

Agenda

Name of meeting	CABINET
Date	THURSDAY 9 MAY 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 7 - 10)

To confirm as a true record the Minutes of the meeting held on 18 April 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. Therefore the deadline for written questions will be Friday 3 May 2024.

4. **Chairman's Announcements**



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.

5. **Report of the Cabinet Member for Housing and Finance**
 - (a) QPMR Quarter 4 2023-24 (Pages 11 - 92)
6. **Report of the Cabinet Member for Children's Services, Education and Corporate Functions**
 - (a) Childcare Sufficiency Assessment 2024-25 (Pages 93 - 158)
 - (b) Holiday Activity & Food (HAF) Programme Grant recommendations – Summer & Christmas 2024 (Pages 159 - 168)
 - (c) School Transport Policy Consultation (Pages 169 - 258)
 - (d) Post 16 Transport Policy Statement 2024 (Pages 259 - 308)
7. **Report of the Cabinet Member for Adult Social Care and Public Health**
 - (a) Household Support Fund - 5 (Pages 309 - 334)
8. **Report of the Cabinet Member for Planning, Coastal Protection and Flooding**
 - (a) Draft Health Contributions SPD (Pages 335 - 370)
 - (b) Draft Sustainable Drainage Systems SPD (Pages 371 - 484)
9. **Report of the Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy**
 - (a) Zero Emission Bus Regional Area (ZEBRA) Fund Project (Pages 485 - 528)
 - (b) District 4 TRO review - Alverstone, Arreton, Lake, Newchurch, Sandown and Shanklin (Pages 529 - 616)
10. **Cabinet Member Announcements**

To invite Cabinet Members to provide a brief update on matters concerning their portfolio.
11. **Consideration of the Forward Plan** (Pages 617 - 630)

Cabinet Members to identify decisions which need to be amended, added or to be removed from the Forward Plan.
12. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 5pm on Tuesday 7 May 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
Tuesday, 30 April 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.

This page is intentionally left blank



Minutes

Name of meeting	CABINET
Date and Time	THURSDAY 18 APRIL 2024 COMMENCING AT 5.00 PM
Venue	CONFERENCE ROOM 5, FLOOR 4, 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	Wendy Perera and Colin Rowland
Also Present (Virtual)	Christopher Potter
Apologies	Cllrs L Peacey-Wilcox

197. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 14 March 2024 be approved.

198. **Declarations of Interest**

There were no Declarations of Interest

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

There were no public questions.

200. **Chairman's Announcements**

The Chairman had no announcements to make.

201. **Report of the Cabinet Member for Planning, Coastal Protection and Flooding**

201a **Draft Island Planning Strategy**

Following the Full Council meeting on 20 March 2024 when the matter had been referred back to Cabinet, some discussion had since taken place regarding concerns over clarity in the wording of paragraph 6.15. Following this, the recommendation in the report had been amended to reword paragraph 6.15 and it was believed that the draft Strategy was now more robust. The amended wording

was read out and proposed and seconded. Cllr Lilley confirmed that the amendments satisfied the members of the Liberal Democrat group. Cllr Spink did not believe that all his comments had been taken on board and asked whether if a site allocation was found to be on “the best and most versatile agricultural land” that allocation would be removed from the plan. The Cabinet member for Planning Coastal Protection and Flooding indicated that there was a policy within the draft Strategy which dealt with agricultural land. The Leader indicated that a written response could be provided. A short period of disagreement then took place, and the meeting was adjourned to seek advice from the Monitoring Officer on the procedure to be followed. Upon reconvening, in accordance with Section 9 of Part 4B of the council’s constitution the chairman moved that Cllr Spink not be heard further which was seconded and the vote was carried.

The recommendation (as amended) was then voted upon and it was

RESOLVED:

To agree some of the Full Council recommended changes, all of the recommended changes from the Policy and Scrutiny Committee for Neighbourhoods and Regeneration and all of the recommendations from Corporate Scrutiny Committee to the draft Island Planning Strategy, with the changes as attached at Appendices 1, 2 and 3, but to replace all the text in column (e) (agreed change or reason why unsuitable) of Appendix 1 as it relates to paragraph matter i) paragraph 6.15, with the following:

“6.15: It is important to set out that any planning application submitted including those on allocated sites, should consider all relevant policies of the Development Plan, the NPPF and any relevant legislation. While the plan has sought to avoid a lot of cross-referencing within policies, it is acknowledged that many of the policies in the plan are interlinked and therefore no one policy should be considered in isolation. If, on the planning balance, the development proposal, including all allocated sites, is unacceptable it will be refused.”

and then

To recommend to Full Council that the draft Island Planning Strategy be approved and published for the Regulation 19 period for public representation and then submitted to the Planning Inspectorate for examination; and

To recommend to Full Council to delegate any final editorial and presentational changes to the Island Planning Strategy prior to publication and submission, to the Director of Communities in consultation with the Cabinet Member for Planning, Coastal Protection and Flooding, so long as they do not materially alter the intention of the version agreed by Full Council.

202. **Cabinet Member Announcements**

The Cabinet Member for Adult Social Care and Public Health reported that The Dementia Strategy had undergone its year two review, there had been significant achievements which included shortlisting for the MJ awards 2024 as one

of six finalists in the area of Innovation in Adult and Children's Services, and the launching of a Carers' Passport. The Dementia Hub would officially open on 13 May. Work was ongoing on the Smokefree Generation initiative.

The Cabinet Member for Children's Services, Education and Corporate Functions reported that drop-in sessions for improving education on the island were currently taking place, including school place planning, and all those interested in education on the island were encouraged to attend. The first two sessions had taken place, positive feedback had been received and further sessions were planned.

The Cabinet Member for Planning, Coastal Protection and Flooding reported that he had been to visit the south of the island to look at the areas that had been affected by coastal erosion. He had spoken to residents and business owners and heard about the challenges they were currently facing.

It was confirmed that the Draft Island Planning Strategy would be going to Full Council for a decision on 1 May.

The Cabinet Member for Economy, Regeneration, Culture and Leisure reported that Arts Council funding had been received for Cowes and Ryde libraries, and £500,000 for Dinosaur Isle. Funding had also been received for swimming pools on the island, and £250,000 capital funding from the IW Rural Fund for small businesses in rural areas. Expressions of Interest for the funding were invited before the end of May.

The Cabinet Member Regulatory Services, Community Protection and ICT commended the Emergency Planning Team for their work with the recent flooding in Cowes and confirmed that the Property Flood Resilience Fund was open for bids until the end of May.

203. Consideration of the Forward Plan

The contents of the Forward Plan were noted. No amendments were made.

204. Members' Question Time

Written questions had been received from Cllr P Spink (MQ 12-24) concerning a) the forthcoming judicial review regarding Westridge Farm, and b) the floating bridge settlement, and from Cllr C Jarman (MQ 13-24) concerning a) the reduction in hours to the Contact Centre and b) the disposal of council owned land for affordable housing. Responses were given by the Leader. The Deputy Leader also confirmed that details of tenderers and bidders would not go into the public domain until the conclusion of a procurement exercise and that it was important that such people were respected when doing business with the council.

Cllr Jarman asked a supplementary question enquiring whether there were any other items that had been agreed at Full Council that the Leader was not going to implement. The Leader responded that he could not say at this time whether the Alliance group would or would not be delivering any other amendments.

Cllr Lilley asked whether correspondence he had sent to the Deputy Leader and the relevant Cabinet Member in relation to concerns expressed by care providers and reassure the public that the care market would not be 'unstabliised' and that discussions would continue with the ICP. The Cabinet Member for Adult Social Care and Public Health responded that dialogue was ongoing with the ICP and confirmed that she would send Cllr Lilley a detailed written explanation.

Cllr Lilley also asked what the Cabinet would do to ensure that the Island's voice was heard when being represented on various bodies, as he was concerned that the health needs of Islanders were being dictated by Hampshire and that the island was seen as a 'junior' partner. The Cabinet Member had been reassured that we would be an equal partner but would provide a more detailed response in due course. An update on the Dental Strategy was also due to be provided.

CHAIRMAN

Cabinet Report

Date	9 MARCH 2024
Title	PERFORMANCE REPORT – QUARTER ENDED 31 MARCH 2024
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 January to March 2024 (unless otherwise stated and shown in detail at appendices 1-8)
- 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 March 2024 and therefore refers to the Cabinet members and portfolios in place at that time.**

1.3 Performance Exceptions:

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

- The average monthly number of foot passengers using the floating bridge in Q4 (n.55,183) was slightly higher than both the previous quarter and the same period of the previous year. (Appendix 1).
- The number of vehicles using the floating bridge has increased during quarter 4, with a total of 40,858 vehicles recorded in Q4. (Appendix 1).
- The percentage of children referred within 12 months of a previous referral continues to increase (46.05% at the end of Q4 compared to 44.53% at the end of Q3) and continues to be higher than in the comparison years. The Quality Improvement Plan for 2024 aims to make improvements in this area (Appendix 3).
- The percentage of Early Help cases closed with outcomes achieved decreased significantly in March, reducing from 79.4 percent in February to 45.5 percent in March. This is due to an increase in the number of families withdrawing consent for Early Help following a Family Assessment. (Appendix 3).
- The percentage of primary schools rated good or better increased slightly to 78.4 percent in Q4. The percentage of secondary schools remains consistent at 50 percent. (Appendix 3).

- The average speed of processing new benefit claims has returned to green in the current quarter (previously amber), although the average speed of processing in March was higher than both 2022-2023 and 2021-2022. (Appendix 3).
- The number of One Cards in issue remains amber, however at the end of Q4 the total in issue was only slightly below target and numbers for 2023-2024 exceeds both previous years. (Appendix 5).
- The number of major planning applications received continues to be lower than in previous years. (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).

1.4 Draft report format for quarter 1 2024/2025.

Attached to these papers is a **sample** of the **draft** revised 2024/2025 report format (Appendix 9). The sample shows the newly agreed key performance indicators (KPIs) for Adult Social Care and Public Health that will replace the existing ones in the quarter 1 report. The new report format has been replicated for all existing KPIs and will be made available, from quarter 1 publication, as both an online, interactive report as well as an export suitable for inclusion in printed papers. Please note that this format is still in development and any errors and omissions in the data will be resolved prior to the quarter 1 publication.

2. Recommendation

- 2.1 That Cabinet approves the Performance Report for the Quarter ended 31 March 2024, and the priority report detail as set out in appendices 1-8

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 7 May 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.

The draft financial accounts for 2023/2024 are due to be completed by 31 May and therefore an updated financial position at the end of Quarter 4, to include key financial impacts, will be presented with the 2024/2025 Quarter 1 report.

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

- 1.1. 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.
- 1.2. 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 March 2024 and the priority report detail as set out in appendices 1-8
- 12.2 Option 2: Cabinet approves the Performance Report – Quarter ended 31 March 2024 and the priority report detail as set out in appendices 1-8

13. Risk Management

- 1.3. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-8
- 1.4. Without the production of the QPMR there would be no overall view available on delivery against the Corporate Plan 2021-25

14. Evaluation

- 1.5. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance Report – Quarter ended 31 March 2024 and the priority detail as set out in appendices 1-8

15. Appendices Attached

- 1.6. 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 – Draft new format report – ASC & Public Health
 - Appendix 10 – Draft new format report - Aspirations and BAU Updates

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

This page is intentionally left blank

Appendix 1 - 2023/24 Q4

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

Cabinet Member: Councillor Phil Jordan

Portfolio Responsibilities:

- Strategic Oversight
- Integrated Care System (ICS)
- County Deals and Evolution
- Civic Affairs and Events
- Communications and Design
- Covid Recovery
- Transformational Change
- 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.

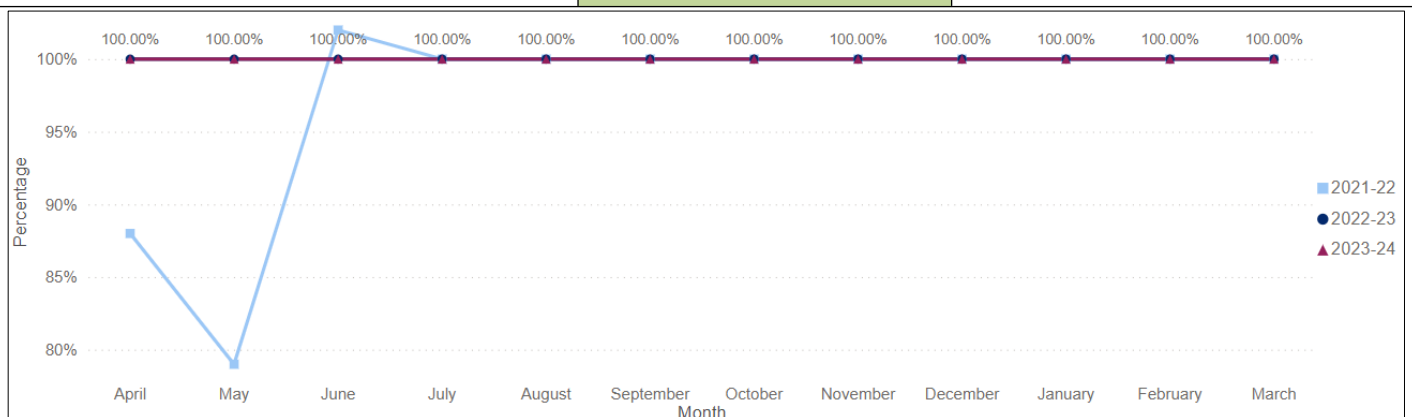
UN Sustainable Development Goal: 9

Most Recent Status: March 2024

GREEN

Previous Status: December 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 553 Category 1 defects over quarter 4 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 the Commercial Manager.

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

Aim: 100 percent of highways inspections undertaken.

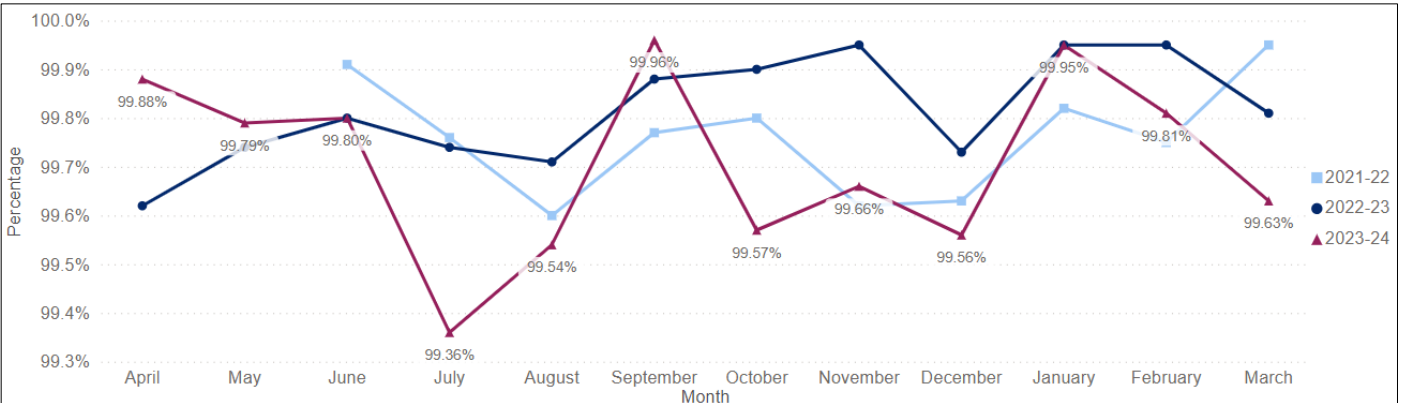
UN Sustainable Development Goal: 9

Most Recent Status: March 2024

GREEN

Previous Status: December 2023

GREEN



- Island Roads undertook 6,154 of 6,167 inspections within the timeframe expected during quarter 4.
- The average number of safety inspections per month is 2,119 with an average performance of 99.75 percent.
- The contract requires these to be done monthly and quarterly, so Island Roads are complying with contractual requirements.

Number of public transport users

Aim: Increase in the number of public transport users.

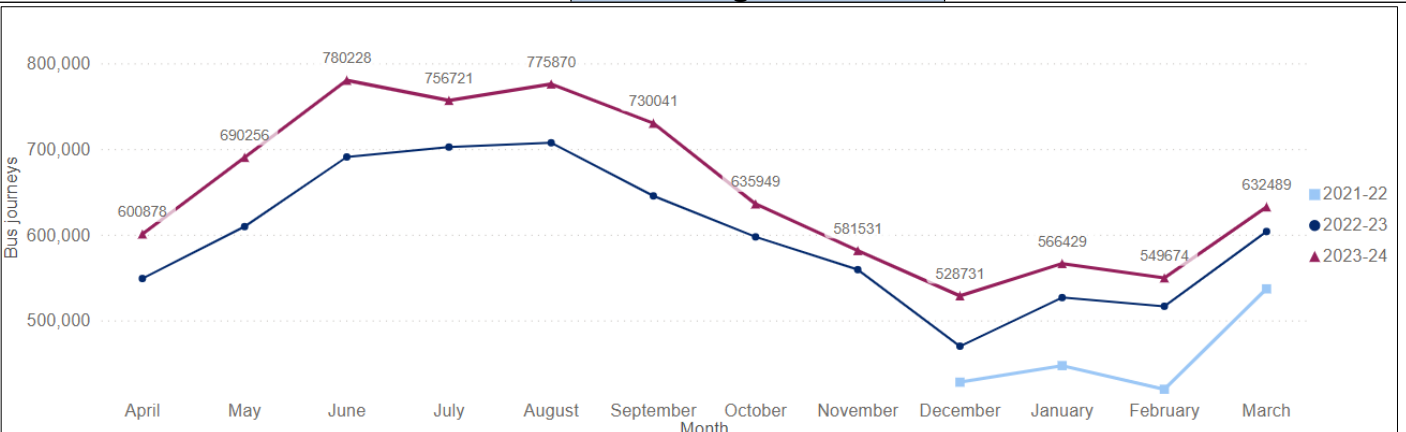
UN Sustainable Development Goal: 9

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure

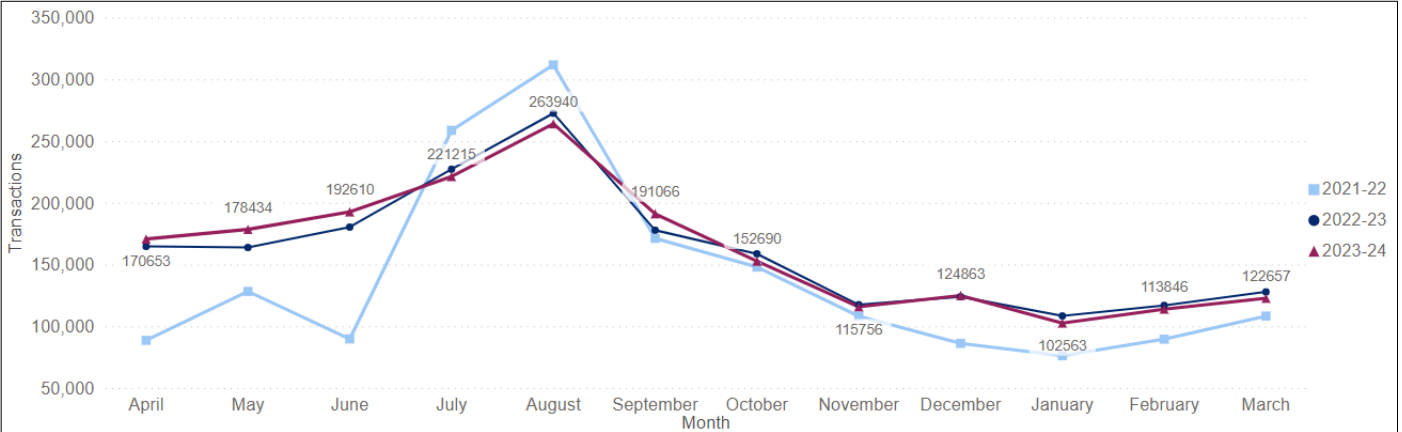


- Data for Bus travel on the Island is provided by Southern Vectis.
- Only Southern Vectis figures are available currently due to various data issues.
- Public transport users, travelling by bus are consistently higher in 2023-2024 than in previous years.

