP Integration



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Cabinet Report

Purpose: For Decision

Date **8 FEBRUARY 2024**

Title **THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, NEWPORT) (TRAFFIC REGULATION) ORDER NO 1 2023**

THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING PLACES) ORDER NO 1 2023

THE ISLE OF WIGHT COUNCIL (PARKING PLACES) ORDER NO 4 2023

Report of **CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT**

1. Executive Summary

- 1.1. This report provides the details of recommendation for introducing new parking restrictions, and making some of the existing parking restrictions enforceable, in various locations in Newport, as detailed in **Appendix 1** (Plans).
- 1.2. The proposals are aiming to ensure safety for all road users, whilst securing the emergency services' access and the movement of the traffic – by removing the inappropriate parking in order to increase visibility, create passing points, and free up footways.
- 1.3. The extent of the proposed restrictions is kept to a minimum, in order to preserve as many parking spaces as possible. However, as the Local Highway Authority, the Council has a duty to ensure road users' safety and the movement of the traffic, which means that these were prioritised above the preservation of parking spaces, where necessary.

2. Recommendation(s)

2.2 Option 1a: That the decision on the proposed parking restrictions in Wellington Road, Newport which are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023 is postponed, pending the outcome of the public inquiry.

- 2.3 Option 1b: That all other proposed parking restrictions which are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023 are approved as proposed.

3. Background

- 3.1. The Isle of Wight Council (IOWC), as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway.
- 3.2. Various requests for changes on the network, from residents, businesses, Parish / Town and Community Councils, and Ward Cllrs are submitted daily to Island Roads (IR). All requests are assessed and prioritised by the Island Roads' highway engineers, applying appropriate engineering methods, traffic surveys data and collision data, and potential impact on the road safety.
- 3.3. As a result, improvements that will enhance safety on the highway are identified each year, implementing of which would require review of the existing parking restrictions, traffic flow direction, and possibly width / weight restrictions.
- 3.4. The Council has previously adopted a two-year cycle of rolling reviews, called Traffic Regulation Order (TRO) reviews. The island was divided into 6 virtual areas known as Districts, and the aim is all districts to be reviewed by the end of the financial year 2023/24 – ensuring that the whole island will be reviewed using similar strategic approach and that the traffic regulations across the island remain consistent.
- 3.5. In this occasion, all requests for Newport in District 2, were assessed and respective proposals were designed by IR's highways engineers and TRO technician, ready for consultation at the beginning of last year. The proposals were prioritised and agreed with the PFI Contract Management Team (CMT) in line with the IOWC's obligations as a Local Highway Authority.

4. Corporate Priorities and Strategic Context

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

Responding to climate change and enhancing the biosphere

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

- 4.3. Due regard to the Council’s commitment to the Climate and Environment Strategy 2021 - 2040 has been given at the formative stage of this proposal. The Climate and Sustainable Development Impact Assessment Tool has been used to complete **Appendix 4** (CSDIA form).
- 4.4. The assessment has been reflected in the Climate and Sustainable impact assessment wheel below:



Economic Recovery and Reducing Poverty

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

Impact on Young People and Future Generations

- 4.6. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the safety of all road users plays a big role in citizens’ wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.
- 4.7. In this case, some of the proposed changes on the highway will improve safety outside schools including parking and students’ road crossings, as well as school runs; thus contributing to creating safer routes to and from schools for pedestrians and cyclists.

Corporate Aims

- 4.8. The key priorities within the plan, that this report is supporting are: ‘Listen to people’ – a 28-day island wide consultation was conducted; ‘Encourage Sustainable transport

and Active travel’ – the recommended option would encourage walking, cycling and use of public transport.

5. Consultation and Engagement

- 5.1. An informal consultation with the Community Council and Ward Councillors took place in June 2023. The feedback was reviewed and the proposals were amended where appropriate.
- 5.2. Following the legal TRO making process and its requirement for a Formal consultation, public Notices outlining the proposals and inviting public comments were published in the Isle of Wight County Press on 6 October 2023. These Notices and accompanying plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days, see **Appendix 2** (Public Notices). The closing date for representations was 3 November 2023.
- 5.3. The Authority received 272 valid representations for Newport the total number is broken down by locations in **Appendix 3** (Consultation results), outlining the number in support and the number of objections for each location.
- 5.4. A summary of all representations can be found in the **Background paper** (Representations’ summary).

6. Financial / Budget Implications

- 6.1. The total estimated cost of making of the TROs and implementing all recommended changes on the highways in District 2 would be approx. £ 45,000 excl. VAT, and it will be covered by the Highways capital budget for 2023/24.
- 6.2. All new assets will be accrued after implementation, the estimated annual maintenance cost would be approx. £7,000 excl. VAT for the next 15 years and it will be included in the Island Roads’ maintenance contract’s annual payment.

7. Legal Implications

- 7.1 The Statutory Authority for making new TROs is contained within the Section 1 (1) of the Road Traffic Regulation Act 1984:

(1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road where it appears to the authority making the order that it is expedient to make it

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

- 7.2 Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
- 7.3 The authority must consider all objections made and not withdrawn before making a Traffic Regulation Order (regulation 13) and, where it does not "wholly accede" to any objection, provide reasons for this in its notification of the making of an order to any person that has objected (regulation 17(3)).
- 7.4 The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
- 7.5 The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network, whilst having regard to their other obligations, policies and objectives at the same time, with a view to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- 7.6 Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.
- 7.7 Section 122 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the council must have regard to the:
- (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);

- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
- (e) any other matters appearing to the local authority to be relevant.

7.8 The Statutory duty of Authority for conducting public enquiries prior to making new orders is contained within the Section 9 (1) – (5) of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996:

(1) The order making authority shall cause a public inquiry to be held before making an order to which paragraph (3) applies and may cause such an inquiry to be held before making any other order.

(2) A public inquiry shall be held by an inspector appointed by the order making authority and selected from a panel of persons chosen by the Secretary of State to hold such inquiries.

(3) Subject to paragraphs (4) and (5), this paragraph applies to an order if—

(a) its effect is to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week—

- (i) at all times;
- (ii) before 07.00 hours;
- (iii) between 10.00 and 16.00 hours; or
- (iv) after 19.00 hours, and an objection has been made to the order (other than one which the order making authority is satisfied is frivolous or irrelevant) and not withdrawn; or

(b) its effect is to prohibit or restrict the passage of public service vehicles along a road and an objection has been made to the order in accordance with regulation 8—

- (i) in the case of a road outside Greater London, by the operator of a local service the route of which includes that road; or
- (ii) in the case of a road in Greater London, by the operator of a London bus service the route of which includes that road or by London Regional Transport.

(4) For the purposes of paragraph (3)(a), an order shall not be taken to have the effect of prohibiting loading at any time to the extent that it—

(a) authorises the use of part of a road as a parking place, or designates a parking place on a road, for the use of a disabled person's vehicle as defined by section 142(1) of the 1984 Act;

(b) relates to a length of the side of a road extending 15 metres in either direction from the point where one road joins the side of another road, unless the effect of the order taken with prohibitions already imposed is to prohibit loading and unloading by vehicles of any class at the time in question for a total distance of more than 30 metres out of 50 metres on one side of any length of road.

(5) Paragraph (3) does not apply to an order—

- (a) if it is an experimental order;
- (b) made under section 84 of the 1984 Act (speed limits on roads other than restricted roads); or
- (c) to the extent that it relates to a road which forms part of a priority route designated by the Secretary of State pursuant to section 50 of the Road Traffic Act 1991 (designation of priority routes in London).

7.9 The validity of any traffic regulation order made by the council can be challenged by application to the High Court within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.

7.10 The Court has the power to suspend an order or any of its provisions until the final determination of the proceedings.

8. Equality And Diversity

8.1. 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.

8.2. Under the Equality Act 2010 the Council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.

8.3. Due regard to the Council's responsibilities under the Equality Act 2010 has been given at the formative stage of this proposal. An Equality Impact Assessment form has been completed in **Appendix 5** (EIA form).

9. Options

9.1. Option 1a: That the decision on the proposed parking restrictions in Wellington Road, Newport which are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023 is postponed, pending the outcome of the public inquiry.

9.2. Option 1b: That all other proposed parking restrictions which are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023 are approved as proposed.

9.3. Option 2: Not to approve the restrictions that are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023, and to abandon the proposal.

- 9.4. Option 3: To postpone the decision on the proposals in Wellington Road, Newport and to approve the other proposed restrictions that are subject to this report in relation to *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023 with amendment.

10. Risk Management

- 10.1. A risk has been identified to pedestrians and cyclists, emergency access, safe and free movement of traffic. The TRO proposals, if implemented, will ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing parking that obstructs footways and limits access.
- 10.2. A risk has been identified for a loss of on-street parking space for the public if the proposed restrictions are implemented. In some locations priority was given to the road safety and movement of traffic, including pedestrian traffic, over preservation of parking spaces. The extent of the restrictions was kept to a minimum, in order to preserve as much parking spaces as possible.
- 10.3. Residents are encouraged to consider more sustainable ways of traveling such as walking, cycling and public transport, which would reduce the number of cars per household.
- 10.4. The Authority will monitor the impact of the changes and review the restriction if necessary.

11. Evaluation

- 11.1. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.
- 11.2. In some cases a balance needs to be made between the requirement for a TRO for the reasons provided above and the need to take account of the impacts to any loss of residential on-street parking, especially in areas of parking stress, when set against the benefits of the proposed TRO and to ensure endeavours are taken to minimise the net loss of parking where possible.
- 11.3. Please refer to **Appendix 6** (Rationales) which sets out the respective reasoning for the TRO proposals made by Island Roads as the Isle of Wight Council's Highways Service Provider and is based upon the Traffic Management Act 2004, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016, as laid out in the Legal Implications' section of this report. It is on this basis that the recommendations have been developed in respect of this report and should be considered when arriving at a decision on each proposal.
- 11.4. Section 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 rules that any loading ban proposal before 7am, between 10am and 4pm, after 7pm or 'at any time' attracts a public inquiry if objected, unless the

restriction is less than 30m long and starts less than 15m from a junction or the objection can be seen as frivolous or irrelevant.

- 11.5. The proposed loading ban in Wellington Road, Newport is subject to Sec 9(3)(a) and cannot be exempt by Sec 9 (4)(b) because it's 113m long. Therefore, a public inquiry will need to be conducted before making the order.
- 11.6. Option 1a: Due to objections to the loading ban proposed in Wellington Road, the Authority will need to conduct a public inquiry for this specific location; the outcome of the inquiry will inform a further decision on the implementation of the proposed restrictions.
- 11.7. Option 1b: To approve all other parking restriction as proposed - The road safety and highway engineers in Island Roads strongly advised the approval of all proposals on grounds of safety.
- 11.8. Option 2: Not to approve and to abandon the proposals – The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety: once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.
- 11.9. Option 3: To approve with amendment – As per Option 2 the road safety and highway engineers in Island Roads advised against this option on grounds of safety, as the extent of the restrictions was kept to a minimum. However, reducing the extent of the proposed restriction/s in some locations that were strongly objected by the local residents may give an opportunity for exploring other options for these locations by reviewing the situation in the wider area at a later date. In addition, due to objections to the loading ban proposed in Wellington Road, the Authority will need to conduct a public inquiry for this specific location; the outcome of the inquiry will inform a further decision on the implementation of the proposed restrictions.

12. Appendices Attached

Appendix 1 - Plans
Appendix 2 – Public Notices
Appendix 3 – Consultation results
Appendix 4 – CSDIA form
Appendix 5 – EIA form
Appendix 6 – Rationales
Appendix 7 – Representations' summary



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

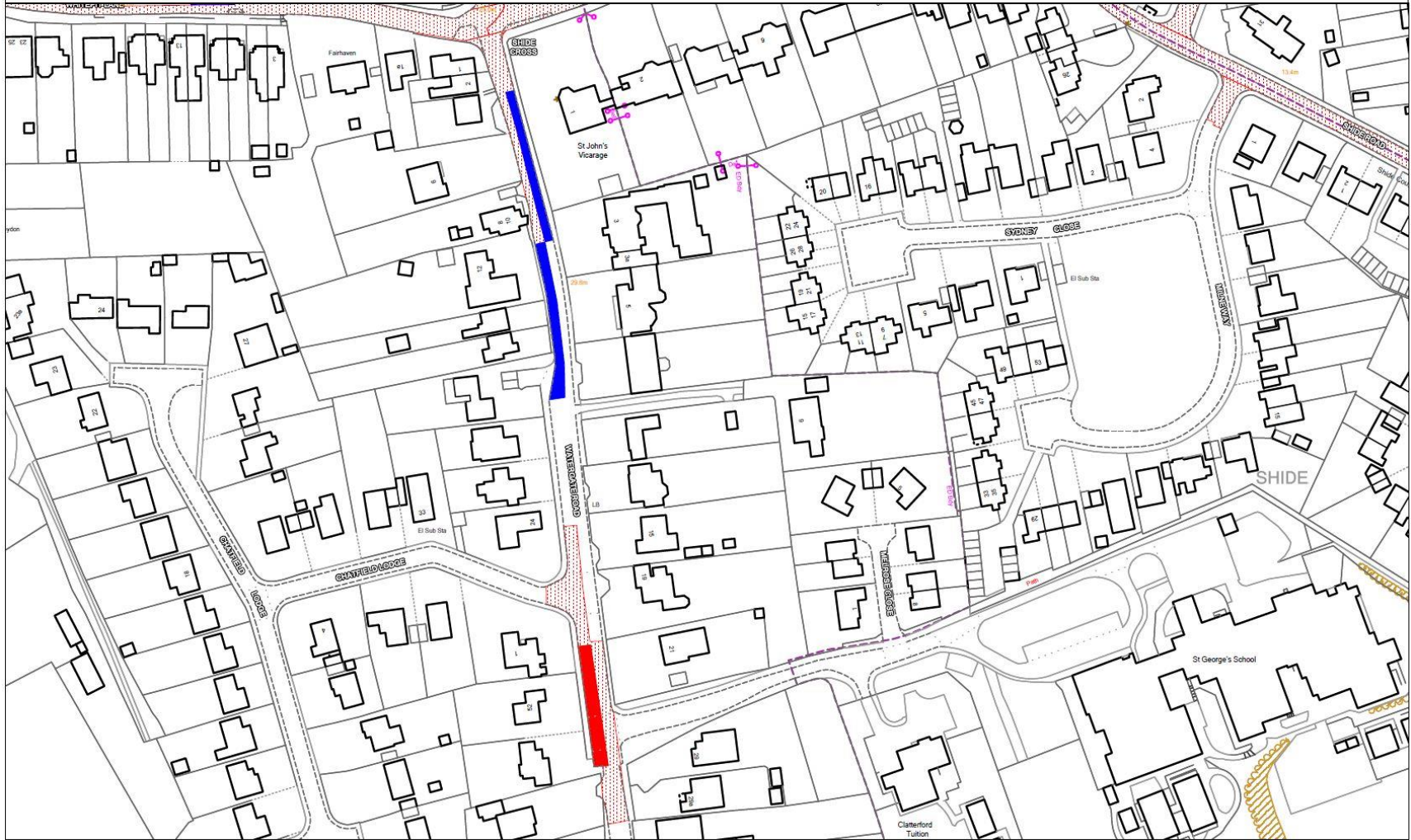
COLIN ROWLAND
*Strategic Director – Community
Services*

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

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NEWPORT PROPOSALS PLANS

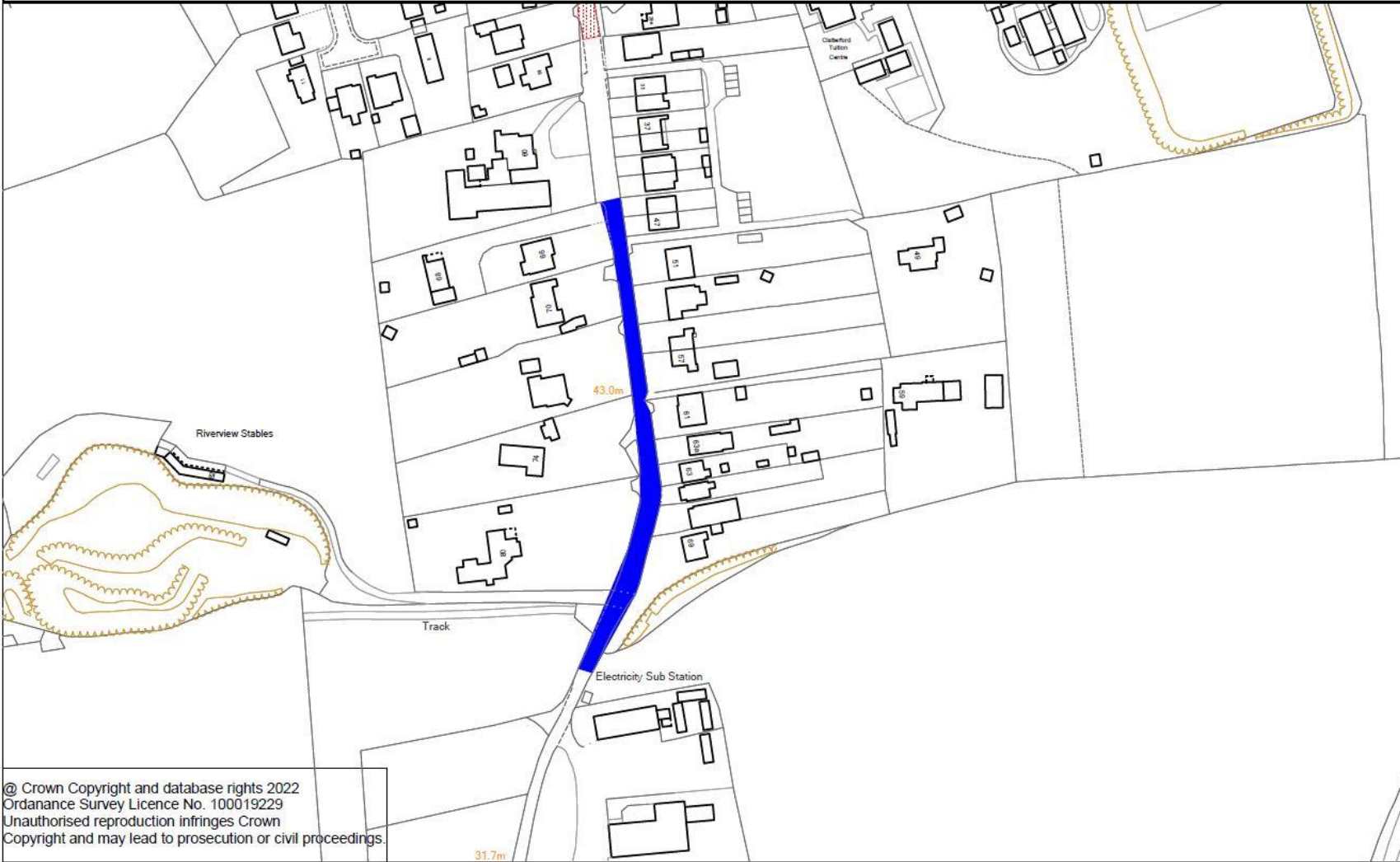
1	Watergate Road, Newport	 <p>Proposal: introduce 'No Waiting at Any Time' parking restriction Reason: to improve safety and access Note: all other restrictions will remain the same</p>	 <p>Proposal: introduce 'No Waiting, 8am to 6pm, Monday to Friday' parking restriction Reason: to improve safety and access Note: all other restrictions will remain the same</p>
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2 Watergate Road,
Newport



Proposal: To introduce 'No Waiting at Any Time' parking restriction
Reason: to improve traffic flow and improve safety for all road users including pedestrians
Note: all other restrictions will remain the same



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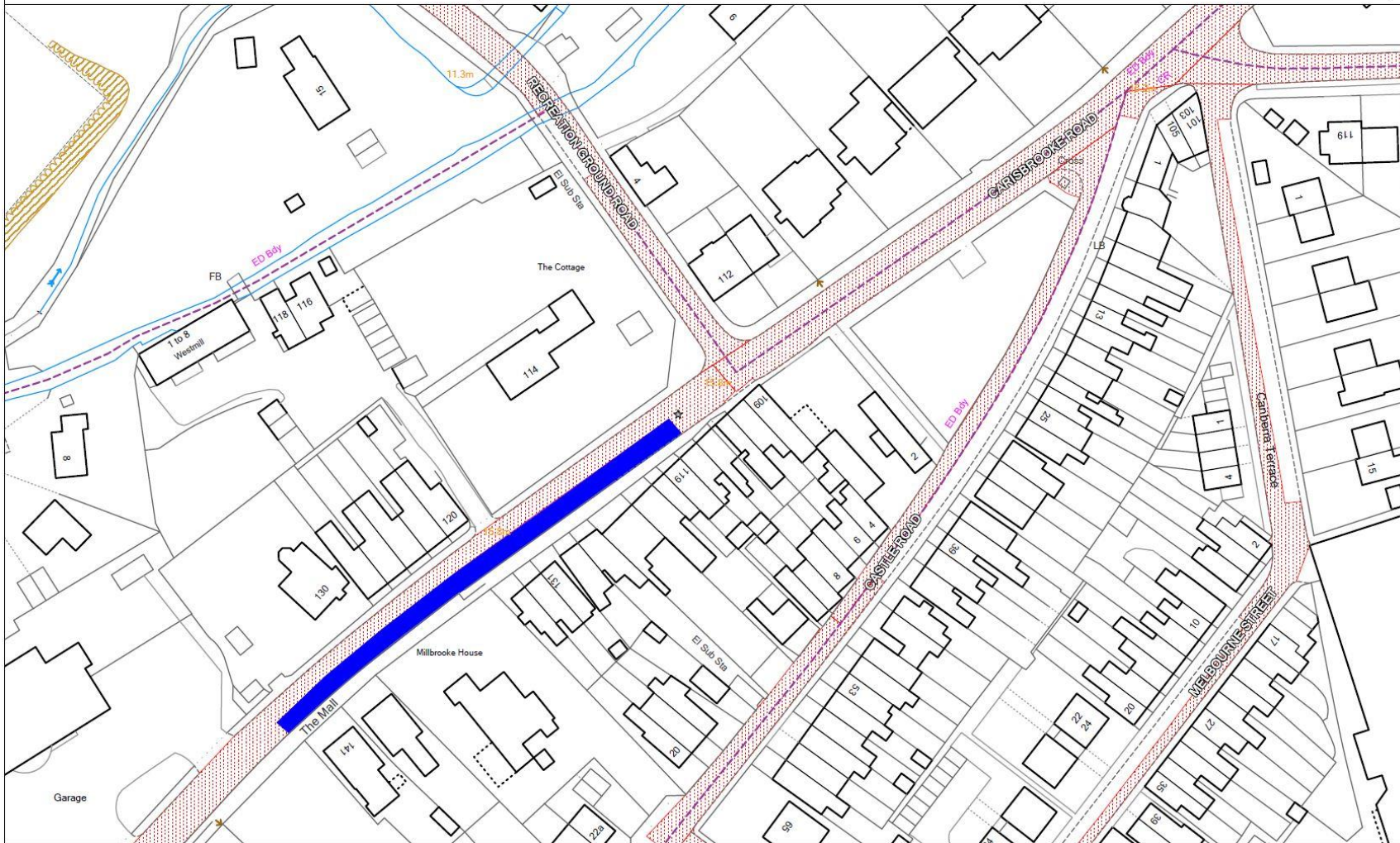
Carisbrooke Road, Newport



Proposal: Introduce 'No Waiting Monday to Friday, 8am to 6pm' parking restriction

Reason: for safety and the free flow of vehicles during peak hours.

Note: all other restrictions will remain the same.

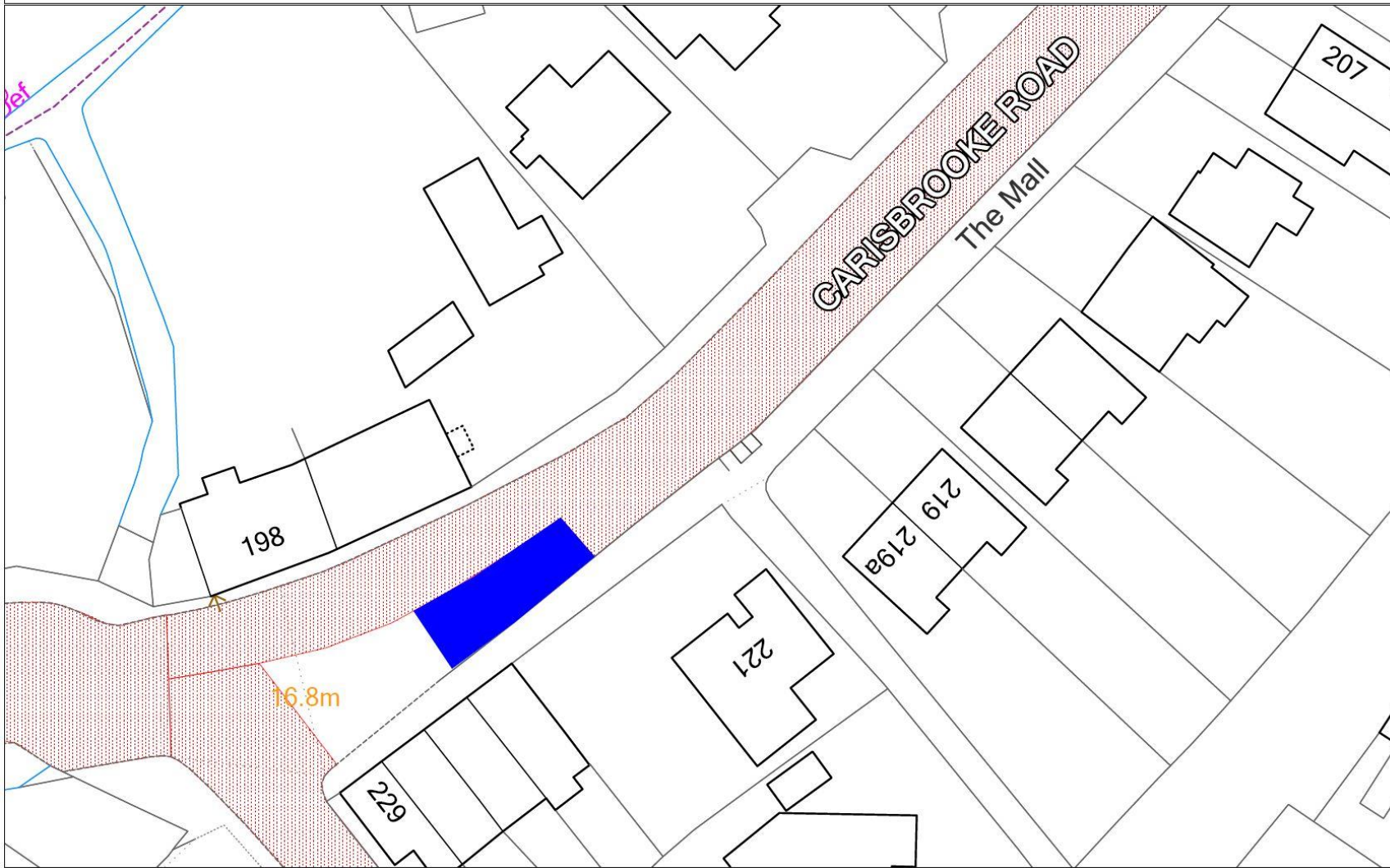


4

Carisbrooke Road, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to provide visibility for the School Crossing Patrol
Note: all other restrictions will remain the same

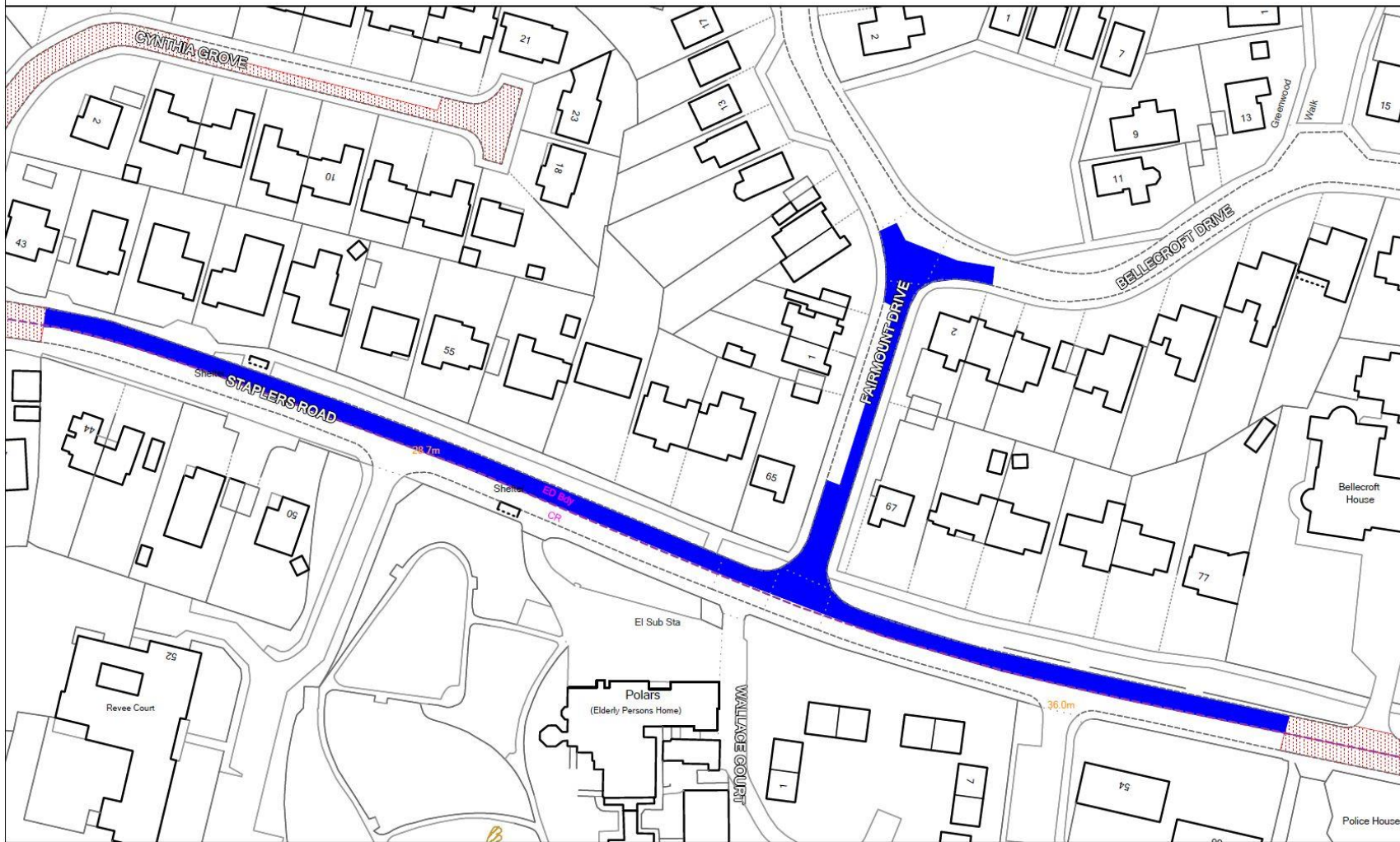


5

Fairmount Drive & Staplers Road, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent and improve visibility ensuring the free flow of traffic.
Note: all other restrictions will remain the same

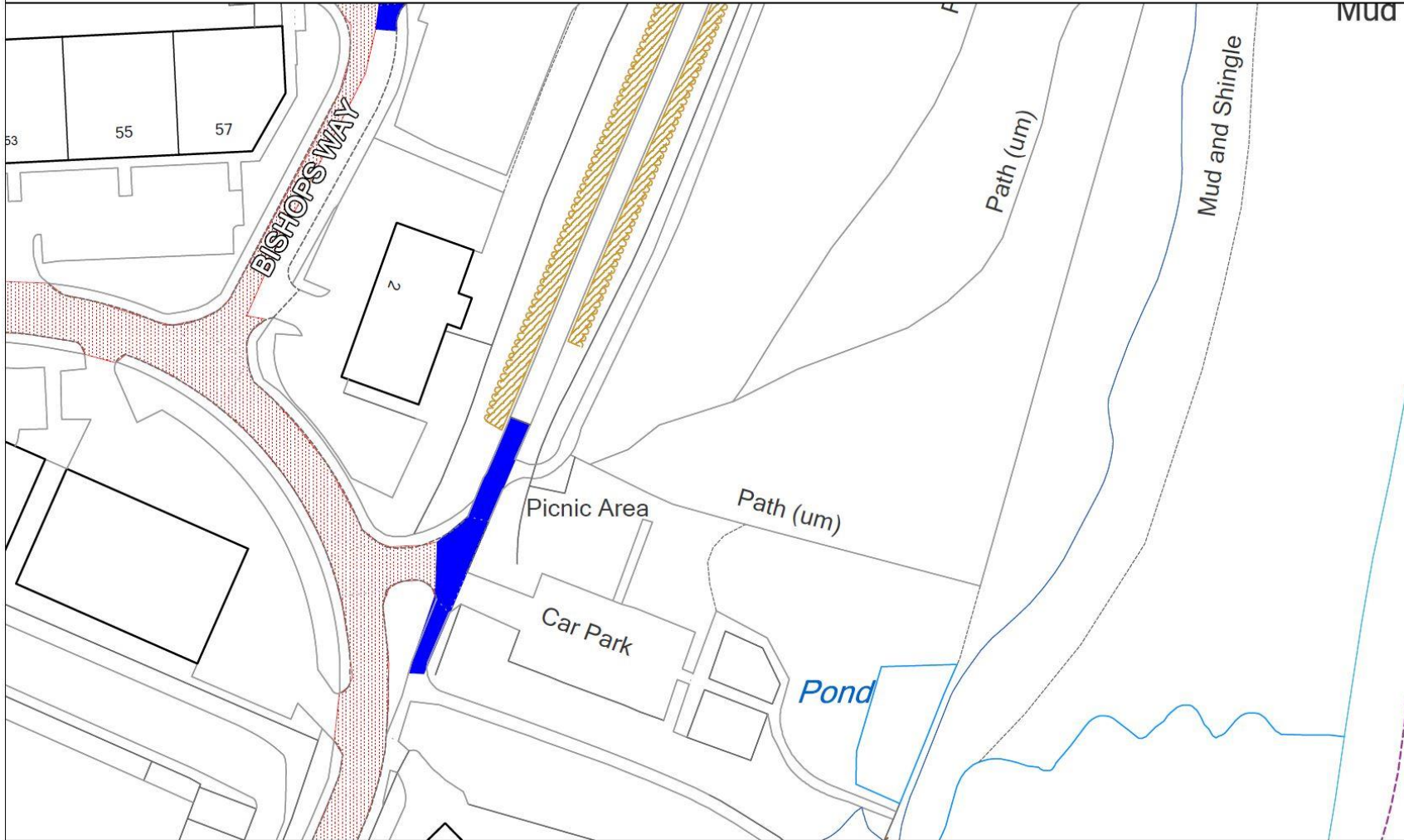


6

Cycle Track from Newport to Cowes, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent pavement parking and improve safety
Note: all other restrictions will remain the same



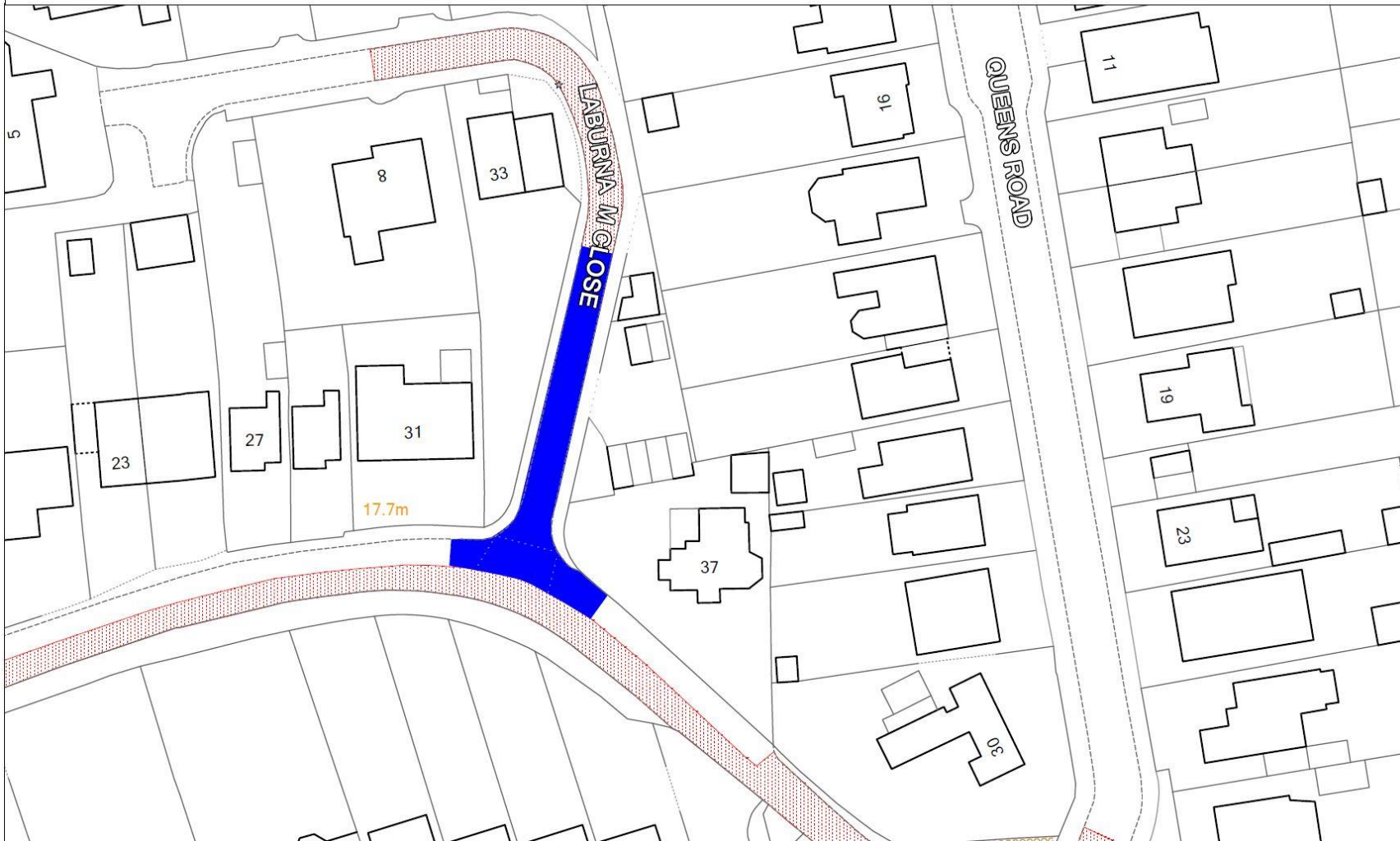
7

Laburnam Road, Newport



Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to allow access for all vehicles. .

Please note all other parking restrictions will remain the same.



Hinton Road, Newport

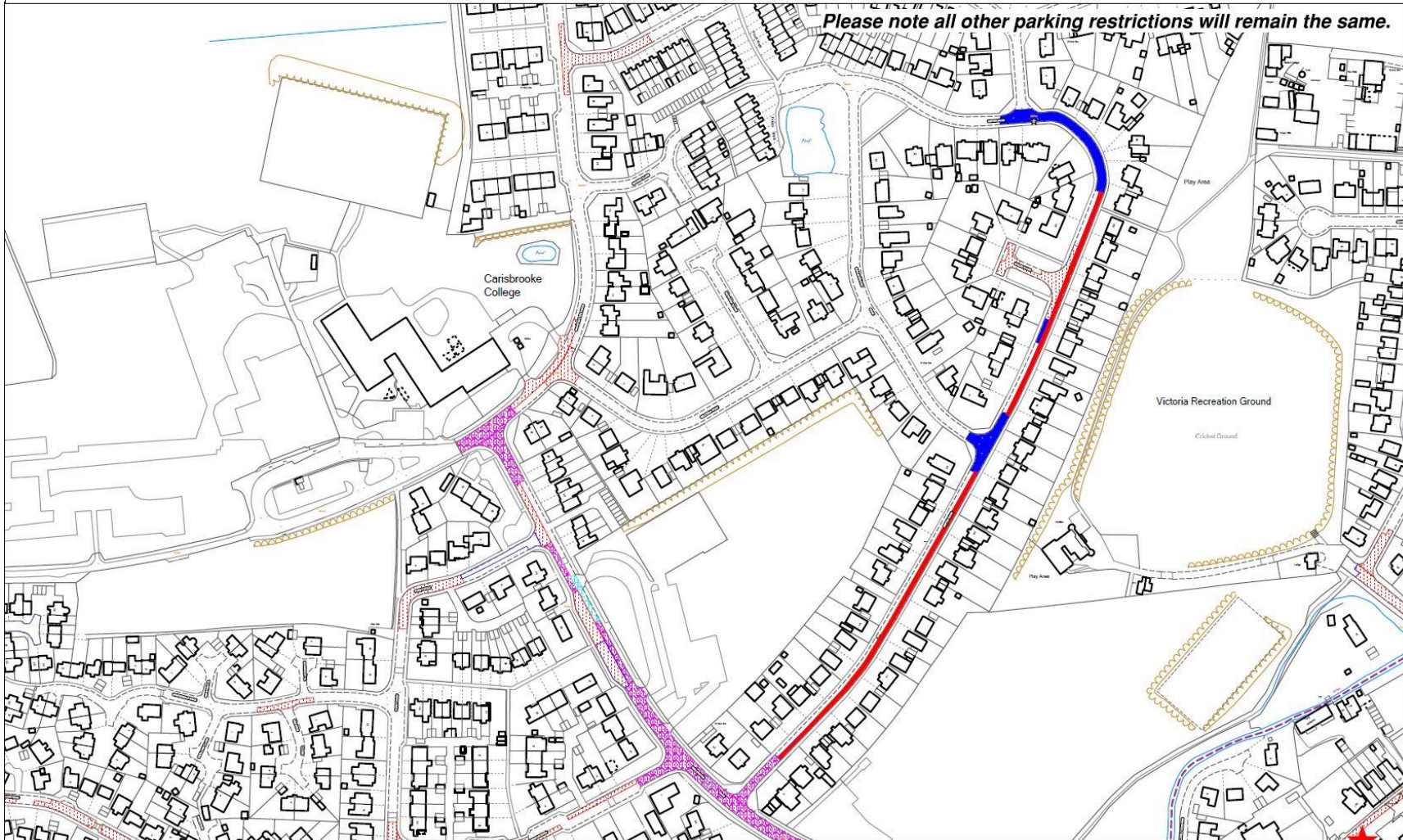


Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve road safety and improve access.



Proposal: Introduce a 'No Waiting 0700 hours to 1830 hours' parking restriction
Reason: to improve road safety and improve access.

Please note all other parking restrictions will remain the same.

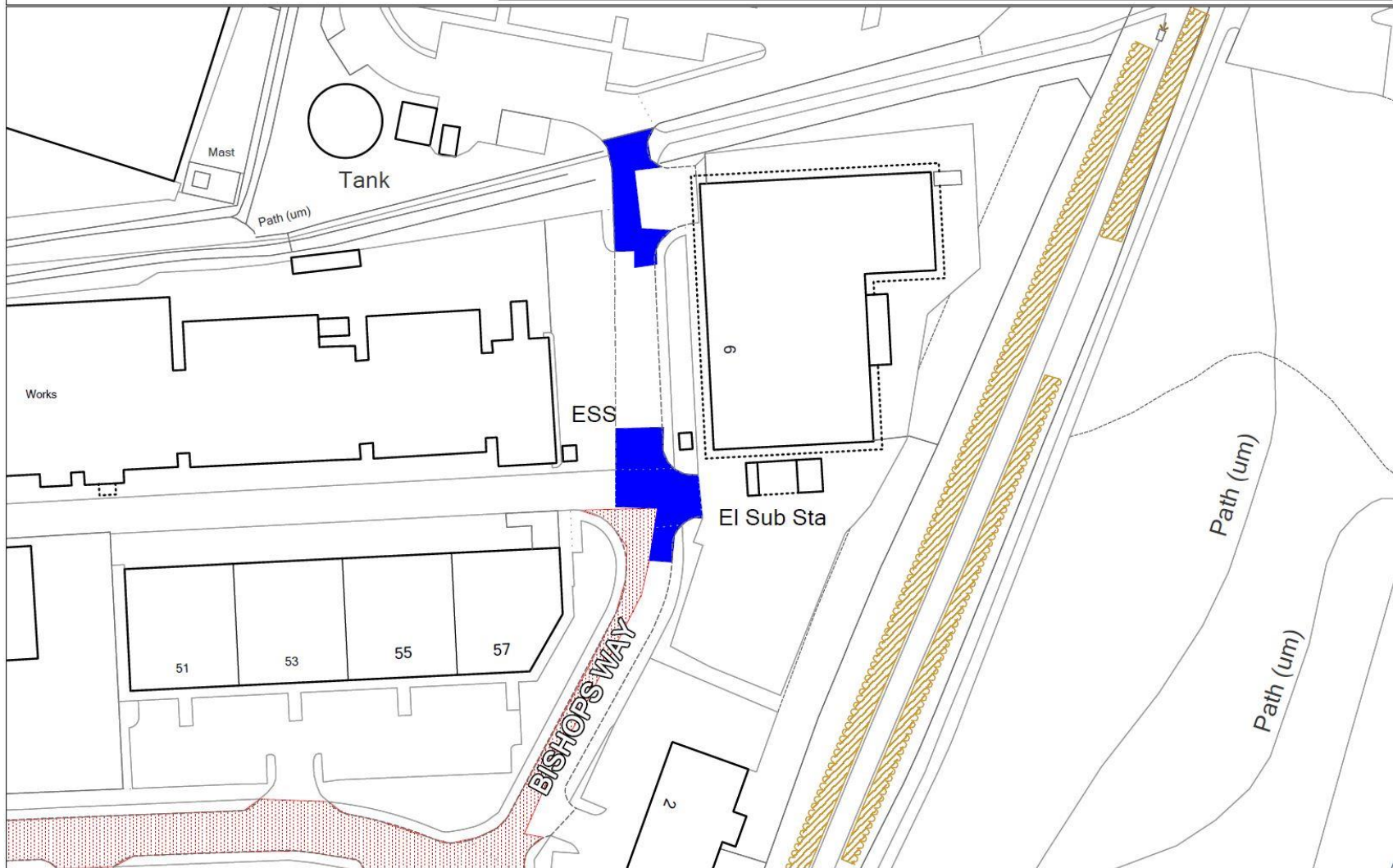


9

Bishops Way, Newport



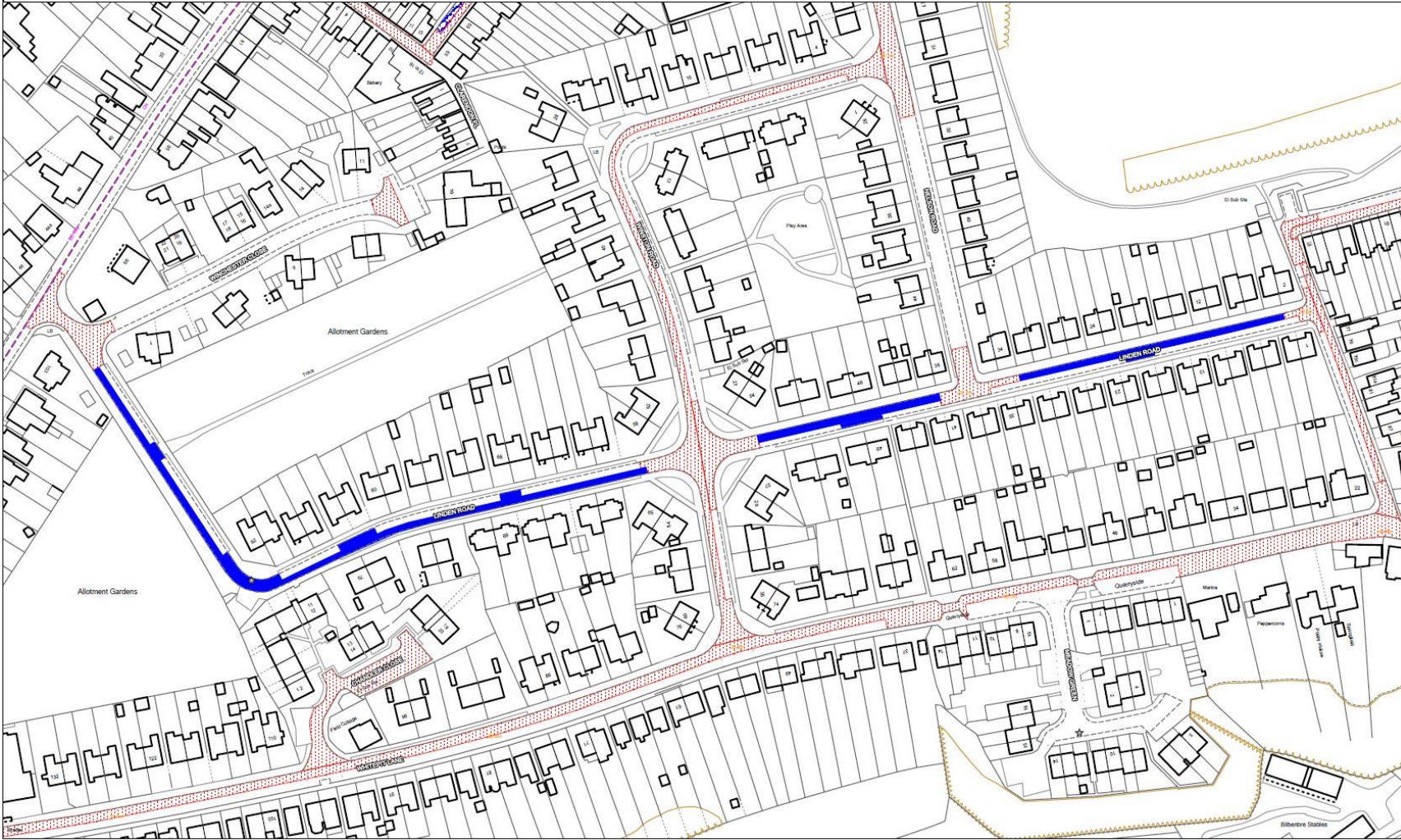
Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve access and prevent parking
Note: all other restrictions will remain the same



Linden Road, Newport

Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve road safety, improve access and create passing places.

Please note all other parking restrictions will remain the same.



11

Halberry Lane, Newport



Proposal: Introduce 'No Waiting at Any Time' parking restriction

Reason: To ensure access for all road users including emergency service vehicles.

Note: all other restrictions will remain the same.

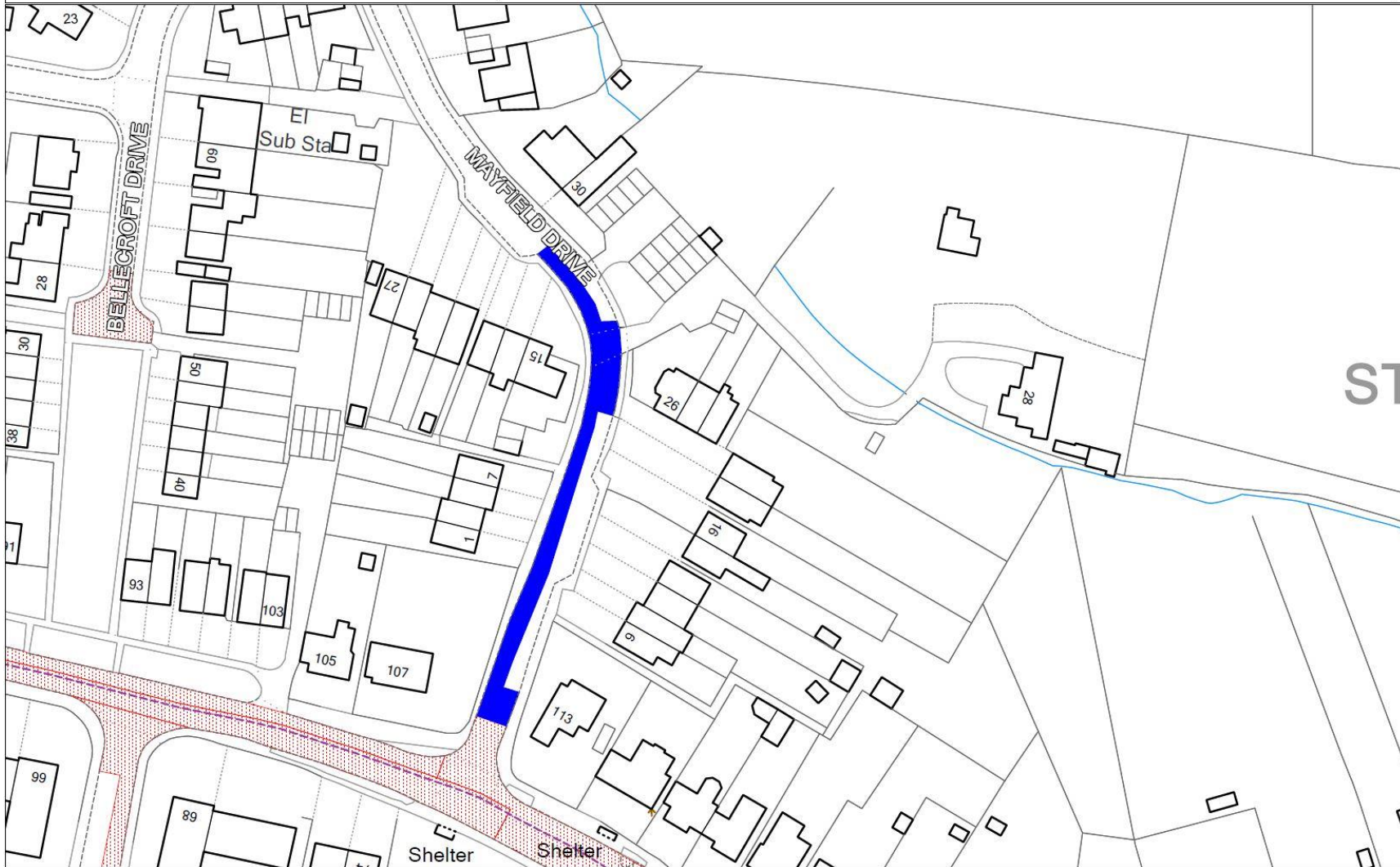


12

Mayfield Drive, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve access and visibility
Note: all other restrictions will remain the same



13

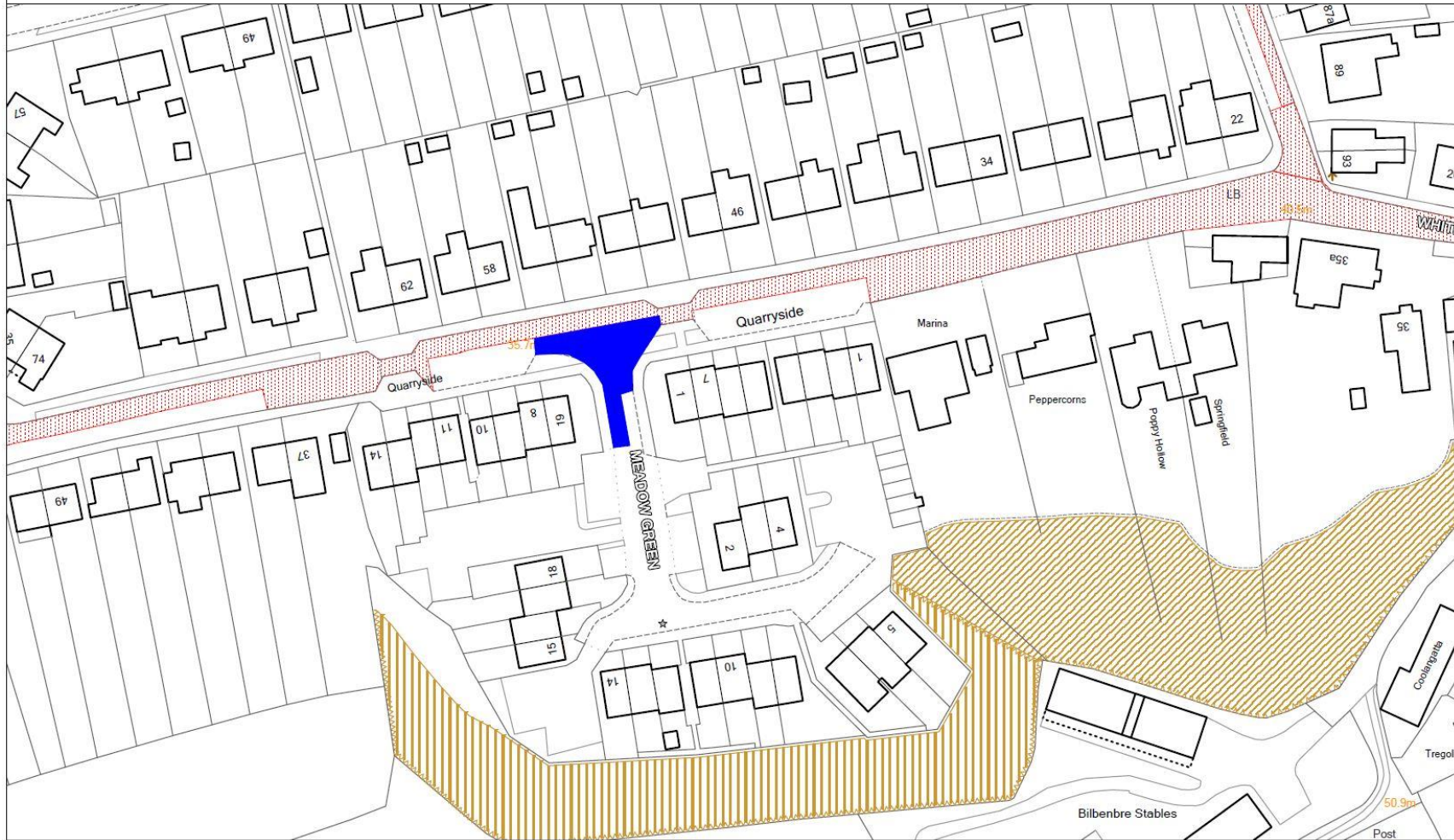
Meadow Green, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction

Reason: to keep the junction free from parked vehicles and to improve safety

Note: all other restrictions will remain the same

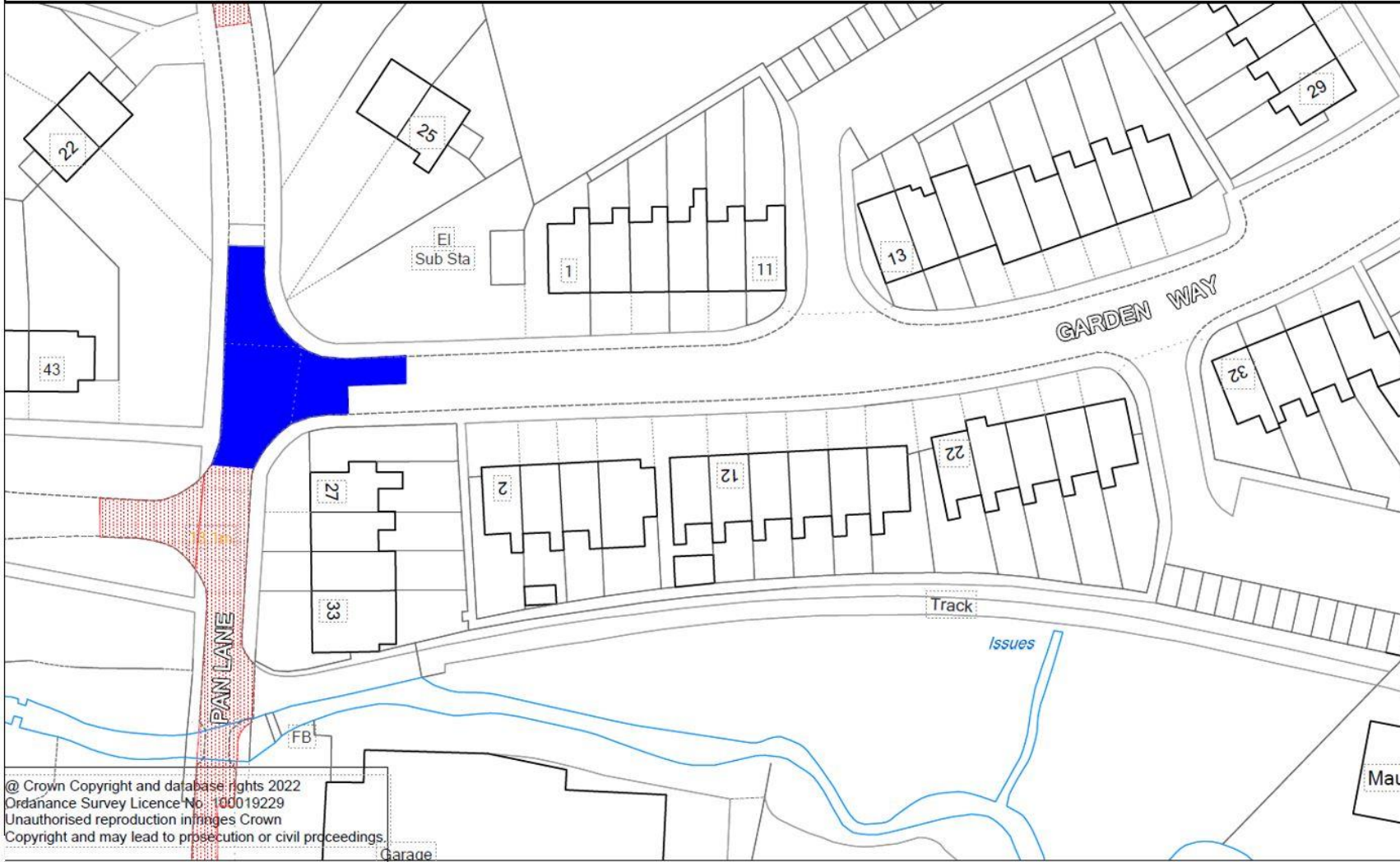


14

Garden Way & Pan Lane, Newport



Proposal: To introduce 'No Waiting at Any Time' parking restriction
Reason: to improve traffic flow and improve safety for all road users including pedestrians
Note: all other restrictions will remain the same



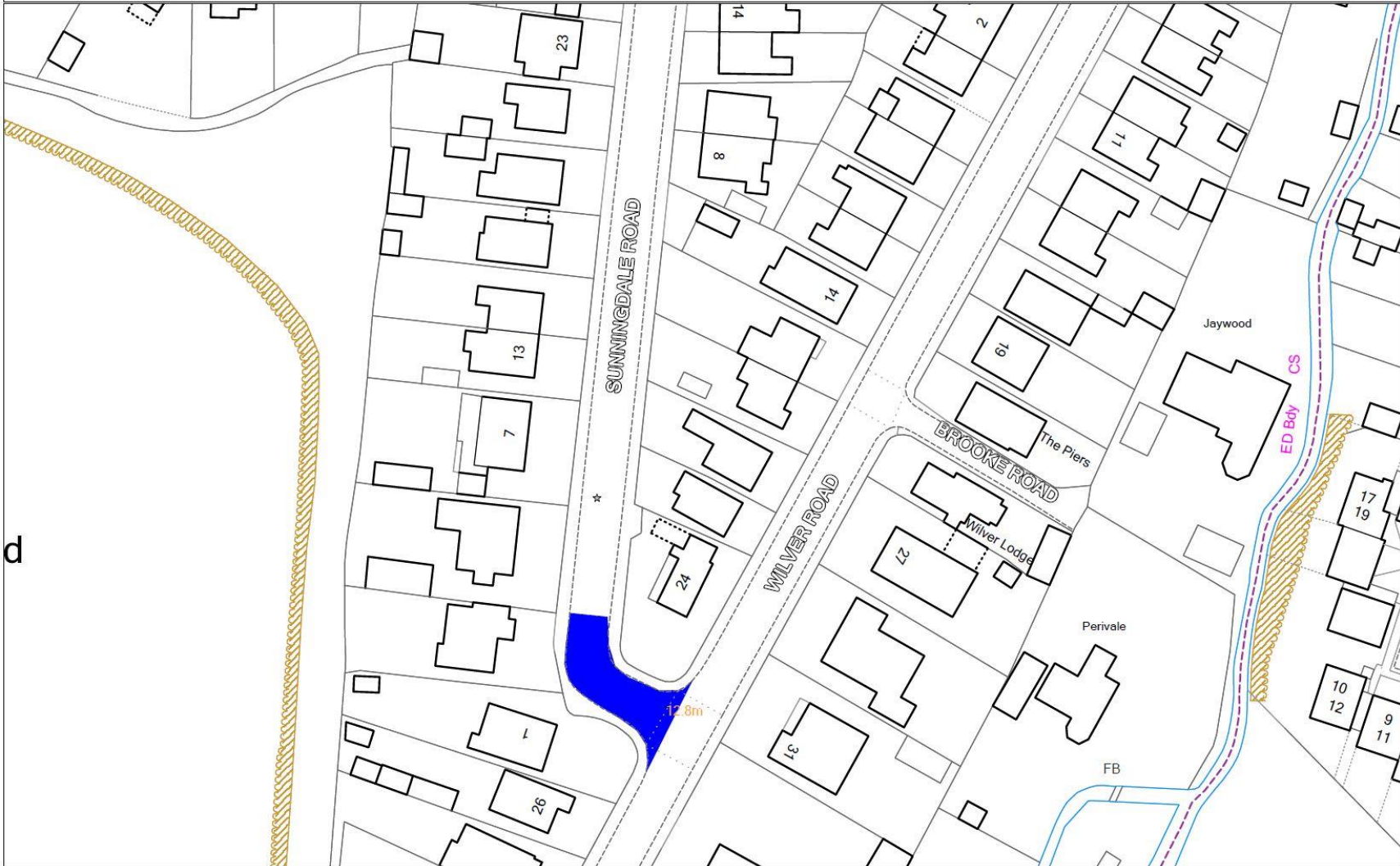
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15

Sunningdale Road Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking on the junction and improve safety.
Note: all other restrictions will remain the same



16

Sylvan Drive, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve access and visibility
Note: all other restrictions will remain the same

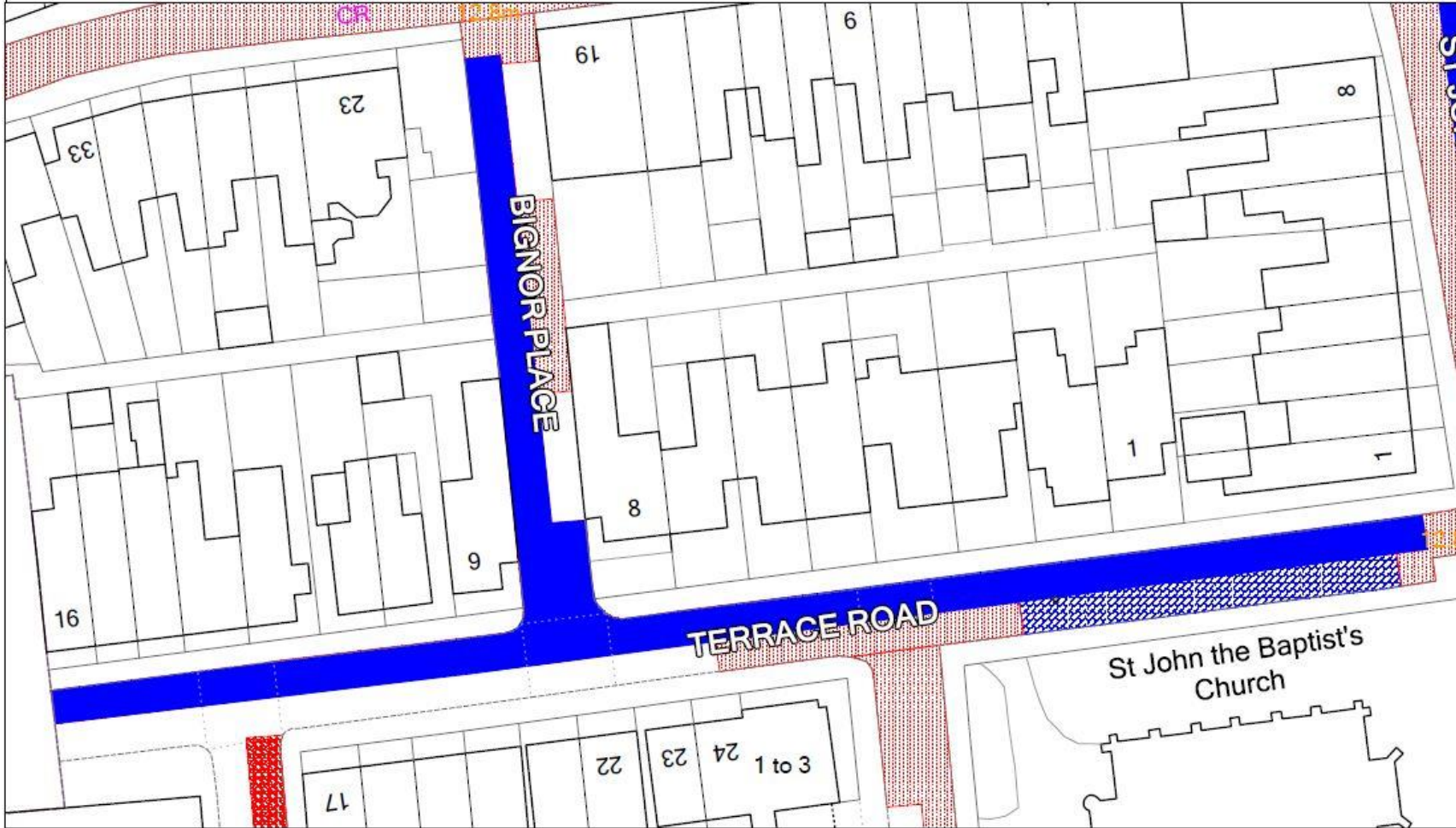


17

Terrace Road & Bignor Place, Newport

*Proposal: Revoke 'No Waiting Mon - Sat, 8am to 6pm' parking restriction
and Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve road safety and free flow of traffic.*

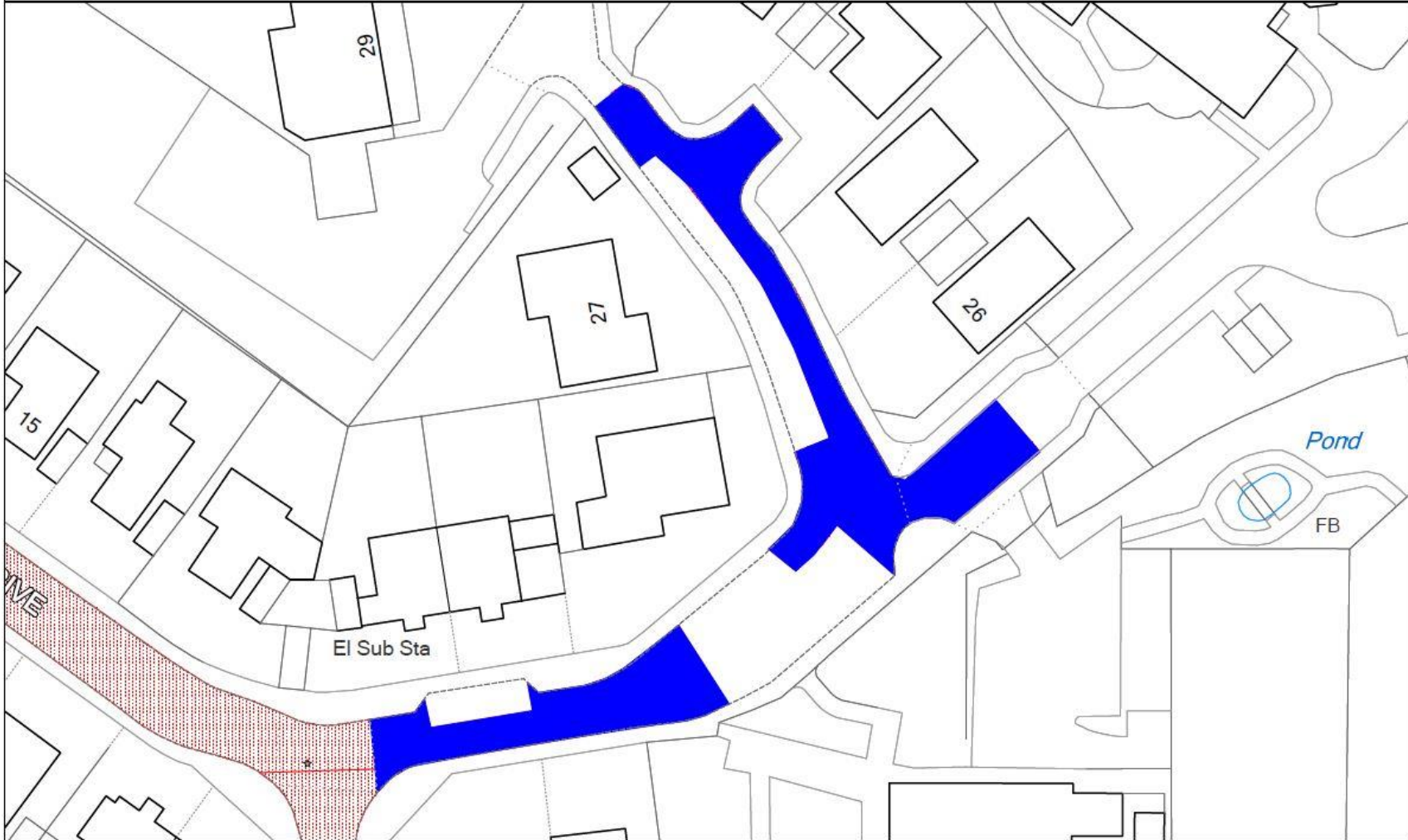
Please note all other parking restrictions will remain the same.