Car parking utilisation

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

Most Recent Status: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure

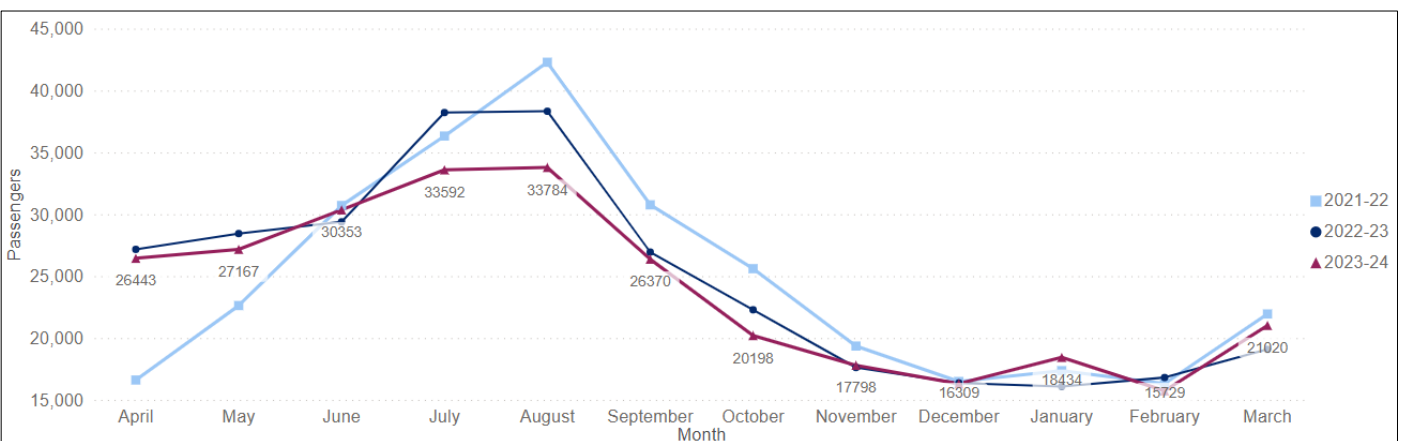


- Pay and Display transaction data is extracted from the Flowbird (ticket machine manufacturer), back-office communications system (Smartfolio) and PayByPhone transactions data from our PayByPhone back-office system.
- The volume of car parking transactions remains in line with the same time last year.

Floating bridge number of foot passengers

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

Most Recent Status: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure

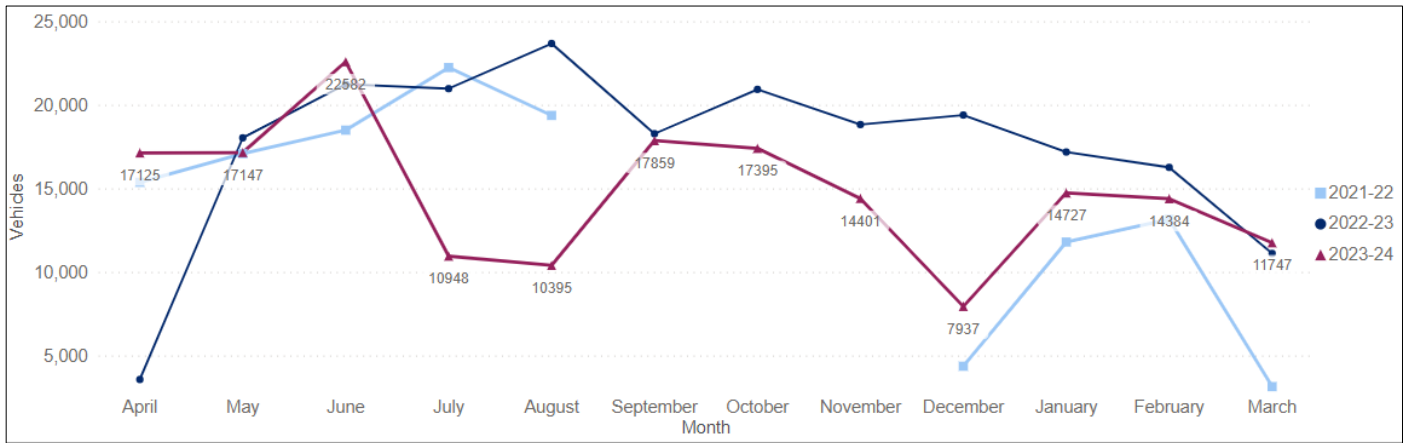


- The service was suspended between 10:30 and 16:00 on 26 February due to strong winds and tide.
- The service was also suspended between 4 to 10 March due to the annual refit and again 28 to 30 March to fit a new electrical relay.

Floating bridge number of vehicles

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

Most Recent Status: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure



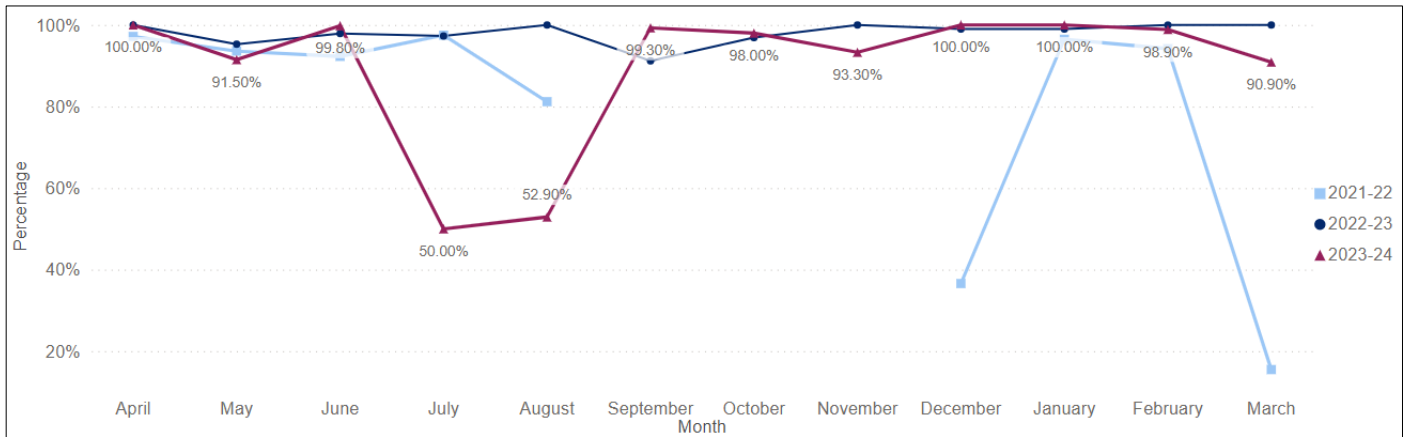
- The service was suspended between 10:30 and 16:00 on 26 February due to strong winds and tide.
- The service was also suspended between 4 to 10 March due to the annual refit and again 28 to 30 March to fit a new electrical relay.

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: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure



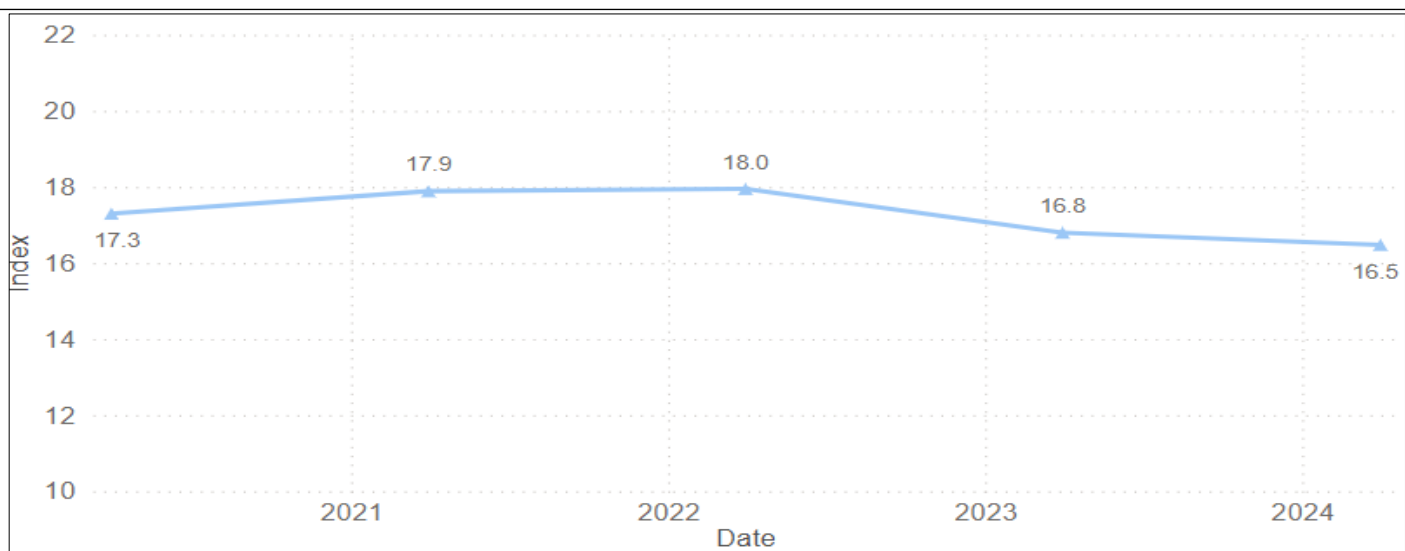
- The service was suspended between 10:30 and 16:00 on 26 February due to strong winds and tide.
- The service was also suspended between 4 to 10 March due to the annual refit and again 28 to 30 March to fit a new electrical relay.

Average road condition index (WWCI) hierarchy 1 roads

Aim: Not Applicable

UN Sustainable Development Goal: 9

Most Recent Status: March 2024	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



- The actual information provided is for hierarchy 1 roads reported as part of the Private Finance Initiative (PFI) contract.
- Hierarchy 1 refers to the most important category of roads managed as part of PFI based on traffic flows on monitoring lengths of these roads.

Average footway condition

Aim: Not Applicable

UN Sustainable Development Goal: 9

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- The actual information provided is an average across all hierarchies and districts reported as part of the PFI contract.

Service Updates - Key Aspirations and Ongoing Business

Public consultations that have opened during Quarter 4 are:

- **Draft health contributions supplementary planning document** – The Isle of Wight Council is consulting on the draft Health Contributions Supplementary Planning Document (SPD). It will be adopted as an SPD to use when making planning decisions. Consultation commenced 16 February and closed 2 April 2024.

- **A3056 Traffic Regulation Order (TRO) Consultation** – The Isle of Wight Council was awarded £2.1m from the Department for Transport's Safer Roads Fund for major safety improvements to one of the Island's busiest roads, the A3056 between Blackwater and Lake. Consultation commenced 1 March and closed 29 March 2024.
- **Carisbrooke TRO Consultation** - We are repeating the consultation for Carisbrooke due to a clerical error in the Carisbrooke draft notice back in October 2023. Consultation commenced 1 March and closed 29 March 2024.
- **Sex Establishment Licensing Policy** - The Isle of Wight Council's Sex Establishment Licensing Policy is currently being reviewed. The Licensing Authority is required to regularly review the policy to guide applicants through the Licensing process and to assist councillors in their decision making with regards to permitting Sex Establishments. Consultation commenced 8 March and closed 5 April 2024.

Public consultations that have closed during Quarter 4 are:

- **Traffic Regulation Orders (TRO) District 6** – The process for introducing changes on the highway is regulated by the law. Every proposal is advertised in the press, inviting public feedback to be given within 28 days of the proposal notice.
- **School Transport Policy Consultation** - The School Transport Policy sets out the legal responsibilities of the Council. It must help with transport to school or education settings for children and young people living in the local authority area.
- **Post 16 Transport Consultation** - The Post 16 Transport Policy is consulted on annually. Approved changes to the policy will apply to new applications from September 2024.
- **Draft Sustainable Drainage Systems (SuDS)** - Sustainable Drainage Systems, or SuDS, are a way to manage surface water. They copy the way that rainwater drains in a natural landscape. The draft supplementary planning document outlines the design principles required to deliver SuDS on the Isle of Wight. It provides advice on including SuDS within any new development.
- **Street Furniture Licensing Policy Highways Act 1980 Section 115E** - The Isle of Wight Council's Street Furniture Licensing Policy intends to update the authority's Highway Permissions Policy and aims to support businesses understand where the placing of objects or structures on the highway may be permitted.
- **Traffic Regulations Orders (TRO) District 4** - The process for introducing changes on the highway is regulated by the law. Every proposal is advertised in the press, inviting public feedback to be given within 28 days of the proposal notice.
- **Budget 2024/25** - Residents and organisations, council tax and business rate payers were invited to have their say on the council's budget and council tax for 2024/25.
- **Community Safety Partnership Survey 2023** - Island residents were asked to complete a short survey about their feelings around community safety on the Island.

The following activity supports UN Sustainable Development Goal 3:

It was decided at Full Council to increase the price of the tourist parking permit to 80% of the daily parking rate. No changes to other permit charges were made.

The following activity supports UN Sustainable Development Goal 9:

Hampshire County Council Commercial Services have been issued with the specification of what is required in relation to the Local Transport Plan 4 (LTP4). It is hoped that work will commence on revising the draft LTP4 in the coming weeks, to be in place for sharing with Cabinet for approval in the Summer.

The draft Local Cycling and Walking Infrastructure Plan (LCWIP) for the Bay Area has been received and is being reviewed ahead of it being added to the forward plan for ratification by Cabinet.

Further guidance from the Department of Transport has been received which means that the revised Bus Service Improvement Plan (BSIP+) is due to be published by 12 June 2024. Currently support is being commissioned from Hampshire County Council Commercial Services. In the meantime, approval has been granted by the portfolio holder to utilise the remainder of the BSIP+ funding for local bus service enhancements.

No significant progress has been made on local safety-based highways improvement schemes. All schemes are currently facing delays because of resourcing, procurement, technicalities, impact of severe weather and capacity of contractors.

A report on the Island Wide Speed Assessment project is planned to be submitted to Cabinet for approval in the autumn.

The floating bridge undertook an annual refit between 4 and 11 March 2024. On the 14 March, Cabinet unanimously agreed to replace the current floating bridge. The executive body agreed that previous information, gathered by the council in multiple reports and reviews, should be used to inform the next stages of replacing the vessel. The council will be working with consultants 3S, which recently carried out computer modelling and an analysis of Floating Bridge 6 and determined the vessel would always need a push boat to help it cross the river at strong tides. The consultants also said that any replacement vessel would have to be radically redesigned with a new hull and superstructure to be able to journey across the river successfully.

The council continues to work with Island Roads Services Ltd to resolve the historic disagreements. The council continues to monitor, inspect, and challenge all contracted services where appropriate. All safety-based highways improvement schemes are currently facing delays because of resourcing, procurement, technicalities, the impact of severe weather and the capacity of contractors.

The current priority for local traffic arrangements in the Undercliff area is to deliver the remodelling scheme at the junction of Rectory Road, Church Street, Newport Road and High Street, Niton. The feasibility design element has been commissioned with Island Roads, with the design due to be received by the end of April. The designs will then be reviewed to decide whether the full detailed design can be commissioned.

Strategic Risks

Achieving the vision for the Island		
Assigned to: Chief Executive		
Inherent Score	Target Score	Current Score (February 24)
14 HIGH	6 LOW	12 HIGH
August 23		
November 23	September 23	June 23
12 HIGH	13 HIGH	12 HIGH

No change to risk score

Dealing with threats to business continuity (including cyber incidents)

Assigned to: Chief Executive

Inherent score	Target score	Current score (February 24)
12 HIGH	6 LOW	9 MEDIUM
Previous scores		
November 23	September 23	June 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 (February 24)
12 HIGH	6 LOW	12 HIGH
Previous scores		
November 23	September 23	June 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 (February 24)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
November 23	September 23	June 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
No change in risk score		

Appendix 2 - 2023/24 Q4

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

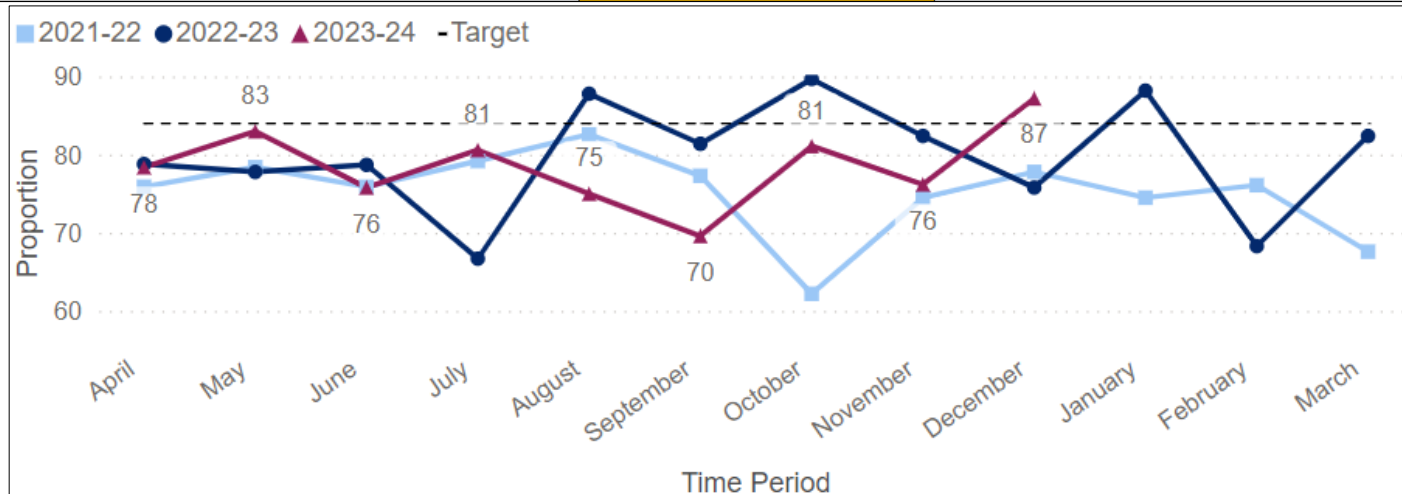
Performance Measures

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: December 2023	GREEN
Previous Status: November 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 five people in December that were not at home after 91 days, four died, one was placed in residential/nursing care, and none were readmitted.

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

Aim: Monitoring Measure only.

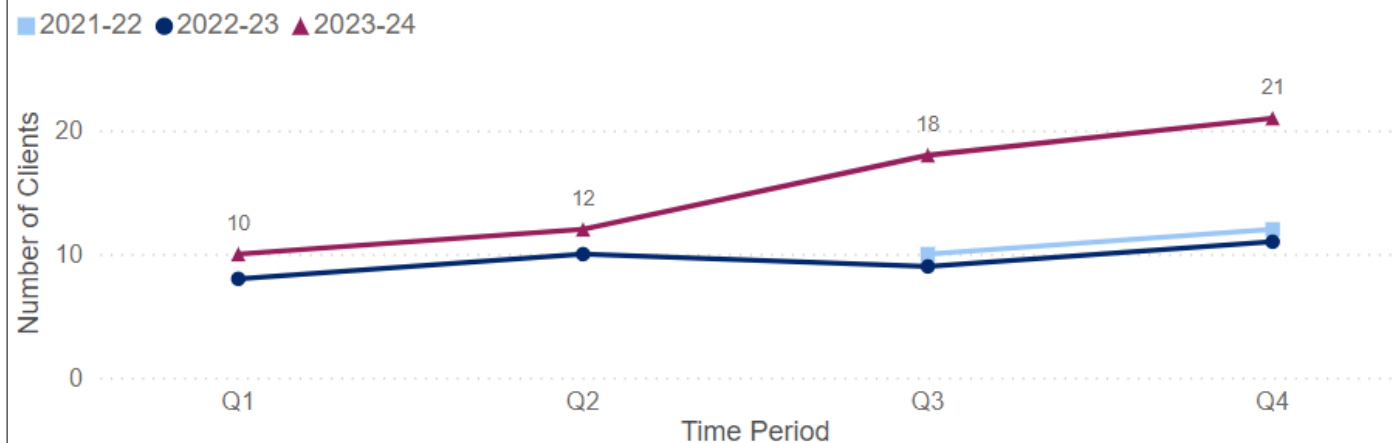
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- Data for this measure is taken from Horizon.
- The figure increased over quarter 4 – the market has remained flat, as reflected by the figures for those 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.

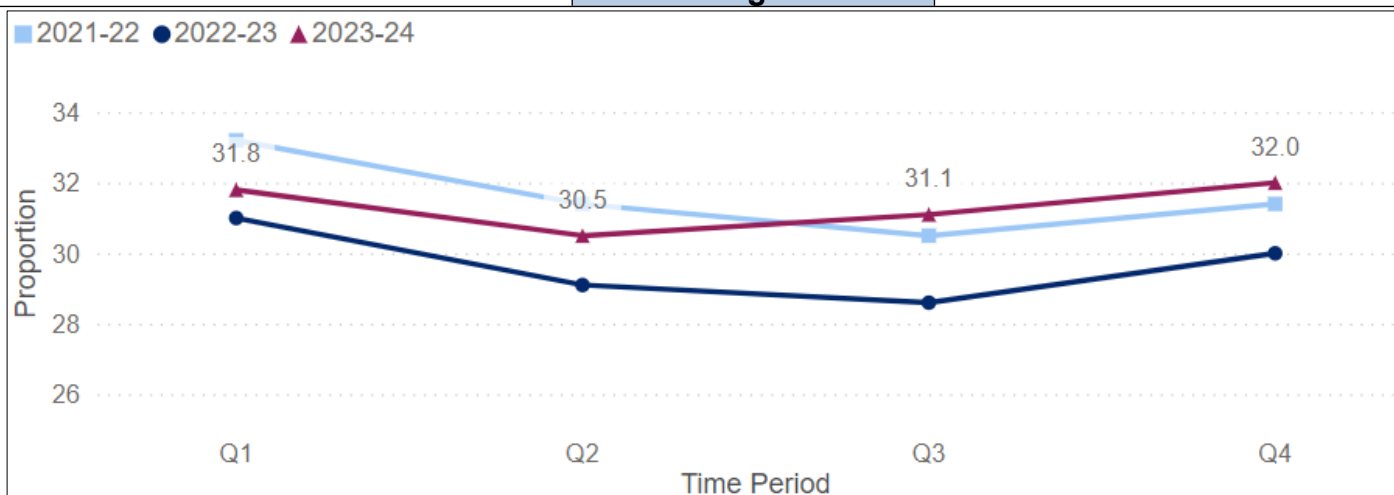
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



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

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

Aim: Monitoring Measure only.

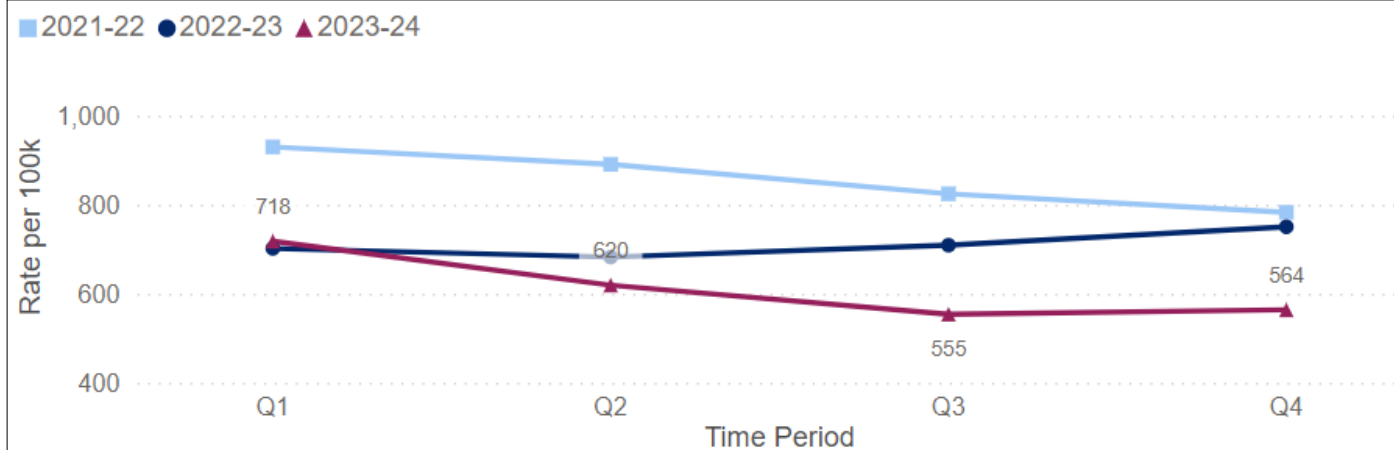
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- There has been a slight increase over quarter 4, but we remain considerably lower than during the same period last year (564.20 in 2023-24 against 750.67 in 2022-23).

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.

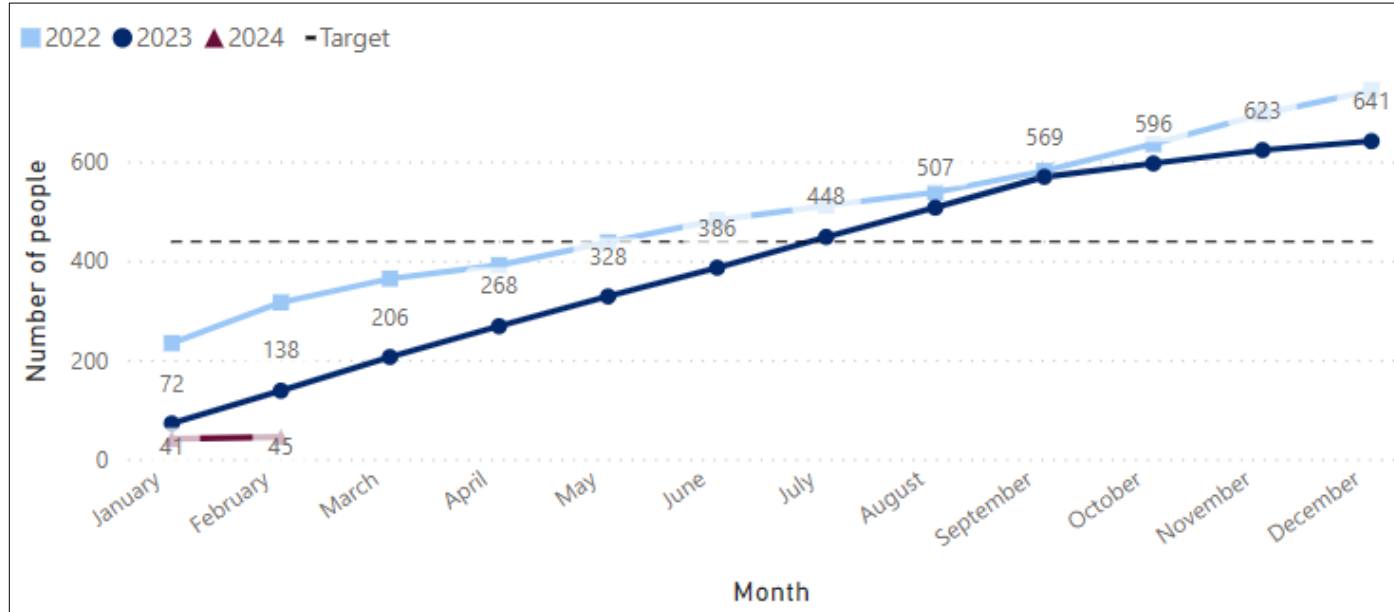
UN Sustainable Development Goal: 3

Most Recent Status: February 2024

AMBER

Previous Status: November 2023

GREEN



- Data is accurate on 27 February 2024. Please note there can be a data lag of 6 weeks.
- There is a consistent cumulative increase in the number of people quitting smoking.

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).

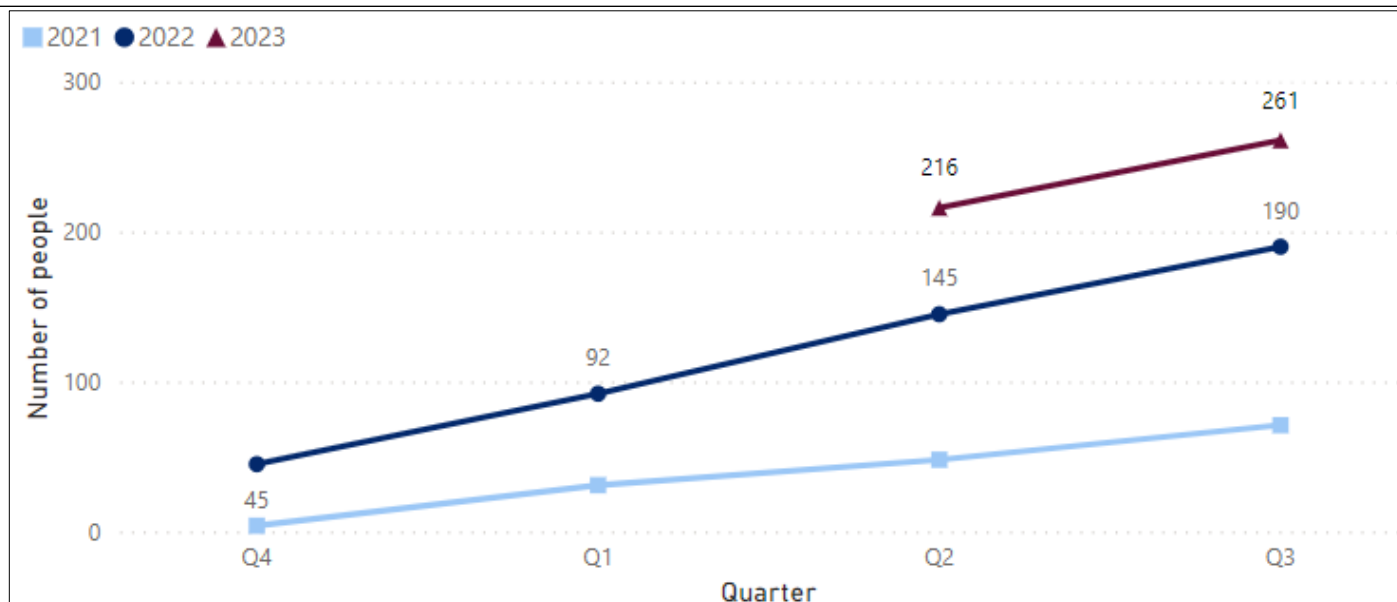
UN Sustainable Development Goal: 3

Most Recent Status: December 2023

AMBER

Previous Status: September 2023

AMBER



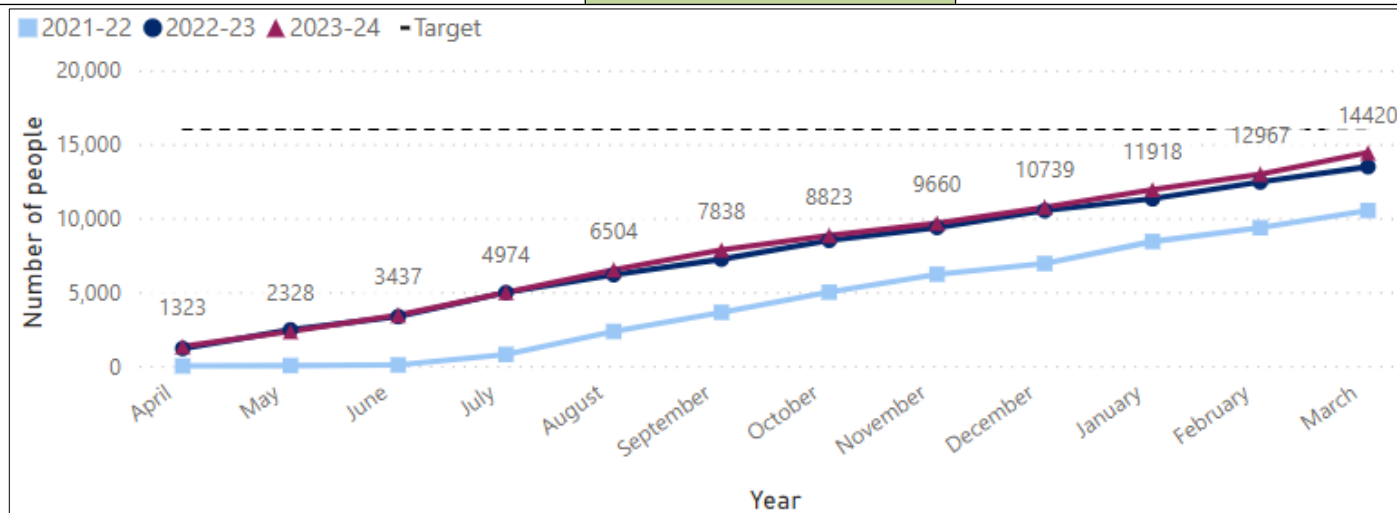
- The new Tier 2 Adult Behavioural Weight Management Service went live on the 1 July 2023.
- There is a 12-week delay in the performance data due to programme length. Q4 data will be published in Q1 2024-25.
- There is a steady increase in the number of people losing weight in the T2 service.

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: March 2024	AMBER
Previous Status: December 2023	GREEN



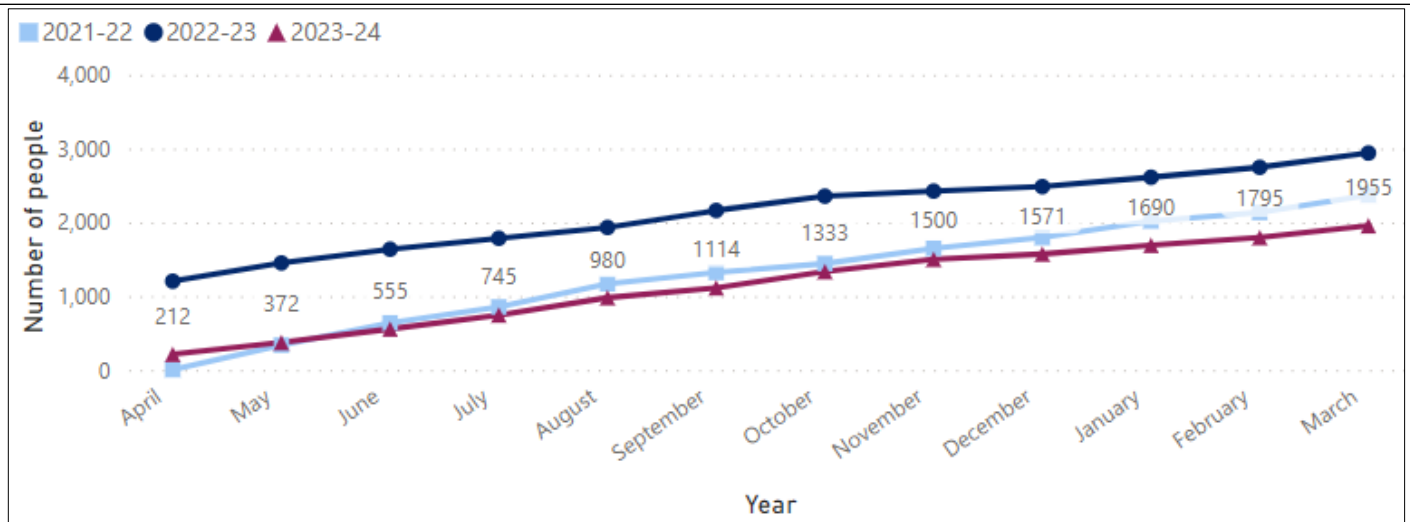
- During Q4 there was an increase in parkrun participants.
- Physical Education and School Sports Continuing Professional Development courses of flag football and netball were well attended.

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: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure



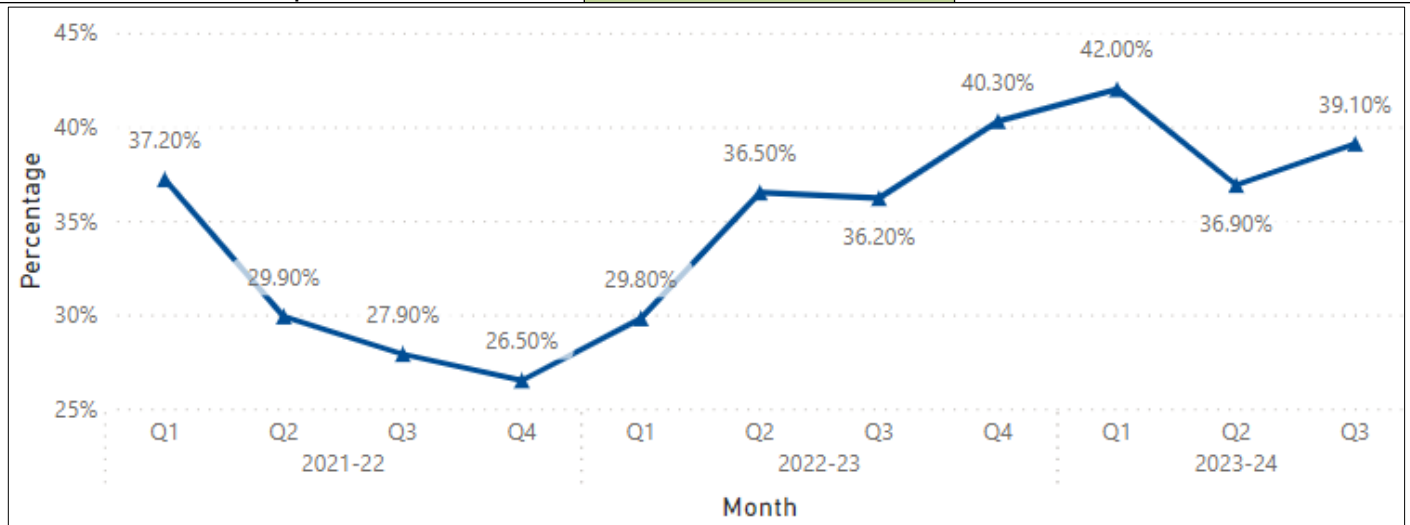
- Q4 has seen an increase in bikeability training while junior parkrun has a sustained level of activity.
- The Duke of Edinburgh Award continues with registrations and completions.