Atkinson Drive, Newport

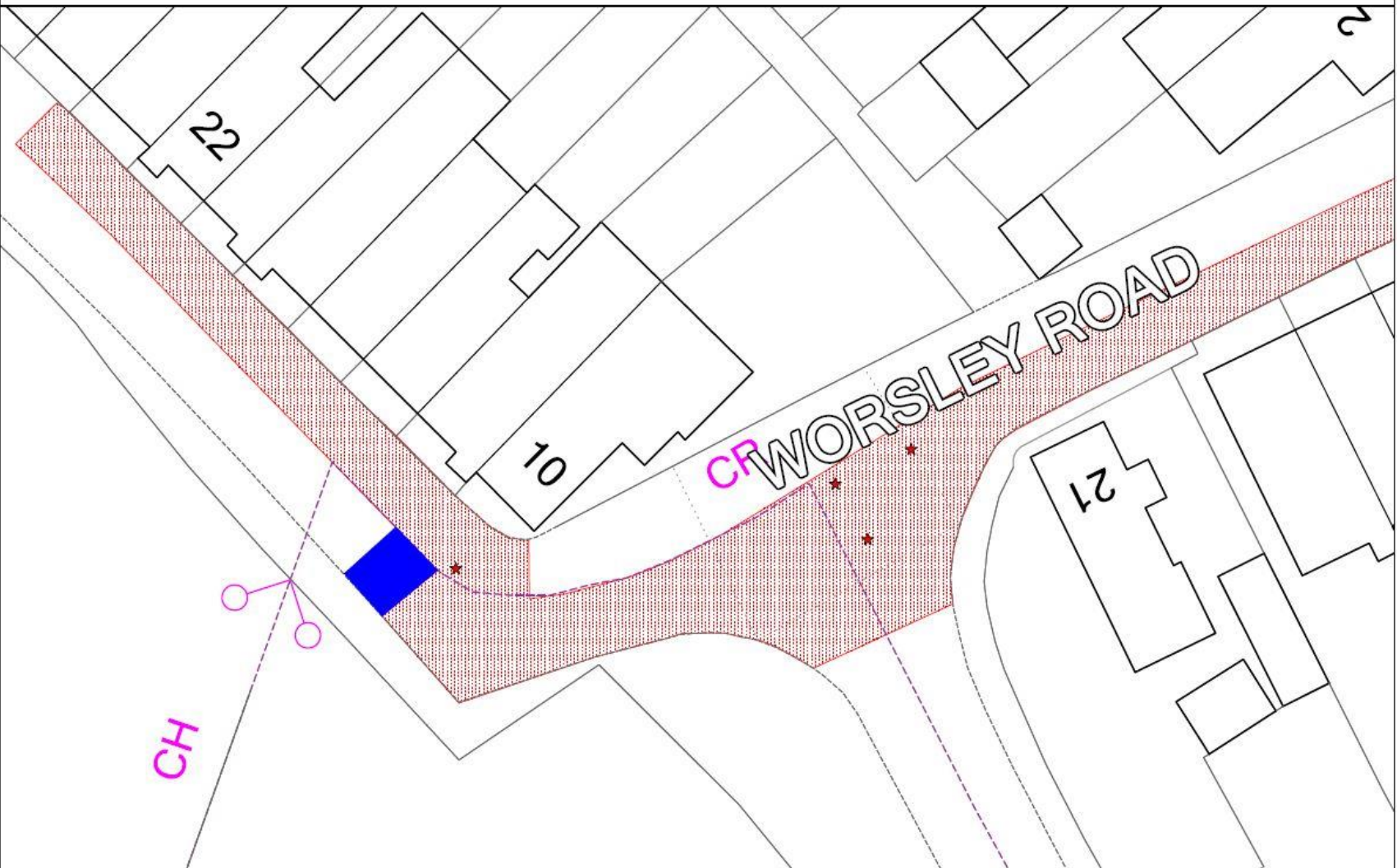


Proposal: introduce 'No Waiting at Any Time / No Loading 0800 to 0930 and 1430 to 1600, Monday to Friday' parking restriction
Reason: to prevent and improve visibility and safety.
Note: all other restrictions will remain the same



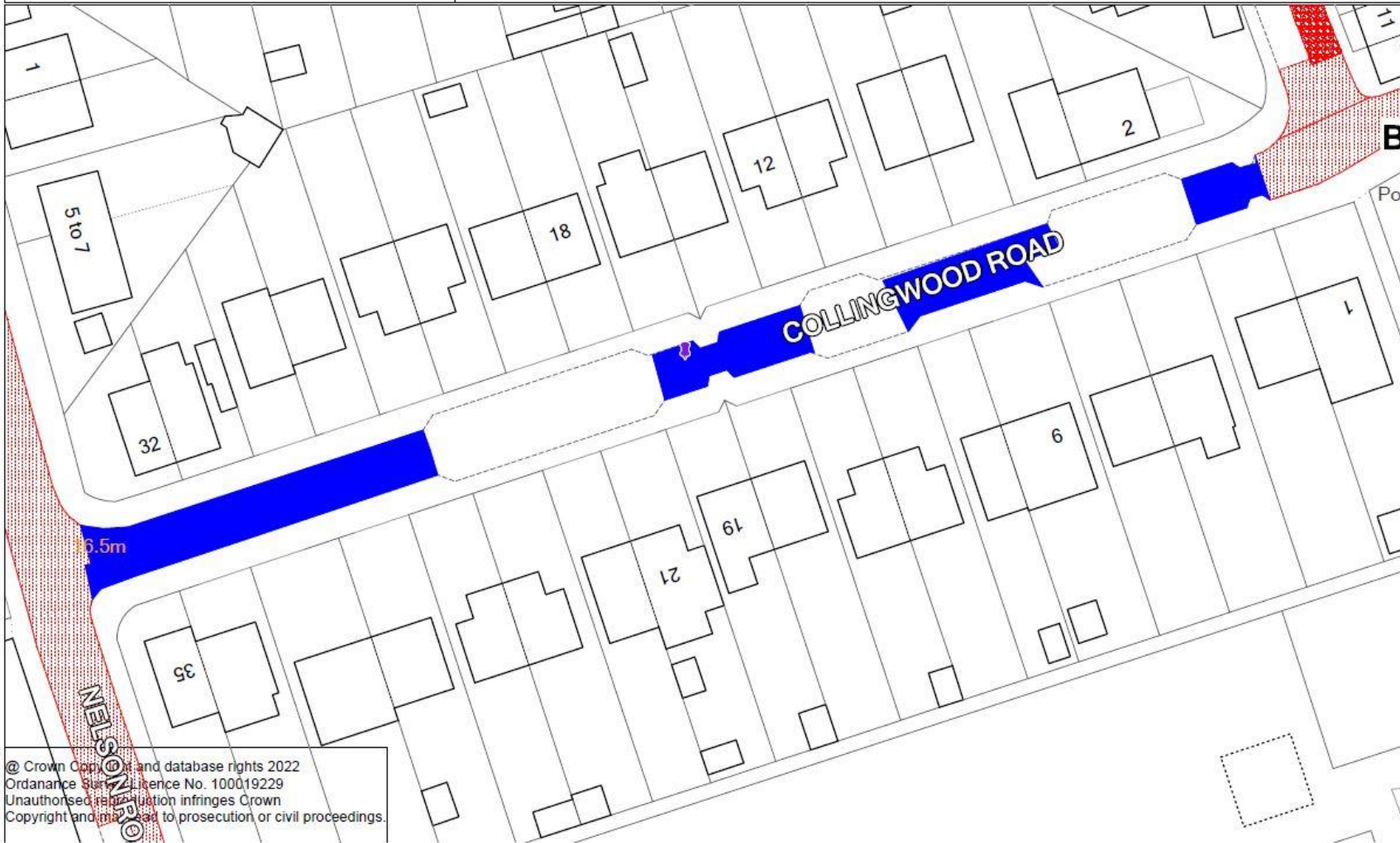


Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking on the fire hydrant.
Note: all other restrictions will remain the same



20 Collingwood Road,
Newport

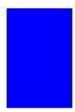
Proposed: Introduce 'No Waiting At Any Time' parking restriction.
Reason: to prevent parking on the pavements and improve road safety.
Note: all other restrictions will remain the same.



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21

Queens Road, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking on pavements and improve road safety.
Note: all other restrictions will remain the same

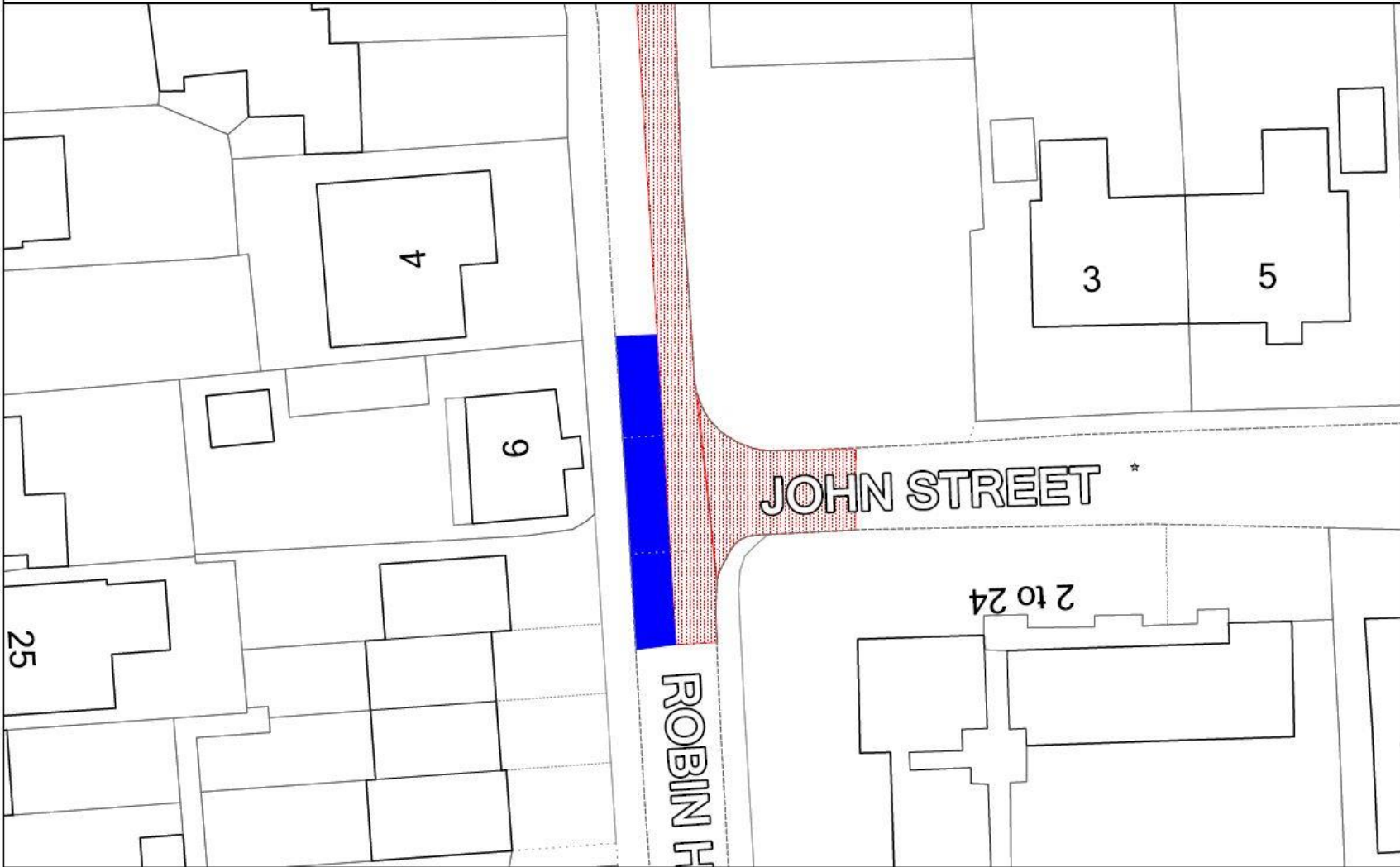


22

Robin Hood Street, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve the safety of the junction and improve visibility
Note: all other restrictions will remain the same



23

Trevor Road, Newport



Proposal: to introduce 'No Waiting at Any Time' parking restriction
Reason: to improve access
Note: all other restrictions will remain the same

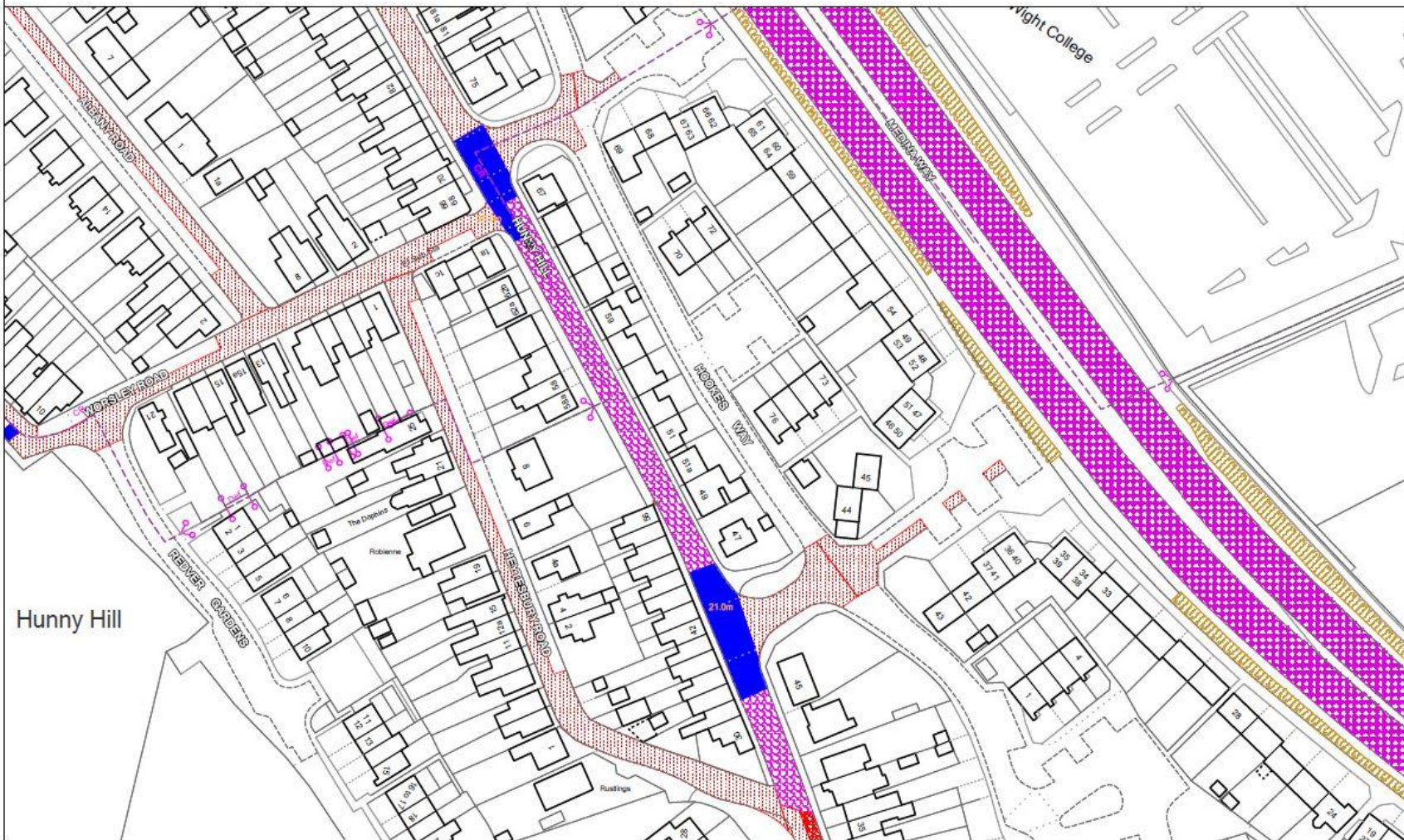


24

Hunny Hill, Newport



Proposal: to Revoke 'No Waiting Mon-Sat 8am-6pm/No Loading 8am-9am & 4pm-6pm' and Introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent pavement parking and improve safety
Note: all other restrictions will remain the same



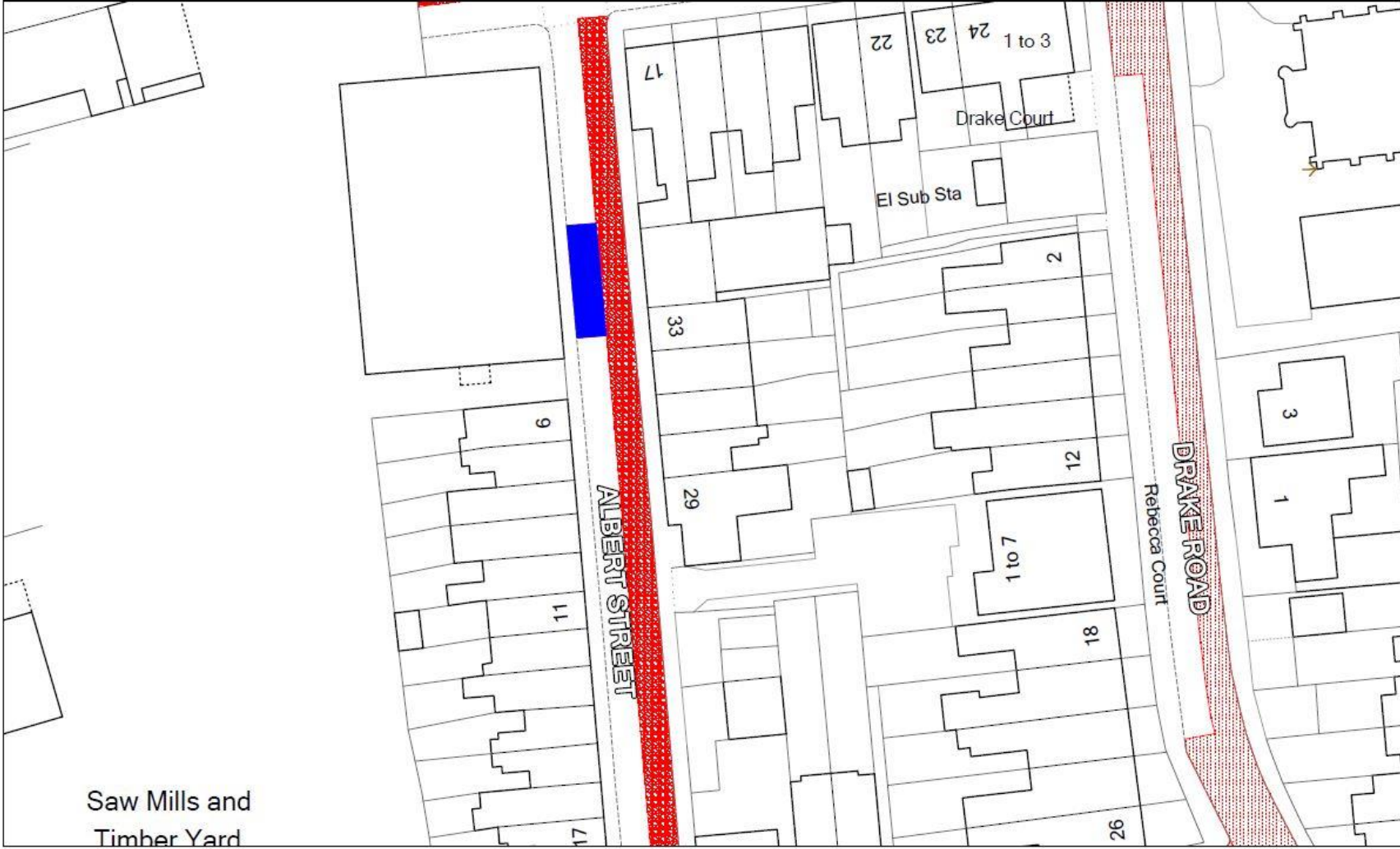
25 Albert Street, Newport



Proposal: Revoke 'No Waiting Monday to Saturday, 8am to 6pm' parking restriction

Reason: to maximise the available on-street parking

Note: all other restrictions will remain the same



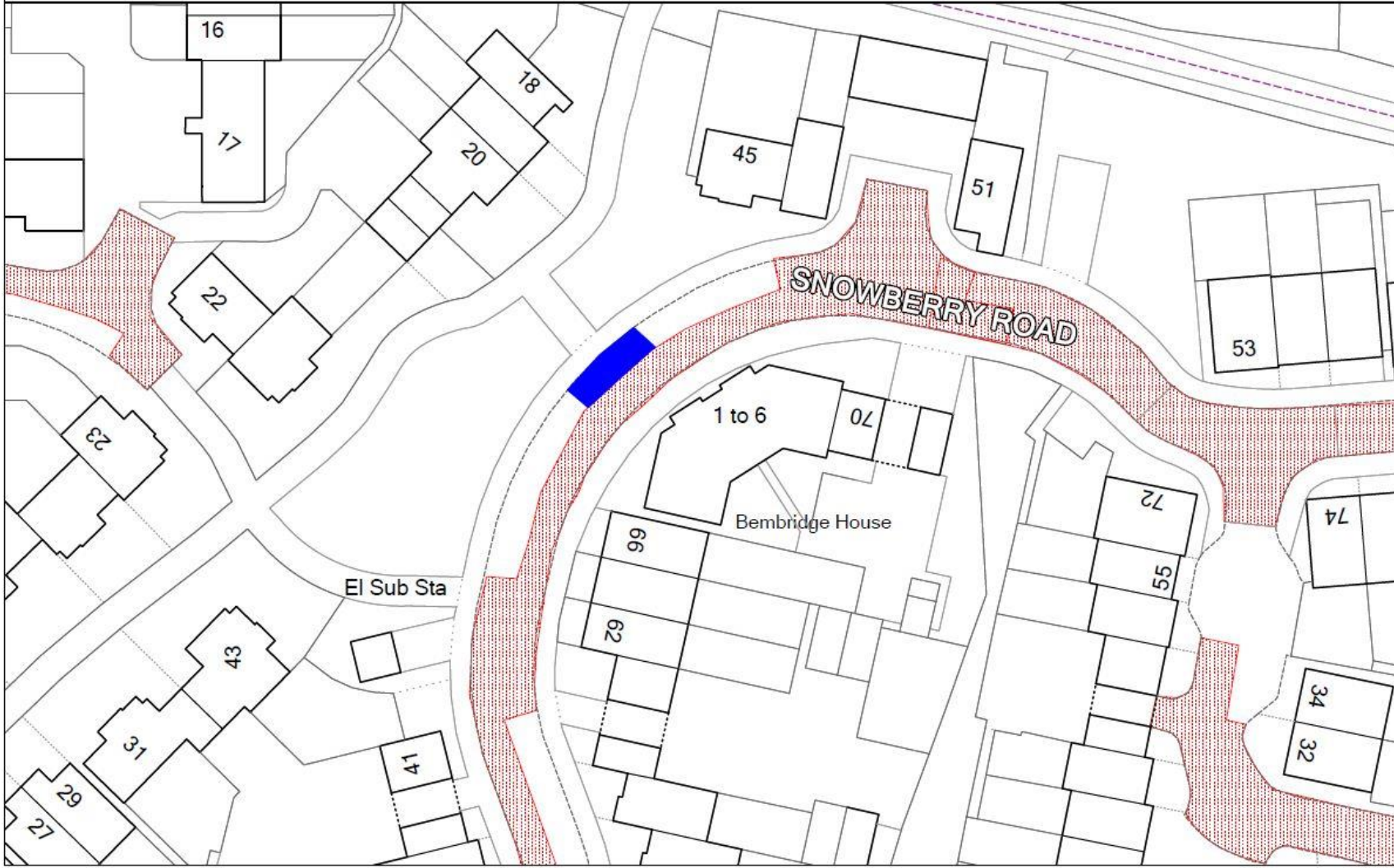
Saw Mills and
Timber Yard

26

Snowberry Road, Newport



Proposal: introduce 'No Waiting at any time' parking restriction
Reason: to prevent parking across the shared use path.
Note: all other restrictions will remain the same

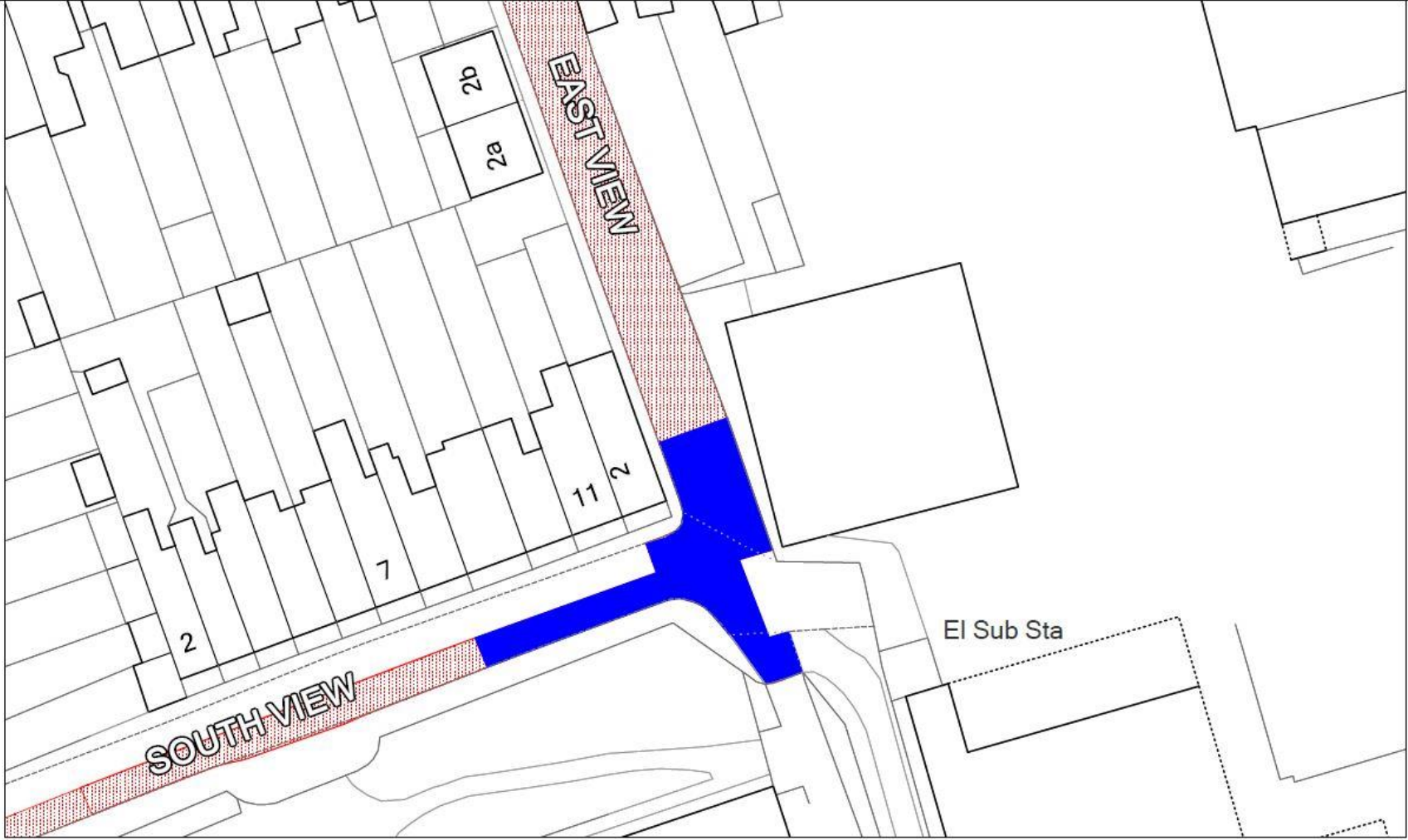


27

East View & South View, Newport



Proposal: introduce 'No Waiting at Any Time & No Loading 0800 to 0930 and 1430 to 1600, Monday to Friday' parking restriction
Reason: to prevent parking on the bend and improve visibility and safety
Note: all other restrictions will remain the same

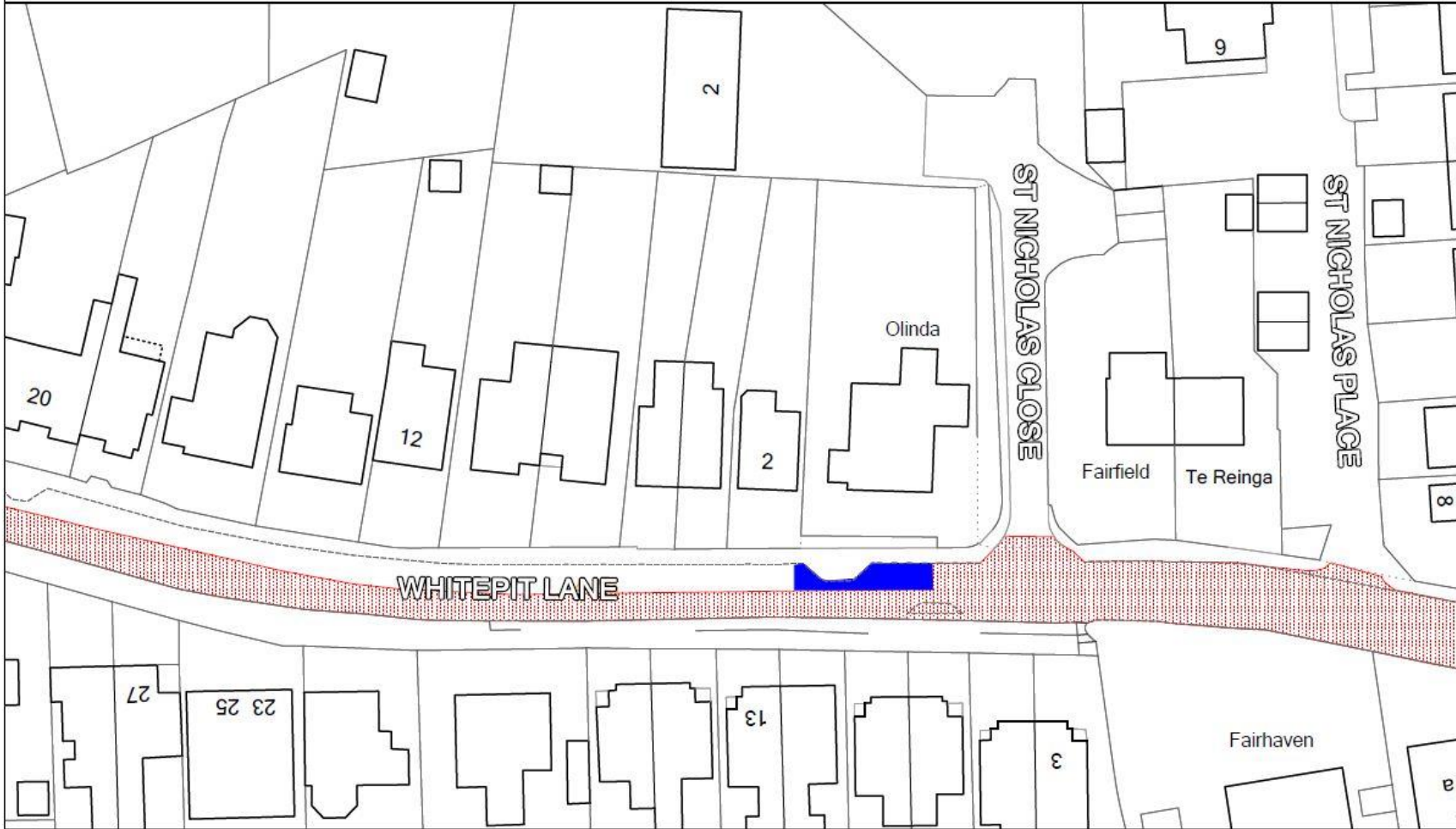


28

Whitepit Lane, Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking and enable the free flow of traffic.
Note: all other restrictions will remain the same