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: December 2023	GREEN
Previous Status: September 2023	GREEN



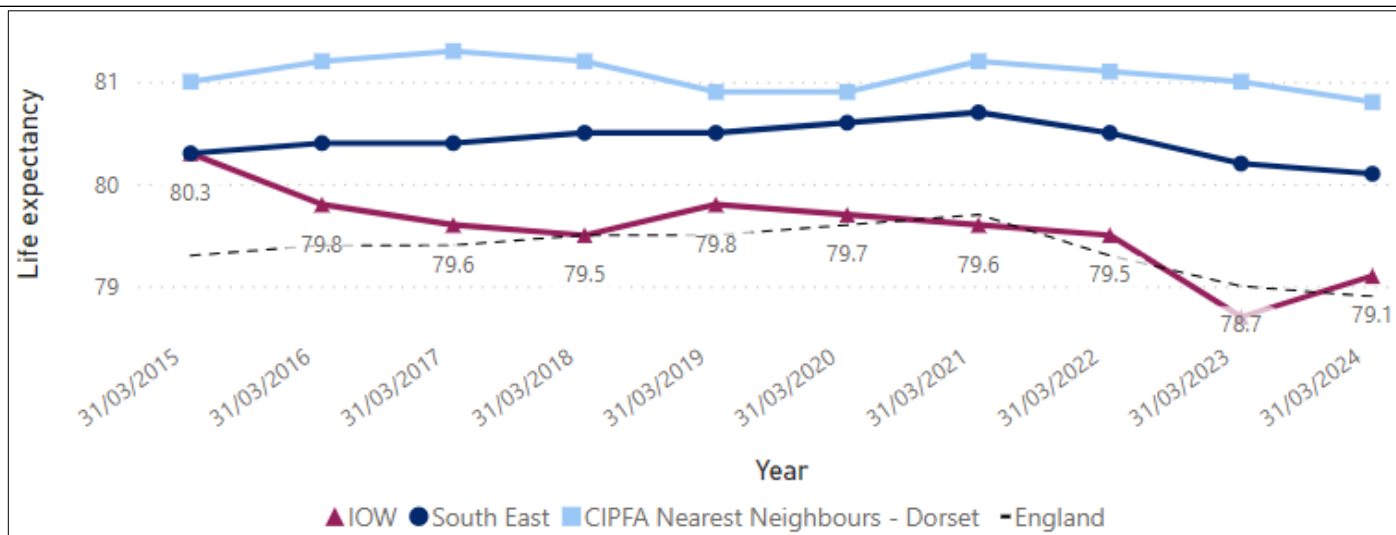
- The data captured in the National Drug Treatment Monitoring System shows only structured treatment outcomes. Q4 data is not yet available and is expected to be published in Q1 2024-25.
- The service is seeing increasing numbers of people in treatment and associated positive outcomes with the new burdens funding from the Department of Health and Social Care.

Life expectancy at birth (males)

Aim: Monitoring Measure Only

UN Sustainable Development Goal: 3

Most Recent Status: March 2024	Monitoring Measure
Previous Status: March 2023	Monitoring Measure



- Data sourced from the Public Health Outcomes Framework (PHOF).
- The smaller sample size of the island compared to other areas in the South-East accounts for more noticeable fluctuations in figures.
- On the IOW a boy born today will live on average for 79.1 years, this is 0.2 years longer than the average for England.

Life expectancy at birth (females)

Aim: Monitoring Measure Only

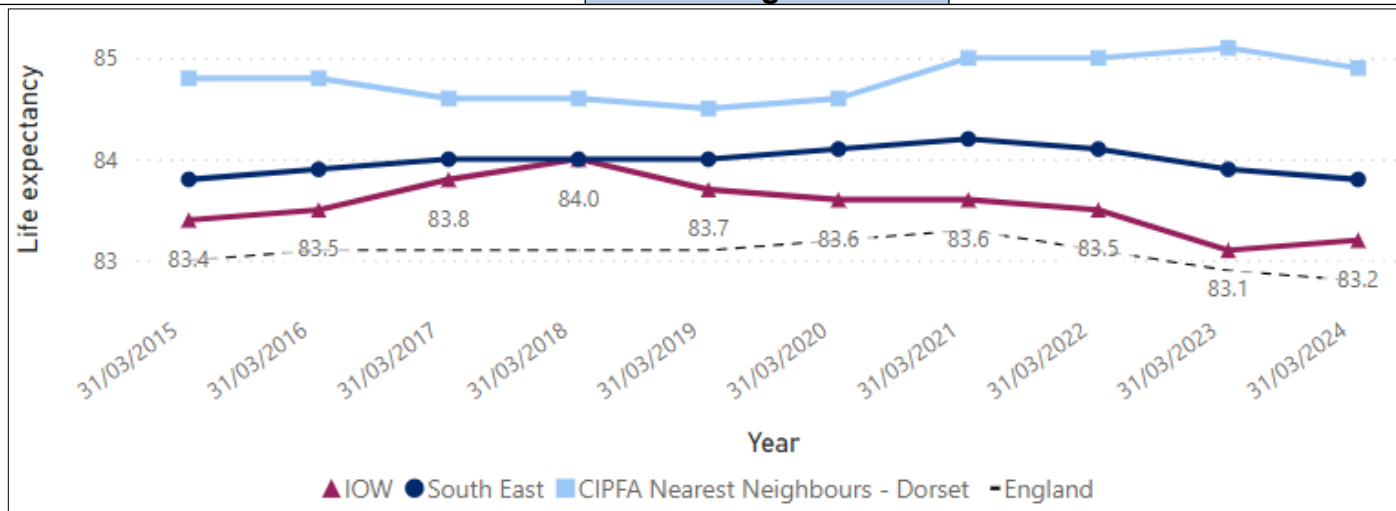
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Data sourced from the Public Health Outcomes Framework (PHOF).
- The smaller sample size of the island compared to other areas in the South-East accounts for more noticeable fluctuations in figures.
- On the IOW a girl born today will live on average for 83.2 years, this is 0.6 years shorter than the average for England. However, this is not a significant difference between the latest and previous estimates.

Percentage smoking at time of delivery (birth of baby)

Aim: Percentage of smokers at time of birth decreases

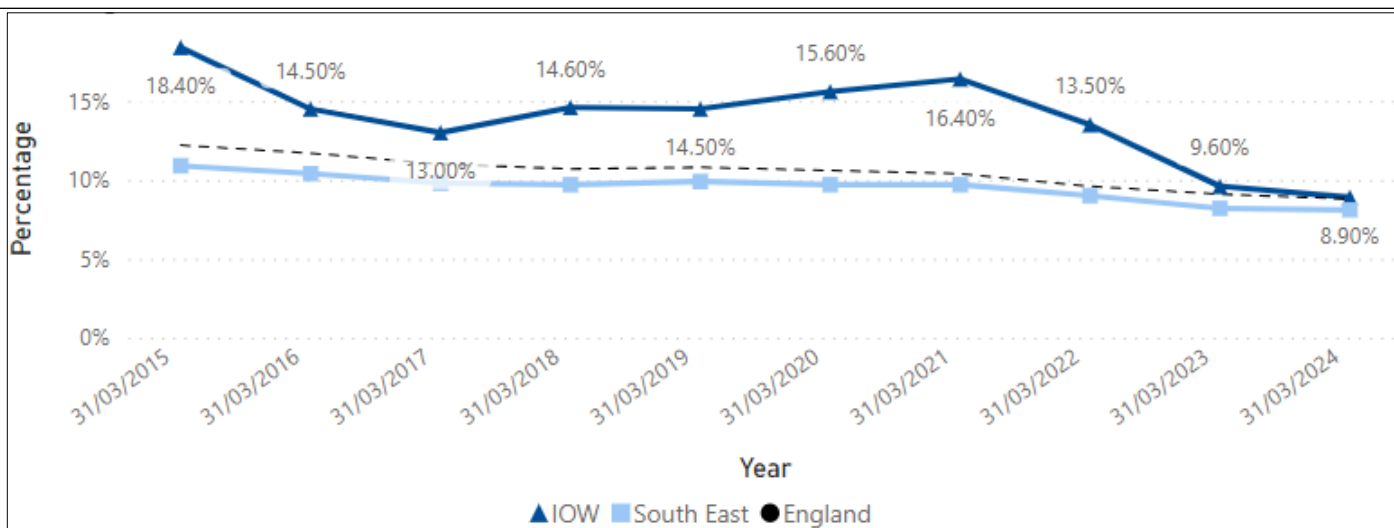
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Public Health Outcomes Framework data released November 2023 shows a decrease in the percentage of women smoking at time of delivery.

Percentage of children overweight or obese in Y6

Aim: Percentage of children overweight or obese in Y6 decreases

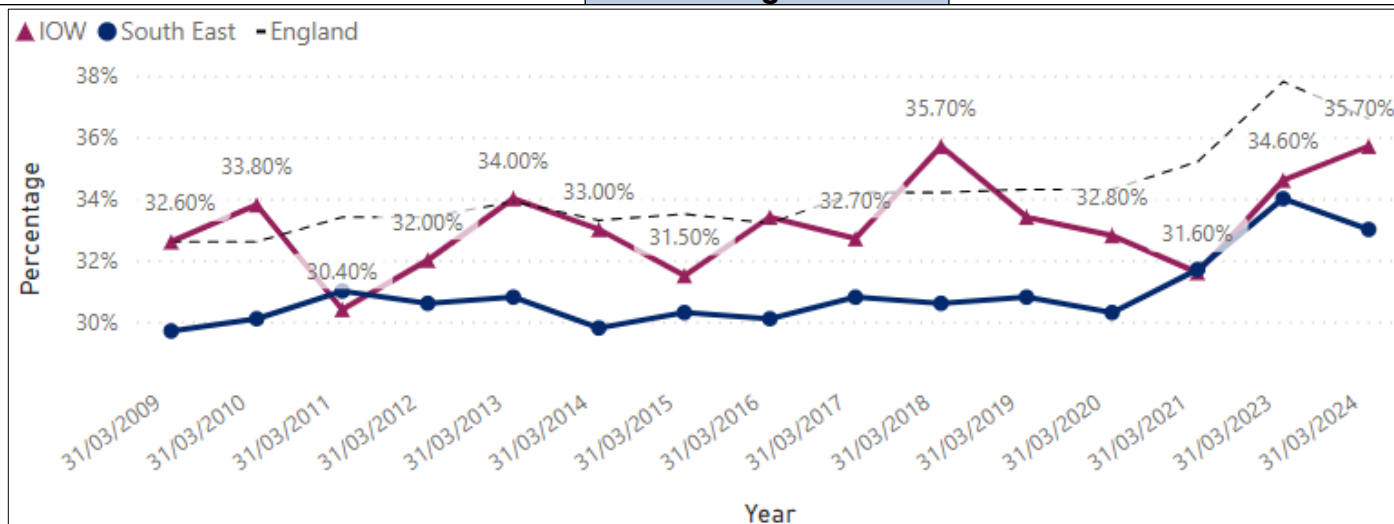
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- This Public Health Outcomes Framework data is reported annually in December and relates to the academic year 2022/2023.
- The number of overweight or obese children has increased over time. The Director of Public Health has highlighted this issue in his independent report.

Percentage of MMR vaccination coverage at 2 years old

Aim: Vaccination coverage increases

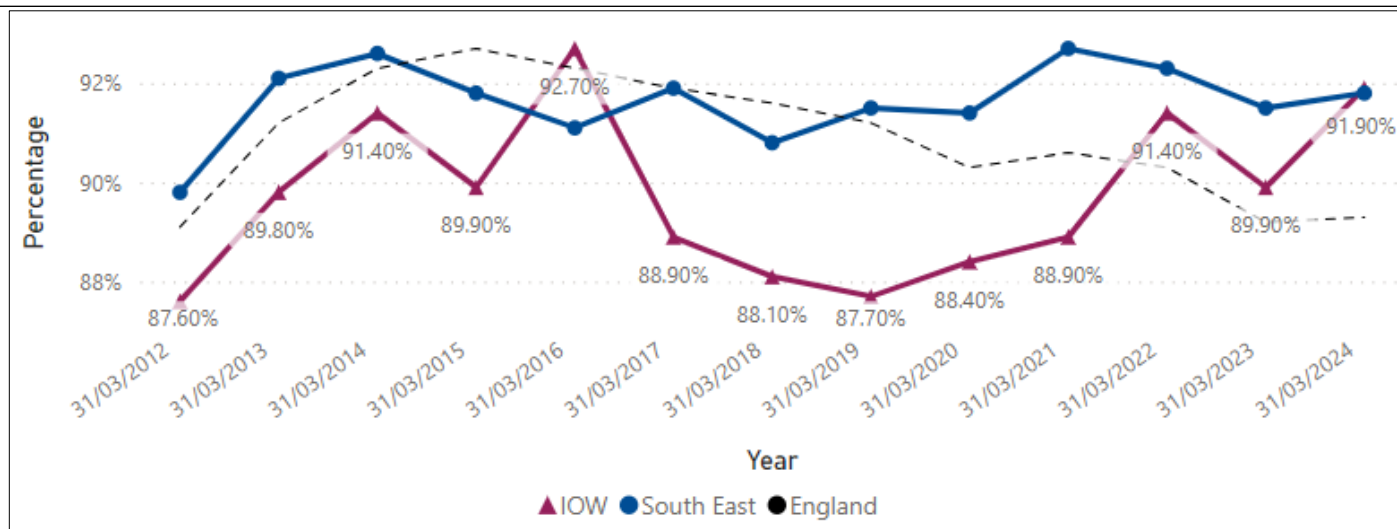
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Data sourced from the Public Health Outcomes Framework (PHOF).
- Increased uptake is positive in the context of the measles National Standard Incident.
- The Public Health team continues to promote MMR vaccine uptake, i.e., sharing vaccination communications with the public and with schools, delivering a webinar for education settings to prepare them to respond, and leading on a tabletop exercise to test preparedness and response to measles.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

The Independent Living Strategy has concluded with a new strategy being approved and adopted by Cabinet in January 2024.

The whole system review of regaining independence services has been completed with resources realigned to reflect need. Capital works at The Goulding’s have also been completed and the service reopened to support the new requirements.

The Council’s Corporate Plan places health and wellbeing as a key strand of work. This includes considering health in place plans, connecting transport, climate change and health agendas and specific areas of work including cabinet decisions to sign the ‘smokefree’ pledge.

The Health and Care Partnership has developed this year and is reviewing key topics to improve the health of the population and looking forward to the future health of the Island. This is chaired by the Clinical Lead with input from Elected Members and senior officers. Council members and officers continue to play key roles in the Integrated Care Board with the Director of Public Health Co-Chairing the Integrated Care Partnership.

The Island Strategic Drug and Alcohol Partnership have agreed the plan regarding focus for the government Supplementary Substance Misuse, Treatment and Recovery Grant 2024/25. This sees an additional investment of £417,554 to support some of our most vulnerable adults for the next financial year including those with complex need (e.g., mental ill health, homelessness, criminal justice, and domestic abuse). Sexual and reproductive health services continue to evolve.

Following a competitive procurement, the Hampshire and Isle of Wight Healthcare NHS Foundation Trust will be providing the Hampshire, Isle of Wight, Portsmouth, and Southampton (HIPS) Integrated Sexual and Reproductive Health Service which commenced on 1st April 2024.

The Island will be moving to a new agile service delivery model which is part of a longer-term nine-year programme of transformation to ensure that Sexual and Reproductive Health Services are fit for the future.

The following activity supports UN Sustainable Development Goal 16:

Healthwatch and the voluntary sector are members of key committees and partnerships for the Island including the Health and Wellbeing Board and the Health and Care Partnership Board. They provide key insight and expertise to the partnerships and help to shape priorities. For example, Mountbatten Hospice have presented about their service and service challenges. Additionally, Healthwatch are co-opted members of the Policy and Scrutiny Committee for Health and Social Care. This has been helpful to clarify the challenges around dentistry.

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 (February 24)
14 HIGH	6 LOW	8 MEDIUM
Previous scores		
November 23	September 23	June 23
6 LOW	8 MEDIUM	8 MEDIUM
Increase in risk score		

Failure to identify and effectively manage situations where vulnerable adults are subject to abuse.		
Assigned to: Director of Adult Social Care		
Inherent score	Target score	Current score (February 24)
16 VERY HIGH	6 LOW	8 MEDIUM
Previous scores		
November 23	September 23	June 23
8 MEDIUM	8 MEDIUM	8 MEDIUM
Risk score is consistent		

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 (February 24)
16 VERY HIGH	MEDIUM 9	16 VERY HIGH
Previous scores		
November 23	September 23	June 23
16 VERY HIGH	N/A	N/A

No change to risk score

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

Assigned to: Director of Adult Social Care

Inherent score	Target score	Current score (February 24)
16 VERY HIGH	6 LOW	9 MEDIUM
Previous scores		
November 23	September 23	June 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

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

Assigned to: Director of Public Health

Inherent score	Target score	Current score (February 24)
16 VERY HIGH	12 HIGH	12 HIGH
Previous scores		
November 23	September 23	June 23
12 HIGH	12 HIGH	12 HIGH
Risk score is consistent		

Appendix 3 – 2023/24 Q4 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.

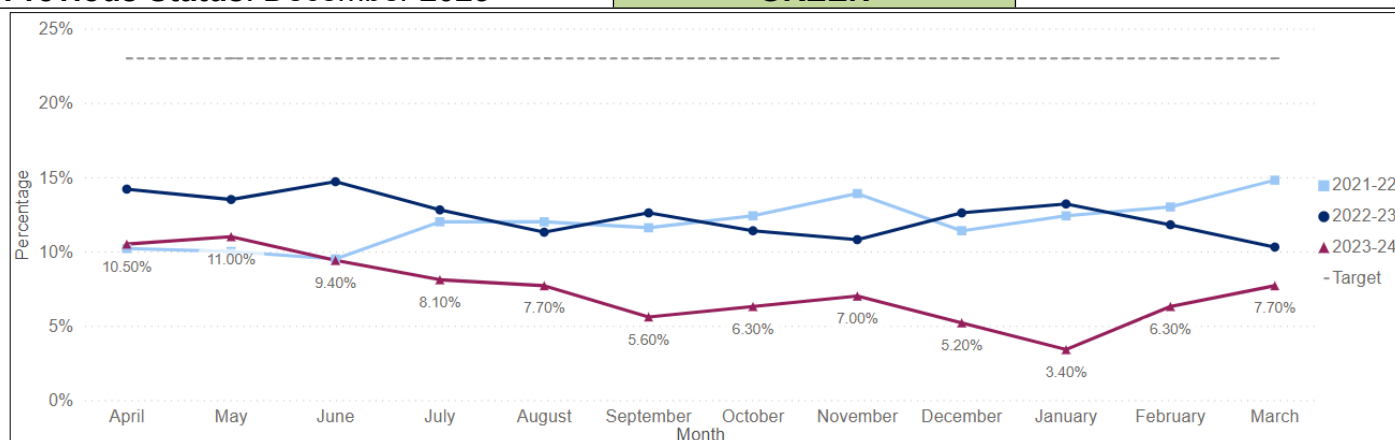
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

GREEN

Previous Status: December 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 but rose in Quarter 4 although the numbers are very small meaning changes in percentages can appear large, with an improvement in December and January.
- 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

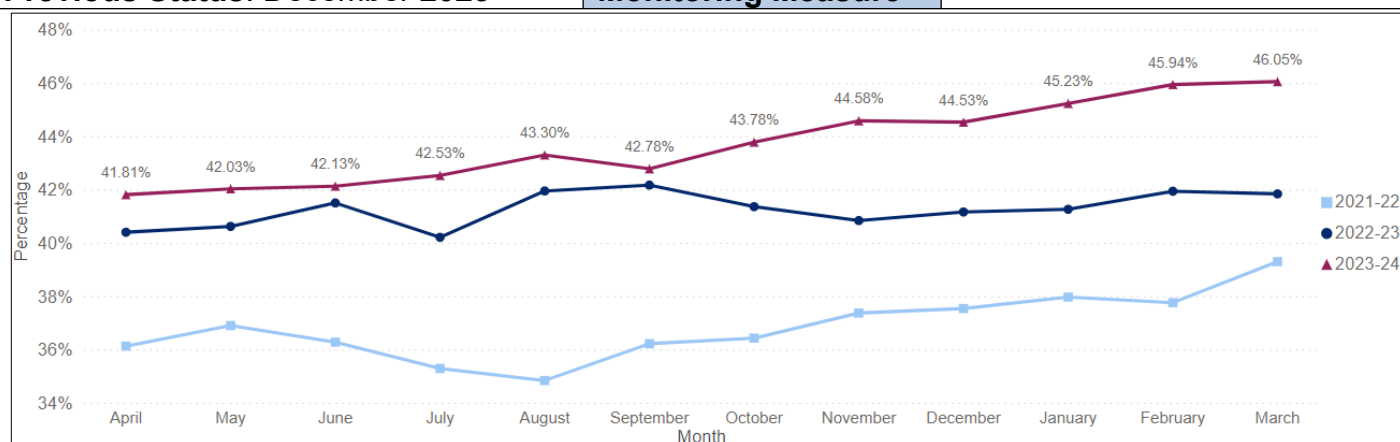
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 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 and our 2024 Ofsted action plan.

Percentage of early help cases closed with outcomes achieved

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

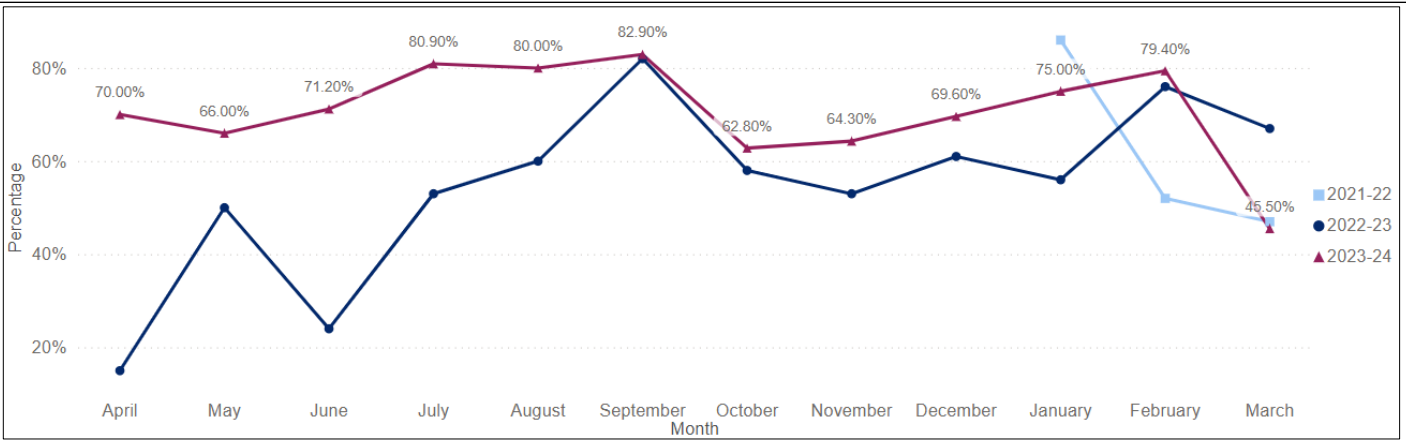
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



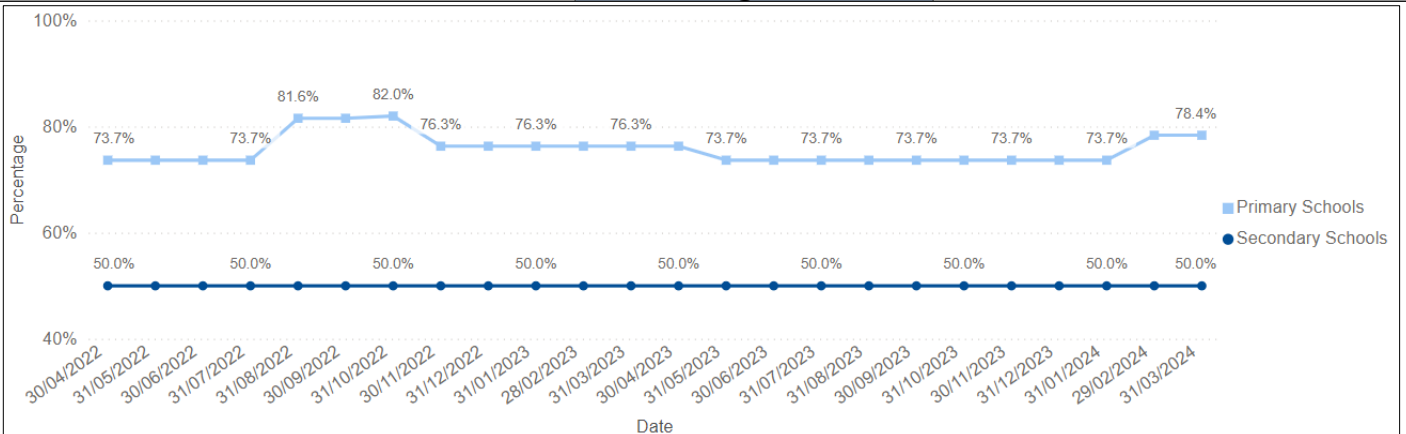
- There are assorted reasons for closure of Early Help cases, of which outcomes is the main one.
- The Isle of Wight Early Help offer, and Family Hub provision continues to have positive impacts on improving outcomes for families, preventing issues becoming risks, preventing families from escalating into children's social care.
- An increase in the number of families withdrawing consent for Early Help following Child and Family Assessments were seen during quarter 4, this had a significant impact on the percentage for those that closed with outcomes achieved in March.
- The outcomes tracker has now been added to the assessment and plan templates so that Lead professionals now have a single form to complete at each stage of the Early help process and better evidence outcomes achieved.
- The Early Help Audit tool has also been revised and from April 2024, audits will be completed by the Team and Service Manager directly with Lead Professionals.

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: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure



- Ofsted inspections carried out in the period were:
 - Brightstone Church of England Primary School (6 February 2024) – Increased from Requires Improvement to Good.
 - Northwood Primary School (20 February 2024) – 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

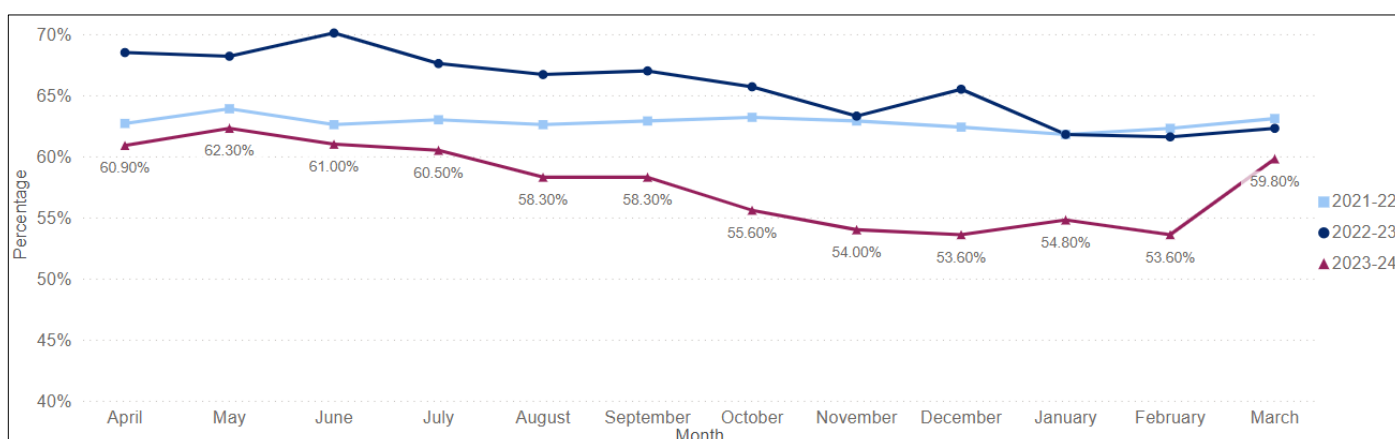
Most Recent Status: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure

Schools	Inadequate	Requires Improvement	Good	Outstanding	Ungraded
47	0	11	36	0	0
	0.00%	23%	77%	0.00%	0.00%
	23%		77%		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: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure

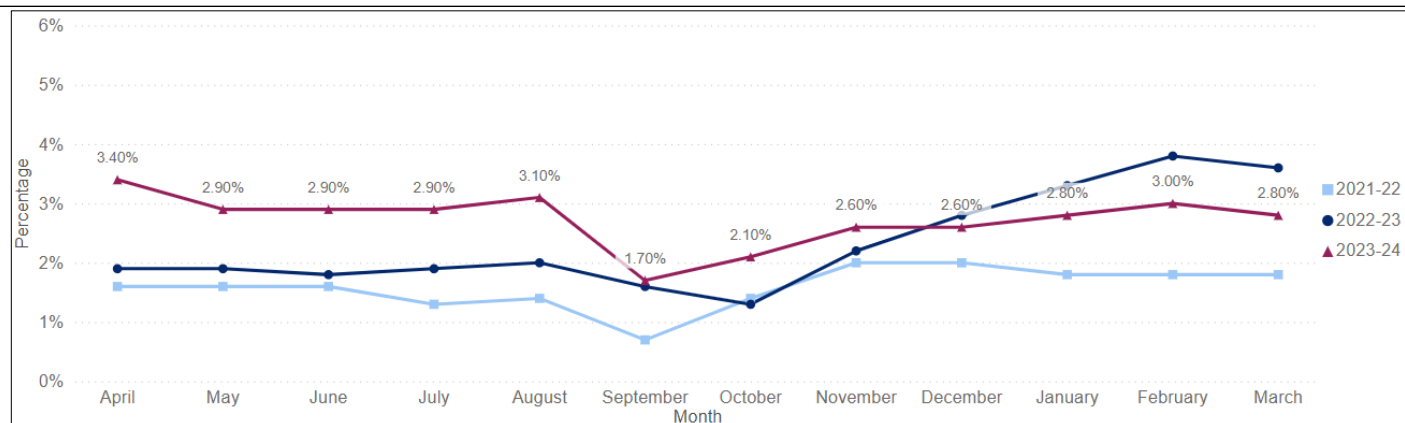


- The team continue to support young people to access University, providing role models to other young people.
- A new travel training scheme for children and young people with additional needs is being launched with plans to link this to apprentice opportunities through the Isle of Wight College and the Isle of Wight Council.
- The Pathways to Independent Adulthood supported accommodation commissioned framework has 16 young people in care aged 16- and 17-years old living in homes that meet their needs. All providers are now registered with Ofsted as supported accommodation providers with a local increased emphasis on these children and care leavers in these accommodations being supported to access education, employment, and training.

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: March 2024	Monitoring Measure
Previous Status: December 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'.
- The NEET and NEET/Unknown percentage has improved when compared to the same period as last year (3.6 percent NEET and 4.0 percent NEET/Unknown for March 2023 against 2.8 percent NEET and 3.5 percent NEET/Unknown for March 2024)
- A new support group for care leavers who are parents has been established to support parents return to education, employment, and training through accessing the childcare early years offer. Developments have included increasing the offer from the Family Hubs to care leavers too.

Rate of children looked after at year end (per 100k of the population)

Aim: The rate of children looked after decreases

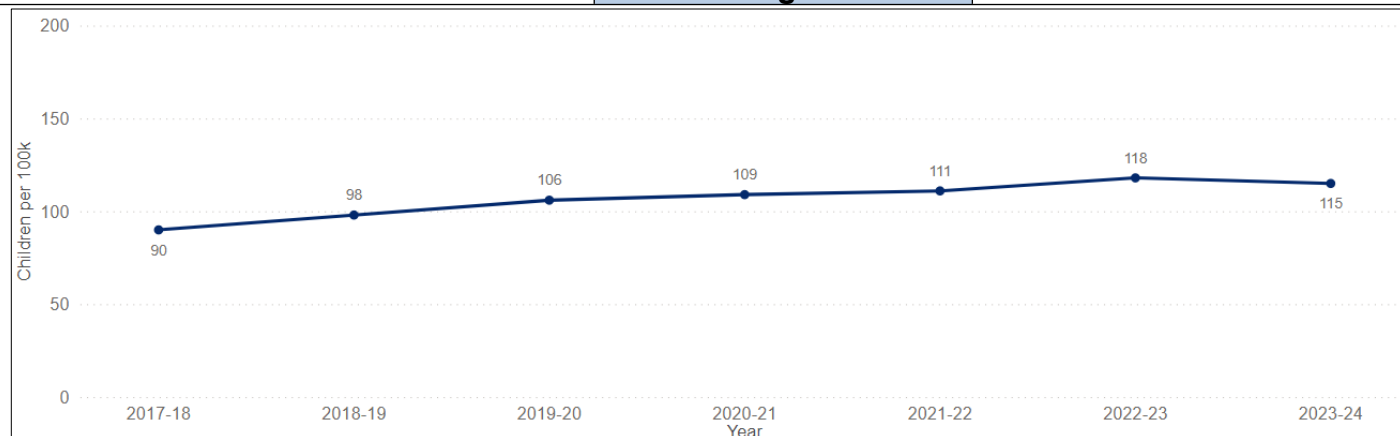
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- The Isle of Wight is an outlier compared to statistical neighbours for the rate of children in care.
- The needs of children coming into care have become more complex though work continues to reunify home or to extended families children when and where it is in their best interests and safe to do so.

Average Attainment 8 score at Year 11

Aim: Increase in average Attainment 8 score per pupil

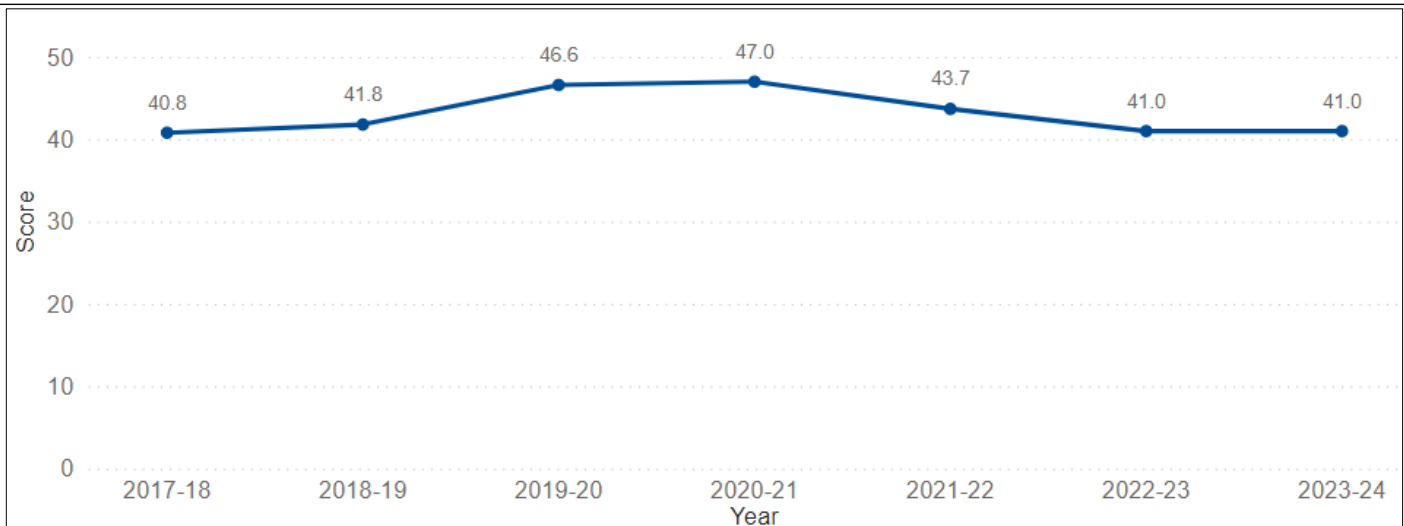
UN Sustainable Development Goal: 4

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- The ranking for the Isle of Wight against other authorities is not yet available.

Average time to answer calls to the contact centre

Aim: Calls are answered within 60 seconds

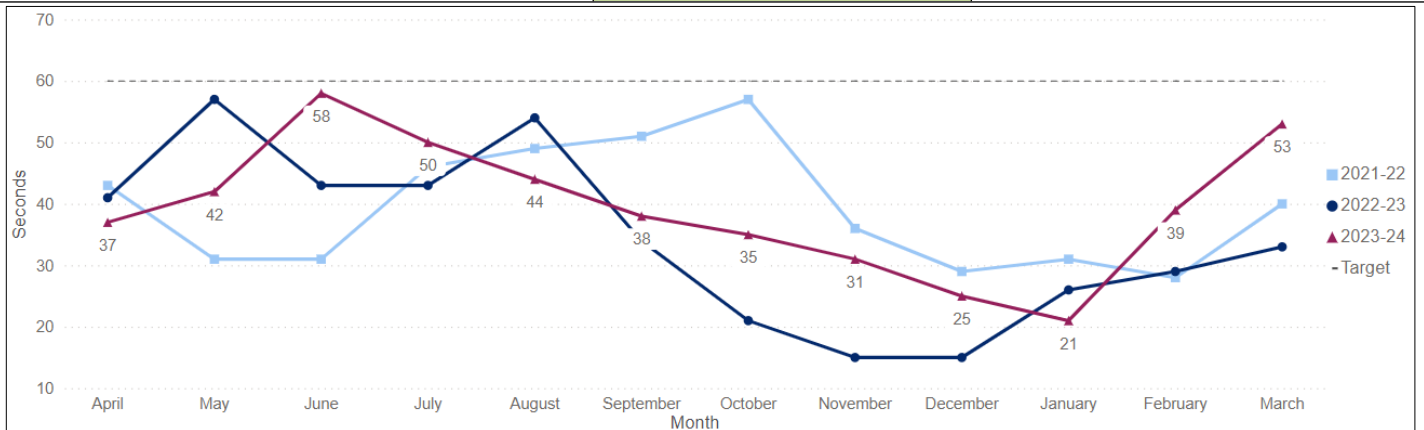
UN Sustainable Development Goal: 16

Most Recent Status: March 2024

AMBER

Previous Status: December 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.