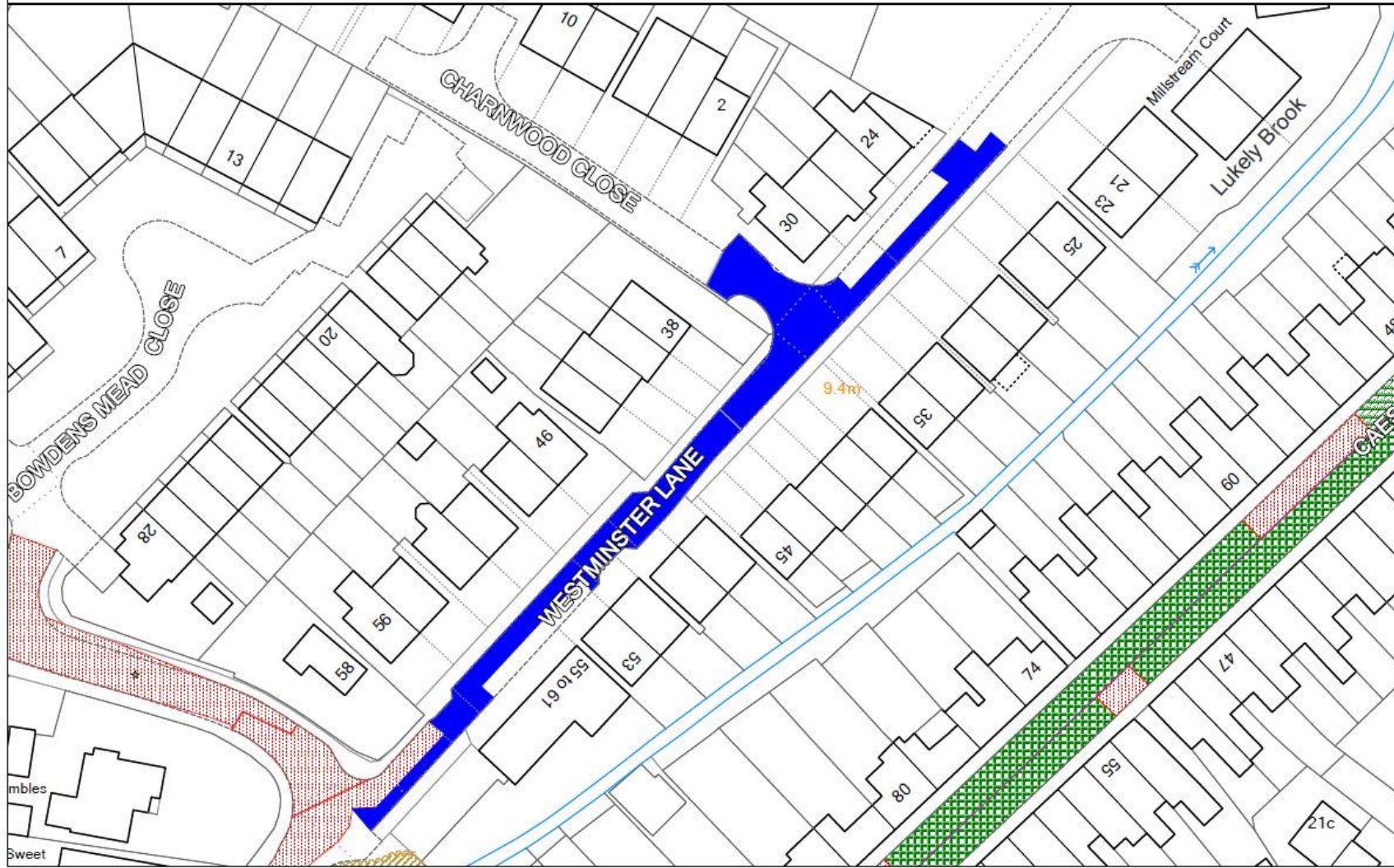


29

Westminster Lane and
Charnwood Close,
Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve road safety and prevent parking
Note: all other restrictions will remain the same

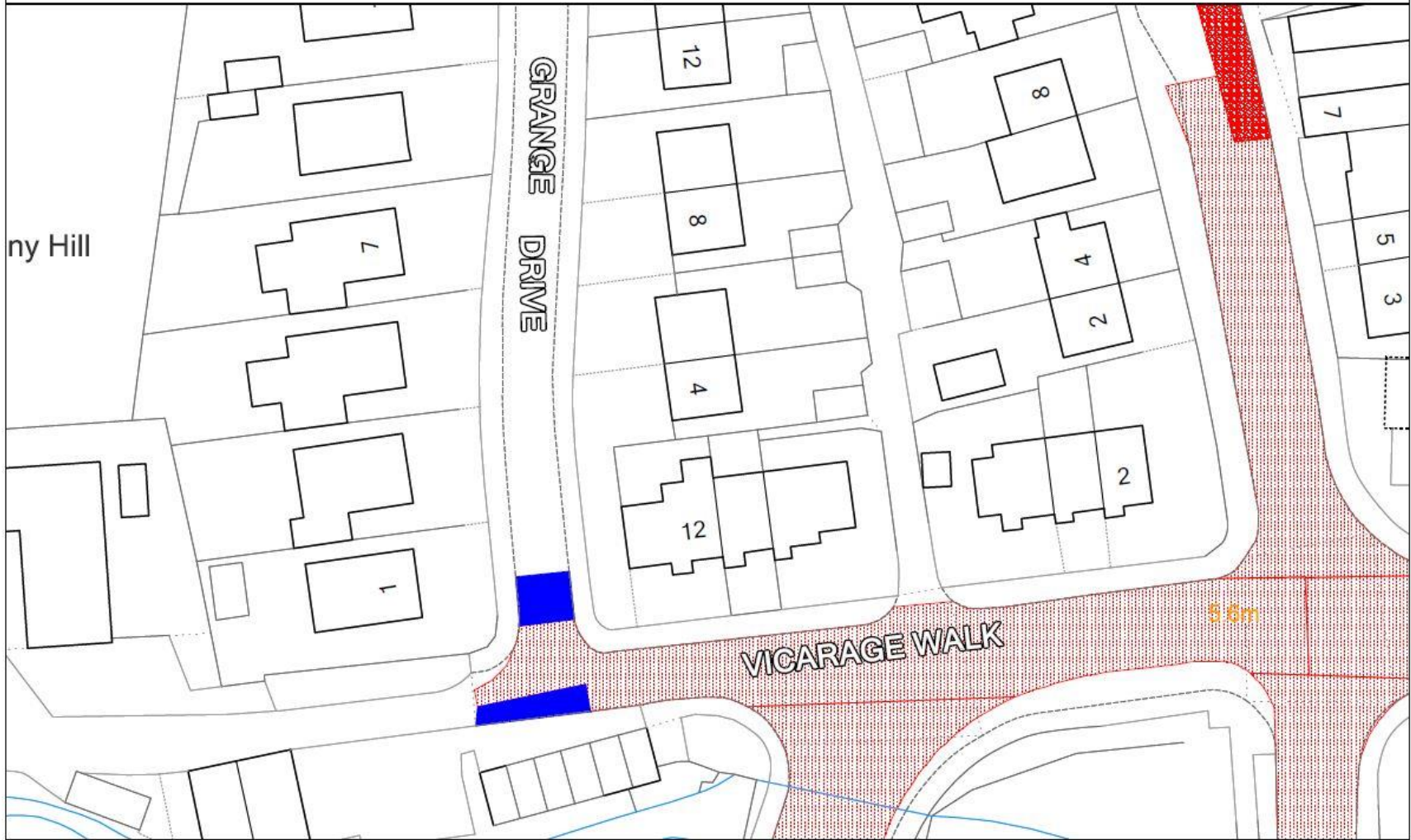


30

Grange Drive & Vicarage Walk, Newport



Proposal: introduce 'No Waiting at any time' parking restriction
Reason: to improve visibility at the junction
Note: all other restrictions will remain the same



31

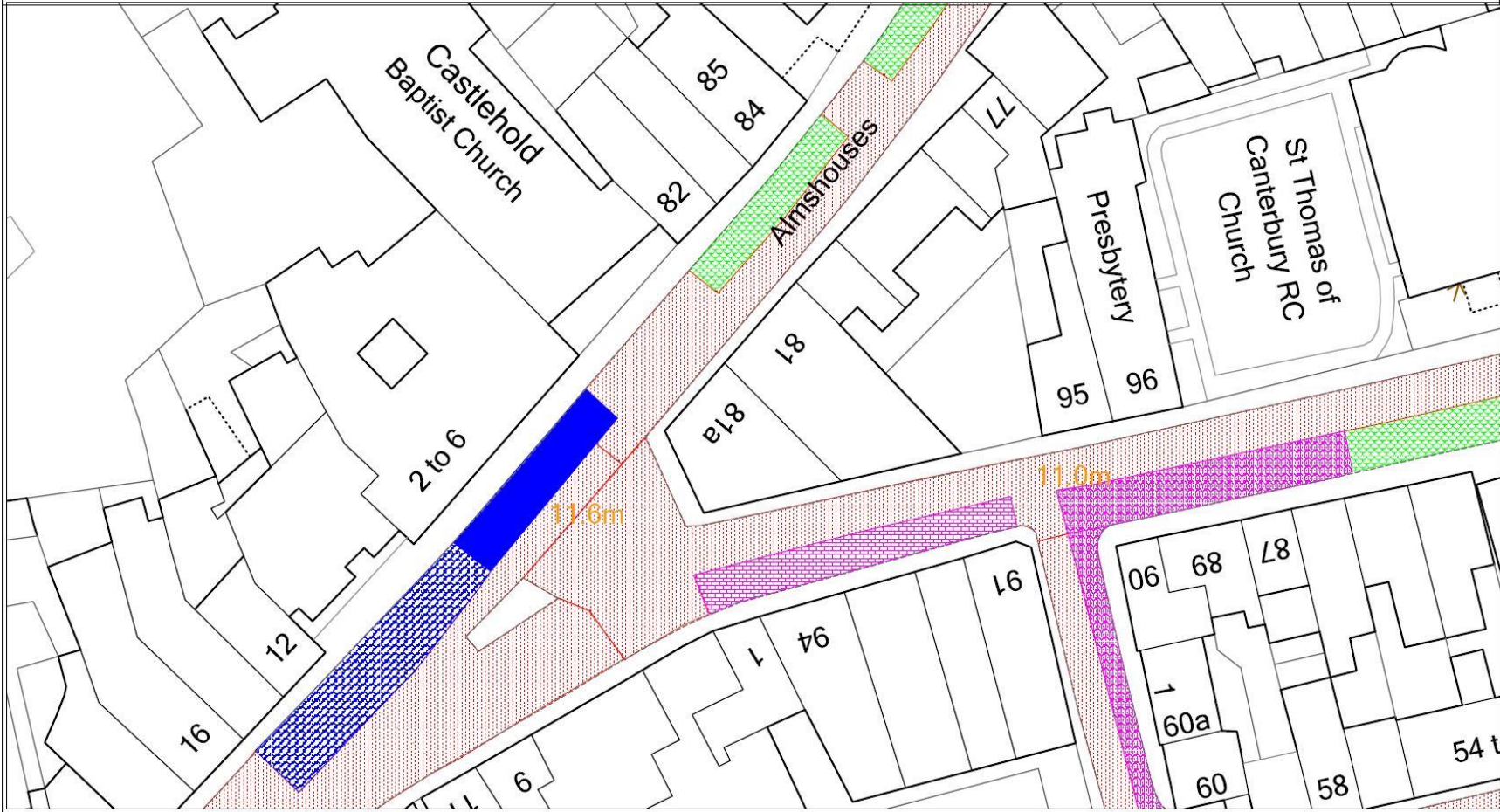
High Street,
Newport



Proposal: introduce 'No loading at Any Time ' parking restriction

Reason: for the free flow of all vehicles including emergency service vehicles.

Note: all other restrictions will remain the same

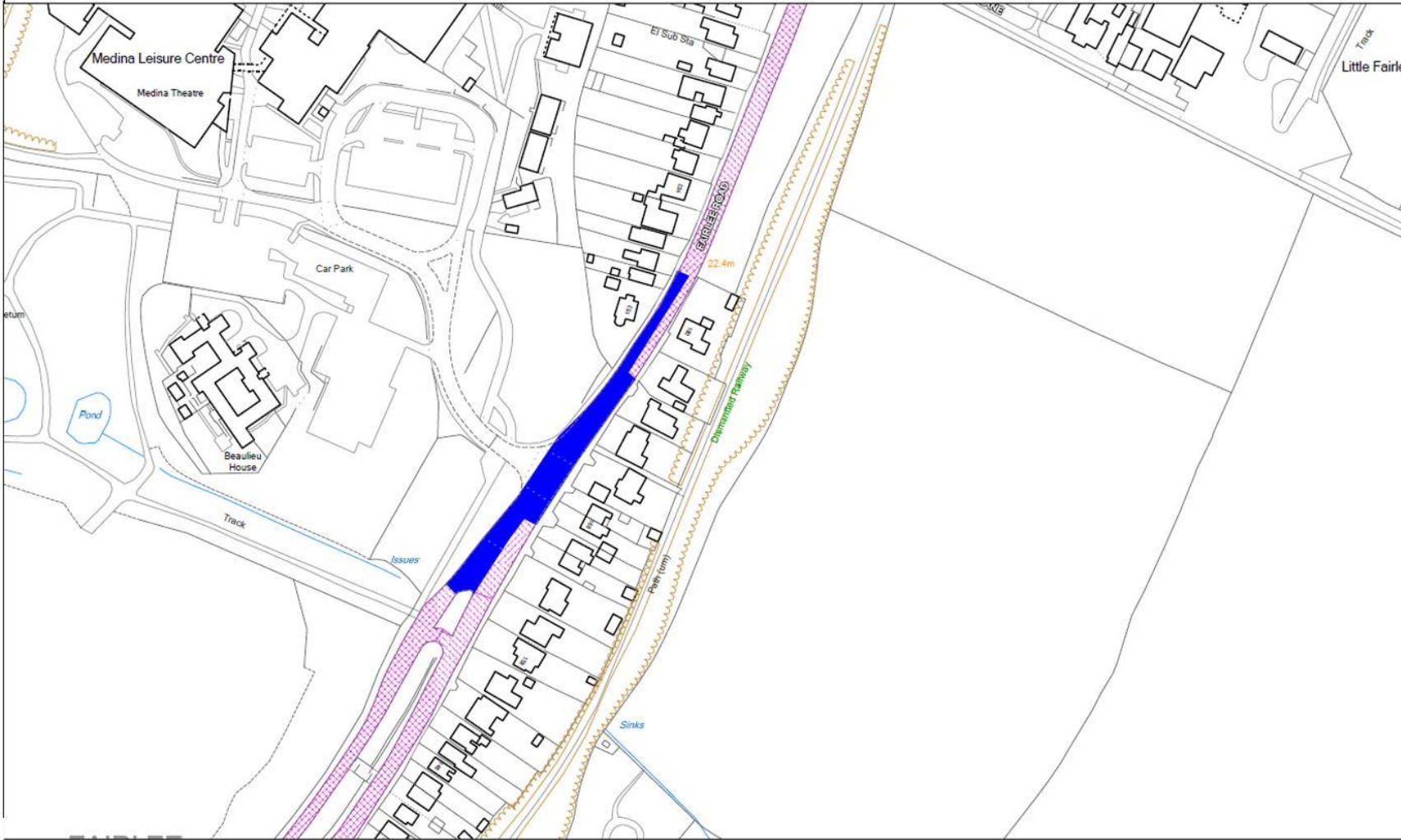


Fairlee Road, Newport



Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve road safety and prevent parking.

Please note all other parking restrictions will remain the same.

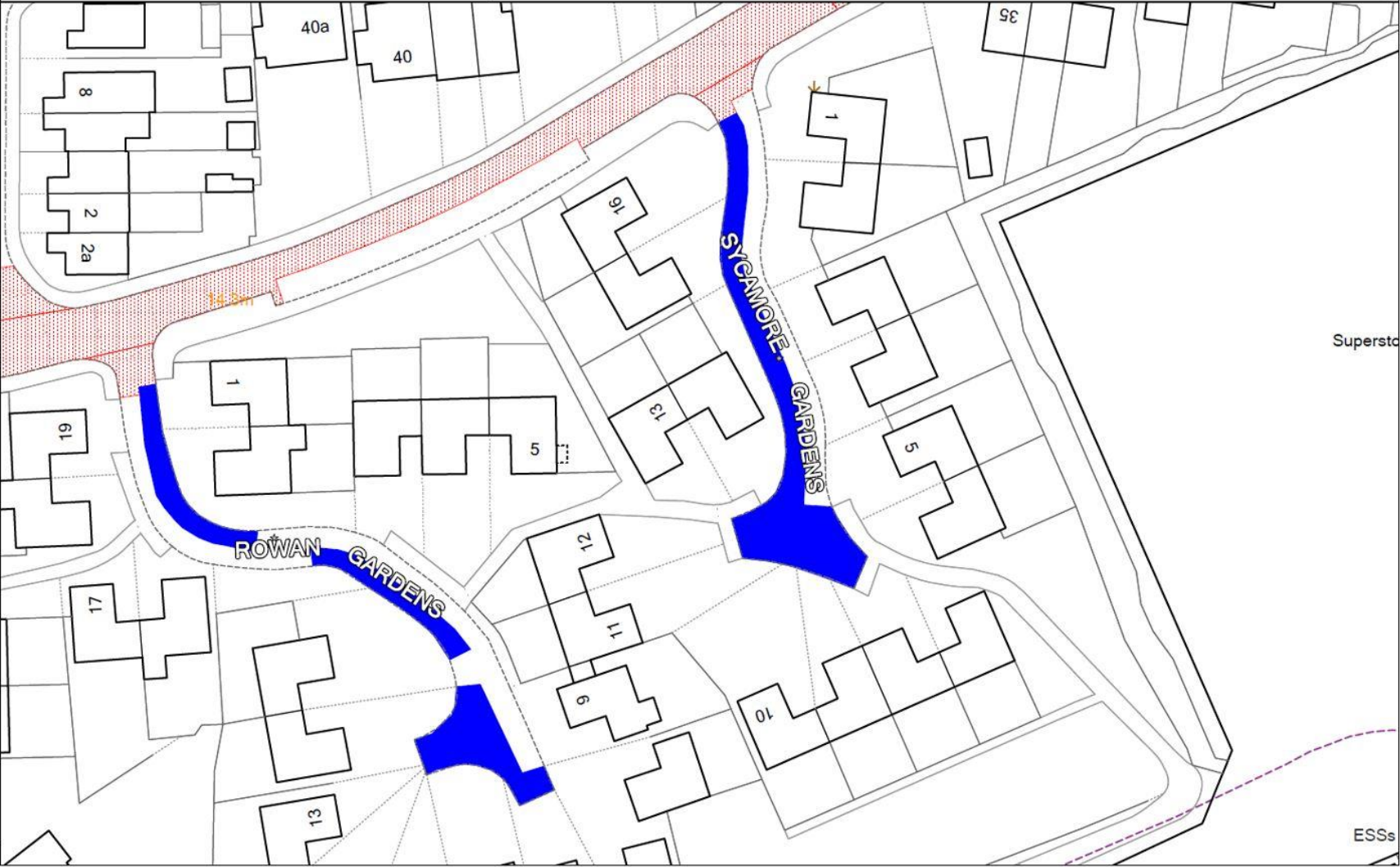


33




Rowan Gardens &
Sycamore Gardens,
Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking and improve access
Note: all other restrictions will remain the same



Wellington Road, Newport

-  Proposal: Introduce a 'Bus Stop' restriction
Reason: to provide suitable places for bus operation to the area
-  Proposal: Introduce 'Limited Waiting, 15 Minutes, No Return Within 30 Minutes, Monday to Friday, 0800 to 0930 and 1430 to 1600 hours' parking restriction
Reason: to provide suitable places for dropping off and picking up in the area.
-  Proposal: Introduce 'No Loading Monday to Friday, 0800 to 0930 and 1430 to 1600 Hours' parking restriction
Reason: to improve the safety of the area around school operational times.

Please note all other restrictions will remain the same.



35

Wellington Road, Newport



Proposal: Introduce a 'Bus Stop' restriction
Reason: to provide suitable places for bus operation to the area

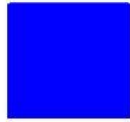


Proposal: Introduce 'Limited Waiting 15 Minutes, No Return Within 30 Minutes, Monday to Friday, 0800 to 0930 and 1430 to 1600 Hours' parking restriction.
Reason: to provide suitable places for dropping off and picking up in the area.

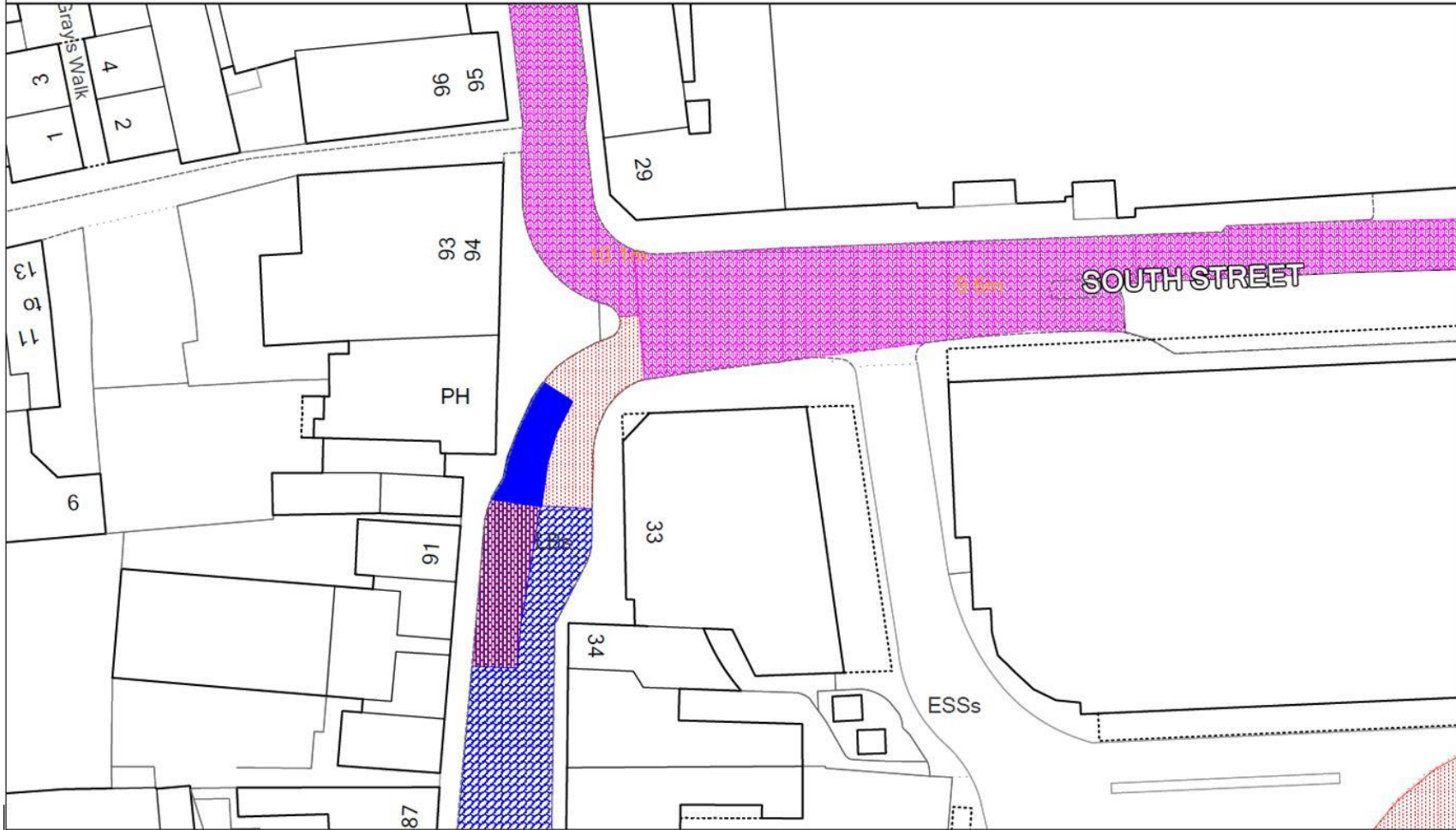
Please note all other restrictions will remain the same



36 St James Street,
Newport

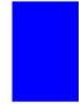


Proposal: Revoke 'No Waiting 8am-6pm' and introduce 'No Waiting at Any Time'
Reason: To prevent parking in this location.
Note: All other restriction will remain the same

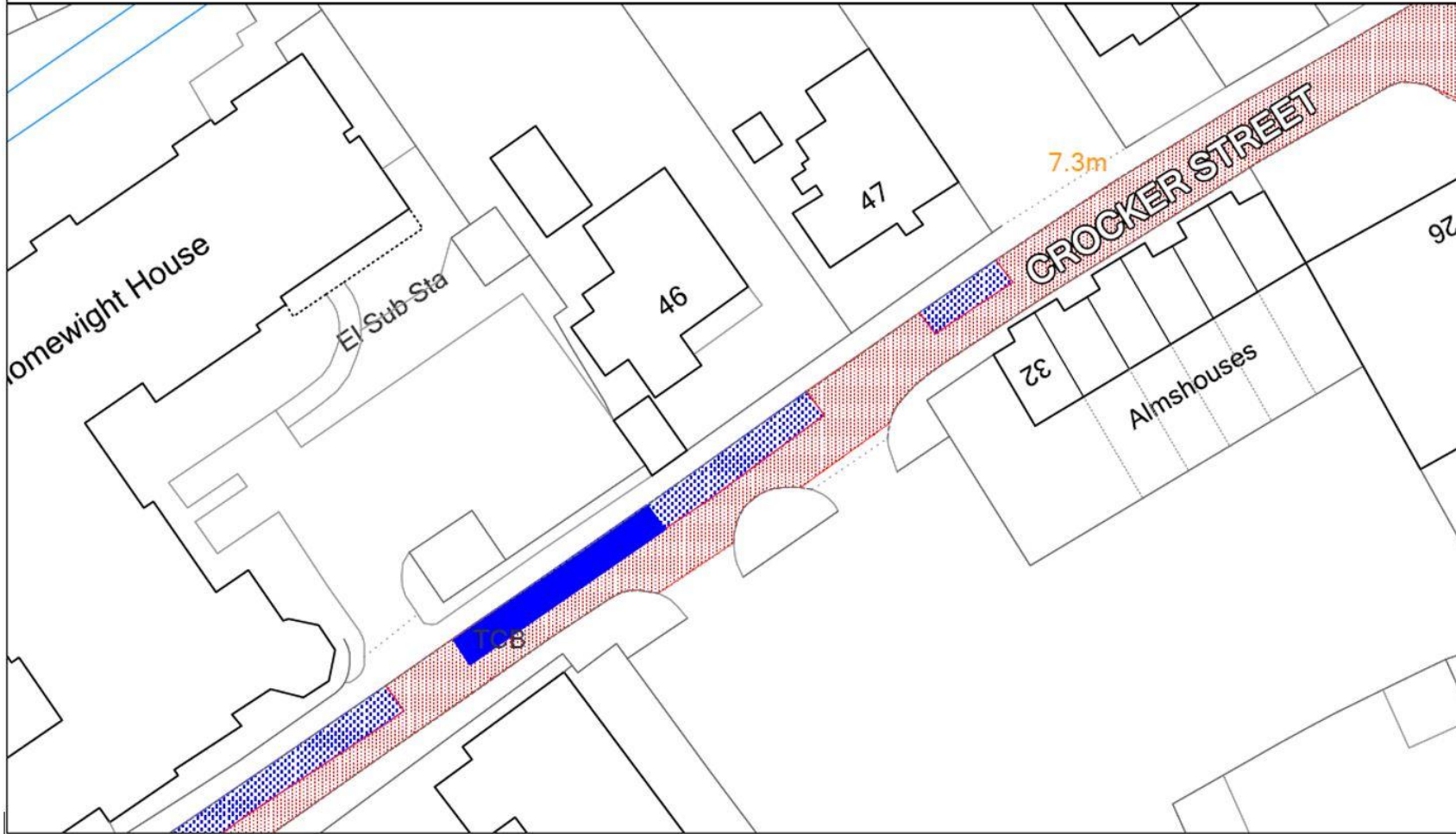


38

Crocker Street, Newport



Proposal: Revoke 'No Waiting at Any Time' and introduce 'Limited Waiting 1 Hour No Return Within 1 Hour Mon-Sat 8am-6pm' parking restriction
Reason: No alterations will occur on-street, this is to correct the order.
Note: All other restriction will remain the same

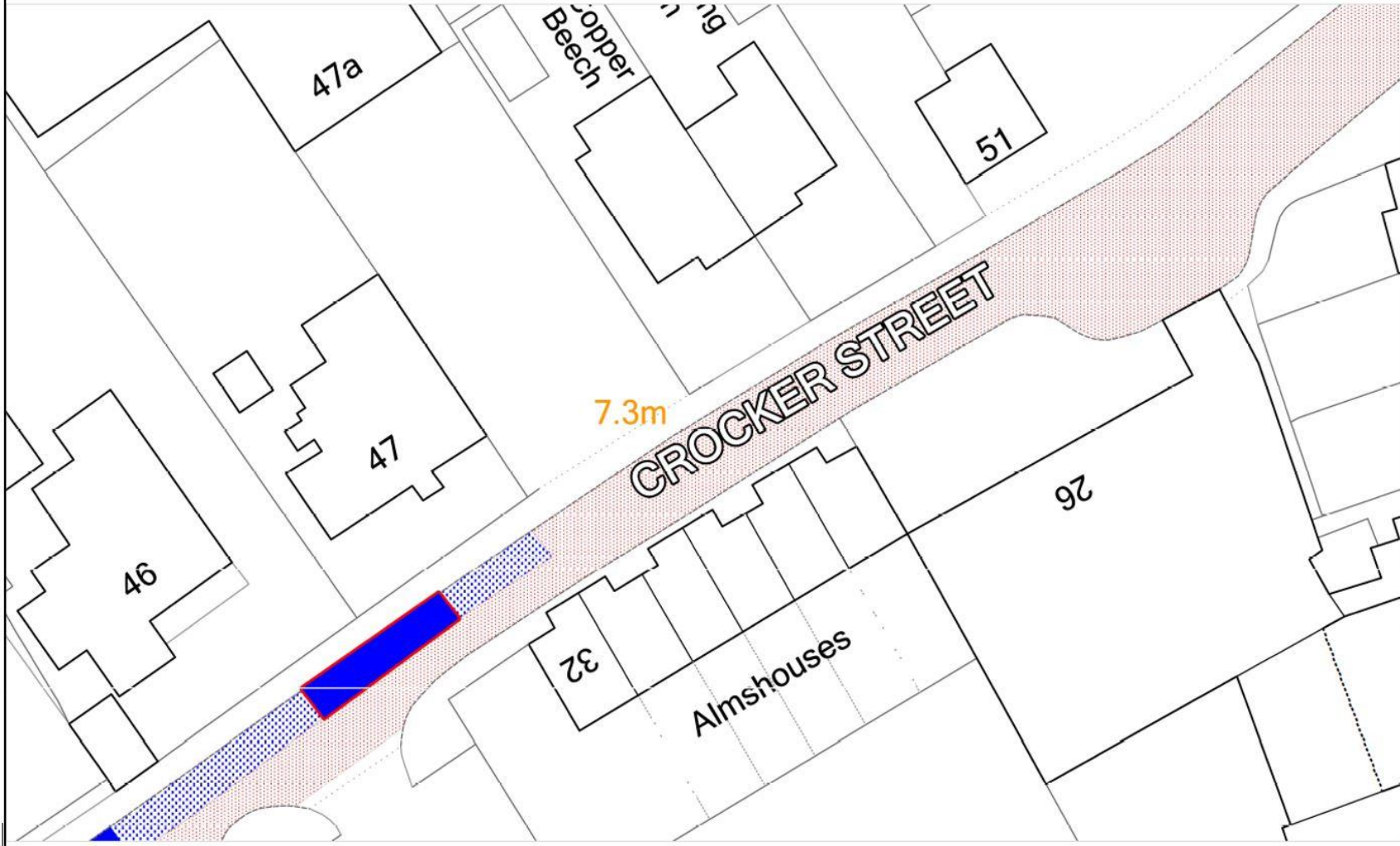


39.

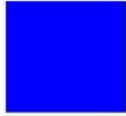
Crocker Street, Newport



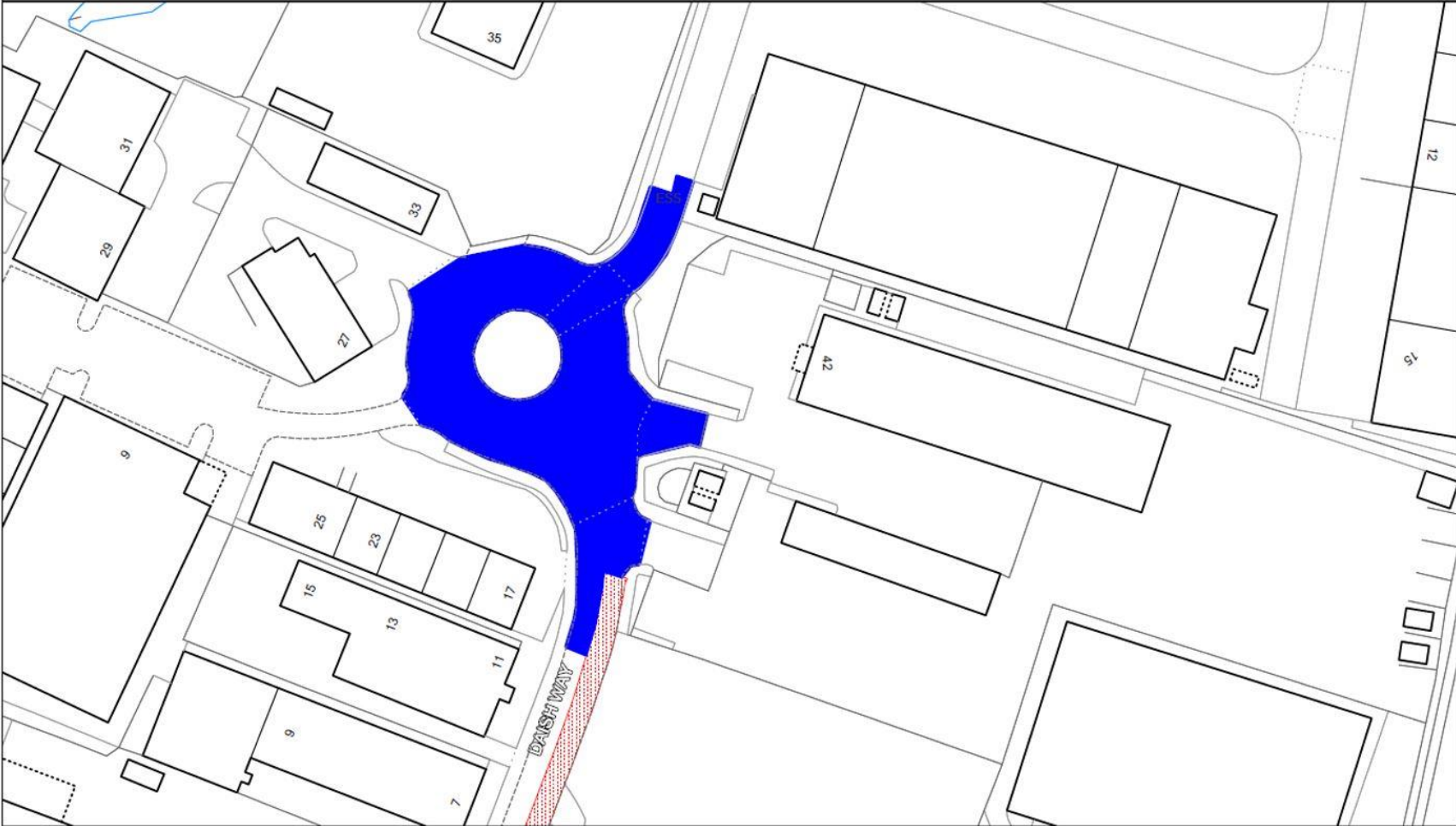
Proposal: Introduce 'No Waiting at Any Time' parking restriction.
Reason: to ensure the on-street restrictions matches the legal order.
Please note all other parking restrictions will remain the same.