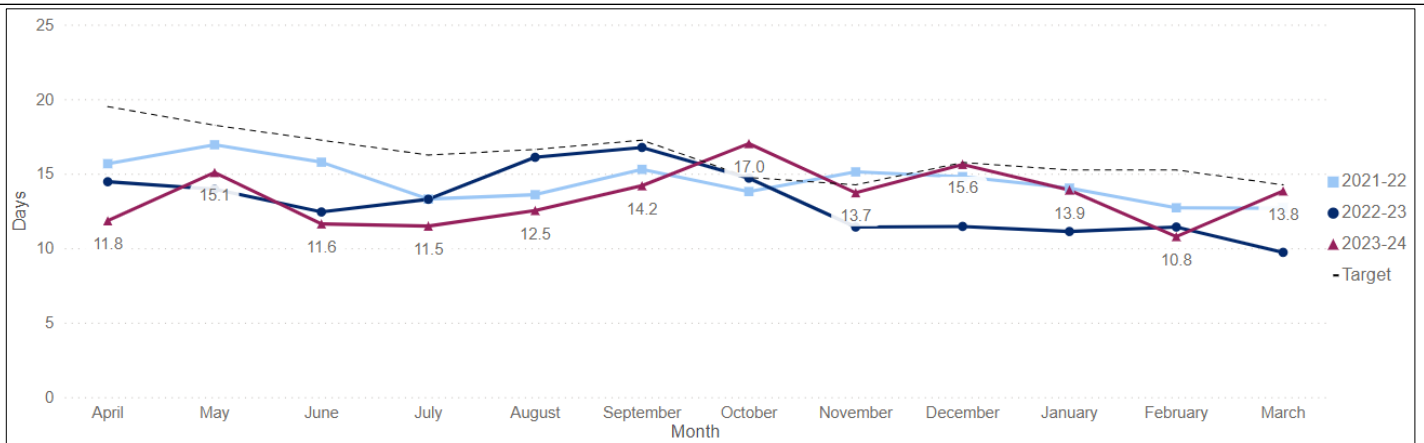
UN Sustainable Development Goal: 16

Most Recent Status: March 2024

GREEN

Previous Status: December 2023

AMBER



- Data provided by the council benefits team.
- A total of 867 Housing Benefit claims were processed, taking an average of 12.81 days for the financial year 2023-24

Number of FOI requests received

Aim: Not applicable

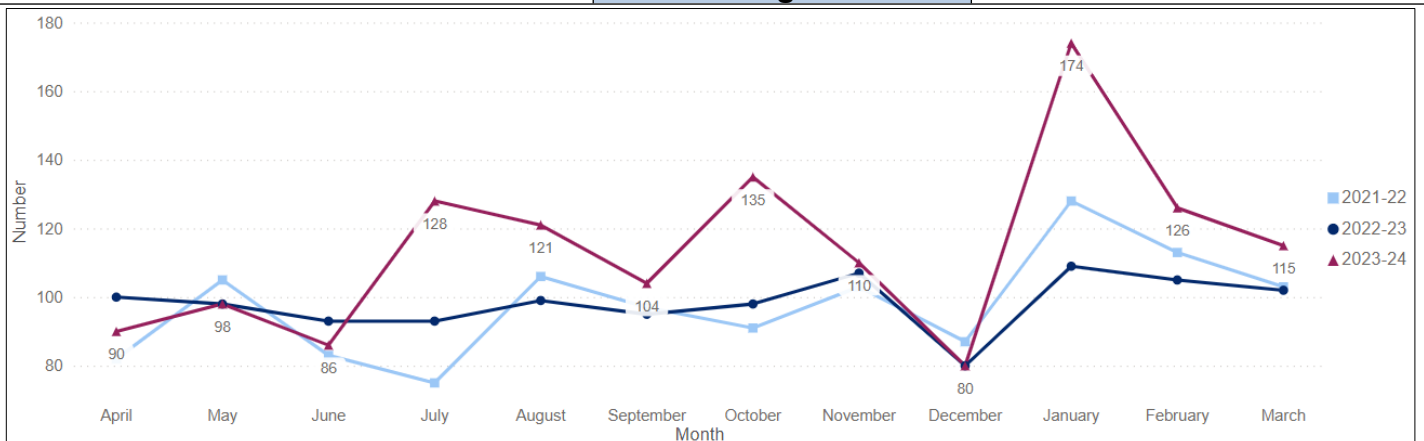
UN Sustainable Development Goal: 16

Most Recent Status: March 2024

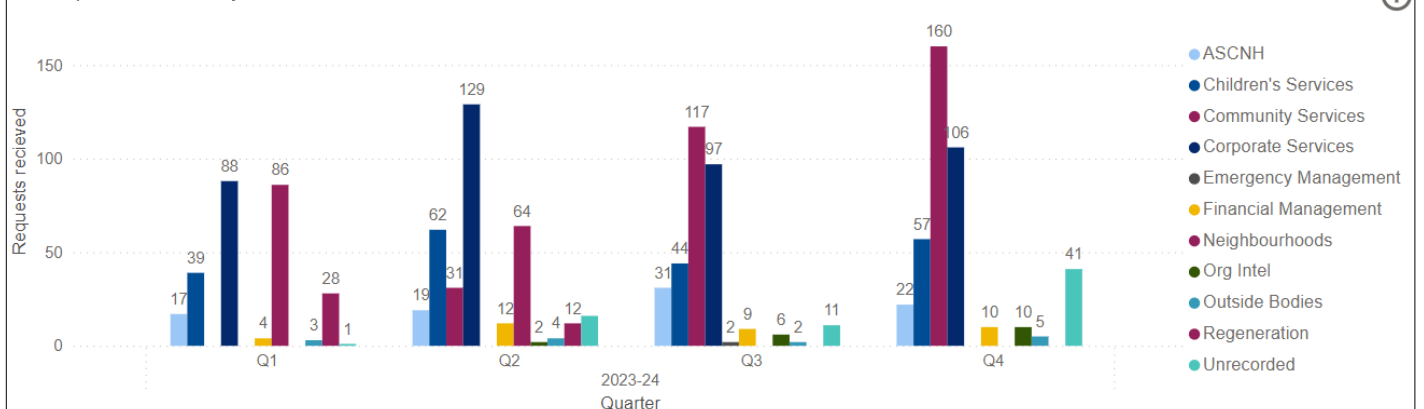
Monitoring Measure

Previous Status: December 2023

Monitoring Measure



FOI requests received by directorate



- Please note that following the organisational restructure in October 2023, Neighbourhoods and Regeneration are now known as Community Services.
- The number of FOI requests logged in the Customer Resource Management (CRM) system over Quarter 4 totaled of 415.
- On average for Quarter 4, 83 percent of requests have been processed on time (January was 85 percent, February was 87 percent, and March was 77 percent)

Isle of Wight Council use of Apprenticeship Levy

Aim: Increased number of apprentices signed on.

UN Sustainable Development Goal: 16

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- Apprenticeship data is provided by Workforce Learning and Development.
- Apprenticeship Levy Funds spent this year: £461,588. IWC currently has 97 apprentices active on programmes.
- The IWC have been entered into the Top 100 Apprenticeship Employers.
- IWC participated in numerous Skills for Life Activities during National Apprenticeship Week 2024 in February.
- 24 out of 27 schools have now engaged, with a further 1 looking to sign staff on. To date schools have had 118 apprentices, including two new schools (Binstead & Shalfleet Primary).

Average working days lost to sickness per employee (cumulative)

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

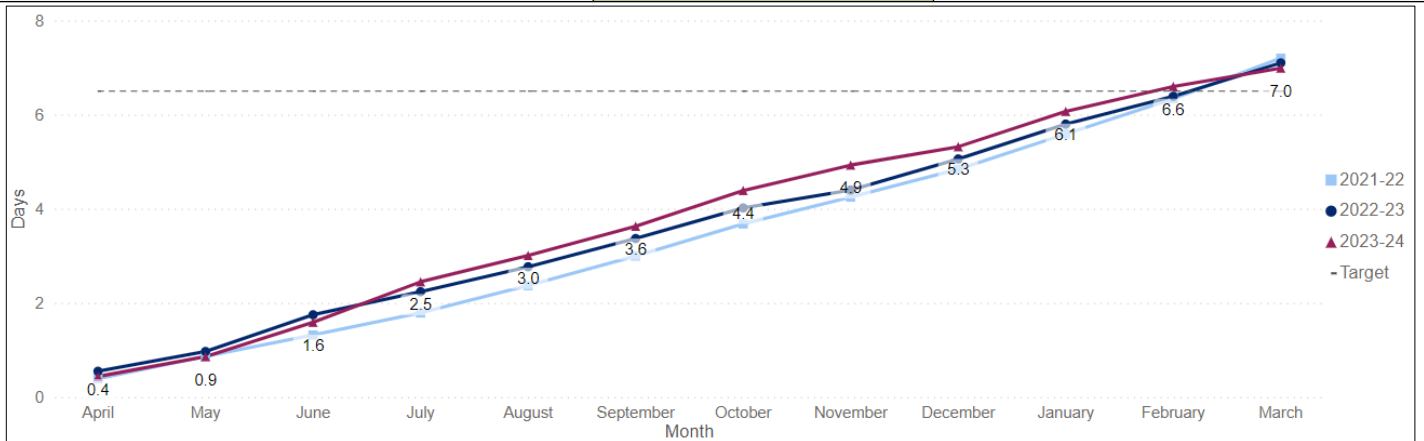
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

RED

Previous Status: December 2023

GREEN



- As at March 2024 this measure is currently slightly lower than the last 2 financial years, though it is likely to rise due to late reporting of absence.
- Based on the current trend forecast for year end is between 7 and 7.5 working days lost per employee like the last 2 years.
- Most directorates have a similar pattern apart from Community Services which has had a higher average level throughout the year.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 3:

Corporate Services:

The Local Council Tax Support Scheme for 2024/25 was agreed at Full Council on 28 February. Councillors agreed to increase the maximum level of support from 70 percent to 75 percent for those claimants who are of working age. The additional monies will be well received by the most vulnerable in our community.

Full Council also agreed to reduce the opening hours of the Contact Centre to be Monday to Friday 9am to 5pm. This change will enable better utilisation of resource to field enquiries from residents.

72,686 council tax bills were despatched on the 11 March to households across the Island. Each bill contained an information leaflet detailing all the support available to residents facing the cost-of-living crisis.

The Contact Centre Manager has worked with local businesses to extend the 'staff benefits' scheme to include IW Council pensioners so pensioners will now be able to gain a small reduction on services offered by businesses through the scheme.

Children's Services:

The BrightSpots survey "Your Life Your Care" was undertaken in March 2024. The findings will be shared with children in care once published and the actions arising to improve our practice will be incorporated into our Participation Action Plan. As with the care leavers survey, the findings will also be shared with elected members and partner agencies.

Other updates during quarter 4 include:

- Children have been involved in the development of the new Children and Young People's Plan.
- Planning for the Star Awards 2024 have commenced.
- 'Have Your Say Week' took place during February half term.
- Participation leads met to plan the schedule of participation for 2024, providing corporate parents the opportunity to meet children in case and children open to children's social care.

The following activity supports UN Sustainable Development Goal 4:

The new Education, Inclusion and Access department commenced from 1 February 2024. On 23 February the Strategic Director, Service Director and Service Manager for Strategic Development held a members' briefing on school place planning. Senior leaders presented to the Chairs of Governors at the regular forum and this presentation was included in the Policy and Scrutiny Committee report as an appendix. Engagement sessions with the public have been organised and published, with dates starting in April. An email address and a website have been set up to gather views.

The new department has continued to work with the Hampshire Inspection and Advisory Service (HIAS), with a few changes based on context. All maintained schools continue to have the annual quality assurance process and managers are working with headteachers to develop an in-house, whole Island, continued professional development offer. Additionally, 2 schools have moved from

'requires improvement' to 'good', taking the number of schools that are good or better to 77 percent with no inadequate schools.

Other updates for quarter 4 include:

- The new Service Manager continues to work with the headteacher and deputy headteacher networks.
- The Special Educational Needs continuing professional development (SEN CPD) has been realigned to align with the Valuing Special Education Needs and Disabilities (VSEND) tool roll out.
- The full attainment report from summer 2023 was presented to the Policy and Scrutiny Committee by the new leadership team.

The Youth Council has continued to meet regularly, and Youth MP and Youth Council elections are underway. The national survey from the British Youth Council was rolled out locally to determine the priorities for children and young people and future generations, as well as asking a dedicated question at Full Council. The British Youth Council is being disbanded nationally, the impact of this is that the Isle of Wight Council will need to provide more independent support to the Isle of Wight Youth Council and Youth MP. It is proposed that, like most other local authorities, the support for the Youth Council and Youth MP is provided corporately through Democratic Services rather than voluntarily through staff in Children's Social Care. Council support for the Youth Council and Youth MP remains a corporate priority in the Isle of Wight Council's Corporate Plan.

Strategic Risks

Failure to improve educational attainment.		
Assigned to: Director of Children's Services		
Inherent score	Target score	Current score (February 24)
16 VERY HIGH	6 LOW	11 MEDIUM
Previous scores		
November 23	September 23	June 23
10 MEDIUM	10 MEDIUM	10 MEDIUM
Increase in risk score		

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 (February 24)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
November 23	September 23	June 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

Insufficient staffing capacity and skills		
Assigned to: Director of Corporate Services		
Inherent score	Target score	Current score (February 24)
16 VERY HIGH	9 MEDIUM	9 MEDIUM
Previous scores		
November 23	September 23	June 23
12 HIGH	12 HIGH	12 HIGH
Reduction in risk score		

A change in organisational culture fails to keep a pace with the speed of organisational change, negatively impacting on the delivery of the required transformation to deliver the corporate plan.		
Assigned to: Director of Corporate Services		
Inherent score	Target score	Current score (February 24)
16 VERY HIGH	6 LOW	12 HIGH
Previous scores		
November 23	September 23	June 23
12 HIGH	12 HIGH	8 MEDIUM
No change in risk score		

This page is intentionally left blank

Appendix 4 – 2023/24 Q4

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.

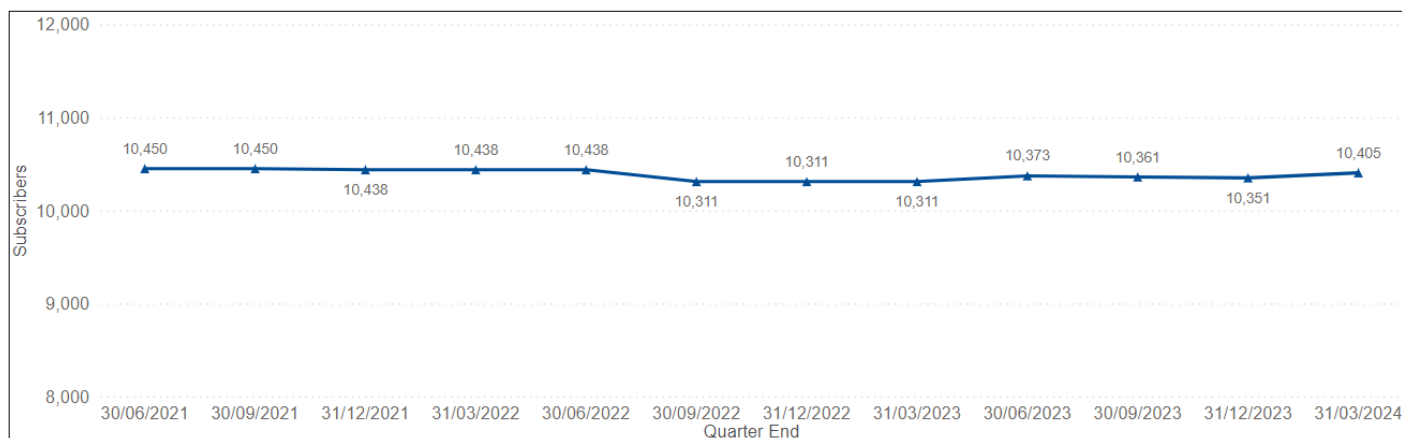
UN Sustainable Development Goal: 13

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 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.

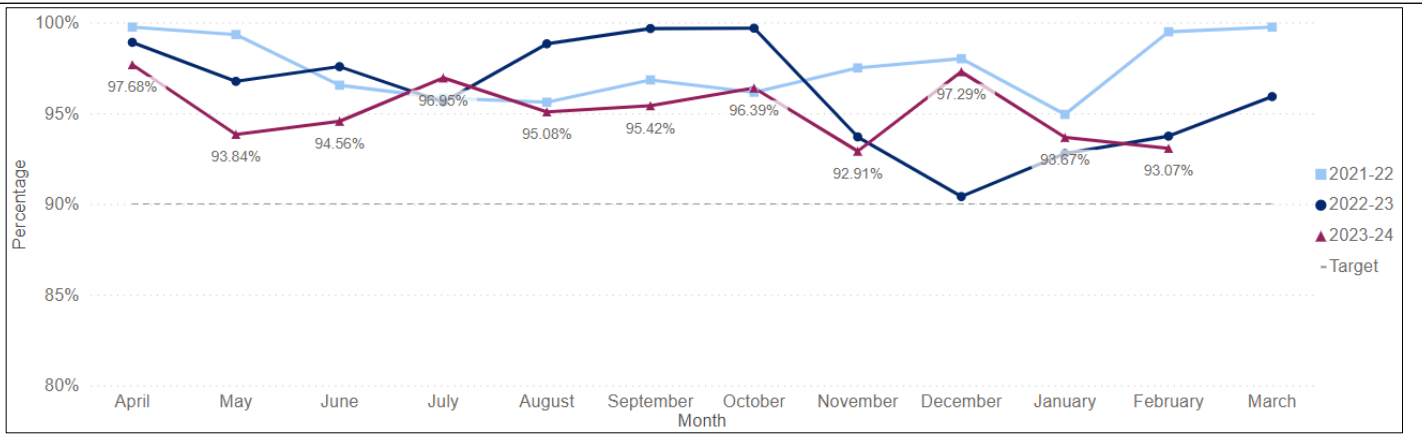
UN Sustainable Development Goal: 13

Most Recent Status: February 2024

Monitoring Measure

Previous Status: October 2023

Monitoring Measure



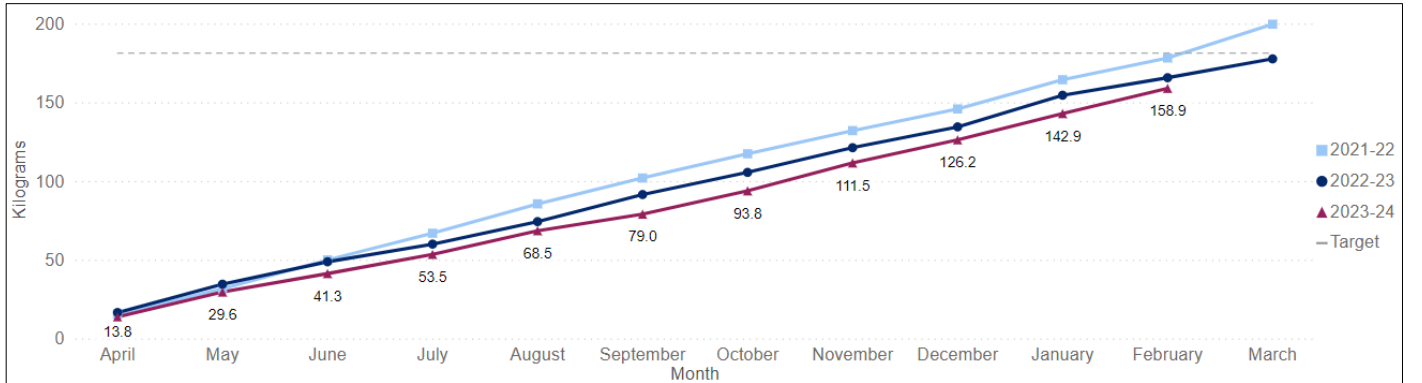
- Thalia Waste Management Limited provide a monthly report, approximately 6 to 8 weeks in arrears. Data for March will be made available in quarter 1.
- Diversion rates are lower than during the same period last year (93.07 for 2023-24 against 93.74 for 2022-23) however, rates remain well above the target 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: February 2024	RED
Previous Status: October 2023	RED



- Thalia Waste Management Limited provide a monthly report, approximately 6 to 8 weeks in arrears. March data will be made available in quarter 1.
- We are currently below the same period last year in terms of reduction in kilograms for February (158.9 for 2023-24 and 165.67 for 2022-23).
- We are below the end of year target of 181.19 kilograms.

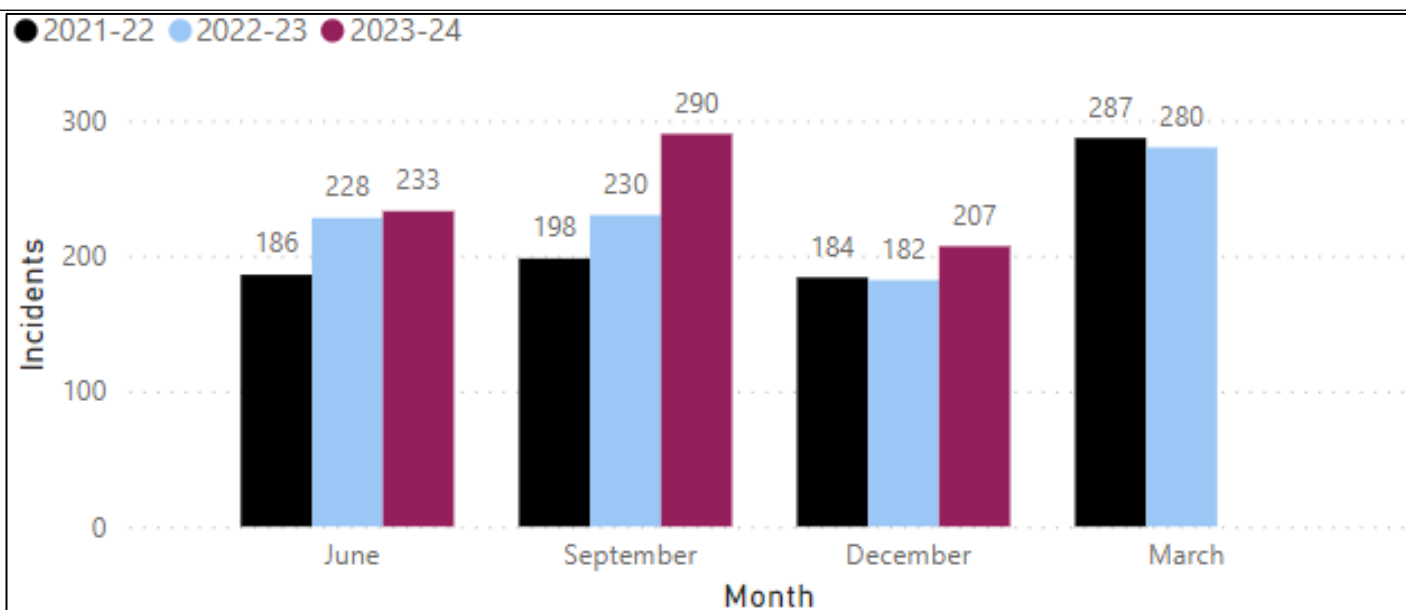
Number of fly-tip incidents and actions taken

Aim: Not applicable.

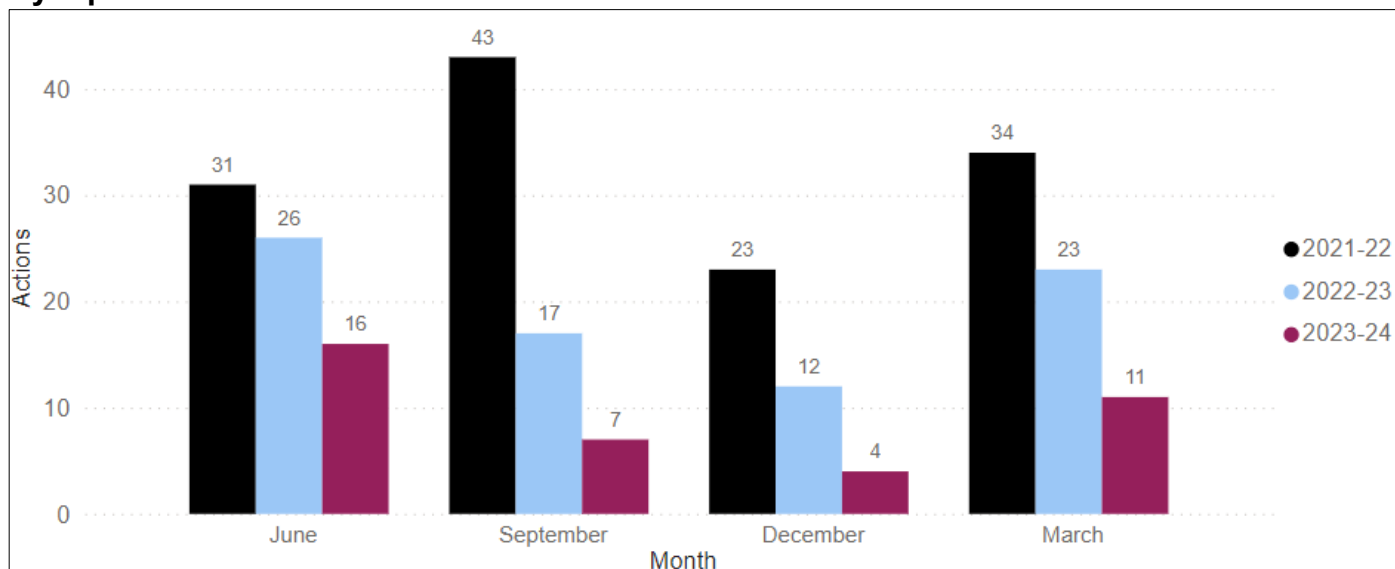
UN Sustainable Development Goal: 13

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

Fly Tip Incidents



Fly Tip Actions



- Fly tip incident data will be made available during Q1.
- There was a total of eight investigations, two fixed penalty notices issued (and paid), and one duty of care inspection.

Number of island schools and colleges participating in the Eco Schools programme

Aim: Increase in the number of schools participating

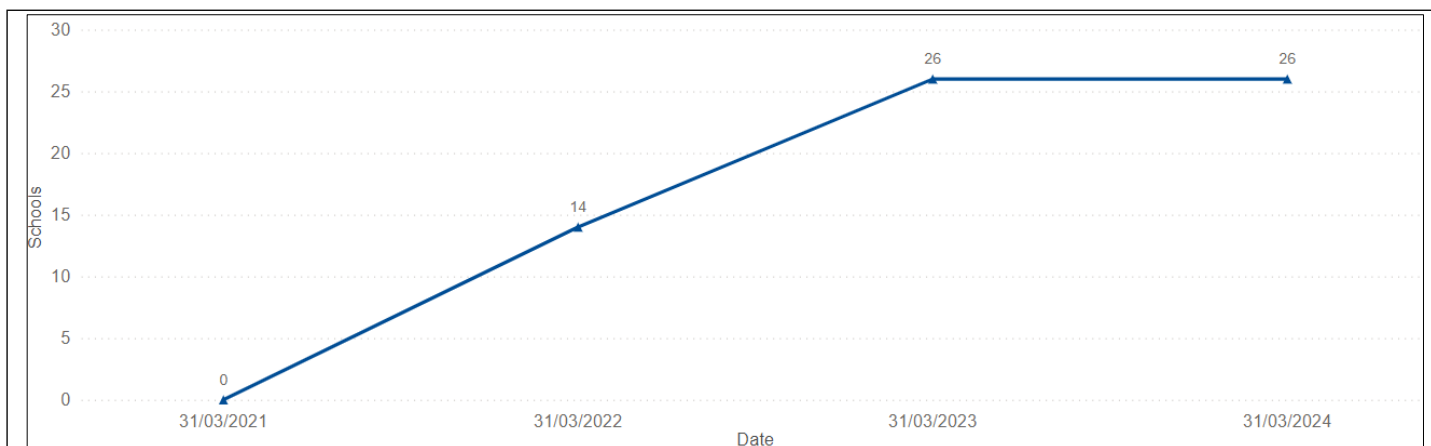
UN Sustainable Development Goal: 13

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- There has been no change in the number of island schools and colleges participating in the Eco Schools programme over 2023-24.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 12:

The Council is promoting the Warmer Homes Programme. This programme provides fully funded energy saving improvements for homes on the Island, such as insulation, air source heat pumps (ASHP) and solar panels.

The following activity supports UN Sustainable Development Goal 13:

The Council continues to provide Carbon Literacy Training, with the next session scheduled for June.

A Green Impact award was submitted for County Hall and 46SS. An audit took place, the scores moderated, and a gold award achieved. The awards ceremony took place on 15 March and 12 businesses received a Green Impact award.

The Climate and Sustainable Development: Impact Assessment Tool was implemented during quarter 3 and is has been included in council decision papers since November. The project closedown report was completed, and the tool handed over to business as usual.

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 (February 24)
16 VERY HIGH	5 LOW	12 HIGH
Previous scores		
November 23	September 23	June 23
8 MEDIUM	8 MEDIUM	8 MEDIUM

Increase in risk score

This page is intentionally left blank

Appendix 5 – 2023/24 Q4 ECONOMY, REGENERATION, CULTURE AND LEISURE

Cabinet Member: Councillor Julie Jones-Evans

Portfolio Responsibilities:

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

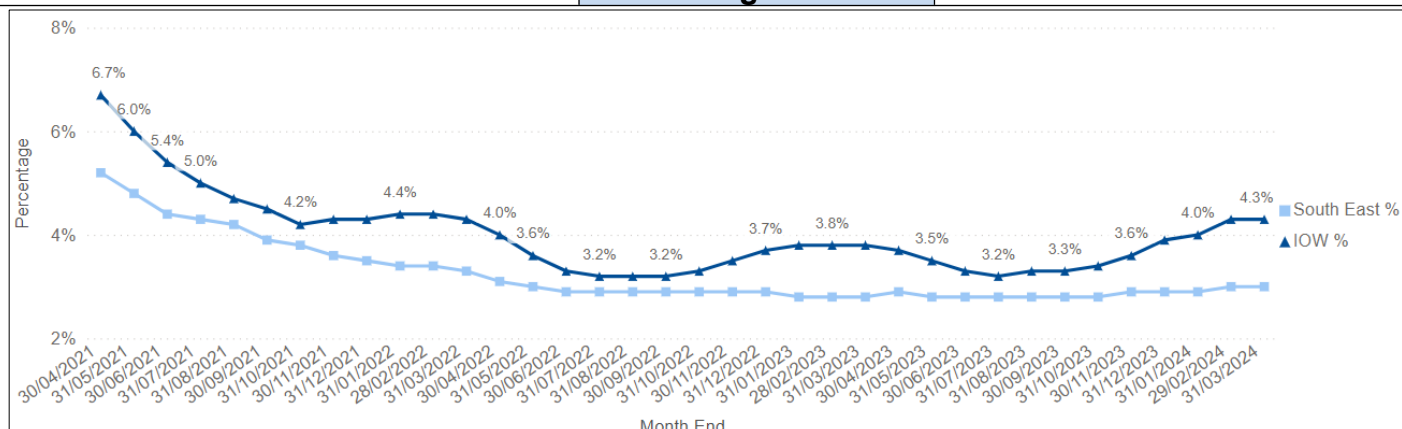
UN Sustainable Development Goal: 8

Most Recent Status: March 2024

Monitoring Measure

Previous Status: November 2023

Monitoring Measure



- Labour market data is released by the Office of National Statistics.
- The data shows that the number of out of work benefit claimants rose slightly over Quarter 4 and is 0.5 percent higher than at the same time last year.
- IOW remains above the Southeast average of 3 percent, but below the England average of 3.9 percent.
- In March 2024 there were a total of 3,370 claimants among the working age population of the island (aged 16 or over).

Total number of One Cards in issue

Aim: Increase in the number of One Cards in issue

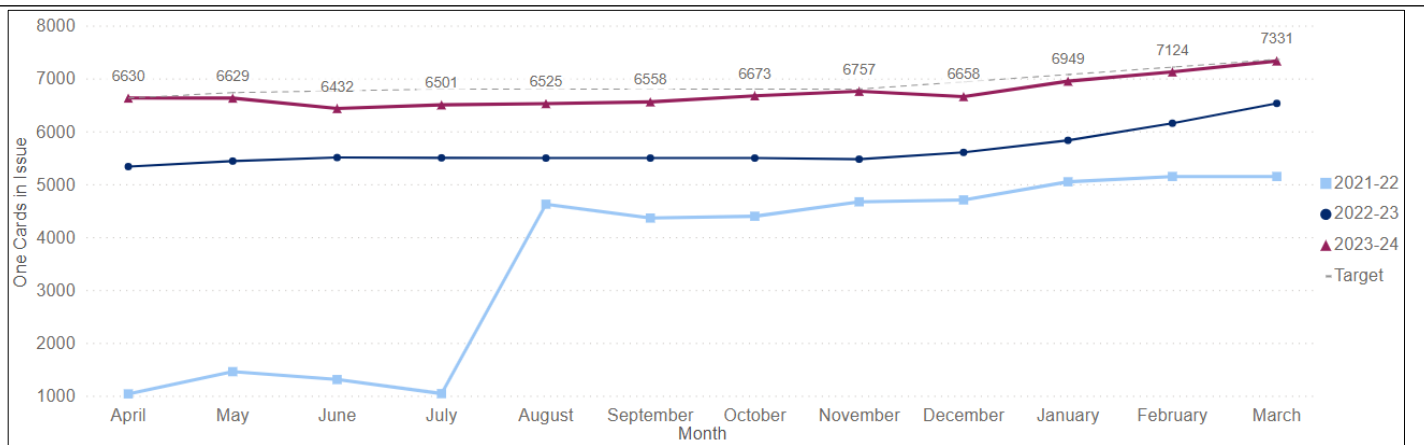
UN Sustainable Development Goal: 3

Most Recent Status: March 2024

AMBER

Previous Status: December 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.
- Quarter 4 has seen the new year rush plus the contract offer that ran up to the end of March.

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

Aim: Increase in the gross weekly wage for an IOW resident

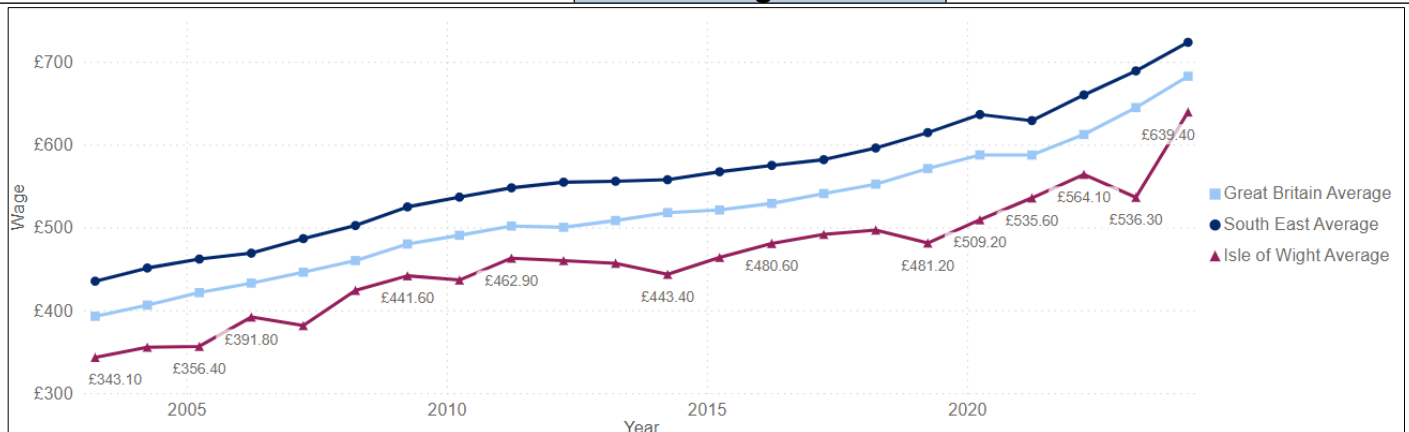
UN Sustainable Development Goal: 8

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Annual Nomis data released by Office of National Statistics, based on the Annual Survey of Hours and Earnings conducted in April each year.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 4:

The Rural England Prosperity Fund (REPF) scheme has been remodelled and will start to be delivered this financial year.

Grant funding has been secured from the Department of Work and Pensions to support the grant aided project to improve young peoples’ skills to get into the workplace. This will be delivered by the Youth Trust.

The Museum Estate and Development Fund (MEND) bid has been successful and will be announced shortly. Consideration will now be given to continuing the discussion about the future of Dinosaur Isle with stakeholders.

The Newport Cultural Centre is currently not considered to be financially viable due to no seed funding being awarded as part of the Levelling Up Fund (LUF) round 3 decisions. This project will now be put on hold until future funding can be identified. Discussion on the alternatives for the new records office will need to be discussed.

The following activity supports UN Sustainable Development Goal 8:

Conversations with Homes England have restarted around the Venture Quays housing site.

The Venture Quays Levelling up Fund projects have experienced some delays and will seek to formalist an extension to the delivery window. This is to ensure the best outcomes are delivered as the project tackles cost increases due to inflation, the effects of which will be reduced through value engineering.

Business support and a small grant scheme have been started to help businesses on the island with regeneration progress, this will utilise the Rural England Prosperity Fund (REPF) grant.

Capital works contractors are on site at The Department, Ryde, and the works are progressing well. Funding from the National Lottery Heritage Fund (NLHF) has enabled the appointment of a Creative Curator to create exhibitions to tell the story of the building and to create an exhibition/event to mark the completion of the scheme, due March 2025.

Eight murals have been created by a range of local female artists in locations around Ryde town as part of the Office of the Police Crime Commissioner (OPCC) funded Women's Art Trail. The trail was officially launched in Monkton Arts on Saturday 30th March.

Discussions continue over the potential use of the Building 41 sheds by Shademakers as a maker-space for local creatives.

The Isle of Wight Cultural Strategy 2023-2033, "All the Wonder" continues to be the key reference point for cultural activity on the island.

Several press releases have been made within the quarter:

- Bay area town and parish councils formally launch Bay Area Place Plan (January)
- Place plan public launch provides insight into future of the Bay area (January)
- £369,000 partnership with Council boosts employment prospects for Islanders (January)
- Successful first year recognised as Cowes' Building 41 celebrates birthday (February)
- Council looking to recruit people to lead transformation of Ryde (February)
- Islanders invited to celebrate Heritage Action Zone programme achievements (March)

Other activities include the Bay Place Plan launch event, a social media campaign for National Apprenticeship Week and a celebration of Heritage Action Zone events in Newport and Ryde.

The following activity supports UN Sustainable Development Goal 9:

The Wightfibre project continues to progress and is due to be completed during the financial year 2024/2025.

The following activity supports UN Sustainable Development Goal 11:

Work continues on Sandown Town Hall as per the Youth Investment Fund project to renovate and reopen the building as a youth and community centre. The deadline for the completion of these works is March 2025. The Bay Area Place Plan has now been launched, and a public appeal has

been made for volunteers to represent their sector in the steering group. The steering group will commence with the prioritisation of the action plan in quarter 1 of the 2024/2025 financial year.

Support continues for the Shaping Newport Partnership, with the 2023/2024 action plan rolling forward into 2024/2025. Key priorities for short and longer-term delivery are underway, including commissioning new banners for High Street lamp posts (to be installed April 2024), developing and establishing a town events programme, improving appearance and people's perception of town centre lanes and alleyways (discussion ongoing with premises owners to secure permission for new murals), securing funding from Homes England for design development for Newport Guildhall, bringing together agencies concerned with young people in the town to develop a coordinated response to the challenges they face, and finding a new use for the South Street toilet/shop mobility unit.

Work continues with Ryde Town Council on developing an action plan for the Place Plan and its resultant projects which include Western Gardens, Ryde Skate Park, and beach accessibility. It remains to be seen how the Place Plan will influence the emerging government funded long-term plan for Ryde.

Work continues to support the East Cowes area related improvement projects that are linked to the East Cowes Town Plan. These include public realm, Bells landing refurbishment, the reintroduction of the white-tailed eagle and a collaborative large scale mural project linked to the biosphere for which £40,000 of Forestry England and Arts Council funding has been secured. Work is due to start in April/May 2024.

In Cowes, the changing places (disabled toilet) project completed in March 2024. Support continues for the 'Cowes Cut' pedestrianisation project as well as the development of the Cowes and Northwood Place Plan, for which governance, advisory/steering and working groups have been established. Short and longer goal projects are being proposed by the working groups to the steering group for assessment.

Strategic Risks

N/A

Appendix 6 – 2023/24 Q4 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.