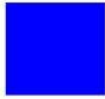
40 Daish Way, Newport



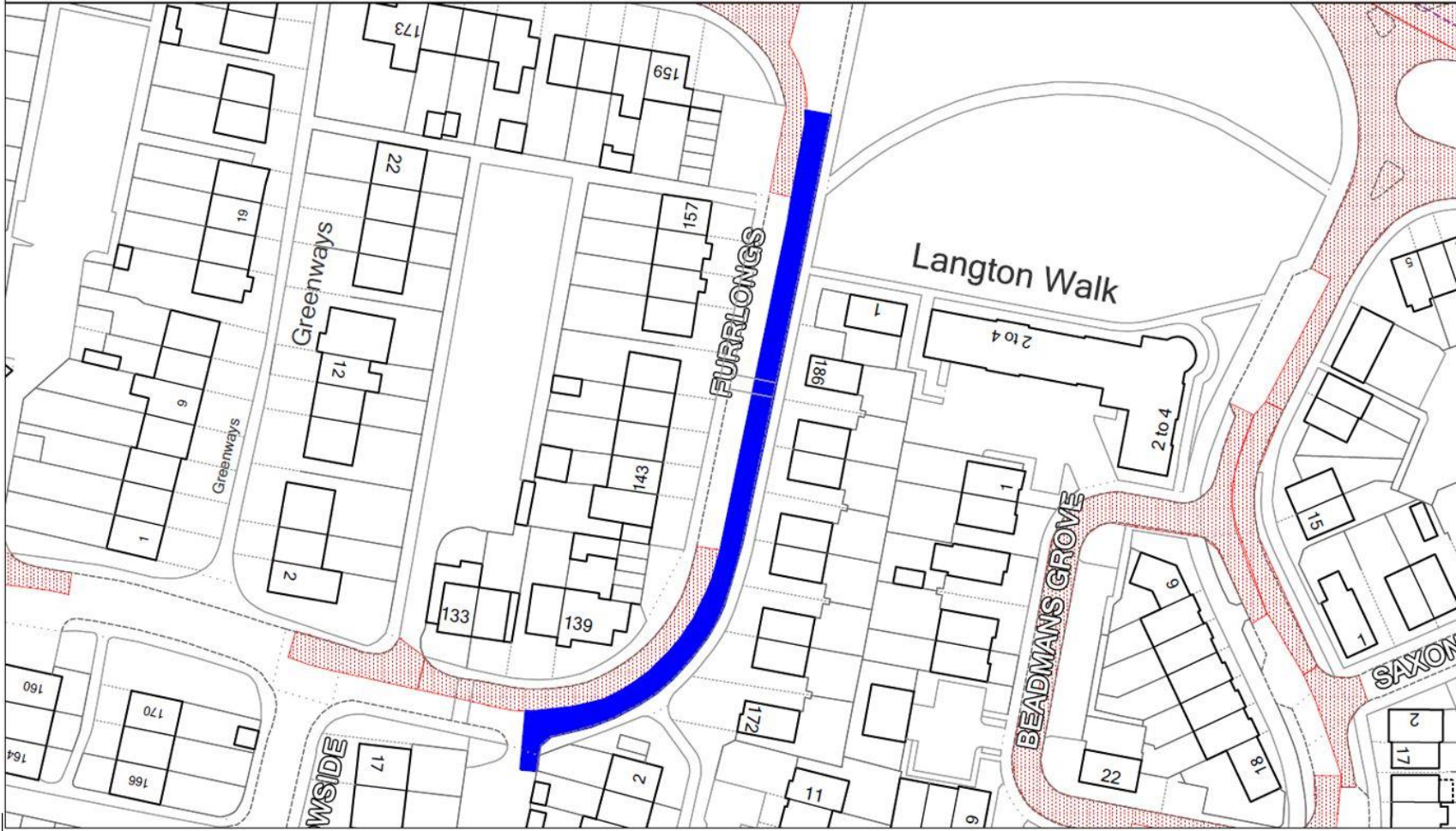
Proposal: Introduce 'No Waiting at Any Time' parking restriction
Reason: To match what is on site, there will be no change on-street.
Note: All other restriction will remain the same



41 Furlongs, Newport



Proposal: Introduce 'No Waiting at Any Time' parking restriction
Reason: No alterations will occur on-street, this is match the restrictions with the order.
Note: All other restriction will remain the same



42

Hogan Road, Newport



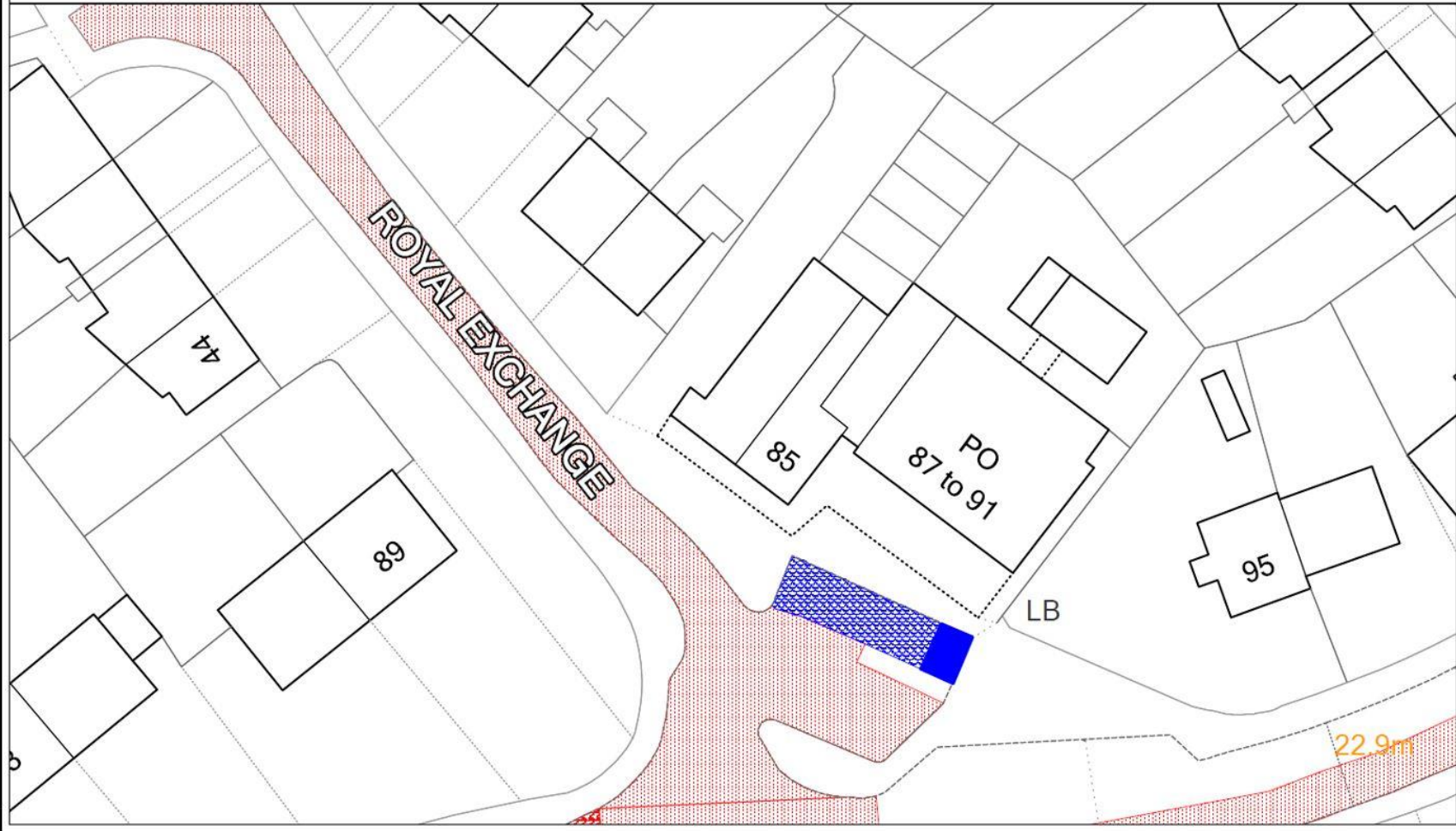
Proposal: revoke 'No Waiting at Any Time' parking restriction
Reason: No alterations will occur on-street, this is to match the restrictions to the Order
Note: all other restrictions will remain the same



43 Royal Exchange,
Newport



Proposal: Introduce 'Motorcycles Only' parking restriction
Reason: No alterations will occur on-street, this is match the restrictions with the order.
Note: All other restriction will remain the same



45

Barton Road, Newport

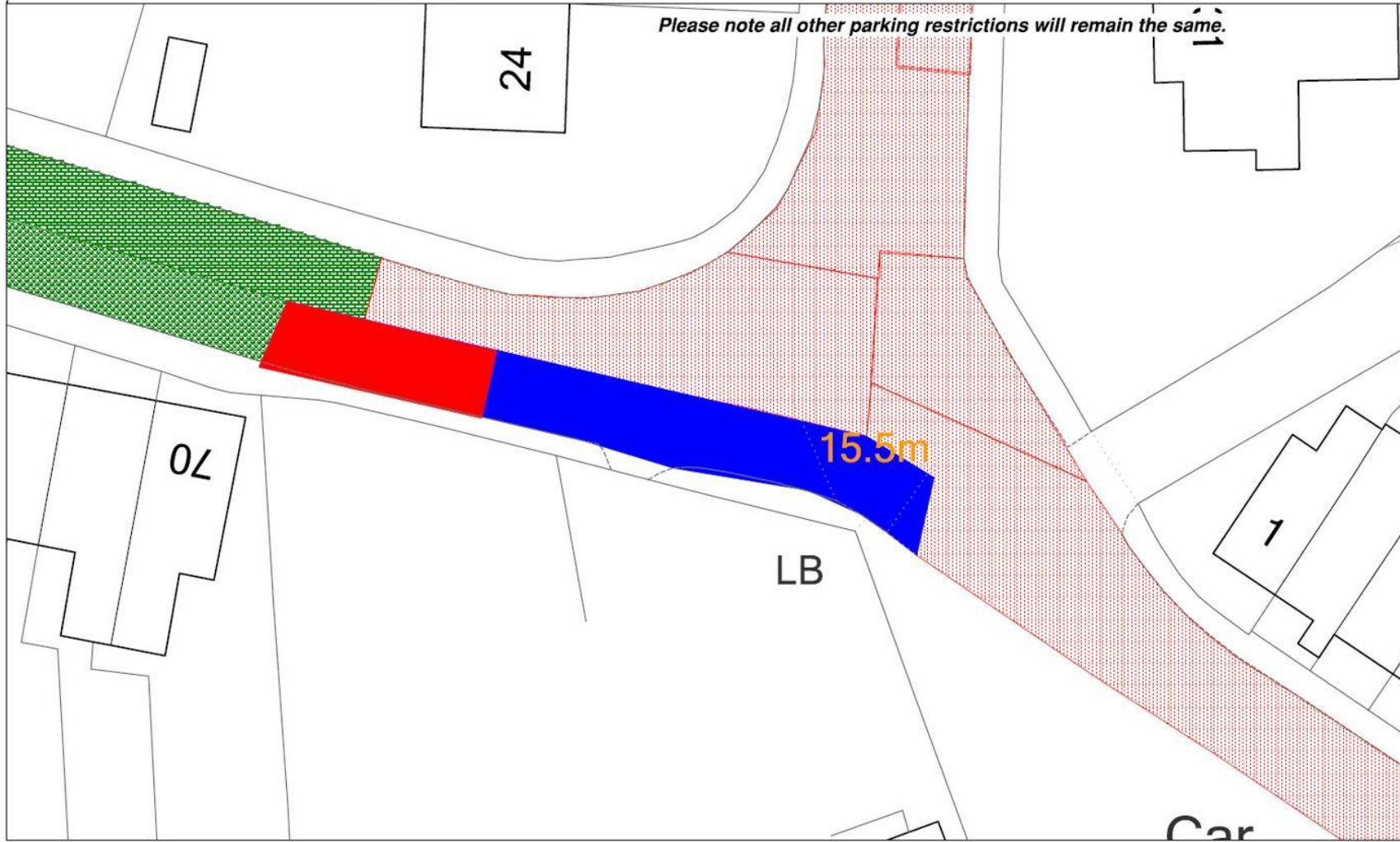


Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve road safety in the area.



Proposal: Introduce 'Residents Permit Holders N2 or Limited Waiting, 2 Hours No Return Within 2 Hours, Mon - Sat 8am - 6pm / No Exemption For Disabled Badge Holders'

Please note all other parking restrictions will remain the same.



46

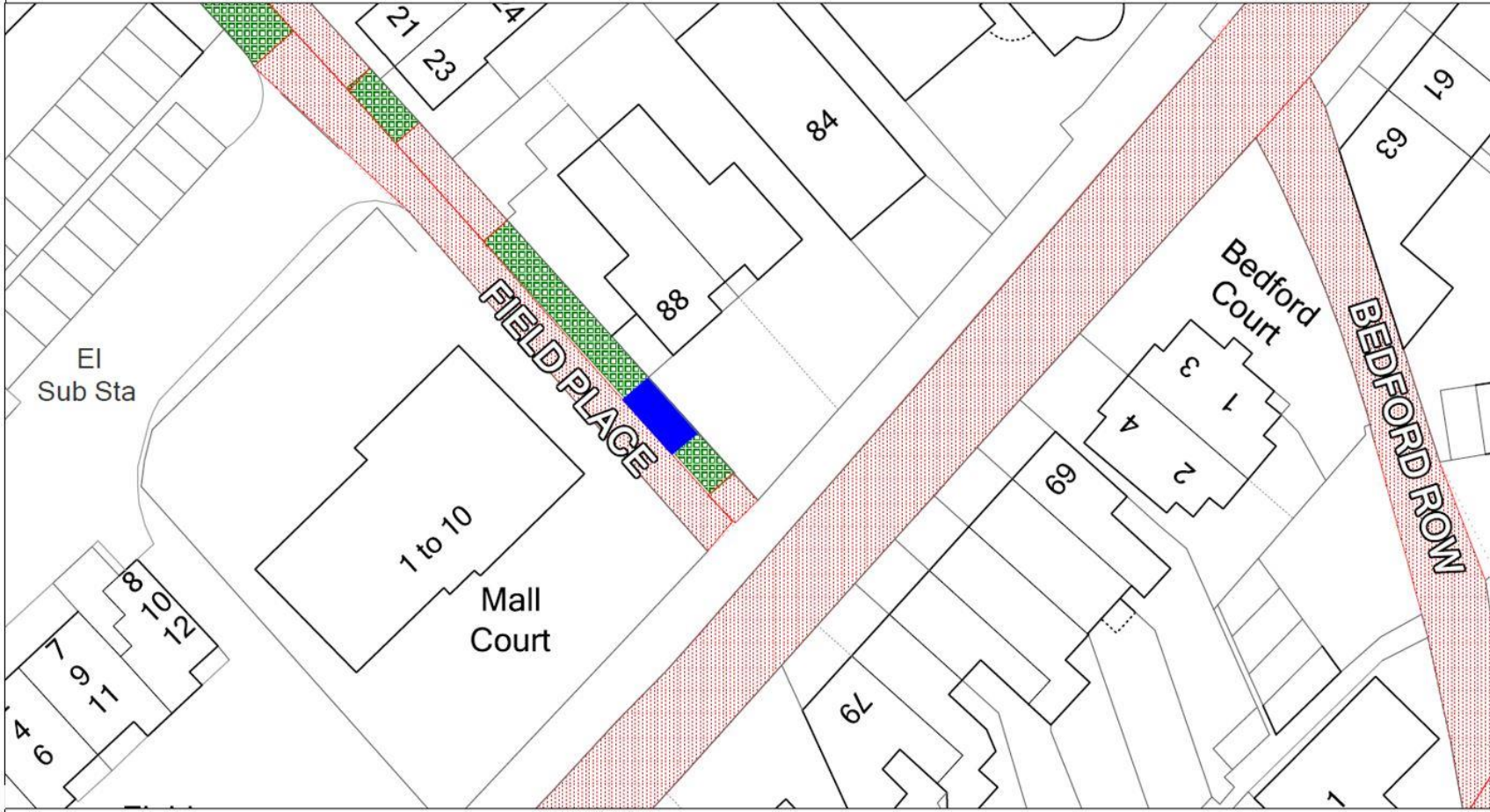
Field Place, Newport



Proposal: to revoke 'Resident Permit Holders Only N5 or Limited Waiting 2 Hours No Return Within 2 Hours, Monday to Saturday, 8am to 6pm / No Exemption for Disabled Badge Holders and Introduce ' No Waiting at Any Time' parking restriction.

Reason: to ensure the fire hydrant is accessible at all times.

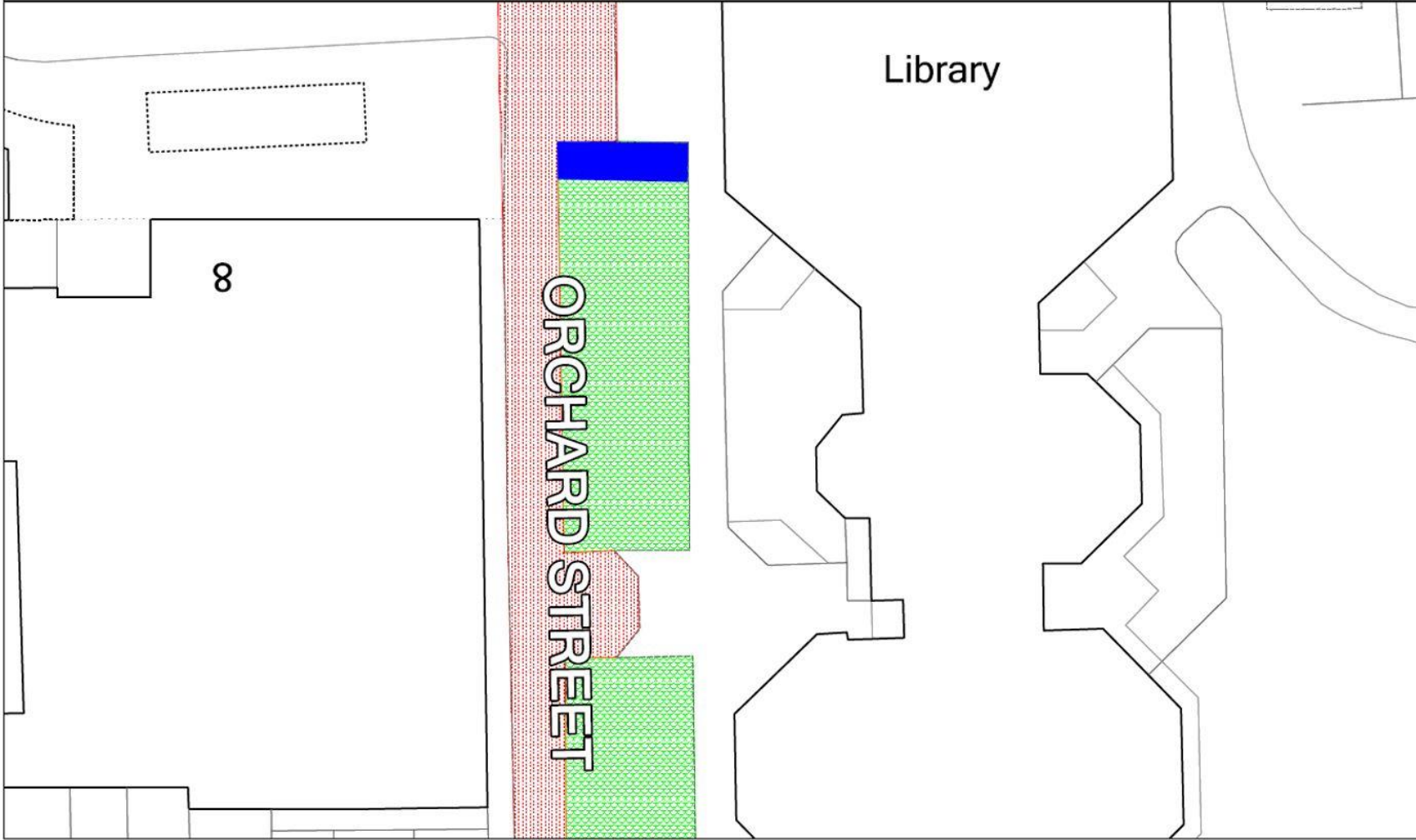
Please note all other parking restrictions will remain the same.



47. Orchard Street,
Newport



Proposal: Revoke 'Pay & Display 8am-6pm 2 Hours No Return Within 2 Hours & 6pm to 8am'
parking restriction
Reason: to prevent parking
Note: all other restrictions will remain the same



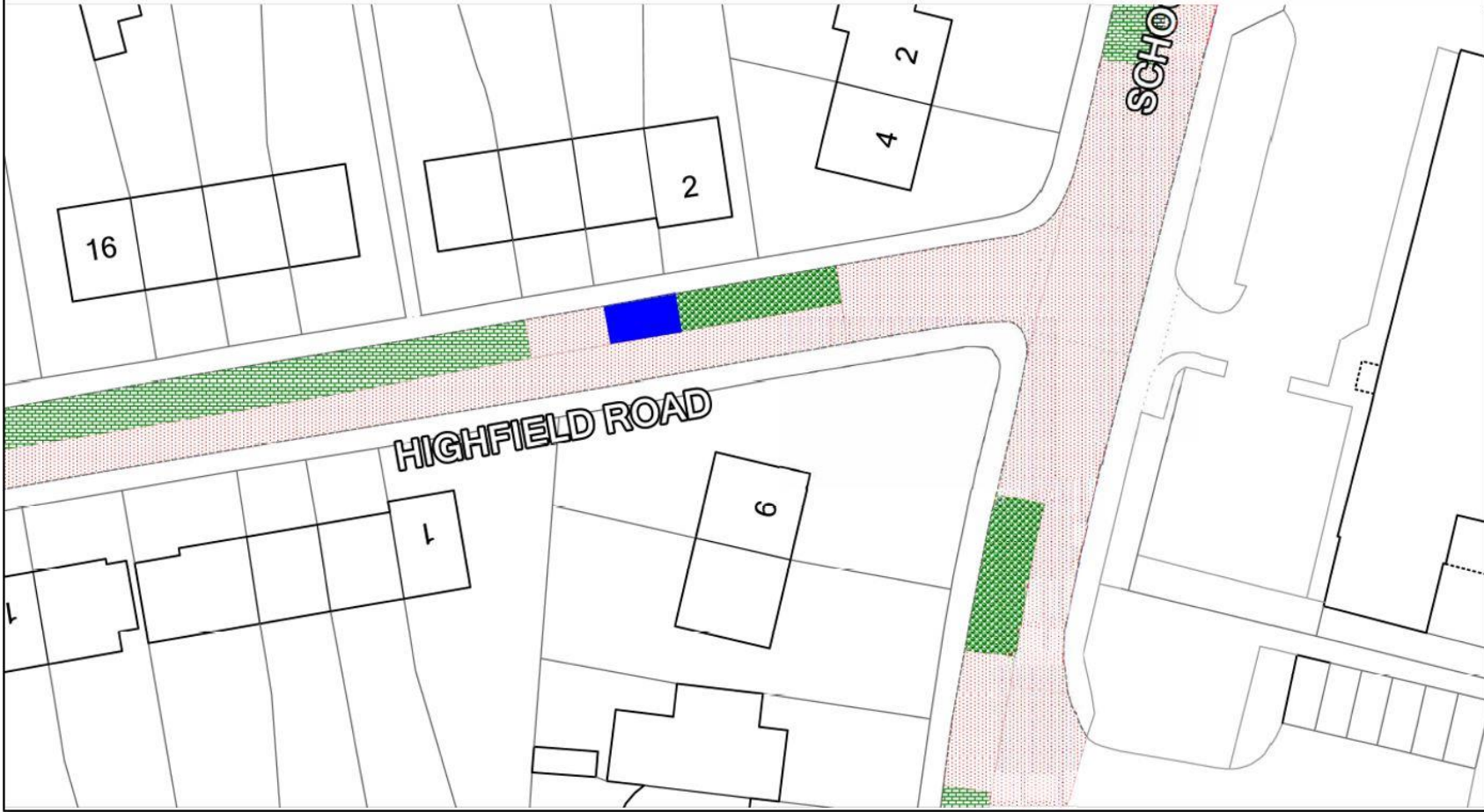
Highfield Road, Newport



Proposal: To revoke ' Resident Permit Holders N2 /No Exemption for Disabled Badge Holders' parking restriction and Introduce 'No Waiting at Any Time' parking restriction.

Reason: to ensure all sections of the highway are covered by a restriction within the Residents Parking Zone.

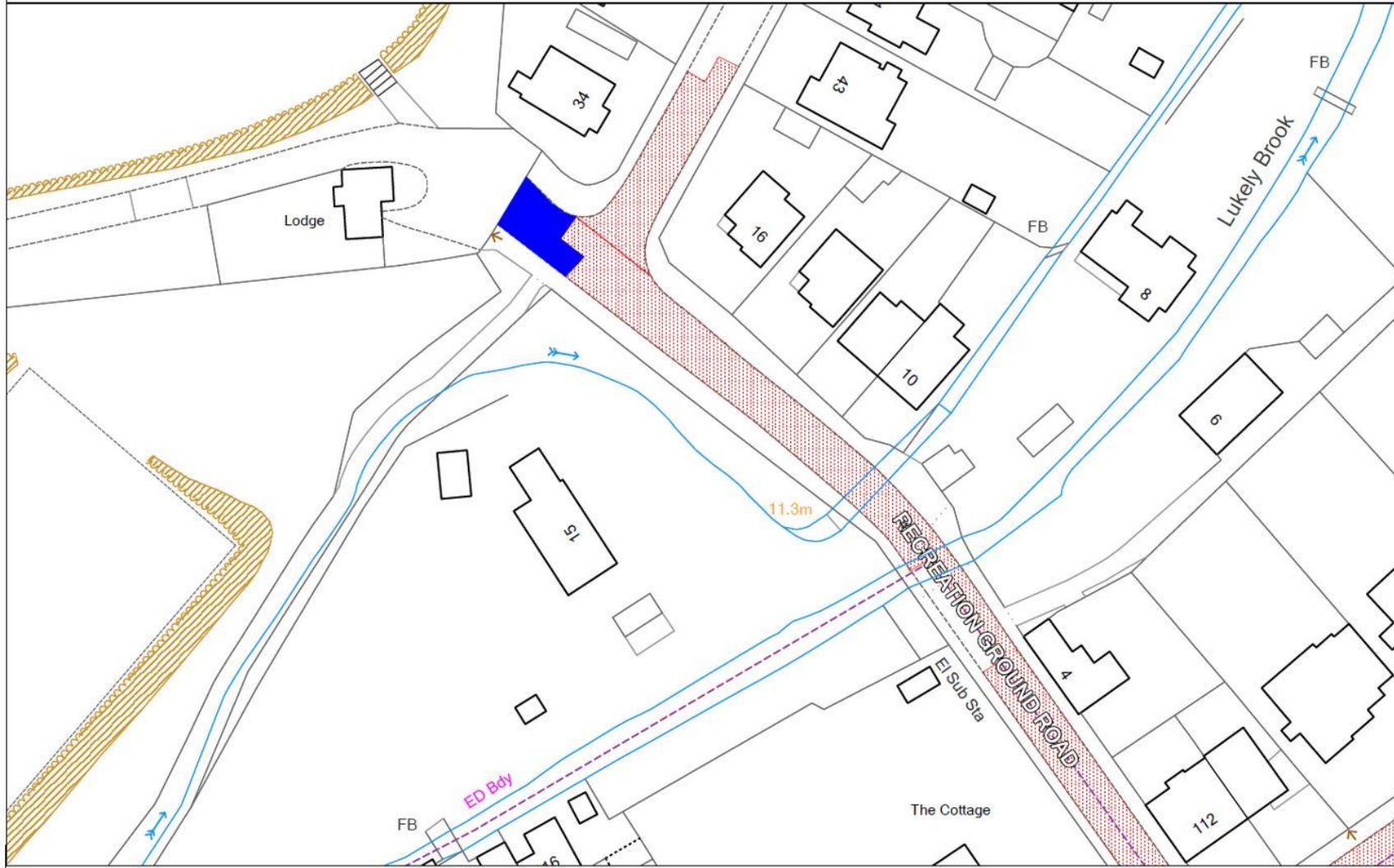
Please note all other parking restrictions will remain the same.



49 Recreation Ground Road,
Newport



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking and improve access and visibility
Note: all other restrictions will remain the same

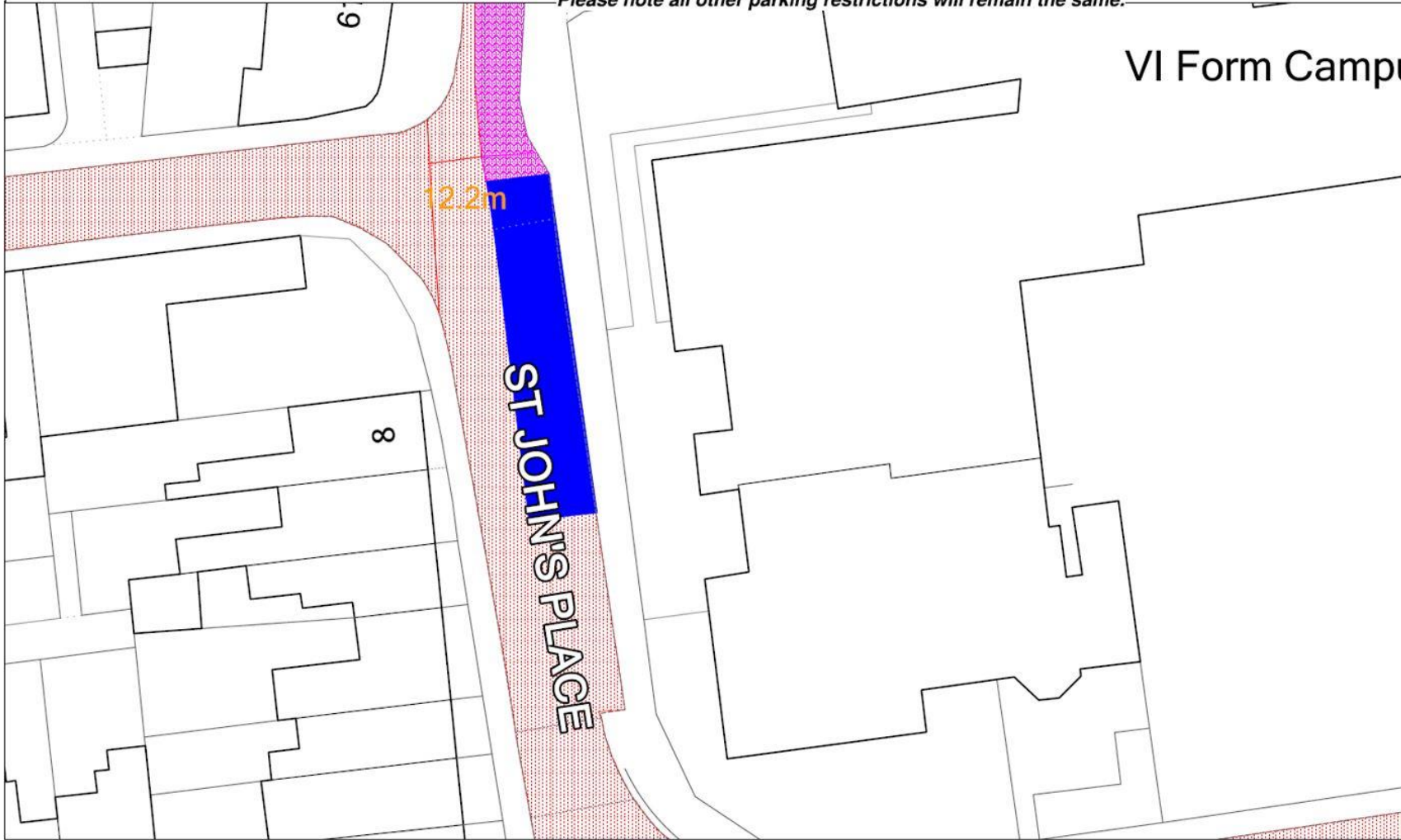


St John's Place, Newport



Proposal: Revoke 'No Waiting at Any Time' parking restriction and Introduce a 'Limited Waiting, Monday to Saturday, 8am to 6pm 30 Minutes, No Return Within 30 Minutes' parking restriction
Reason: to increase available on-street parking places.

Please note all other parking restrictions will remain the same.



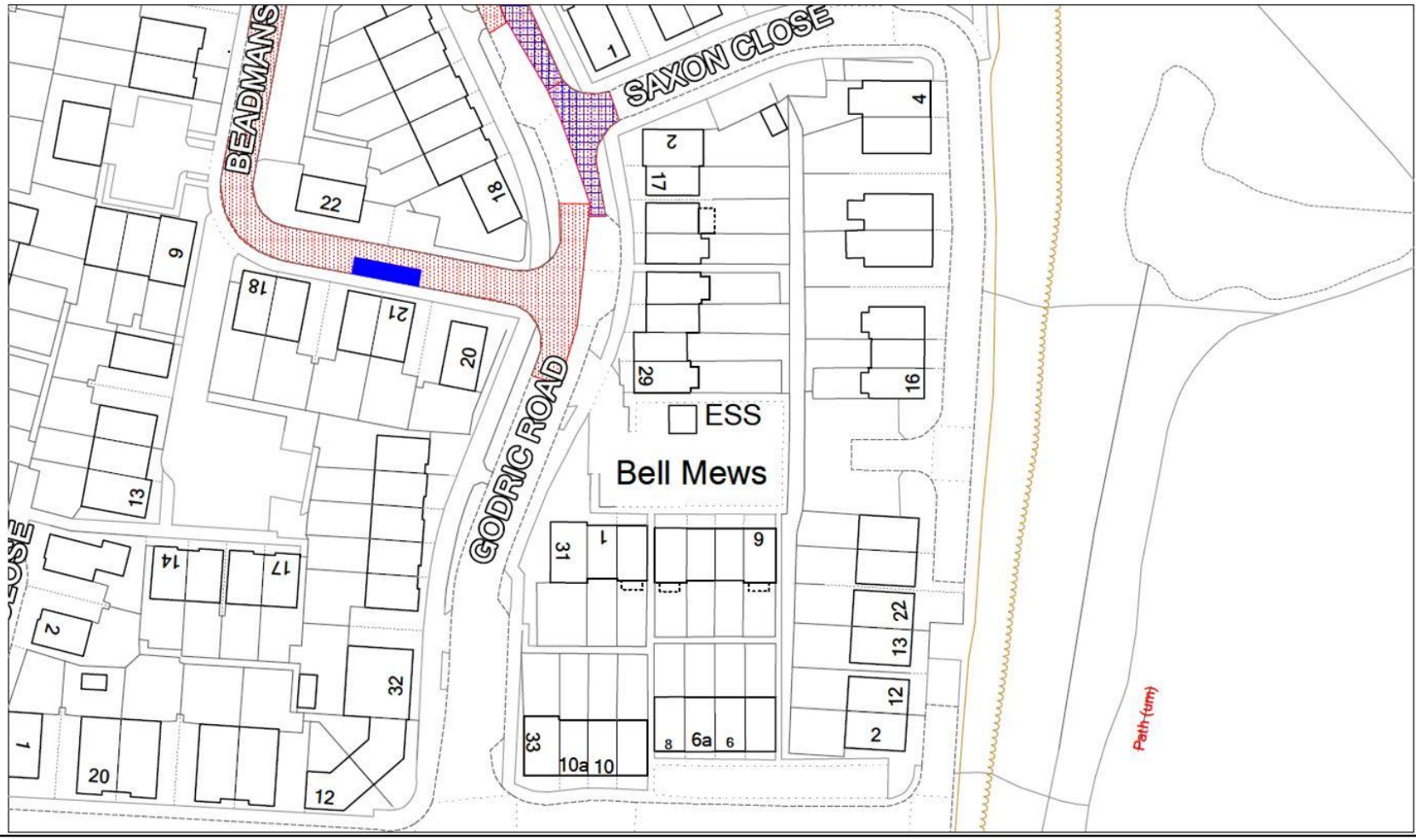
51

Beadmans Grove, Newport

Proposal: To Introduce 'No Waiting at any time ' parking restriction

Reason: To improve access to off-street parking

Note:all other restrictions will remain the same



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**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, NEWPORT)
(TRAFFIC REGULATION)
ORDER NO 1 2023**

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

1. To revoke the provisions of 'The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2022'.
2. To re-enact the provisions contained therein subject to the following amendments:

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

Barry Way, on the west side, from its junction with Dodnor Park to a point 15 metres north thereof.

Barry Way, on the east side, from its junction with Dodnor Park to a point 22 metres north thereof.

Barton Road, on the south side, from a point 83.5 metres east to a point 107.5 metres east of its junction with Robin Hood Street.

Beadmans Grove, on the south side, from a point 17.5 metres west to a point 27.5 metres west of its junction with Godric Road.

Berry Close, on both sides, from its junction with Furlongs to the end of the highway.

Bellecroft Drive, on the south side, from its junction with Fairmount Drive to a point 14 metres east thereof.

Bignor Place, on the west side, from its junction with Terrace Road to a point 51.5 metres north thereof.

Bignor Place, on the east side, from its junction with Terrace Road to a point 10 metres north thereof.

Bishops Way, on the west side, from a point 69 metres north to a point 83.5 metres north of its junction with Riverway.

Bishops Way, on the west side, from a point 115 metres north to a point 135.5 metres north of its junction with Riverway.

Bishops Way, on the east side, from a point 64.5 metres north to a point 75.5 metres north of its junction with Riverway.

Bishops Way, on the east side, from a point 82 metres north to a point 95.5 metres north of its junction with Riverway.

Bishops Way, on the east side, from a point 124.5 metres north to a point 132 metres north of its junction with Riverway.

Bishops Way, on the east side, from a point 142 metres north to a point 150.5 metres north of its junction with Riverway.

Carisbrooke Road, on the south-east side, from a point 13.5 metres north-east to a point 28.5 metres north-east of its junction with Cedar Hill.

Chamwood Close, on both sides, from its junction with Westminster Lane to a point 11.5 metres north-west thereof.

Collingwood Road, on the north side, from a point 5 metres west to a point 14 metres west of its junction with West View.

Collingwood Road, on the north side, from a point 30 west to a point 49 metres west of its junction with West View.

Collingwood Road, on the north side, from a point 59 metres west to a point 77 metres west of its junction with West View.

Collingwood Road, on both sides, from its junction with Nelson Road to a point 38 metres east thereof.

Collingwood Road, on the south side, from a point 5 metres west to a point 14.5 metres west of its junction with West View.

Collingwood Road, on the south side, from a point 32.5 metres west to a point 48.5 metres west of its junction with West View.

Collingwood Road, on the south side, from a point 49 metres west to a point 77 metres west of its junction with West View.

Crocker Street, on the north-west side, from a point 87.5 metres north-east to a point 98 metres north-east of its junction with Mill Lane.

Cycle Track from Newport to Cowes, on both sides, from a point 28.5 metres north-east to a point 12 metres south-west of the car park entrance / exit.

Daish Way, on the west side, from its junction with Dodnor Park to a point 21 metres south thereof.

Daish Way, on the east side, from its junction with Dodnor Park to a point 15 metres south thereof.

Dodnor Park, to cover the entire circumference of the roundabout on all sides.

Fairlee Road, on the south-east side, from a point 199 metres south-west to a point 272.5 metres south-west of its junction with Mews Lane.

Fairlee Road, on the north-west side, from a north-west side, from a point 149 metres south-west to a point 315.5 metres south-west of its junction with Mews Lane.

Fairmount Drive, on the east side, from its junction with Staplers Road to its junction with Bellecroft Drive.

Fairmount Drive, on the west side, from its junction with Staplers Road to a point 21 metres north thereof.

Fairmount Drive, on the west side, from a point 80 metres north to a point 74.5 metres north of its junction with Staplers Road.

Field Place, on the north-east side, from a point 8.5 metres north-west to a point 12.5 metres north-west from the end of the highway.

Furlongs, on the east side, from a point 103.5 metres north to a point 24.5 metres south-west of its junction with Chiverton Walk.

Garden Way, on the north side, from its junction with Pan Lane to a point 13.5 metres east thereof.

Garden Way, on the south side, from its junction with Pan Lane to a point 7.5 metres east thereof.

Grange Drive, on both sides, from a point 4 metres north to a point 8 metres north of its junction with Vicarage Walk.

Halberry Lane, on the west side, from a point 14 metres south to a point 71 metre south of its junction with Harvey Road

Halberry Lane, on the north-west side, from a point 17 metres north-east to a point 55.5 metres north-east of its junction with Harvey Road.

Highfield Road, on the north side, from a point 29.5 metres west to a point 35.5 metres west of its junction with School Lane.

Hinton Road, on both sides, from a point 8 metres west to a point 74 metres south-east of its junction with Westmill Road.

Hinton Road, on the north-west side, from a point 18.5 metres south-west to a point 34 metres south-west of its junction with Wolfe Close.

Hinton Road, on both sides, from a point 18 metres north-east to a point 13 metres south-west of its junction with Marlborough Road.

Hunnyhill, on both sides, from a point 10.5 metres north to a point 10 metres south of its junction with Hookes Way.

Hunnyhill, on the north-east side, from a point 5 metres north to a point 5.5 metres north of its junction with Worsley Road.

Hunnyhill, on the south-west side, from a point 17 metres south to a point 5 metres north of its junction with Worsley Road.

Labumham Close, on both sides, from its junction with Shide Road to a point 38 metres north thereof.

Linden Road, on the north side, from a point 7 metres west to a point 78 metres west of its junction with Nelson Road.

Linden Road, on the north side, from a point 16 metres east to a point 119 metres east of its junction with Nelson Road.

Linden Road, on the south side, from a point 57 metres east to a point 68 metres east of its junction with Nelson Road.

Linden Road, on the south side, from a point 30 metres west to a point 45.5 metres west of its junction with Nelson Road.

Linden Road, on the south and west side, from a point 15.5 metres west of its junction with Winston Road to a point 6 metres south of its junction with Winchester Close.

Linden Road, on the east side, from a point 41 metres south to a point 48.5 metres south of its junction with Winchester Close.

Linden Road, on the north-east side, from a point 92 metres south to a point 117 metres east of its junction with Winchester Close.

Linden Road, on the north side, from a point 65 metres west to a point 73.5 metres west of its junction with Winston Road.

Linden Road, on the north side, from a point 123 metres west to a point 138 metres west of its junction with Winston Road.

Marlborough Road, on both sides, from its junction with Hinton Road to a point 9 metres north-west thereof.

Mayfield Drive, on the west side, from a point 9 metres north to a point 113 metres north of its junction with Staplers Road.

Mayfield Drive, on the east side, from a point 11.5 metres north to a point 20.5 metres north of its junction with Staplers Road.

Mayfield Drive, on the east side, from a point 80 metres north to a point 100 metres north of its junction with Staplers Road.

Meadow Green, on the west side, from its junction with Whitepit Lane to a point 17 metres south thereof.

Meadow Green, on the east side, from its junction with Whitepit Lane to a point 8 metres south thereof.

Orchard Street, on the east side, from a point 48 metres south to a point 51.5 metres south of its junction with the exit from Church Litten Car Park.

Pan Lane, on the east side, from a point 14.5 metres north to a point 8.5 metres south of its junction with Garden Way.

Queens Road, on the west side, from a point 13 metres south to a point 42.5 metres south of its junction with Cypress Road.

Recreation Ground Road, on the north-east side, from a point 129 metres north-west of its junction with Carisbrooke Road to the end of the highway.

Recreation Ground Road, on the south-west side, from a point 123 metres north-west of its junction with Carisbrooke Road to the end of the highway.

Robin Hood Street, on the west side, from a point 10 metres north to a point 10 metres south of its junction with John Street.

Rowan Gardens, on the east side, from a point 5 metres south to a point 31 metres south of its junction with Sylvan Drive.

Rowan Gardens, on the east side, from the end of the highway to a point 5 metres north thereof.

Rowan Gardens, on the south-west side, from a point 81.5 metres south-east to a point 85 metres south-east of its junction with Sylvan Drive.

Rowan Gardens, on the west side, from a point 67.5 metres south-east of its junction with Sylvan Drive to the end of the highway, to include the turning areas.

Shide Road, on the north side, from a point 9 metres west to a point 7 metres east of its junction with Laburnham Close.

Snowberry Road, on the north-west side, from a point 58 metres west to a point 66.5 metres south-west of its junction with Dairy Crest Drive.

Staplers Road, on the north-east side, from a point 161 metres north-west to a point 98 metres south-east of its junction with Fairmount Drive.

St James Street, on the west side, from a point 45 metres north to a point 58 metres north of its junction with Chapel Street.

Sunningdale Road, on both sides, from its junction with Wilver Road to a point 12 metres north-west thereof.

Sycamore Gardens, on the west side, from a point 4 metres south of its junction with Sylvan Drive to the end of the highway, to include the turning area.

Sycamore Gardens, on the east side, from a point 56 metres south of its junction with Sylvan Drive to the end of the highway, to include the entire turning area.

Sylvan Drive, on the south side, from a point 16.5 metres east to a point 24.5 metres east of its junction with Birch Gardens.

Sylvan Drive, on the north side, from a point 15 metres east to a point 43 metres east of its junction with The Willows.

Sylvan Drive, on the south-east side, from a point 8.5 metres north-east to a point 20.5 metres north-east of its junction with Aspen Close.

Terrace Road, on the north side, from a point 71 metres east to a point 43 metres west of its junction with Bignor Place.

Trevor Road, on the south-east side, from its junction with Field Place to a point 78 metres south-west thereof.

Trevor Road, on the north-west side, from its junction with Field Place to a point 4 metres south-west thereof.

Trevor Road, on the north-east side, from a point 71 metres south-west to a point 80 metres south-west of its junction with Field Place.

Trevor Road, on the south-west side, from a point 85 metres south-west to a point 89.5 metres north-west of its junction with Field Place.

Vicarage Walk, on the south side, from a point 18 metres west to a point 29 metres west of its junction with Foxes Road.

Watergate Road, on the east side, from a point 17 metres south to a point 66.5 metres south of its junction with Shide Road.

Watergate Road, on the west side, from a point 66.5 metres south to a point 117 metres south of its junction with Shide Road.

Watergate Road, on both sides, from a point 132 metres south to a point 318.5 metres south of its junction with Chatfield Lodge.

Westminster Lane, on the south-east side, from a point 30.5 metres north-east to a point 41.5 metres south-west of its junction with Chamwood Close.

Westminster Lane, on the south-east side, from a point 60 metres north-east to a point 83 metres south-west of its junction with Chamwood Close.

Westminster Lane, on the north-west side, from its junction with Chamwood Close to a point 4 metres north-east thereof.

Westminster Lane, on the north-west side, from a point 21.5 metres north-east to a point 30 metres north-east of its junction with Chamwood Close.

Westminster Lane, on the north-west side, from its junction with Chamwood Close to a point 68 metres south-west thereof.

Whitepit Lane, on the south side, from a point 6 metres east to a point 9.5 metres west of its junction with Meadow Green.

Whitepit Lane, on the north side, from a point 15 metres west to a point 20 metres west of its junction with St Nicholas Close.

Whitcombe Road, on the south-east side, from a point 2 metres south-west to a point 34 metres south-west of its junction with Whitepit Lane.

Worsley Road, on the south-west side, from a point 21 metres east to a point 24 metres north of its junction with Redver Gardens.

To introduce 'No Waiting 0800 to 1800, Monday to Friday' parking restriction in the following lengths of road:

Carisbrooke Road, on the south-east side, from a point 11 metres south-west to a point 113.5 metres south-west of its junction with Recreation Ground Road.

Watergate Road, on the west side, from a point 10.5 metres south to a point 49.5 metres south of its junction with Chatfield Lodge.

- c. To introduce 'No Waiting 0700 to 1830 hours' parking restriction in the following length of road:

Hinton Road, on the south-east side, from a point 31 metres north-east to a point 244.5 metres north-east of its junction with Wellington Road.

Hinton Road, on the south-east side, from a point 17 metres north-east to a point 165.5 metres north-east of its junction with Marlborough Road.

- d. To introduce 'No Waiting at Any Time / No Loading 0800 to 0930 and 1430 to 1600 hours' parking restriction in the following lengths of road:

Atkinson Drive, on the south side, from its junction with Cook Avenue to a point 38.5 metres east thereof.

Atkinson Drive, on the south-east side, from a point 60.5 metres north-east to a point 83 metres north-east of its junction with Cook Avenue.

Atkinson Drive, on the north-west side, from a point 66 metres north-east to a point 80.5 metres north-east of its junction with Cook Avenue.

Atkinson Drive, on the east side, from a point 64 metres north-east to a point 128 metres north of its junction with Cook Avenue.

Atkinson Drive, on the north side, from its junction with Cook Avenue to a point 6.5 metres east thereof.

Atkinson Drive, on the north side, from a point 18 metres east to a point 36 metres east of its junction with Cook Avenue.

Atkinson Drive, on the north-west side, from a point 48.5 metres north-east to a point 60 metres north of its junction with Cook Avenue.

Atkinson Drive, on the south-west side, from a point 94 metres north-east to a point 102 metres north of its junction with Cook Avenue.

- e. To introduce 'No Loading 0800 to 0930 and 1430 to 1600 hours, Monday to Friday' parking restriction in the following lengths of road:

Nine Acres Lane, on both sides, from its junction with South View to a point 9 metres south thereof.

East View, on both sides, from its junction with South View to a point 9 metres north thereof.

South View, on the south side, from its junction with Nine Acres Lane to a point 18 metres west thereof.

South View, on the north side, from its junction with East View to a point 5 metres west thereof.

- f. To introduce 'No Waiting / No Loading 0800 to 0930 and 1430 to 1600 hours, Monday to Friday' parking restriction in the following lengths of road:

Wellington Road, on the north side, from a point 151 metres west to a point 264 metres west of its junction with Carisbrooke Road.

- g. To introduce 'No Loading at Any Time' parking restriction in the following lengths of road:

High Street, on the north-west side, from a point 47.5 metres north-east to a point 63 metres north-east of its junction with Drill Hall Road.

- h. To introduce 'Limited Waiting 1 Hour No Return Within 1 Hour, Monday to Saturday, 8am to 6pm' parking restriction in the following lengths of Road:

Crocker Street, on the north-west side, from a point 52.5 metres north-east to a point 71.5 metres north-east of its junction with Mill Lane.

- i. To introduce 'Motorcycles Only' parking restriction in the following length of road:

Royal Exchange, on the north-east side, from a point 14.5 metres south-east to a point 17.5 metres south-east of the boundary of house number 85.

- j. To introduce 'Limited Waiting, Monday to Saturday, 8am to 6pm, 30 Minutes No Return Within 30 Minutes' parking restriction in the following length of road:

St Johns Place, on the east side, from a point 6 metres south to a point 29.5 metres south of its junction with St James Street.

- k. To introduce 'Limited Waiting 15 Minutes No Return Within 30 Minutes, Monday to Friday, 0800 to 0930 hours and 1430 to 1600 hours' parking restriction in the following length of road:

Wellington Road, on the south side, from a point 210.5 metres west to a point 231 metres west of its junction with Carisbrooke Road.

Wellington Road, on the south-west side, from a point 30.5 metres south-east to a point 69.5 metres south-east of its junction with Purdy Road.

- l. To introduce 'No Loading Monday to Friday, 0800 – 0930 and 1430 to 1800 hours' parking restriction in the following length of road:

Wellington Road, on the south side, from a point ## metres west to a point ## metres west of its junction with Carisbrooke Road.

- m. To revoke 'No Waiting Monday to Saturday, 0800 to 1800' parking restriction from the following lengths of road:

Albert Street, on the west side, from a point 21.5 metres south to a point 34 metres south of its junction with Terrace Road.

Bignor Place, on the west side, from its junction with Terrace Road to a point 51.5 metres north thereof.

Bignor Place, on the east side, from its junction with Terrace Road to a point 10 metres north thereof.

Terrace Road, on the north side, from a point 71 metres east to a point 43 metres west of its junction with Bignor Place.

- n. To revoke 'No Waiting Monday to Saturday, 8am to 6pm / No Loading 8am to 9am and 4pm to 6pm' parking restriction, from the following lengths of road:

Hunnyhill, on both sides, from a point 10.5 metres north to a point 10 metres south of its junction with Hookes Way.

Hunnyhill, on the north-east side, from a point 5 metres north to a point 5.5 metres north of its junction with Worsley Road.

Hunnyhill, on the south-west side, from a point 17 metres south to a point 5 metres north of its junction with Worsley Road.

- o. To revoke 'Limited Waiting 30 Minutes, No Return Within 30 Minutes, Monday to Saturday, 8am to 6pm' parking restriction in the following lengths of road:

High Street, on the north-west side, from a point 24 metres north-east to a point 46.5 metres north-east of its junction with Drill Hall Road.

- p. To revoke 'No Waiting at Any Time' parking restriction in the following lengths of road:

Crocker Street, on the north-west side, from a point 52.5 metres north-east to a point 71.5 metres north-east of its junction with Mill Lane.

Hogan Road, on the north side, from a point 85.5 metres west to a point 105 metres west of its junction with Horsebridge Hill.

St Johns Road, on the east side, from a point 6 metres south to a point 29.5 metres south of its junction with St James Street.

- q. To revoke 'No Waiting 0800 to 1600 hours' parking restriction from the following length of road:

St James Street, on the west side, from a point 45 metres north to a point 58 metres north of its junction with Chapel Street.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to support or object to these proposals contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, or email pfi@iow.gov.uk, or complete the online form at www.iow.gov.uk/TROConsultations, not later than 12 noon on Friday 3rd November 2023. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000.

Scott Headey - Deputy Strategic Manager

6th October 2023

**THE ISLE OF WIGHT COUNCIL
(RESIDENTS' PARKING PLACES)
ORDER NO 1 2023**

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1, 2, 4, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 has made an order the effect of which will be to:

1. To revoke the provisions of 'The Isle of Wight Council (Residents' Parking Places) Order No 1 2022'.

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

a. To revoke 'Resident Permit Holders Only N2 / No Exemption for Disabled Badge Holders' in the following lengths of road:

Highfield Road, on the north side, from a point 29.5 metres west to a point 35.5 metres west of its junction with School Lane.

Barton Road, on the south side, from a point 72 metres east to a point 104 metres east of its junction with Robin Hood Street.

b. To revoke 'Resident Permit Holders N5 Or Limited Waiting 2 Hours No Return Within 2 Hours' in the following length of road:

Field Place, on the north-east side, from a point 6.5 metres north-west to a point 12.5 metres north-west from the end of the highway.

c. To introduce 'Residents Permit Holders N2 / No Exemption for Disabled Badge Holders' in the following length of road:

Barton Road, on the south side, from a point 71.5 metres east to point 83.5 metres east of its junction with Robin Hood Street.

The amendments are being proposed for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), following proposals for the development of an adjoining property.

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to support or object to these proposals contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, or email pfi@iow.gov.uk, or complete the online form at www.iow.gov.uk/TROConsultations, not later than 12 noon on Friday 3rd November 2023. Large text format copies can be requested by emailing pfi@iow.gov.uk, or by contacting the Council on 01983 821000.

Scott Headey - Deputy Strategic Manager

6th October 2023

THE ISLE OF WIGHT COUNCIL
(PARKING PLACES)
ORDER NO 4 2023

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

1. To revoke the provisions of The Isle of Wight Council (Parking Places) Consolidation Order No 3 2023.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a) To introduce 'Pay and Display, 8am to 6pm, 2 Hours No Return Within 2 Hours, and 6pm to 8am' parking restriction in the following lengths of road:

High Street, Newport, on the north-west side, from a point 24 metres north-east to a point 46.5 metres north-east of its junction with Drill Hall Road.
 - b) To revoke 'Pay and Display, 8am to 6pm, 2 Hours No Return Within 2 Hours and 6pm and 8am' parking restriction from the following length of road:

Orchard Street, Newport on the east side, from a point 48 metres south to a point 51.5 metres south of its junction with the exit from Church Litten Car Park.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to support or object to these proposals contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, or email pf@iow.gov.uk, or complete the online form at www.iow.gov.uk/TROConsultations, not later than 12 noon on Friday 3rd November 2023. Large text format copies can be requested by emailing pf@iow.gov.uk, or by contacting the Council on 01983 821000.

Scott Headey - Deputy Strategic Manager

8th October 2023

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<u>NEWPORT</u>	Total	Support	Objections
1. Watergate Road 1 Newport	24	16	8
2. Watergate Road 2 Newport	11	4	7
3. Carisbrooke Road 1 Newport	30	10	20
4. Carisbrooke Road 2 Newport	7	5	2
5. Fairmount Drive & Staplers Road Newport	8	5	3
6. Newport to Cowes Cycle Track Newport	14	13	1
7. Laburnam Close Newport	6	1	5
8. Hinton Road Newport	24	14	10
9. Bishops Way Newport	1	1	0
10. Linden Road Newport	25	8	17
11. Halberry Lane Newport	4	4	0
12. Mayfield Drive Newport	7	5	2
13. Meadow Green Newport	1	1	0
14. Garden Way Newport	2	1	1
15. Sunningdale Road Newport	3	3	0
16. Sylvan Drive Newport	12	8	4
17. Terrace Road & Bignor Place Newport	2	2	0
18. Atkinson Drive Newport	6	6	0
19. Worlsey Road Newport	1	1	0
20. Collingwood Road Newport	2	2	0
21. Queens Road Newport	5	3	2
22. Robin Hood Street Newport	6	3	3
23. Trevor Road Newport	2	2	0
24. Hunny Hill Newport	12	8	4
25. Albert Street Newport	1	1	0
26. Snowberry Road Newport	4	3	1
27. East View & South View Newport	2	1	1
28. Whitepit Lane Newport	6	4	2
29. Westminster Lane & Charnwood Close Newport	1	1	0
30. Grange Drive Newport	1	1	0

31. High Street 1 Newport	1	1	0
32. Fairlee Road Newport	1	1	0
33. Rowan Gardens & Sycamore Gardens Newport	6	3	3
34. Wellington Road 1 Newport	7	4	3
35. Wellington Road 2 Newport	1	1	0
36. St James Street	6	2	4
37. High Street 2 Newport A	1	1	0
38. Crocker Street 1 Newport A	0	0	0
39. Crocker Street 2 Newport A	0	0	0
40. Daish Way Newport A	1	1	0
41. Furlongs Newport A	1	1	0
42. Hogan Road Newport A	1	1	0
43. Royal Exchange Newport A	1	1	0
44. Whitcombe Road Newport A	1	1	0
45. Barton Road Newport A	2	2	0
46. Field Place Newport A	2	2	0
47. Orchard Street Newport A	2	2	0
48. Highfield Road Newport A	1	1	0
49. Recreation Ground Road Newport	5	0	5
50. St Johns Place Newport	1	0	1
51. Beadmans Grove Newport	1	0	1

Isle of Wight Council Climate and Sustainable Development Impact Assessment

Proposed Traffic Regulation Orders – *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents’ Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023.

The proposals are aiming to ensure safety for all road users, whilst securing the emergency services’ access and the movement of the traffic – by removing the inappropriate parking in order to increase visibility, create passing points, and free up footways.

The extent of the proposed restrictions is kept to a minimum, in order to preserve as many parking spaces as possible. However, as the Local Highway Authority, the Council has a duty to ensure road users' safety and the movement of the traffic, which means that these were prioritised above the preservation of parking spaces, where necessary.



Scoring Rationale

Outer – United Nations Sustainable Development Goals

Area	Score	Rationale
No Poverty	3	The proposals, if implemented, is unlikely to have any positive or negative effect on poverty.
Zero Hunger	3	The proposals, if implemented, is unlikely to have any positive or negative effect on hunger.
Good health and wellbeing	4	<i>Some of the proposed parking restrictions may encourage people to cycle or walk i.e. to exercise more frequently.</i>
Quality Education	3	The proposals, if implemented, is unlikely to have any positive or negative effect on quality education.
Gender Equality	3	The proposals, if implemented, is unlikely to have any positive or negative effect on gender equality.
Clean Water & Sanitation	3	The proposals, if implemented, is unlikely to have any positive or negative effect on clean water and sanitation.
Affordable and clean energy	3	The proposals, if implemented, is unlikely to have any positive or negative effect on affordable and clean energy.
Decent work and economic growth	3	The proposals, if implemented, is unlikely to have any positive or negative effect on decent work and economic growth.
Industry, Innovation, and Infrastructure	3	The proposals, if implemented, is unlikely to have any positive or negative effect on industry, innovation and infrastructure.
Reduced inequalities	3	The proposals, if implemented, is unlikely to have any positive or negative effect on reduced inequalities.

Sustainable cities and communities	4	<i>Some of the proposed parking restrictions may encourage people to use more sustainable means of transport such as cycling, public transport or car share.</i>
Responsible consumption and production	3	The proposals, if implemented, is unlikely to have any positive or negative effect on responsible consumption and production.
Climate Action	3	The proposals, if implemented, is unlikely to have any positive or negative effect on climate action.
Life below water	3	The proposals, if implemented, is unlikely to have any positive or negative effect on life below water.
Life on land	3	The proposals, if implemented, is unlikely to have any positive or negative effect on life on land.
Peace, justice, and strong institutions	3	The proposals, if implemented, is unlikely to have any positive or negative effect on peace, justice, and strong institutions.
Partnerships for the Goals	3	The proposals, if implemented, is unlikely to have any positive or negative effect on partnerships for the Goals.

Inner – Climate & Environment Strategy

Area	Score	Rationale
Transport	4	<i>Some of the proposed parking restrictions may encourage people to use more sustainable means of transport such as cycling, public transport or car share.</i>
Energy	3	The proposals, if implemented, is unlikely to have any positive or negative effect on energy.
Housing	3	The proposals, if implemented, is unlikely to have any positive or negative effect on housing.
Environment	4	<i>Some of the proposed parking restrictions may encourage people to use more sustainable means of transport, thus reducing the number of vehicles and the CO2 emissions.</i>
Offset	3	The proposals, if implemented, is unlikely to have any positive or negative effect on offset.
Adaptation	3	The proposals, if implemented, is unlikely to have any positive or negative effect on adaptation.

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Equality Impact Assessment

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

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

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

Assessor(s) Name and job title:
Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate and Team/School Name:
Neighbourhoods
Name, aim, objective and expected outcome of the programme/ activity:
Name: Implementation of the proposed Traffic Regulation Orders - *The Isle of Wight Council (Various Streets, Newport) (Traffic Regulation) Order No 1 2023; *The Isle of Wight Council (Residents' Parking Places) Order No 1 2023; * The Isle of Wight Council (Parking Places) Order No 4 2023.
Aim: To ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing unregulated parking that obstructs footways and limits accessibility.
Objective: Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
Expected outcome: Safety for all road users and expeditious movement of traffic.

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

Equality and Diversity considerations

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

Protected Characteristic	Negative, positive or no impact (before mitigation/intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/restrict this group from obtaining services or limit their	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/advance the inequality? (Where it cannot be diminished, can this be legally justified?)

		participation in any aspect of public life?)						
Age (restrictions/difficulties both younger/older)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	Concern: Loss of on-street parking spaces. Answer: The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading.	N/A	No	N/A	N/A
Disability a) Physical b) Mental health (must respond to both a & b)	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	Concern: Loss of on-street parking spaces. Answer: The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading.	N/A	No	N/A	N/A
Race (including ethnicity and nationality)	Positive. Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when	No	N/A	N/A	N/A	No	N/A	N/A

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

	crossing the road and ensuring access to footways.							
Pregnancy and maternity	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	Concern: Loss of on-street parking spaces. Answer: The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading.	N/A	No	N/A	N/A
Page 199 Marriage and Civil Partnership	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when crossing the road and ensuring access to footways.	No	N/A	N/A	N/A	No	N/A	N/A
Gender reassignment	Positive. The proposals are considered to have a positive impact on all of the community irrespective of protected characteristic, providing increased visibility when	No	N/A	N/A	N/A	No	N/A	N/A

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

Review

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

Through the formal consultation exercise from 06/10/2023 to 03/11/2023, the opportunity to provide comment and representation on the proposals was provided. Notices and plans were displayed on site, published in the local press, and made available in the County Hall; these were also accessible online via the Council’s website. Large print copies were available on request.

357 valid representation in total were received during the consultation period and these have been considered by the Local Highway Authority. In summary, some representations welcomed the proposals, whilst others objected some of the proposals on the same basis of potential loss of parking spaces and knock-on effect to the neighboring streets.

All representations have been fully considered in the Cabinet Report.

Date of next review: One year from implementation.

Sign-off

Head of Service/Director/Headteacher sign off & date:	Name: Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team Date: 8 December 2023
Legal sign off & date:	Name: Judy Mason - Strategic Manager of Human Resources and Employment Lawyer Date: 15 December 2023

NEWPORT

1. Watergate Road 1 Newport

Rationale 1:

There is a bus route via this road and it has been observed that the buses experience access issues caused by the parked vehicles in this narrow part of the road, hence the proposal to introduce No waiting parking restriction in this location.

Rationale 2:

This proposal is designed to resolve the issue with access to St George's school during workdays. Removing the parking for limited time on Monday to Friday from 8am to 6pm will also help with pedestrians' and children crossing the road safety.

2. Watergate Road 2 Newport

Rationale:

This country lane is too narrow to accommodate any parking without blocking the access and traffic completely, also, there are pedestrians using the lane to walk between the houses and businesses with no footpath in the lane. The new No waiting parking restriction is designed to help the traffic and to make it safer for the pedestrians/cyclists.

3. Carisbrooke Road 1 Newport

Rationale:

Carisbrook road is a main highway connection between Newport and the south part of the island, it gets very busy on workdays and needs to be free from parking to allow reasonable traffic flow. The proposed parking restriction will regulate this from Monday to Friday between 8am and 6pm.

4. Carisbrooke Road 2 Newport

Rationale:

It has been noticed that the visibility at the approach of the roundabout is reduced thanks to the vehicles parked partly on the carriage in this location. This impedes the safety of the pedestrians, especially in the vicinity of the school crossing patrol operation. The proposed parking restriction in a small part of the area is anticipated to have a significant positive impact on the road safety.

5. Fairmount Drive & Staplers Road Newport

Rationale:

Fairmount Drive is a short steep street that connects a main road (Staplers Road) and the rest of the residential estate. The Drive is often parked up with vehicles on both sides which reduces the visibility of the upcoming traffic on the drive and at both junctions. Hence the proposal to remove the traffic from one side of the Drive and at both junctions.

Staplers Road is the beginning of one of the main highways arteries on the island that connects the 'capital' with the towns on the east coast. It's a busy road and any vehicle parked on it has the potential to block the

traffic and to cause traffic jams and delays. The proposal will prevent this happening by restricting the parking in the part of the area as shown on the illustration below.

6. Newport to Cowes Cycle Track Newport

Rationale:

It has been observed that vehicles are left parked on the shared use cycle track posing danger to pedestrians and cyclists and obstructing the entrance to the car park. This proposal was designed to rectify the issue by removing the inappropriate parking and to make the cycle track a safer place for all road users.

7. Laburnam Close Newport

Rationale:

This close is not wide enough and any parked vehicles forces all other vehicles to mount the footpath thus imposing safety issues to the pedestrian and potentially causing damage to the footpath. This also have a potential to impede the emergency vehicles access as well as to reduce the visibility when entering and exiting the close.

8. Hinton Road Newport

Rationale:

There is a bus service in Hinton Road from 7am to 6.30 pm. The road is not very wide and often vehicles parked in an inconsiderate manner force the buses and other vehicles to mount the footpath - thus imposing safety issues to the pedestrian and causing damage to the footpath and the buses. The new parking restriction between 7am and 6.30 pm was designed to improve the current situation whilst allowing parking outside these hours (at night). The 24/7 parking restriction at the junctions and the bend at the top of the road will improve the visibility for both drivers and pedestrians.

9. Bishops Way Newport

Rationale:

It has been observed that inappropriate parking in these two locations takes place and blocks the access to the business units in the area. No waiting parking restriction is proposed to improve the situation and improve the pedestrians' safety as there is no sufficient footway.

10. Linden Road Newport

Rationale:

It has been observed that parking on both sides of the road and on the pavement takes place frequently, causing issues for pedestrians; the road is not wide enough to allow parking both sides if parked on the road.

It is proposed to introduce parking on one side of the road for its entire length as well as covering the tight bend on the western section on both sides of the road and to cover the access to the allotments.

Passing places have been proposed as follow:

The passing place on the south side between Elm Grove and Nelson Road is between two disabled bays, this would also assist those using the bay with access.

The passing place on the south side between Nelson Road and Winston Road is also between two disabled bays.

The passing bay on the north side outside No. 68 is over a driveway.

The passing place on the north side is also across driveways.

11. Halberry Lane Newport

Rationale:

It has been observed and reported that parking on both sides of the road and on the pavement takes place in this street, causing issues for pedestrians and access issues for larger vehicle, emergency services and buses; the road is not wide enough to allow parking both sides if parked on the road. Therefore, a extending the existing No waiting restriction to cover one side of the road is proposed.

12. Mayfield Drive Newport

Rationale:

Mayfield Drive is a steep street that connects a main road (Staplers Road) and the rest of the residential estate. The Drive is often parked up with vehicles on both sides which reduces the visibility of the upcoming and exiting traffic on/to the Drive. Hence the proposal to remove the traffic from one side of the Drive and at to extend the restriction near the junction.

13. Meadow Green Newport

Rationale:

Introducing No waiting parking restriction near the junction to improve visibility and safety.

14. Garden Way Newport

Rationale:

Introducing No waiting parking restriction near the junction to improve visibility and safety.

15. Sunningdale Road Newport

Rationale:

Introducing No waiting parking restriction near the junction to improve visibility and safety.

16. Sylvan Drive Newport

Rationale:

It has been observed that vehicles often park very close to the junctions and in the narrow sections of the road causing traffic flow issues. No waiting parking restriction is proposed to improve visibility and safety.

17. Terrace Road & Bignor Place Newport

Rationale:

Both roads on the proposal plan are not wide enough for parking on both sides but they are often overparked incl. close to the junctions, thus reducing the visibility and compromising safety.

18. Atkinson Drive Newport

Rationale:

Due to a new development at the end of Atkinson Drive parking has made access particularly difficult around school times. Vehicles park on the existing double yellow lines and pedestrians including children has to cross between parked vehicles. Workdays day time No loading parking restriction is proposed to rectify the issues. There are laybys nearby and some-on-street parking available plus there are areas of un-restricted parking in the surrounding roads.

19. Worlsey Road Newport

Rationale:

The existing fire hydrant needs protection as any vehicle parked over it will be blocking its use by the Fire Services.

20. Collingwood Road Newport

Rationale:

It has been observed and reported that this narrow lane is often overparked including the pavements, causing accessibility and pedestrian safety concerns. Proposing new No waiting parking restriction near the junction and between the laybys to resolve the issue.

21. Queens Road Newport

Rationale:

It has been observed and reported that when large vehicles park on both sides of this section of the road they reduce the visibility to/from the narrower part of the road and have the potential to block access. Hence the proposal to introduce No waiting parking restriction.

22. Robin Hood Street Newport

Rationale:

Any vehicle/s parked opposite the junction cause issue to the vehicles entering/exiting the cul-de-sac; a No waiting restriction is proposed to rectify the issue.

23. Trevor Road Newport

Rationale:

The areas of the lane where new No waiting restrictions are proposed need to be kept free of parking to ensure emergency access and waste collections access.

24. Hunny Hill Newport

Rationale:

The old Limited waiting parking restriction in this road is not sufficient anymore, new No waiting at any time restriction is proposed to cover the junctions and improve visibility, access and safety.

25. Albert Street Newport

Rationale:

Due to the old garage not being operational anymore we propose to remove the parking restriction from this location and make it free to park.

26. Snowberry Road Newport

Rationale:

Proposing a short length of No waiting parking restriction to cover the dropped access on the cycle route on the bend thus also creating a passing place on the outside of the same bend.

27. East View & South View Newport

Rationale:

Proposing to introduce a timed loading ban on the junction where East View and South View meets due to the unsafe manner of parking during school's drop off / pick up hours.

28. Whitepit Lane Newport

Rationale:

Vehicle/s parked in this location cause issue to the bus service and No waiting restriction is proposed to prevent this happening.

29. Westminster Lane & Charnwood Close Newport

Rationale:

This proposal for No waiting restriction is a result of requests from local residents to regulate the current manner of parking which causes access issues.

30. Grange Drive Newport

Rationale:

The proposal for extending the existing parking restriction and cover the junction will improve access, visibility and safety.

31. High Street 1 Newport

Rationale:

It is proposed to introduce a loading ban on the existing DYL opposite the junction with Pyle Street to stop disabled badge holders parking in this location and to ensure larger vehicles have the required swept path to make the manoeuvre.

32. Fairlee Road Newport

Rationale:

Proposing No waiting parking restriction to rectify the safety issues caused by vehicles parked opposite the driveways, and to improve the flow on this main road.

33. Rowan Gardens & Sycamore Gardens Newport

Rationale:

No waiting parking restriction requested by residents to stop the inconsiderate commuters parking. The proposed restriction will regulate parking on one side of these narrow lanes without reducing the number of on-street parking spaces.

34. Wellington Road 1 Newport

Rationale:

This proposal to change the parking restriction in the area is a result of an informal consultation with Southern Vectis and Parking Services, and also taking into account previous feedback from Wellington Road residents. The aim of the various restrictions is to improve safety and traffic flow during the school pick up drop off hours.

35. Wellington Road 2 Newport

Rationale:

This proposal to change the parking restriction in the area is a result of an informal consultation with Southern Vectis and Parking Services, and also taking into account previous feedback from Wellington Road residents. The aim of the various restrictions is to improve safety and traffic flow during the school pick up drop off hours.

36. St James Street

Rationale:

There is an outdated Limited waiting parking restriction in this sharp bend on one of the Newport town centre's narrow streets. Any vehicle parked in the bend will cause accessibility issue for large vehicles unable to make the turn. Hence the proposal to replace the old restriction with No waiting at any time new restriction.

37. High Street 2 Newport A

Rationale:

There is an existing Pay & Display parking bay in this location, nothing will change, we just need to make a legal order for it.

38. Crocker Street 1 Newport A

Rationale:

There is an existing parking bay in this location which is limited to 1 hour and no return within 1 hour; we are not changing this; we just need to make a legal order for it.

39. Crocker Street 2 Newport A

Rationale:

Introducing a No waiting at any time parking restriction to keep the access to the public car park clear, visible and safe.

40. Daish Way Newport A

Rationale:

There is an existing No waiting at any time parking restriction in this location; we are not changing it, we just need to make a legal order for it.

41. Furlongs Newport A

Rationale:

There is an existing No waiting at any time parking restriction in this location; we are not changing it, we just need to make a legal order for it.

42. Hogan Road Newport A

Rationale:

There was an old No waiting at any time parking restriction in this location, which was removed while ago and the lines are no longer on site; we are not changing anything, we are removing the old legal order.

43. Royal Exchange Newport A

Rationale:

There was an existing Motorcycles only parking bay in this location, which will remain in place, we are just making a legal order for it.

44. Whitcombe Road Newport A

Rationale:

There was an existing No waiting at any time parking restriction in this location, which will remain in place, we are just making a legal order for it.

45. Barton Road Newport A

Rationale:

The old school in Barton Road is no longer operational and therefore the parking restriction related to the school is no longer needed.

Introducing a No waiting at any time parking restriction to keep the roundabout free and safe, extending the existing parking bay to provide more parking for the local residents and visitors.

46. Field Place Newport A

Rationale:

Reducing the length of the existing parking bay and replacing it with No waiting at any time restriction to keep the Fire Hydrant accessible at all times.

47. Orchard Street Newport A

Rationale:

There are few Disabled blue badge holders' parking bays behind the Library; any vehicle parked in the last bay near the Zebra crossing obstructs the view of the pedestrians and creates danger when reversing back to the zebra. By removing the bay and leaving the space protected by the white zig zag markings we aim to ensure pedestrians safety.

48. Highfield Road Newport A

Rationale:

There is a resident's parking scheme in Highfield Road with marked parking bays. All parking bays are reserved for residents/visitors whilst parking is prohibited at all other areas including property accesses.

According to the legal order for this scheme there is a parking bay in front of No 4, which is not the case, there is a dropped kerb to accommodate the driveway of the property. That's why we need to correct the order and cover No 4's access with a No waiting parking restriction.

49. Recreation Ground Road Newport

Rationale:

Introducing No waiting parking restriction to prevent inconsiderate parking blocking the public access to the cycle lane and to the recreation ground, as well as parking on the pavement.

50. Johns Place Newport

Rationale:

Introducing new parking bay where parking will be limited to 30mins no return within 30mins from Mon to Sat, in order to increase the parking availability close to the town centre.

51. Beadmans Grove Newport

Rationale:

Extending the existing parking restrictions to ensure access to the off-street bays opposite No 20 and 21.

Representations' summary	Highways Authority's response Appendix 7
1. Watergate Road 1, Newport (24)	
<i>Support (16)</i>	
<ul style="list-style-type: none"> It is often impossible to get up or down the road due to the buses struggling to get past parked cars. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (8)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Majority of the properties have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>Experience shows that parking restrictions in urban areas on bus routes do not encourage speeding.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
2. Watergate Road 2, Newport (11)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> It will make the road safer for pedestrians, quite a few people walk along this stretch, it's very popular with especially dog walkers accessing the countryside and the nearby Vets, and PC's Cafe which is very popular . 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> It will make it easier for emergency vehicles to pass through as it's known that the Fire Service struggle to get past large vans when they are parked along this stretch of the road. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> Every property along this stretch already has a private driveway. 	Agreed.
<ul style="list-style-type: none"> It will stop this stretch of the road being used by office/shop workers & shoppers to avoid paying for parking in the town centre. 	Agreed.
<ul style="list-style-type: none"> It will make it safer to come out of our driveways. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (7)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Majority of the properties have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>

<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>Considering the length and the position of new restriction, as well as the wight and the geometry of the road it is not anticipated the speed to increase; it is anticipated a positive impact on the visibility and safety, and reducing the possibility of traffic ques/jams.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
<ul style="list-style-type: none"> This will only exacerbate the parking situation, and create more problems for parents dropping off children at St Georges School. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. It is expected that the new restrictions will make the road safer for pedestrians including children and parents, whilst preventing traffic jams which is also not safe for pedestrians.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
3. Carisbrooke Road 1, Newport (30)	
<i>Support (10)</i>	
<ul style="list-style-type: none"> The new restriction will help with the traffic flow. The main route into the town is narrow and currently congested because of the parked vehicles. Traffic flowed better when no cars were parked there during maintenance of the mall. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<ul style="list-style-type: none"> The new restriction will improve road safety. Frequently queues currently build in both directions due to vehicles being unable to pass this area and other motorists blindly driving into the congestion. 	<p>Agreed.</p>
<i>Objections (20)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The restriction was kept minimal and it will allow parking after 6pm on weekdays and all day at weekends. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>The Highway Authority has a legal duty to keep the traffic moving. It is expected that the new restrictions will prevent ques, delays and traffic jams; it is not expected the speed to increase simply because of the traffic volume on this main road.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
<ul style="list-style-type: none"> The proposal will make it difficult for visitors and deliveries. 	<p>No Waiting parking restriction i.e. yellow line allows for dropping off and picking up, also, in this case it will allow parking after 6pm on weekdays and all day at weekends.</p>
<ul style="list-style-type: none"> If this goes ahead where are you going to provide for parents to park given there are no car parks nearby? 	<p>No Waiting parking restriction i.e. yellow line allows for dropping off and picking up; a safety crossing for parents and children is provided during school drop off and pick up hours near Wellington Road by the school crossing patrol.</p>

<ul style="list-style-type: none"> Suggestion: make it into a one-way system with Whitepit Road being one way (the other way). That way you could actually increase the parking on Carisbrooke Road. 	<p>Any suggestions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.</p> <p>It worth mentioning that It's not within the Authority's remit to enforce moving traffic and one-way systems are only enforced by the Police.</p>
4. Carisbrooke Road 2, Newport (7)	
<i>Support (5)</i>	
<ul style="list-style-type: none"> This parking restriction is needed as cars parked at the bottom of Cedar Hill force traffic to the other side of the road as they approach the roundabout. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> The restriction will make it easier for the buses to serve the bus stop here. 	Agreed.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> Suggestion: introduce Residents parking only with four parking bays for properties No 223 – 229 and restrict the rest of the stretch. 	<p>Any suggestions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.</p> <p>It worth mentioning that all applications for residents' parking schemes will need to comply with the IWC's parking policy, in order to be successful.</p>
5. Fairmount Drive and Staplers Road, Newport (8)	
<i>Support (5)</i>	
<ul style="list-style-type: none"> Support, as cars are parking pretty close to the junction causing issues turning into Fairmount Drive. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (3)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Many properties in the area have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> Concerned, as the area is host to many of the older population, who rely on access from carers and other community support and parking is needed. 	Many properties in the area have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. In some cases priority will need to be given to the road safety and traffic flow.

<ul style="list-style-type: none"> Suggestion: Fairmount Road (adjoining Staplers) to be double yellow lined to 4 cars length on both sides. 	<p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>Any suggestions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.</p>
6. Newport to Cowes Cycle Track, Newport (14)	
<i>Support (13)</i>	
<ul style="list-style-type: none"> Strongly support, as parked and manoeuvring vehicles provide a safety hazard for cycle track users. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (1 – objected but no substantial grounds provided)</i>	
7. Laburnam Close, Newport (6)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (5)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Majority properties in the area have own off-road parking or potential to create one. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
8. Hinton Road, Newport (24)	
<i>Support (14)</i>	
<ul style="list-style-type: none"> This will make progress along the road easier for the bus and safer for people on cycles and walking. 	Agreed.
<i>Objections (10)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and bus access. Hence the No waiting at any time restriction covering the junctions and bends only, and the No waiting 7am – 6.30pm restriction covering just one side of the road. Thus allowing the residents to park on one side of the road 24/7 and over the night on the other side of the road.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> There is not enough parking in the area for parents for drop off and pick up at the three local schools. 	The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. In addition, the No Waiting parking restriction i.e. yellow line/s allows for dropping off and picking up passengers.
<ul style="list-style-type: none"> The bus company should use smaller buses. 	It is not within the Highway Authority's remit to determine the size of the buses; we believe that the public transport company takes various factors into consideration when making decisions on the type and size of their vehicles.
9. Bishops Way, Newport (1)	

<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
10. Linden Road, Newport (25)	
<i>Support (8)</i>	
<ul style="list-style-type: none"> Support this proposal due to the fact that cars are now parked along the entire length of Linden Road making it almost impossible to pass another vehicle coming in the opposite direction. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> This proposal will allow pedestrians to access the footpath safely free from obstructions. 	Agreed.
<i>Objections (17)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency/waste collection access. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. Hence it is proposed to introduce parking on one side of the road as well as covering the tight bend on the western section on both sides of the road, and to cover the access to the allotments. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.
<ul style="list-style-type: none"> Some houses have over three cars on Linden Road. The reason people park on the exceptionally wide pavement on the opposite side of the road is that there is already a shortage of parking spaces. If the Council pay for a drop curb residents will build driveways as there is enough room. 	The Highway Authority has a legal duty to ensure road safety and traffic flow on the highway, it is the vehicles' owners responsibility to take care of parking space for their vehicle/s and to ensure that their vehicles are parked in appropriate manner.
<ul style="list-style-type: none"> There is an issue with commuters leaving their cars on Linden Road. 	Any suggestions for new restrictions or schemes should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided. It worth mentioning that all applications for residents' parking schemes will need to comply with the IWC's parking policy, in order to be successful.
11. Halberry Lane, Newport (4)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> The cars parked on the road make it difficult for the buses and bin lorries to squeeze through the space left. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> There will not be a loss of parking spaces, as the restricted sections of road are mainly in front of driveways. 	Agreed.
<i>Objections (0)</i>	
12. Mayfield Drive, Newport (7)	
<i>Support (5)</i>	

<ul style="list-style-type: none"> Witnessed Southern Vectis buses reversing the length of Mayfield Drive, because they cannot pass cars parked on both sides of the road. What would have been the outcome if an emergency vehicle had needed access. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Many properties in the area have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>Considering the length and the position of new restriction, as well as the wight and the geometry of the road it is not anticipated the speed to increase; it is anticipated a positive impact on the visibility and safety, and reducing the possibility of traffic ques/jams.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
13. Meadow Green, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
14. Garden Way, Newport (2)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (1)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> Suggestion: to receive approval for a dropped curb to be installed so a private driveway can be created. 	<p>An application should be submitted to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The application will be logged, assessed and a feedback will be provided.</p> <p>It worth mentioning that all applications for new driveways will need to comply with the IWC's criteria, in order to be successful.</p>
15. Sunningdale Road, Newport (3)	
<i>Support (3)</i>	

<ul style="list-style-type: none"> This has become such a dangerous corner, it's even worse at school run time with parked cars reducing visibility and making it difficult to see pedestrians crossing road. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
16. Sylvan Drive, Newport (12)	
<i>Support (8)</i>	
<ul style="list-style-type: none"> It is often the case that due to vehicles being parked on both sides close together there is not enough room to pass when encountering traffic coming in the opposite direction. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> The parking in this area often restricts view and is a safety risk. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> Suggestion: it should be extended to the entrance of Sylvan Drive near Sainsburys, cars are parked there day and night, it causes constant flow issues and cars are continuously turning around in Sycamore Gardens because of this. 	Any suggestions for new restrictions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.
<i>Objections (4)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. The proposal will have a knock-on effect on the adjacent streets. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposed parking restrictions will make it difficult for parents for drop off and pick up their children. 	The proposed No Waiting parking restriction i.e. yellow line/s allows for dropping off and picking up passengers. However, picking up and dropping off near junctions (where this restriction is proposed) is not deemed safe and can cause an obstruction to visibility and traffic.
17. Terrace Road and Bignor Place, Newport (2)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> The proposal will help prevent irresponsible parking. 	Agreed.
<i>Objections (0)</i>	
18. Atkinson Drive, Newport (6)	
<i>Support (6)</i>	
<ul style="list-style-type: none"> The area is very dangerous with cars ignoring the double yellow lines, parking across driveways and double parking. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
19. Worsley Road, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
20. Collingwood Road, Newport (2)	
<i>Support (2)</i>	

<ul style="list-style-type: none"> Very dangerous parking along the road. People blocking and obstructing drive ways. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
21. Queens Road, Newport (5)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Cars get parked all day half on the pavement, so Ambulance/Fire/Bin lorry's having to reverse back. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
22. Robin Hood Street, Newport (6)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> This will stop cars parking too near the junction severely restricting vision. 	Agreed.
<i>Objections (3)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>Considering the length and the position of new restriction, as well as the wight and the geometry of the road it is not anticipated the speed to increase; it is anticipated a positive impact on the visibility and safety.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
23. Trevor Road, Newport (2)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> This is a good idea, for the safety of pedestrians, and drivers alike. 	Agreed.
<i>Objections (0)</i>	
24. Hunnyhill, Newport (12)	
<i>Support (8)</i>	
<ul style="list-style-type: none"> It is so dangerous pulling out of these junctions, removing the cars that have now started parking here will make it so much safer. 	Agreed.
<i>Objections (4)</i>	

<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> The proposal parking restrictions will increase the speed of the vehicles by removing the obstacles. 	<p>The Highway Authority has a legal duty to keep the traffic moving. It is expected that the new restrictions will prevent queues, delays and traffic jams; it is not expected the speed to increase simply because of the traffic volume on this main road.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
<ul style="list-style-type: none"> Suggestion: Residents' parking only 	<p>Any suggestions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.</p> <p>It worth mentioning that all applications for residents' parking schemes will need to comply with the IWC's parking policy, in order to be successful.</p>
25. Albert Street, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
26. Snowberry Road, Newport (4)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Usually, traffic parks across the dropped kerb, preventing cycle access to/from the highway at the end of the cycle route ; this will also provide a passing place for vehicles at that point. 	<p>Noted and agreed, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<i>Objections (1)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> It's pretty dangerous to encourage road crossing here as you do not have full sight of on-coming traffic. 	<p>The proposal does not encourage road crossing I this location, it will give greater visibility and will allow the cyclists to join or leave the road safely.</p>
27. East View and South View, Newport (2)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (1)</i>	

<ul style="list-style-type: none"> The proposal will not resolve the issue but it will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
28. Whitepit Lane, Newport (6)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> I support allowing the free flow of traffic and pedestrian access across the proposed area, which is hindered at present when cars park one behind the other on the raised area. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> Suggestion: a loading bay opposite St Nicholas Close would be useful 	<p>Any suggestions should be forwarded to the service provider Island Roads (IR) via the existing reporting facility on the IR's website. The suggestions will be logged, assessed and a feedback will be provided.</p> <p>It worth mentioning that an application for a loading bay will need to be supported by a sufficient amount of businesses in the area, in order to be successful.</p>
<i>Objections (2)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
<ul style="list-style-type: none"> Suggestion: the raised area is removed and an additional parking space is created. 	The build-up area helps to slow the traffic down and therefore removing it may have a detrimental impact on the road safety.
29. Westminster Lane and Charnwood Close, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
30. Grange Drive and Vicarage Walk, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
31. High Street 1, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
32. Fairlee Road, Newport (1)	

<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
33. Rowan Gardens and Sycamore Gardens, Newport (6)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> As there are no pavements the residents have to walk in the middle of road because of inconsiderate non-resident cars parking daily. Also a problem for delivery and emergency vehicles. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (3)</i>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. Majority of the properties have own off-road parking. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
34. Wellington Road 1, Newport (7)	
<i>Support (4)</i>	
Parents ignore the current parking restrictions and carry on parking there anyway making it unsafe for pedestrian and causing delays and traffic jams.	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (3)</i>	
<ul style="list-style-type: none"> The current restriction is being ignored and usually has several cars there with no blue badge. With these changes coming in how the disabled parents meant to pick up and drop off their kids? 	<p>Any car parked in this location has a potential to cause safety hazard and to block the traffic, due to the volume of traffic at school hours and the road being part of important bus route/s. It is possible to drop off and pick up students in the adjacent roads, just a short walk from the schools.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
35. Wellington Road 2, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
36. St James Street, Newport (6)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> This will make the junction safer. 	Agreed.
<i>Objections (4)</i>	
<ul style="list-style-type: none"> This change is not needed, the large vehicles only struggle to get through when people park illegally on the double yellow lines the other side. 	An assessment by a road safety engineer including a swept path was used to design the proposal and this confirmed the reported issues when buses and other large vehicles are trying to navigate the bend with vehicles parked on the McDonald's side.

<ul style="list-style-type: none"> This will affect over 30 peoples lively hoods who often use that parking area to make collection of deliveries for McDonald's. 	Parking will be prohibited but the drivers are permitted to load on this restriction, as long as the activity is taking place and do not obstruct the traffic flow or pedestrian access.
37. High Street 2, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
38. Crocker Street 1 Newport (0)	
39. Crocker Street 2 Newport (0)	
40. Daish Way, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
41. Furlongs, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
42. Hogan Road, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
43. Royal Exchange, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
44. Whitcombe Road, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
45. Barton Road, Newport (2)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> Support this as it adds more parking for residents. 	Agreed.
<i>Objections (0)</i>	
46. Field Place, Newport (2)	
<i>Support (2 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
47. Orchard Street, Newport (2)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> Removing this bay will improve safety from those that using the crossing. 	
<i>Objections (0)</i>	
48. Highfield Road, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
49. Recreation Ground Road, Newport (5)	
<i>Support (0)</i>	
<i>Objections (5)</i>	

<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents / recreation grounds visitors. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>
50. St John's Place, Newport (1)	
<i>Support (1 – agreed but no substantial grounds provided)</i>	
<i>Objections (0)</i>	
51. Beadmans Grove, Newport (1)	
<i>Support (0)</i>	
<i>Objections (1)</i>	
<ul style="list-style-type: none"> I would not want to lose 2 valuable parking spaces on this ridiculously designed estate if there is no longer any pressure to do so. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and access. The proposals were not designed for convenience of a particular resident. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p> <p>The proposal also offers an opportunity to encourage the residents in the area to use alternative means of transport, like walking, cycling and public transport, this promoting a positive impact on the population's health, island's nature and climate change.</p>

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Cabinet Report

ISLE OF WIGHT COUNCIL

Date	8 FEBRUARY 2024
Title	COUNCIL TAX PREMIUMS OF SECOND HOMES AND EMPTY PROPERTIES
Report of	DEPUTY LEADER, CABINET MEMBER FOR HOUSING AND FINANCE

1. Executive Summary

- 1.1 The Levelling-up and Regeneration Bill was given its first reading in the House of Commons on 11 May 2022, its aim to devolve power and give local leaders and communities, the tools they need to make better places.
- 1.2 This bill has now received Royal Assent and is set in legislation in the Levelling-up and Regeneration Act 2023.
- 1.3 This legislation empowers councils to apply a council tax premium of up to 100 per cent on any home left empty for longer than a year, rather than two thereby encouraging more empty homes back into productive use.
- 1.4 The legislation also recognises the impact that high levels of second home ownerships can have in some areas and will introduce a new discretionary council tax premium on second homes of up to 100 per cent.
- 1.5 Billing authorities wishing to adopt any changes arising from the legislation are required to make a council resolution confirming their requirements at least 12 months prior to the financial year in which the changes will come into effect. This means that in order to implement the changes from 1 April 2025, the resolution must be made before 1 April 2024.
- 1.6 This paper seeks to establish Cabinet's recommendation to Full Council as to the options available.

2. Recommendation(s)

2.1 That Cabinet recommends to Full Council the following:

To adopt, commencing the billing period starting 1 April 2024, a council tax premium of 100 per cent for all long-term empty properties as defined by amendments to the Local Government Finance Act 1992 in force on that date:

To adopt, commencing the billing period starting 1 April 2025, a council tax premium of 100 per cent for all dwellings occupied periodically as defined by amendments to the Local Government Finance Act 1992 in force on that date (second homes); and

That the Draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings be adopted and that the council's Section 151 Officer delegated authority to amend the council's policy of premiums in line with secondary legislation and/or statutory guidance, as and when published in conjunction with the Revenues and Benefits Managers.

3. Background

- 3.1 The government encourages all billing authorities to adopt council tax premiums on empty properties with a view to incentivising property owners to bring those properties back into use. Premiums can be charged currently where properties are left unoccupied and unfurnished for periods exceeding two years.
- 3.2 In May 2022 the government published the Levelling Up and Regeneration Bill which has now been enacted as the Levelling-Up and Regeneration Act 2023. This includes provisions which address empty properties through the application of council tax premiums, in addition to measures that recognise the impact that high levels of second home ownership can have in some areas.
- 3.3 The legislation allows local authorities to:
 - 3.3.1 Reduce the minimum period for the implementation of a council tax premium for empty properties from two years to one year; and
 - 3.3.2 Allow councils to introduce a council tax premium of up to 100 per cent in respect of second homes
- 3.4 The changes outlined above will become effective from 1 April 2024 at the earliest. Local authorities are required to make a resolution confirming their intentions on the application of the premiums at least 12 months prior to the financial year in which the changes will come into effect.
- 3.5 This report seeks a decision from Full Council to agree the proposals relating to council tax premiums as set out by the legislation.
- 3.6 Recent years have seen an increase in second home/holiday home ownership and a rise in 'staycations' and short-term lets. These factors have reduced the availability of housing on the Island. Second home ownership across the Island is significant and is recognised to have a negative impact in terms of the supply of homes available to meet local housing needs.

Exceptions from the premiums (empty homes premiums and second homes premium)

- 3.7 For information, government issued a consultation paper entitled; '*Consultation on proposals to exempt categories of dwellings from the council tax premiums in England*'. The consultation (which has now ended), sought views on possible categories of dwellings which should be dealt with as exceptions to the Council Tax premiums. It covers the empty homes premium, and also the second homes

premium, provisions for which are included within the Levelling-up and Regeneration Act 2023

3.8 The consultation proposes that there will be circumstances where either premiums will either not apply or be deferred for a defined period of time. These are as follows:

- **Properties undergoing probate** - the government proposes that these properties should be exceptions to both the second homes and empty homes premiums for 12 months. The exception would start once probate or letters of administration is granted. This does not affect the Class F exemption or the ability for billing authorities to charge the normal rate of council tax following the expiry of the Class F exemption;
- **Properties that are being actively marketed for sale or rent** - the government proposes that this exception would apply for up to a maximum of 6 months from the date that active marketing commenced, or until the property has been sold or rented, whichever is the sooner. It will be essential that the Council will need to determine in its policy, what evidence will be required to support any exception;
- **Empty properties undergoing major repairs** - time limited to 6 months - the government proposes that empty properties undergoing major repair works or structural alternations should be an exception to the premium for up to 6 months once the exception has been applied or when the work has been completed, whichever is the sooner. The exception could be applied at any time after the property has been empty for at least 12 months, so long as the Council is satisfied that the necessary repair work is being undertaken;
- **Annexes forming part of, or being treated as, part of the main dwelling** - the government proposes that such annexes should be an exception to the Council Tax premium on second homes;
- **Job related dwellings** - currently, there is a Council Tax discount of up to 50% for properties which are unoccupied because the owner is required to live elsewhere for employment purposes. The discount applies where the dwelling is provided for the better performance of the duties of the employment, and it is one of the kinds of employment in the case of which it is customary for employers to provide dwellings for employees. The government proposes that the dwelling should also be an exception to the second homes premium. The exception will not apply to cases where someone chooses to have an additional property to be closer to work while having a family home elsewhere or where an individual is posted to a new location but maintain their previous address;
- **Occupied caravan pitches and houseboat moorings** - the government proposes that these caravans and boats should be an exception to the Council Tax premium on second homes; and
- **Seasonal homes where year-round or permanent occupation is prohibited or has been specified for use as holiday accommodation or prevents occupancy as a person's sole or main residence** - the government proposes that properties that have restrictions or conditions preventing occupancy for a continuous period of at least 28 days in any 12-month period, or specifies its use as a holiday let, or prevents occupancy as a person's sole or main residence, should be an exception to the second homes premium.

3.9 It is understood that regulations or guidance (which has to be followed in accordance with the Levelling-up and Regeneration Act) will be in line with government's proposal in the above consultation, however no such regulations have been published at the time of this paper. In view of this, the Council will need to

ensure that any charging policy is in line with legislation. It is therefore recommended that the Council's Section 151 Officer is granted delegated powers to amend the Council's policy of premiums in line with legislative or government requirements, as and when received in conjunction with the Revenues and Benefits Managers.

- 3.10 Full details of the premiums can be found in the draft Isle of Wight Council's Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings, at Appendix 2.
- 3.11 Initial analysis shows that the application of a 100 per cent premium on second homes could generate in excess of £4.2m (from 1 April 2025) and £88k for empty properties (from 1 April 2024) in **additional council tax revenue** for the council as detailed in the tables below.
- 3.12 Table 1: Potential **additional** council tax revenue generated from a 100% premium on second homes (figures correct as at November 2023)

Properties	Number of properties	Current Council Tax Charge £	Value with 100% premium £
Band A	383	1,211.74	464,096.42
Band B	527	1,413.7	745,019.9
Band C	535	1,615.65	864,372.75
Band D	566	1,817.61	1,028,767.26
Band E	439	2,221.52	975,247.28
Band F	246	2,625.44	645,858.24
Band G	175	3,029.35	530,136.25
Band H	23	3,635.22	83,610.06
Sub total			5,337,108.16
Total	2894		£4,269,686*

*The above excludes second homes which are likely to be exempt and makes adjustments for further exemptions and losses of 20%

- 3.13 Table 2: Potential **additional** council tax revenue generated from a 100 per cent premium on properties empty more than one year but less than two years (figures correct as at November 2023)

Properties	Number of properties	Current Council Tax Value £	Value with 100% premium £
Band A	14	1,211.74	16,964.36
Band B	10	1,413.7	14,137
Band C	17	1,615.65	27,466.05
Band D	11	1,817.61	19,993.71

Band E	7	2,221.52	15,550.64
Band F	3	2,625.44	7,876.32
Band G	3	3,029.35	9,088.05
Band H	0	3635.22	0
Sub total			111,076.13
Total			£88,860*

*The above excludes second homes which are likely to be exempt and makes adjustments for further exemptions and losses of 20%

- 3.14 For the financial year 2023/24, the council tax precept was approximately broken down as follows: -
- Isle of Wight Council – 81 per cent
 - Hampshire and Isle of Wight Police and Crime Commissioner – 11 per cent
 - Hampshire and Isle of Wight Fire Authority 3 per cent
 - Town, parish, and community councils – 5 per cent.
- 3.15 Income generated from the premium would be shared across all preceptors for the benefit of the Island.
- 3.16 A number of concerns have been raised in regard to whether the application of a second homes premium might encourage council tax ‘avoidance’, for instance by the owners of such properties transferring the property to business rates. Given that the council tax rates for second homes mirror those of main residences, there may also be issues with the current classification of properties within each district’s council tax system, and the application of a second home premium may prompt owners to reclassify properties for genuine reasons; reducing the potential revenue that might be derived from the premium and the figures quoted in the tables detailed above. Paragraphs 3.17 and 3.18 below provide further detail on the checks that are in place to ensure that the classification of properties remains accurate according to its use and therefore is charged appropriately.
- 3.17 Properties available to let for more than 20 weeks (140 days) in a calendar year can be rated as business rates by the Valuation Office Agency (VOA). From April 2023, these claims must be supported by evidence of an advertisement for let for the property. The owners must demonstrate that the property was available to let for more than 20 weeks in the previous year as well as evidence that the property was actually let for short periods totalling at least 70 days. The burden of providing evidence to support future changes will be the owner’s and will be verified by the VOA. This change should ensure that any properties transferring from council tax to business rates relate to genuine circumstances where the property is being utilised for business purposes.
- 3.18 Another concern that has been mooted is that couples who own second homes may claim that they are living separately and are single occupants of each respective property. If such cases arise, there will be mechanisms available to the council to check the circumstances giving rise to any discount or exemption claimed, including single person discounts. These circumstances can be verified against the information that has been supplied to the council to claim the reduction. Financial penalties can be imposed where false information is provided and will assist in ensuring that data held is accurate.

- 3.19 Legislation to apply a 100 per cent premium on second homes was introduced in Wales in 2017/18 and the premium was applied to 24,873 properties in the 2021/22 year. This number has increased across Wales by 2,005 from the number recorded at the outset of the scheme in 2017/18. Some areas, which historically had the highest number of second homes have seen a downward adjustment to the number of recorded second homes and the maximum recorded reduction in any area is 9 per cent. It is uncertain whether these downward trends have been triggered by avoidance loopholes or are evidence that the premiums have achieved one of the intended outcomes of bringing second homes back into use as mainstream housing provision.
- 3.20 The second homes figures in Wales suggest that regardless of any avoidance issues that might remain within the system there should be sufficient incentive for the council to consider a council tax premium on second homes in order to help address the issues caused by second home ownership within the area.

4. Corporate Priorities and Strategic Context

Provision of affordable housing for Island Residents

- 4.1 The Island faces a housing crisis. Since the onset of the Covid-19 pandemic, over 80 per cent of its private rented stock has become unavailable for long term lets. Approximately 15,000 households struggle to accommodate themselves in the local housing market. Those on the lowest incomes and highest needs struggle to afford current market rents and prices, well below the Government's accepted standard definition of affordable housing. Hence, by reducing the amount of time a property can be empty and introducing a premium on second homes, the council can encourage the empty properties back into use sooner and increase the charge for second homes thereby discouraging their use and the impact it has on local residents' housing needs.

Responding to climate change and enhancing the biosphere

- 4.2 The proposed draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings aligns with socio-economic factors including the reduction of poverty on the Island by assisting in the equal access for people in poverty to have affordable homes which they could rent. By applying a premium to empty properties and second homes, it discourages owners from leaving them empty, thus freeing them up for local people to rent or buy.
- 4.3 A Climate and Sustainable Development Impact Assessment (CSDIA) has been completed in full for the proposed draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings with the score visible below. As described above, there is a positive outcome for the socio-economic area of No Poverty. The full rationale and scoring can be found at Appendix 3.

Impact Assessment

Socio-economic Outer Ring	Scores
No Poverty	5
Zero Hunger	3
Good health and wellbeing	3
Quality Education	3
Gender Equality	3
Clean Water and Sanitation	3
Affordable and clean energy	3
Decent work and economic growth	3
Industry, Innovation and Infrastructure	3
Reduced inequalities	3
Sustainable cities and communities	3
Responsible consumption and production	3
Climate Action	3
Life below water	3
Life on land	3
Peace, justice and strong institutions	3
Partnerships for the Goals	3

Environment Inner Ring	Scores
Transport	3
Energy	3
Housing	3
Environment	3
Offset	3
Adaptation	3



Economic Recovery and Reducing Poverty

- 4.4 The council intends to take full advantage of the power within legislation to gain additional revenue to fund services for Island communities in order to support its most vulnerable residents. Many of these residents are affected by the limited rental housing market on the Island and are experiencing financial difficulty in trying to find suitable affordable rented accommodation.

Impact on Young People and Future Generations

- 4.5 A decision to implement the council tax premiums on empty homes and second homes would have an impact on young people who may be entering the rental housing market in the future as it is designed to assist with properties being left vacant and unused, therefore creating opportunities for future generations to rent on the Island.

Corporate Aims

- 4.6 Application of these council tax premiums aligns with the council's core value of being community focused and putting the needs of our residents first, wherever possible. The council tax premium would assist with the housing needs of Island residents.
- 4.7 It also aligns with the council's aspirations to keep the council solvent and take all measures to improve the financial position of the council and to invest as much council money on the Island as possible. The council tax premium would generate income for the council which could be used towards providing services to local residents.
- 4.8 The premium also relates to providing greater support to those on low incomes, as these residents are often those with housing needs.
- 4.9 The council also aspires to prioritise truly affordable housing for Island residents and wherever possible, bring appropriate empty buildings back into use for affordable housing, in line with its Empty Property Strategy.

5. Consultation And Engagement

5.1 There is no requirement for any consultation to take place.

6. Financial / Budget Implications

6.1 Implementing the powers provided by the new legislation will increase revenue. So far, it is currently estimated that:

6.1.1 The implementation of a 100 per cent premium for properties empty for more than one year but less than two will result in an increase of council tax in the sum of £88k per year; and,

6.1.2 Applying a second home premium of 100 per cent is estimated to generate additions income in excess of £4.2m per year.

7. Legal Implications

7.1 The Local Government Finance Act 1992 makes provision, amongst other things, for the payment and liability for council tax.

7.2 The Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018 enabled local authorities to charge a premium on long-term empty dwellings that were empty and unfurnished more than 2 years.

7.3 Under amendments to the Local Government Finance Act 1992, made by the Levelling-up and Regeneration Act 2023 which come into force on 1 April 2024, the definition of long-term empty property is changed to one year instead of two. The Act provides that from 1 April 2024, a property can be charged an empty homes premium of 100% after one year, even if it becomes empty before 1 April 2024.

7.4 Where the recommendations are accepted, a resolution is to be made by Full Council. The decision needs to be published in at least one local newspaper within 21 days of the date the decision is made and must be done before the start of the new financial year.

7.5 Due to the changes in the legislation, the Council will be required by statute to be mindful of any guidance issued by the Secretary of State and any secondary legislation relevant to the powers. At the date of this paper no regulations or statutory guidance were published.

8. Equality And Diversity

8.1 An Equality Impact Assessment can be found at Appendix 1.

9. Property Implications

9.1 There are no property implications for the council if the recommended council tax premiums are applied.

10. Options

10.1 The options for Cabinet to consider recommending to Full Council are as follows:

OPTION 1 - To adopt, commencing the billing period starting 1 April 2024, a council tax premium of 100 per cent for all long-term empty properties as defined by amendments to the Local Government Finance Act 1992 in force on that date;

OPTION 2 - To adopt, commencing the billing period starting 1 April 2025, a council tax premium of 100 per cent for all dwellings occupied periodically as defined by amendments to the Local Government Finance Act 1992 in force on that date (second homes);

OPTION 3 - To adopt council tax premium/s at a lower percentage rate;

OPTION 4 - To adopt council tax premium/s commencing a different billing period;

OPTION 5 – Not to adopt a council tax premium as provided in the Levelling-up and Regeneration Act 2023;

OPTION 6 – That the draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings be adopted and that the council's Section 151 Officer be delegated authority to amend the council's policy of premiums in line with secondary legislation and/or statutory guidance as and when published in conjunction with the Revenues and Benefits Managers.

11. Risk Management

11.1 By not taking advantage of the legislation afforded to the council to increase council tax collection, it is not maximising the opportunity to collect further income to fund local services to meet the needs of its residents. The financial implications of such a decision are detailed at paragraph 6 of this report.

11.2 There is the risk that liable parties for council tax will try and avoid these premiums, but there are processes and checks in place to ensure that fraud is not being committed.

11.3 There is a risk that if council does not adopt this power before 1 April 2024, it will not be able to apply the empty property premium until 1 April 2025 and the second home premium until 1 April 2026 at the earliest.

12. Evaluation

12.1 The Levelling-up and Regeneration Act 2023 has granted additional powers for councils to implement premiums for empty properties and second homes in order to improve outcomes for local people by means of providing more housing or to generate more income to support local services where empty properties and second homes are retained. It would be remiss of the council not to take advantage of the ability to raise additional revenue for the good of Island residents.

13. Background Information

[Consultation on proposals to exempt categories of dwellings from the council tax premiums in England](#)

14. Appendices Attached

Appendix 1 – Equality Impact Assessment

Appendix 2 – Draft Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings

Appendix 3 – Climate and Sustainable Development Impact Assessment tool

Contact Point: Erin Rhodes, Benefits Manager, ☎ 821000 e-mail [*erin.rhodes@iow.gov.uk*](mailto:erin.rhodes@iow.gov.uk)

CHRIS WARD
Director of Finance

COUNCILLOR IAN STEPHENS
*Deputy Leader, Cabinet Member for
Housing and Finance*

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:

Erin Rhodes, Benefits Manager

Directorate and Team/School Name:

Corporate Services, Council Tax

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

Name: Council Tax Premiums Policy

Aim: To implement changes to the existing empty homes premium regimes and implement new premiums on second homes

Objective: To bring empty properties back into use and to encourage the use of dwellings as a main residence.

Reason for Equality Impact Assessment (tick as appropriate)

This is a **new** policy/strategy/service/system function proposal

This is a proposal for a **change** 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

X

Equality and Diversity considerations

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

Protected Characteristic	Negative, positive or no impact (before mitigation/intervention) and why?	Does the proposal have the potential to cause unlawful discrimination (is it possible that the proposal may exclude/restrict this group from obtaining services or limit their participation in any aspect of public life?)	How will you advance the equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not.	What concerns have been raised to date during consultation (or early discussions) and what action taken to date?	What evidence, analysis or data has been used to substantiate your answer?	Are there any gaps in evidence to properly assess the impact? How will this be addressed?	How will you make communication accessible for this group?	What adjustments have been put in place to reduce/advance the inequality? (<i>Where it cannot be diminished, can this be legally justified?</i>)
Page 234 Age (restrictions/difficulties both younger/older)	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically.	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation.	N/A	N/A
Disability a) Physical b) Mental health	No impact because the legislation would affect	No	N/A	There is no requirement for any	N/A	If the council wishes to utilise its	N/A	N/A

(must respond to both a & b)	any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically			consultation as this change is subject to a change in legislation.		powers under the legislation at the earliest opportunity, this will not allow time for a public consultation		
Race (including ethnicity and nationality)	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation	N/A	N/A
Page 235 Religion or belief (different faith groups/those without a faith)	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation	N/A	N/A
Sex (Including Trans and non-binary – is your language inclusive of	No impact because the legislation would affect any person liable for	No	N/A	There is no requirement for any consultation	N/A	If the council wishes to utilise its powers	N/A	N/A


trans and non-binary people?)	council tax on an empty or second home, and therefore does not impact any protected characteristics specifically			as this change is subject to a change in legislation.		under the legislation at the earliest opportunity, this will not allow time for a public consultation		
Sexual orientation (is your language inclusive of LGB groups?)	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation	N/A	N/A
Page 236 Pregnancy and maternity	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation	N/A	N/A
Marriage and Civil Partnership	No impact because the legislation would affect any person liable for council tax on an empty	No	N/A	There is no requirement for any consultation as this	N/A	If the council wishes to utilise its powers under the	N/A	N/A

	or second home, and therefore does not impact any protected characteristics specifically			change is subject to a change in legislation.		legislation at the earliest opportunity, this will not allow time for a public consultation		
Gender reassignment	No impact because the legislation would affect any person liable for council tax on an empty or second home, and therefore does not impact any protected characteristics specifically	No	N/A	There is no requirement for any consultation as this change is subject to a change in legislation.	N/A	If the council wishes to utilise its powers under the legislation at the earliest opportunity, this will not allow time for a public consultation	N/A	N/A

Review

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Sign-off

Head of Service/Director/Headteacher sign off & date:	Name: Sharon Betts 
Legal sign off & date:	Name: Danielle Harris Date: 24 January 2024

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**Empty Homes and
Second Homes Premium
Policy**

2024-25

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	Version	Amended by
January 2024	1.1	ER – Benefits Manager

1. Introduction and background

- 1.1 The following policy outlines the Council's approach to the levying of empty homes premium and second homes premiums.
- 1.2 Premiums were also introduced by government from 1 April 2013 with a view to encouraging homeowners to occupy homes and not leave them vacant in the long term.
- 1.3 The legislation introducing premiums is S.11B of the Local Government Finance Act 1992 was inserted by the Local Government Finance Act 2012.
- 1.4 Initially premiums could only be charged on long-term empty dwellings. An empty dwelling is one which is 'unoccupied' and 'substantially unfurnished.' The definition of long-term is where the dwelling has been empty for a continuous period of at least two years.
- 1.5 Initially the maximum level of premium was set by government at 50 per cent of the amount of Council Tax chargeable. Each council could determine the level of premium up to the maximum and this is charged in addition to the amount determined by the council as payable for an empty dwelling.¹
- 1.6 In 2018 the Rating of Property in Common Occupation and Council Tax (Empty Dwellings) Act allowed authorities to increase the level of premiums on empty dwellings with effect from 1 April 2019 as follows.
 - 1.6.1 Dwellings left unoccupied and substantially unfurnished for two years or more:
From 1 April 2019 a premium can be levied up to one hundred per cent
 - 1.6.2 Dwellings left unoccupied and substantially unfurnished for five years or more:
From 1 April 2020 a premium can be levied up to two hundred per cent
 - 1.6.3 Dwellings left unoccupied and substantially unfurnished for ten years or more:
From 1 April 2021 a premium can be levied up to three hundred per cent
- 1.7 It should be noted that premiums are charged in addition to the one hundred per cent Council Tax payable on empty premises.
- 1.8 Government, together with local authorities (including the Council) has unfortunately seen a rise in the number of empty homes together with a growth in second homes.
- 1.9 Inconsistencies in the legislation have also been identified whereby a premium can be avoided by the taxpayer merely furnishing an empty premises, when it would become a 'second home' which currently has a maximum charge of 100 per cent with no premium.
- 1.10 In order to address these inconsistencies, and also to bring more dwellings into use, government has introduced sections within the Levelling-up and Regeneration Act 2023 (the Act).

¹ Under the Council Tax (Prescribed Classes of Dwelling)(England) Regulations 2003 and amended by the Council Tax (Prescribed Classes of Dwelling)(England)(Amendment) Regulations 2012 – Classes C & D.

- 1.11 This policy details the Council's approach in the charging of premiums as allowed within the new legislation.
- 1.12 The continued pressure on local authority finances (both the Council and the Major Preceptors) together with the need to encourage all owners of domestic premises to bring them back into use, makes it essential that the Council changes its approach to empty homes. The new legislation for second home premiums will encourage the use of dwellings as primary residences.

2. Empty homes premiums (from 1 April 2024)

- 2.1 Section 79(1)(b) of the Levelling-up and Regeneration Act 2023 permits the Council to impose an empty homes premium after one year instead of two years. Section 80 of the Act provides that from 1 April 2024, a property can be charged an empty homes premium at one hundred per cent after one year, even if it became empty before 1 April 2024.
- 2.2 The Council has resolved to implement the change with effect from 1 April 2024.
- 2.3 The legislation requires the Council to be mindful of any guidance or further regulation in relation to the implementation of the premiums and this is detailed in Section 4 of this policy.

3. Introduction of premiums for second homes (from 1 April 2025)

- 3.1 The definition of a second home for Council Tax purposes is a dwelling which has 'no one resident' but is 'substantially furnished.'
- 3.2 Section 80(2) of the Act inserts a new section 11C into the Local Government Finance Act 1992. This permits the Council to apply a premium on second homes. The maximum Council Tax charge in these cases would be a standard one hundred per cent charge plus a premium of one hundred per cent, making a total Council Tax charge of two hundred per cent.
- 3.3 Unlike empty dwellings, there is no requirement for a property to have been used as a second home for a fixed period of time before the premium applies.
- 3.4 As with other changes introduced by the Act, Section 11C(3) requires that the first decision to impose this class of premium must be taken at least twelve months before the financial year to which it would apply. In effect this means that the premiums for second homes will not take effect until the 2025-26 financial year at the earliest.
- 3.5 The Council has resolved to charge second home premiums and has given the required notice.
- 3.6 The Act provides that a dwelling cannot be subject to both a second homes premium and an empty homes premium imposed under Section 11B of the 1992

Act, and that an existing empty homes premium would cease to apply to a property which became subject to a second homes premium.

4. Exceptions from the premiums (empty homes premiums and second homes premiums)

4.1 At the time of writing this policy, government has issued a consultation (which has now ended), seeking views on possible categories of dwellings which should be dealt with as exceptions to the Council Tax premiums. Regulations are expected to cover the exceptions for both empty homes premium, and also the second homes premiums.

4.2 The Council has included the proposed exceptions below; however, it should be noted that these MAY CHANGE when the new regulations are commenced.

4.3 The consultation proposes that there will be circumstances where either premiums will either not apply or will be deferred for a defined period of time. These are as follows:

4.3.1 Properties undergoing probate – the government proposes that these properties should be exceptions to both the second homes and empty homes premiums for a **maximum of twelve months**. The exception would start once probate or letters of administration is granted. This will not affect the Class F Council Tax exemption or the ability for the Council to charge its determined rate of Council Tax following the expiry of the Class F exemption.

4.3.2 Properties that are being actively marketed for sale or rent – the government proposes that this exception will apply for a **maximum of six months** from the date that active marketing commenced, or until the property has been sold or rented, whichever is the sooner. The Council, in determining whether this exemption applies will require the following evidence:

4.3.2.1 Evidence that the dwelling is being **actively** marketed for sale or rent through a recognised agent (evidence can include contracts with agents, advertisements in recognised newspapers or marketing websites);

4.3.2.2 Where the premises are being self-marketed by the owner or landlord, evidence that the premises is being **actively** marketed (evidence can include advertisements in recognised newspapers or letting websites);

4.3.2.3 Where for sale, evidence that the premises are being sold at a true market level for the size and type of dwelling within the area in which it is situated. Where the dwelling is for let, that the rent requested is at a true market level for the size and type of dwelling within the area in which it is situated.

4.3.2.4 The above list is not exhaustive, and the Council reserves the right to request further evidence to support any claim for exception. The exception will apply once to any taxpayer or taxpayers if they are jointly and severally liable;

4.3.3 Empty properties undergoing major repairs – this is time-limited to six months. The government proposes that empty properties undergoing major repair works or structural alterations should be an exception to the premium for up to six months once the exception has been applied or when the work has been completed, whichever is the sooner. The exception will be applied at any time after the property has been empty for at least twelve months, so

as long as the Council is satisfied that the necessary repair work is being undertaken. As with all other exceptions to the premiums, the Council will require the taxpayer to provide such evidence as is required to support their application;

- 4.3.4 **Annexes forming part of, or being treated as, part of the main dwelling** – the government proposes that such annexes should be an exception to the Council Tax premium on second homes;
- 4.3.5 **Job-related dwellings** – currently, there is a Council Tax discount of up to fifty per cent for properties which are unoccupied because the owner is required to live elsewhere for employment purposes. The discount applies where the dwelling is provided for the better performance of the duties of the employment, and it is one of the kinds of employment in the case of which it is customary for employers to provide dwellings for employees. The government proposes that the dwelling should also be an exception to the second homes premium. **The exception will not apply to cases where someone chooses to have an additional property to be closer to work whilst having a family home elsewhere or where an individual is posted to a new location but maintain their previous address;**
- 4.3.6 **Occupied caravan pitches and houseboat moorings** – the government proposes that these caravans and boats should be an exception to the Council Tax premium on second homes; and
- 4.3.7 **Seasonal homes where year-round or permanent occupation is prohibited or has been specified for use as a holiday accommodation or prevents occupancy as a person’s sole or main residence** – the government proposes that properties that have restrictions or conditions preventing occupancy for a continuous period of at least twenty-eight days in any twelve-month period, or specifies its use as a holiday let, or prevents occupancy as a person’s sole or main residence, should be an exception to the second homes premium.

4.4 It is understood that regulations will be issued before April 2024 and the Council will need to ensure that any charging policy is in line with legislation and regulations. Therefore, the Council’s Section 151 Officer is granted delegated authority to amend the council’s policy of premiums in line with secondary legislation and/or statutory guidance, as and when published in conjunction with the Revenues and Benefits Managers.

5. Outcome expected and ‘safety net’.

5.1 The expected outcomes of this policy are as follows:

- 5.1.1 Taxpayers will be encouraged, through the implementation of the premiums, to bring empty properties into use and to revert the use of second homes to primary residences.
- 5.1.2 The reduction of empty homes and second homes within the Council’s area in line with the Council’s Empty Property Strategy; and
- 5.1.3 Increased Council Tax income from empty homes and second homes.

5.2 There may be circumstances where the implementation of these changes may cause exceptional hardship to a taxpayer. In such cases, the Council will consider applications for a reduction in liability under its Section 13A(1)(c) of the Local Government Finance Act 1992 – Reduction in Council Tax Liability Policy.

5.3 Where such an application is received, it will be considered on an individual case basis taking into account the circumstances of the taxpayer and the situation regarding the level of Council Tax charged. Should the taxpayer be aggrieved by any decision of the Council, a further right of appeal will be with the independent Valuation Tribunal.

6. Legislation

6.1 The legislation that covers this report and the recommendations made is as follows:

6.1.1 S11A & S11B of the Local Government Finance Act 1992

6.1.2 S11C of the Local Government Finance Act 1992 (as introduced by the Levelling-up and Regeneration Act 2023)

6.1.3 The Levelling-up and Regeneration Act 2023

6.1.4 S13A(1)(c) Local Government Finance Act 1992 (reduction in liability)

6.2 Due to changes in the legislation, the Council will be required to amend this policy, at any time, in line with statute.

7. Finance

7.1 Any amount of premium received will be part of the Council's Collection Fund and will be shared between the Council and Major Precepting authorities in line with their share of the Council Tax

7.2 Any reduction granted under S13A(1)(c) will be financed through the Council's general fund and do not form part of the Collection Fund.

8. Notification

8.1 Where a taxpayer is granted an exemption, a revised demand notice will be issued. Where an exception is applied for, but not granted, the Council will provide a notification of its decision.

9. Appeals

9.1 Appeals against the Council's decision may be made in accordance with Section 16 of the Local Government Finance Act 1992.

9.2 The taxpayer must in the first instance write to the Council outlining the reason for their appeal. Once received the council will then consider whether any additional information has been received which would justify a change to the original decision and notify the taxpayer accordingly.

9.3 Where a taxpayer remains aggrieved, a further appeal can then be made to the Valuation Tribunal. This further appeal should be made within two months of the decision of the Council not to grant any exception or reduction. Full details can be obtained from the Council's website or from the Valuation Tribunal Service website.

10. Delegated Powers

- 10.1 This policy for the Council Tax premiums has been approved by the Council. However, the Section 151 Officer is authorised to make amendments in conjunction with the Revenues and Benefits Managers to ensure it meets the criteria set by government and the Council.

11. Fraud

- 11.1 The Council is committed to protecting public funds and ensuring that premiums are charged correctly.
- 11.2 A taxpayer who tries to reduce their Council Tax liability by falsely declaring their circumstances, providing a false statement or evidence in support of their application, may have committed an offence under the Fraud Act 2006.
- 11.3 Where the Council suspects that such a fraud may have been committed, this matter will be investigated as appropriate and may lead to criminal proceedings being instigated.

12. Complaints

- 12.1 The Council's complaints procedure (available on the Council's website) will be applied in the event of any complaint received about this policy.

Rationale Template

Update the score(s) in the following tables only.

Outer Wheel Socio-Economic Impact Areas	Score	Link
<u>No Poverty</u>	5	Click here to view
<u>Zero Hunger</u>	3	Click here to view
<u>Good health and wellbeing</u>	3	Click here to view
<u>Quality Education</u>	3	Click here to view
<u>Gender Equality</u>	3	Click here to view
<u>Clean Water & Sanitation</u>	3	Click here to view
<u>Affordable and clean energy</u>	3	Click here to view
<u>Decent work and economic growth</u>	3	Click here to view
<u>Industry, Innovation and Infrastructure</u>	3	Click here to view
<u>Reduced inequalities</u>	3	Click here to view
<u>Sustainable cities and communities</u>	3	Click here to view
<u>Responsible consumption and production</u>	3	Click here to view
<u>Climate Action</u>	3	Click here to view
<u>Life below water</u>	3	Click here to view
<u>Life on land</u>	3	Click here to view
<u>Peace, justice and strong institutions</u>	3	Click here to view
<u>Partnerships for the Goals</u>	3	Click here to view

Inner Wheel Environmental Impact Areas	Score	Link
<u>Transport</u>	3	Click here to view
<u>Energy</u>	3	Click here to view
<u>Housing</u>	3	Click here to view
<u>Environment</u>	3	Click here to view
<u>Offset</u>	3	Click here to view
<u>Adaptation</u>	3	Click here to view

Once complete, please save as a **PDF** (File → Export → Create PDF/XPS Document) and attach as a supporting appendix for your Cabinet paper. Note: make sure 'Save as type' is set to **PDF** when exporting the document.

Outer Wheel Socio-Economic Impact Areas

No Poverty

Score: 5

The draft *Council Tax Policy for Second Homes, Long Term Empty Properties and determining discounts for certain dwellings* would have a long-term positive impact on Island residents because the policy seeks to encourage empty properties to be brought back into use, creating available homes for residents, including those who may currently be in temporary or unsuitable accommodation.

Equally, by charging a premium on the council tax accounts of empty and second homes, it will generate more income for the council to be able to spend on providing services in the long-term for Island residents, assisting with ongoing poverty-related issues.

Zero Hunger

Score: 3

Good health and wellbeing

Score: 3

Quality Education

Score: 3

Gender Equality

Score: 3

Clean Water & Sanitation

Score: 3

Affordable and clean energy

Score: 3

Decent work and economic growth

Score: 3

Industry, Innovation and Infrastructure

Score: 3

Reduced inequalities

Score: 3

Sustainable cities and communities

Score: 3

Climate & Sustainable Development Impact Assessment (CSDIA) Tool

Responsible consumption and production

Score: 3

Climate Action

Score: 3

Life below water

Score: 3

Life on land

Score: 3

Peace, justice and strong institutions

Score: 3

Partnerships for the Goals

Score: 3

Inner Wheel Environmental Impact Areas

Transport

Score: 3.

Energy

Score: 3

Housing

Score: 3

Environment

Score: 3

Offset

Score: 3

Adaptation

Score: 3

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Isle of Wight Council Forward Plan – January 2024 – Version 4

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 Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) is Cllr Phil Jordan.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Housing and Finance - Cllr Ian Stephens

Cabinet Member for Adult Social Care and Public Health – Cllr Debbie Andre

Cabinet Member for Children's Services, Education and Corporate Functions – Cllr Jonathan Bacon

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 Climate Change, Biosphere and Waste- Cllr Lora Peacey-Wilcox

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

Any items highlighted in yellow are changes or additions to 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 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?
125 Year Lease of Rew Valley Sports Centre and playing fields, Ventnor to The Island Free School	Deputy Leader Cabinet Member for Housing and Finance	Not before 19th Oct 2023	Signed delegation by the Leader		Open
Rew Valley Sports Centre – grant of a new lease to the Island Free School	Councillor Ian Stephens Date 1 st 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?
<p>Acquisition of land at Pyle Street, Newport</p> <p>Purchase of land at Pyle Street, Newport</p>	<p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Councillor Ian Stephens Date 1st added: 15 December 2023</p>	<p>19 Jan 2024</p>			<p>Part exempt The report will detail the terms of a property deal that will have not been completed. As such, it would not be appropriate for some of the detail to be in the public domain before the purchase is completed.</p>
<p>To Increase Parking Tariffs and Permit Prices, and Changes to Parking Provision at Union St, Newport</p> <p>To consider a range of parking charge increases</p>	<p>Strategic Director Community Services</p> <p>Councillor Phil Jordan Date 1st added: 6 December 2023</p>	<p>25 Jan 2024 Approved Pending</p>	<p>Leader's Signed Authority Upcoming decision notice Report - fees and charges Appendix 1 - fees and charges Report - Union Street Appendix 1 - Union Street</p>	<p>Price increase can be undertaken via a Notice of Variation which does not require formal consultation.</p> <p>The introduction of a new chargeable area will require a new Parking Places Order which will require public consultation with stakeholders as listed above.</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Food Hygiene Inspection Programme</p> <p>This is required to confirm and agree the position in relation to the food hygiene inspection programme currently for the planned out turn of 2023/24 with the capacity of the team and advises that capacity will be considered at longer term increase in capacity for this area of work.</p> <p>This is written in response to the internal audit outcomes and required actions.</p> <p>To ensure that there is a governance processes so that the Cabinet have sufficient oversight of the risks regarding service delivery planning and delivery against the Food Standards Agency's requirements.</p>	<p>Cabinet Member for Regulatory Services, Community Protection and ICT</p> <p>Councillor Karen Lucioni Date 1st added: 6 December 2023</p>	<p>26 Jan 2024</p>	<p>Leader's signed authority Upcoming decision notice Report Appendix 1 Appendix 2</p>	<p></p>	<p>Open</p>
<p>District 2 TRO Review - Newport and Carisbrooke</p> <p>TRO Proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1st added: 7 November 2023</p>	<p>8 Feb 2024</p>	<p></p>	<p>Parish and Community Councils Ward Councillors Public</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Determination of School Admission Arrangements for 2025/26</p> <p>To determine the Isle of Wight Council's school admissions arrangements for 2025/2026.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 5 July 2023</p>	<p>8 Feb 2024</p>			<p>Open</p>
<p>Budget and Council Tax Setting 2024-2025 and Future Years' Forecasts</p> <p>Budget and Council Tax setting</p>	<p>Cabinet</p> <p>Full Council</p> <p>Deputy Leader Cabinet Member for Housing and Finance Date 1st added: 4 October 2023</p>	<p>8 Feb 2024</p> <p>28 Feb 2024</p>			<p>Open</p>
<p>QPMR Q3 - 2023/24</p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period October 2023 to December 2023. To inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these. To provide a report on the financial position of the council for the same period</p>	<p>Cabinet</p> <p>Deputy Leader Cabinet Member for Housing and Finance Date 1st added: 13 October 2023</p>	<p>8 Feb 2024</p>			<p>Open</p>

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Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>QPMR Q3 - 2023/24</p> <p>New arrangements following the government arrangements on changes to LEP functions</p>	<p>Cabinet</p> <p>Cabinet Member for Economy, Regeneration, Culture and Leisure Date 1st added: 6 December 2023</p>	<p>8 Feb 2024</p>		<p>Upper Tier local authorities DHLUC Solent Partners</p>	<p>Open</p>
<p>Council Tax Premiums on Second Homes and Empty Properties</p> <p>New Levelling-Up and Regeneration Act 2023 has given local authorities the power to implement a premium of up to 100 per cent council tax charge on any property empty or unfurnished for over 1 year. It also gives the power to implement a premium of up to 100 per cent council tax charge on any second home from the following financial year. Decision to be made as to whether the council wishes to implement such premium.</p>	<p>Cabinet</p> <p>Full Council</p> <p>Deputy Leader Cabinet Member for Housing and Finance Date 1st added: 3 January 2024</p>	<p>8 Feb 2024</p> <p>28 Feb 2024</p>		<p>No consultation is required for this report as it relates to legislative changes.</p>	<p>Open</p>
<p>Sale of Plot A2, Island Technology Park, Whippingham IOW</p> <p>Sale of the last plot of employment land at this site to Island Distribution Limited</p>	<p>Cabinet Member for Economy, Regeneration, Culture and Leisure</p> <p>Councillor Julie Jones-Evans Date 1st added: 12 January 2024</p>	<p>9 Feb 2024</p>			<p>Part exempt Appendix 2 will contain confidential agreed heads of terms</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Bus Service Improvement Plus Fund (BSIP+) – Local Bus Service Enhancements</p> <p>Decision to approve provide grant funding for enhancements to local bus services, through utilising Department for Transport (DfT) BSIP + funding allocation for the Island.</p>	<p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Councillor Phil Jordan Date 1st added: 25 January 2024</p>	<p>22 Feb 2024</p>			<p>Open</p>
<p>Pay Policy</p>	<p>Full Council</p> <p>Deputy Leader Cabinet Member for Housing and Finance Date 1st added: 4 October 2023</p>	<p>28 Feb 2024</p>			<p>Open</p>
<p>Appointment of Independent Remuneration Panel Member</p> <p>To appoint an independent remuneration panel member</p>	<p>Full Council</p> <p>Date 1st added:</p>	<p>28 Feb 2024</p>			<p>Open</p>
<p>Determine School Academic Year/Term Dates for 2025/2026</p> <p>To seek approval from the Cabinet on the determination of the pattern of school term and holiday dates for the school year 2025/2026.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 5 July 2023</p>	<p>14 Mar 2024</p>			<p>Open</p>

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<p>Director of Public Health Annual Report - Childhood Obesity - Call to Action</p> <p>To note the Annual Report of the Director of Public Health 2023/24 and to endorse any recommendations with the report.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health</p> <p>Date 1st added: 5 September 2023</p>	<p>14 Mar 2024</p>		<p>N/A</p>	<p>Open</p>
<p>Childcare Sufficiency Assessment 2024-25</p> <p>The purpose of the report is to provide an overview of Early Years childcare sufficiency on the Isle of Wight. The LA has a statutory duty to ensure there are sufficient Early Years childcare places that are accessible to parents. This duty is presented through this report to elected council members and is made available to parents.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions</p> <p>Date 1st added: 6 December 2023</p>	<p>14 Mar 2024</p>			<p>Open</p>

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<p>Cowes Medina Crossing</p> <p>Following a number of technical and financial reviews the council is seeking to best understand the options and recommendation for future operating models for the chain ferry crossing at East Cowes / Cowes across the mouth of the River Medina.</p> <p>This report sets out the process of commissioning an options appraisal and a potential Commissioning Strategy for alternative technical and economical solutions to the current vessel operated by the council.</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1st added: 25 January 2024</p>	<p>14 Mar 2024</p>		<p>Cabinet members Corporate Scrutiny Internal Council Services</p>	<p>Open</p>
<p>Island Planning Strategy</p> <p>As the Draft IPS was not agreed on 5 October, Full Council is to specify its objections and to formally refer the matter back to the Cabinet.</p>	<p>Cabinet</p> <p>Full Council</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding</p> <p>Date 1st added: 17 March 2022</p>	<p>14 Mar 2024</p>	<p>20 Mar 2024</p>	<p>Internal and External Full public consultation</p>	<p>Open</p>

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<p>Concessionary Travel Reimbursement 2024-25</p> <p>The report will set out the concessionary travel arrangements on local bus services for year 2024/25, the recommended rate per concessionary journey and the associated implications.</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1st added: 6 December 2023</p>	<p>14 Mar 2024</p>		<p>Negotiations with local bus operator/s via a commissioned consultant.</p>	<p>Part exempt</p> <p>The appended technical report from the commissioned consultant outlining the concessionary travel negotiations, calculations and recommended rate, will be exempt as it will contain financial information which is commercially sensitive to the local bus operator.</p>
<p>Disposal of the former Yarmouth Primary School, Yarmouth</p> <p>The sale of the former Yarmouth Primary School following a marketing campaign in 2023.</p>	<p>Cabinet</p> <p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Date 1st added: 12 January 2024</p>	<p>14 Mar 2024</p>			<p>Part exempt</p> <p>One appendix will be exempt from publication which will contain information regarding the bids received, including the financial offers. This is due to commercial confidentiality.</p>

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<p>Sale of the former Weston Academy, Weston Road, Totland, Isle of Wight</p> <p>The terms of the sale and approval to sell the freehold, and approval to enter into a grant agreement with the purchaser.</p>	<p>Cabinet</p> <p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Date 1st added: 12 January 2024</p>	<p>14 Mar 2024</p>			<p>Part exempt</p> <p>Appendix 2 will contain confidential agreed heads of terms</p>
<p>Future Governance Report</p> <p>To consider moving to a Committee System for Council decision-making from May 2024</p>	<p>Full Council</p> <p>Date 1st added: 7 November 2023</p>	<p>20 Mar 2024</p>		<p>Internal External Public</p>	<p>Open</p>
<p>Approval of the Members' Allowance Scheme 2024 - 2025</p> <p>To approve the Members' Allowance Scheme for 1 April 2024 to 31 March 2025– a legal requirement [under reg. 10 (1) of the Local Authorities (Members' Allowances) (England) Regulations 2003 as amended] for annual approval on or before 31 March. The Scheme was adopted on 19 January 2022 following the council's acceptance in full of the statutory recommendations made in the IRP's sixteenth report, and has rolled forwards each year subject to any annual adjustments required under the agreed indexation provision.</p>	<p>Full Council</p> <p>Date 1st added:</p>	<p>20 Mar 2024</p>			<p>Open</p>

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<p>Adoption of three LCWIPs (East Cowes & Whippingham; Cowes, Gurnard & Northwood; Brading, Bembridge & St Helens) as a Supplementary Planning Documents (SPD)</p> <p>Following a period of public consultation, Cabinet to be asked to adopt three separate Local Cycling and Walking Infrastructure Plans (LCWIP) for East Cowes & Whippingham; Cowes, Gurnard & Northwood; and Brading, Bembridge & St Helens as Supplementary Planning Documents (SPD) that post adoption can be used as a material consideration in planning decisions.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 1 March 2023</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6 week public consultation in the LCWIPs will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees</p>	<p>Open</p>
<p>The adoption of the Newport Harbour Masterplan Supplementary Planning Document</p> <p>Whether to adopt the draft Newport Harbour Masterplan as a supplementary planning document</p>	<p>Cabinet</p> <p>Cabinet Member for Economy, Regeneration, Culture and Leisure Date 1st added: 7 September 2022</p>	<p>9 May 2024</p>			<p>Open</p>

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<p>District 4 TRO review - Alverstone, Arreton, Lake, Newchurch, Sandown and Shanklin</p> <p>TRO proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)</p> <p>Date 1st added: 7 November 2023</p>	<p>9 May 2024</p>		<p>Town and Parish Councils Ward Councillors Public</p>	<p>Open</p>
<p>Post 16 Transport Policy Statement 2024</p> <p>To seek Cabinet approval for the Post 16 Transport Policy Statement which applies to the 2024 academic year. The Post 16 policy statement must be published annually by 31 May each year.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions</p> <p>Date 1st added: 5 July 2023</p>	<p>9 May 2024</p>			<p>Open</p>

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<p>Better Care Fund (BCF) 2023 – 2025 Midway Update</p> <p>The Better Care Fund (BCF) programme supports the Isle of Wight Council (IWC) and Integrated Care Board (ICB) to successfully deliver integrated working that best supports Island residents. The requirements of the BCF are set by NHS England (NHSE), including details on financial and contractual arrangements. The BCF has historically been a 1 year plan but the DHSC changed the BCF to a 2 year plan for 2023 to 2025. The Cabinet is asked to note the 2023/25 BCF midway Update</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health Date 1st added: 13 October 2023</p>	<p>9 May 2024</p>			<p>Open</p>
<p>Draft Health Contributions SPD</p> <p>Following a period of public consultation, Cabinet to be asked to adopt an SPD, prepared in partnership with the NHS Hampshire & IOW Integrated Care Board, that seeks financial contributions from qualifying new development towards new or extended primary care infrastructure in areas where there are existing capacity issues.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 12 January 2024</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6-week public consultation on the Draft SPD will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees and the general public</p>	<p>Open</p>

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<p>Draft Sustainable Drainage Systems SPD</p> <p>Following a period of public consultation, Cabinet to be asked to adopt an SPD that sets out the sustainable drainage principles and design solutions required from new development of all scales that will reduce the amount of surface water entering the combined sewer and help mitigate flooding.</p>	<p>Cabinet</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 12 January 2024</p>	<p>9 May 2024</p>		<p>Prior to the cabinet decision, a formal 6-week public consultation on the Draft SPD will have taken place in line with Planning legislation for the adoption of SPDs, including consultation with a number of statutory consultees and the general public</p>	<p>Open</p>
<p>District 6 TRO Review - Brighstone, Freshwater, Rookley, Shalfleet, Shorwell, Totland and Yarmouth</p> <p>TRO proposals and public feedback</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1st added: 7 November 2023</p>	<p>13 Jun 2024</p>		<p>Town and Parish Councils Ward Councillors Public</p>	<p>Open</p>