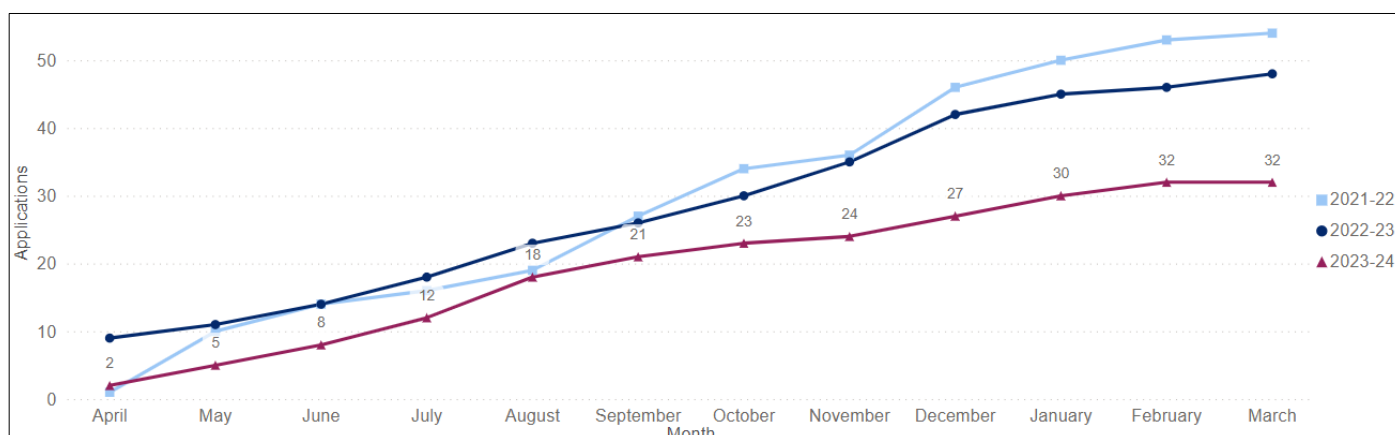
UN Sustainable Development Goal: 12

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 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

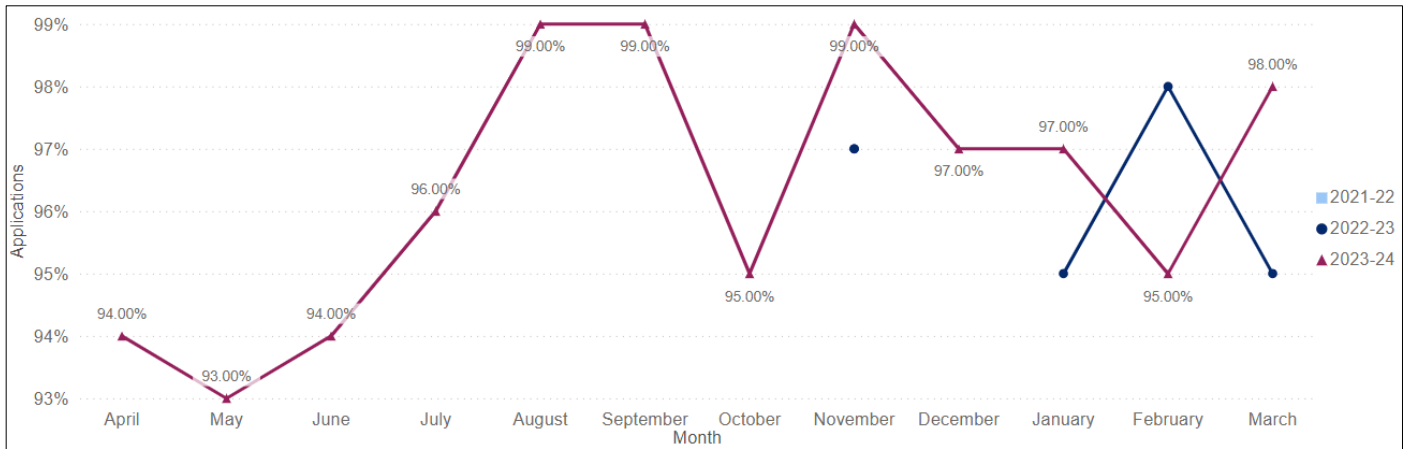
	Percentage of decisions issued in time	Total number of decisions issued	Total number of decisions issued in time	Total number of decisions issued within agreed extension	Decisions out of time
Jan-24	97	99	65	34	0
Feb-24	95	76	45	27	4
Mar-24	98	94	69	23	2

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: March 2024	Monitoring Measure
Previous Status: December 2023	Monitoring Measure



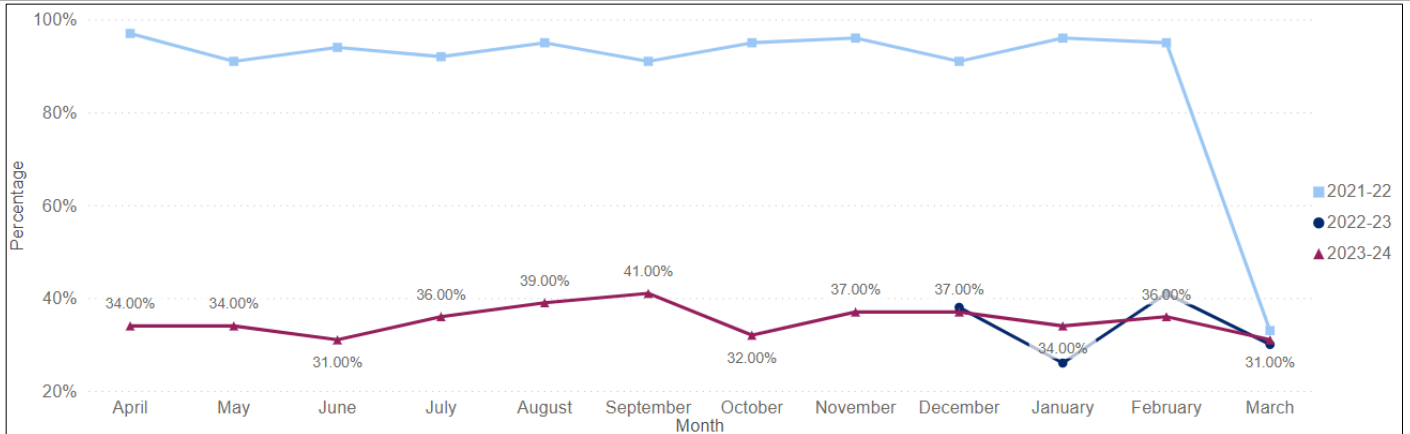
- Please note, this graph does not include agreed upon extensions of time, which affects the percentage considered as 'on-time'.

Percentage of planning applications determined within agreed extension of time

Aim: Not applicable

UN Sustainable Development Goal: 12

Most Recent Status: March 2024	Monitoring Measure
Previous Status: December 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:

Kings Counsel (KC) advice, in relation to the Secretary of State’s changes to the National Planning Policy framework, was received in January and used to inform the Group Leaders briefing on 9 January. The advice suggested that specific demographics work should be undertaken, and this was commissioned. The final report was received in February and was shared, along with the written advice, with Group Leaders. The decision was made to proceed based on the existing

approach, rather than looking at “exceptional circumstances”. Briefings were held with Scrutiny, Cabinet and Full Council during March. The Full Council agreed to return the Draft Island Planning Strategy (DIPS) to Cabinet, with several further questions and areas for the Cabinet to consider before bringing it back to the Full Council.

Without a new Local Plan, the Council continues to make decisions having regard to the “tilted balance” and the “presumption in favour”. This includes decisions in relation to the development of greenfield sites.

An updated system for tracking actions that arose from the Planning Service Peer Review has been implemented. Quarterly updates on progress will be reported to the Corporate Management Team. A roundtable session was held with regular users of the current Pre-Apps service to understand what works and what doesn’t and to identify the improvements that are required. The Duty Officer service was launched, providing informal drop-in sessions on a Wednesday for the provision of in-person pre-application advice. The Planning Agents and Architects Forum was also relaunched on 9 February. Updates to planning web pages have been made to reflect progress www.iow.gov.uk/environment-and-planning/planning/peer-review-forums/planning-agents-and-architects-forum.

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: Strategic Director – Communities

Inherent score	Target score	Current score (February 24)
16 VERY HIGH	13 HIGH	12 HIGH
Previous scores		
November 23	September 23	June 23
12 HIGH	12 HIGH	13 HIGH
No change in risk score		

Coastal erosion, the impact on the Island’s infrastructure, roads and utilities and the financial implications that could bring.

Assigned to: Strategic Director – Communities

Inherent score	Target score	Current score (February 24)
16 VERY HIGH	12 HIGH	13 HIGH
Previous scores		
November 23	September 23	June 23
N/A	N/A	N/A
New Risk		

Appendix 7 – 2023/24 Q4 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.

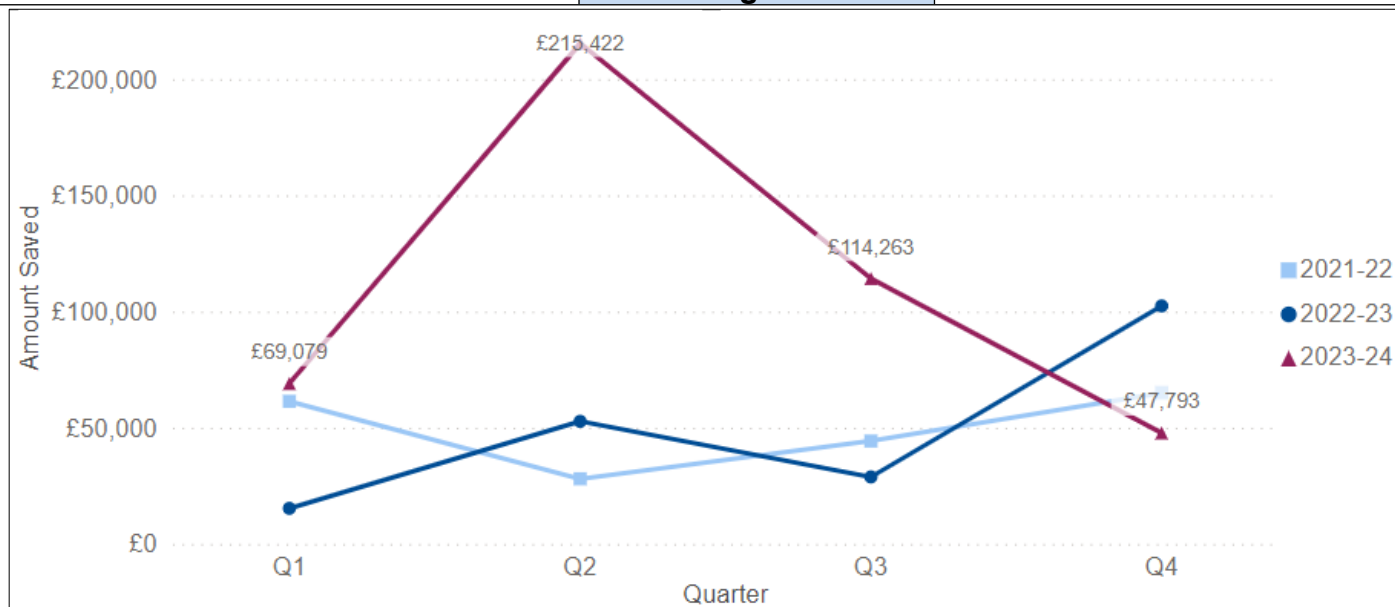
UN Sustainable Development Goal: 16

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- This data is provided by the Isle of Wight council Trading Standards Service.
- Over Q4 there were five events attended to promote advice, and 10 referrals received regarding financial abuse.
- The cumulative total for the 2023-24 financial year is £446,557.

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

Aim: Monitoring Measure Only

UN Sustainable Development Goal: 2

Most Recent Status: March 2024	Monitoring Measure
Previous Status: March 2023	Monitoring Measure

Year	Percentage
2021-22	56%
2022-23	57%
2023-24	59%

- There were 1891 registered premises on 1 April 2023 with 46 of those premises rated 0,1, or 2.
- By the end of 2023-24, 59 percent of those rated 0,1 or 2 had improved.
- We will begin 2024-25 with a cohort of 40 premises rated 0,1, or 2 for food hygiene.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 11:

The Statement of Licensing Policy has now been approved and implemented for a 5-year period. It was approved at Full Council on 18 January 2024. The service currently has its Street Furniture Policy out for consultation, which should be going through the approval process during May and June.

Work is now in full swing regarding the summers’ events and officers are working with event organisers on Event Management Plans which will be circulated to members of the Safety Advisory Group. There are many events planned for the summer which will again provide a range of activities for the community to enjoy.

Various cases under investigation for Trading Standards offences are being progressed, with some nearing conclusion for decisions to be made on next steps. Work is ongoing around the same of suspected illegal vapes, along with underage sales test purchases being made to local retailers. Local businesses involved in Botox and fillers have also been contacted to make them aware of their responsibilities in relation to underage sales. Work has also commenced with the Intellectual Property Office on a ‘tick box’ project by contacting all local self-storage companies to sign them up to a free scheme to demonstrate compliance and to work in partnership with Trading Standards.

The outcome of the food inspection programme was that the Environmental Health team achieved 61 percent of the full inspection programme. This is not completion of the full programme, as would be expected by the Food Law Code of Practice, but the FSA performance team are aware, and the teams target was set at 62 percent. All interventions were prioritised based on risk, and a higher percentage of higher risk premises were completed.

In relation to the remainder of the service delivery, work was completed in line with team plans. All areas of Environmental Health continue to focus on a risk-based approach and are making the most effective use of the resources available in the team.

Community Safety continue to work with Island Roads to strategically identify the best use of additional CCTV coverage. These requests are discussed at the Joint Authorities Group (JAG) with

police and other partners. We are also exploring how we can better use the existing network and if any cameras should be relocated to areas of higher demand.

Strategic Risks

N/A

This page is intentionally left blank

Appendix 8 – 2023/24 Q4 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

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

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

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

Capital Expenditure and Financing Requirement

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

Debt, Authorised Limit and Operational Boundary

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

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

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

Number of Band D equivalent properties

Aim: Monitoring Measure only.

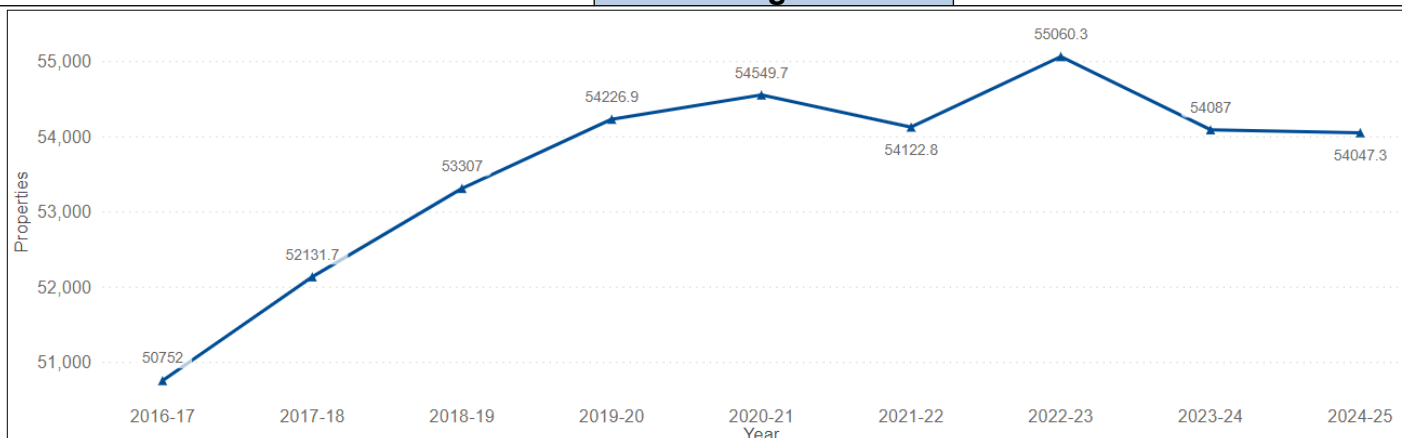
UN Sustainable Development Goal: 11

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Data provided by the Council Financial Service as a forecast for the new financial year.
- This forecast is the base number on which the IOW's total Council Tax income for 2024-25 will be derived.

Total value of gross business rates payable/£m

Aim: Monitoring Measure only.

UN Sustainable Development Goal: 8

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure

Due to financial year end calculations, data for this measure will be published in Q1 2024/2025.

Reducing debt and interest payments

Aim: Total gross debt is reduced

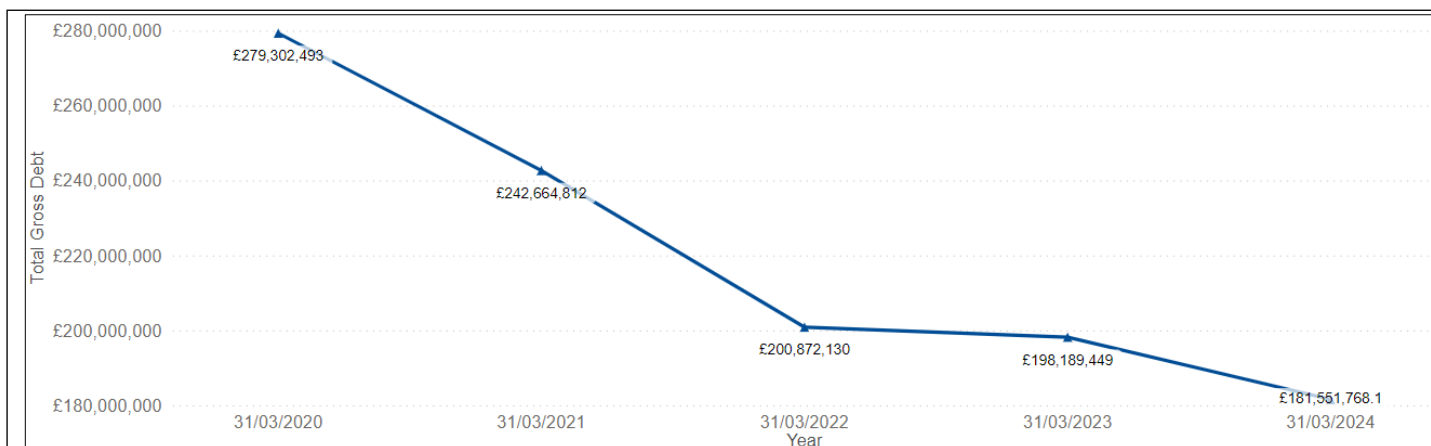
UN Sustainable Development Goal: 8

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure



- Data provided by the Council Financial Service.

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

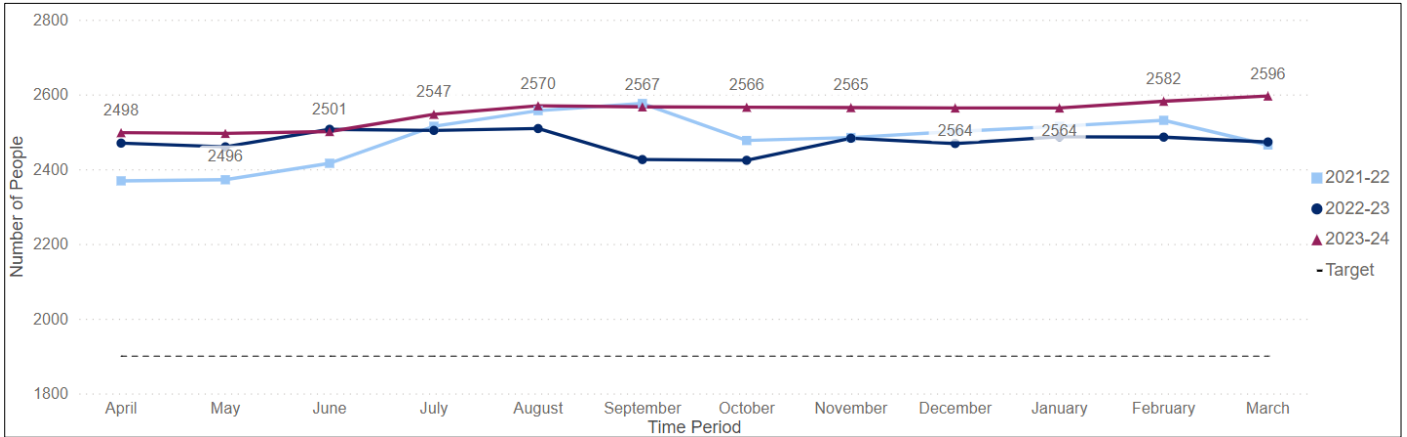
Aim: Reduction in the number of people on each band of the housing register at month end
UN Sustainable Development Goal: 11

Most Recent Status: March 2024	RED
Previous Status: December 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.

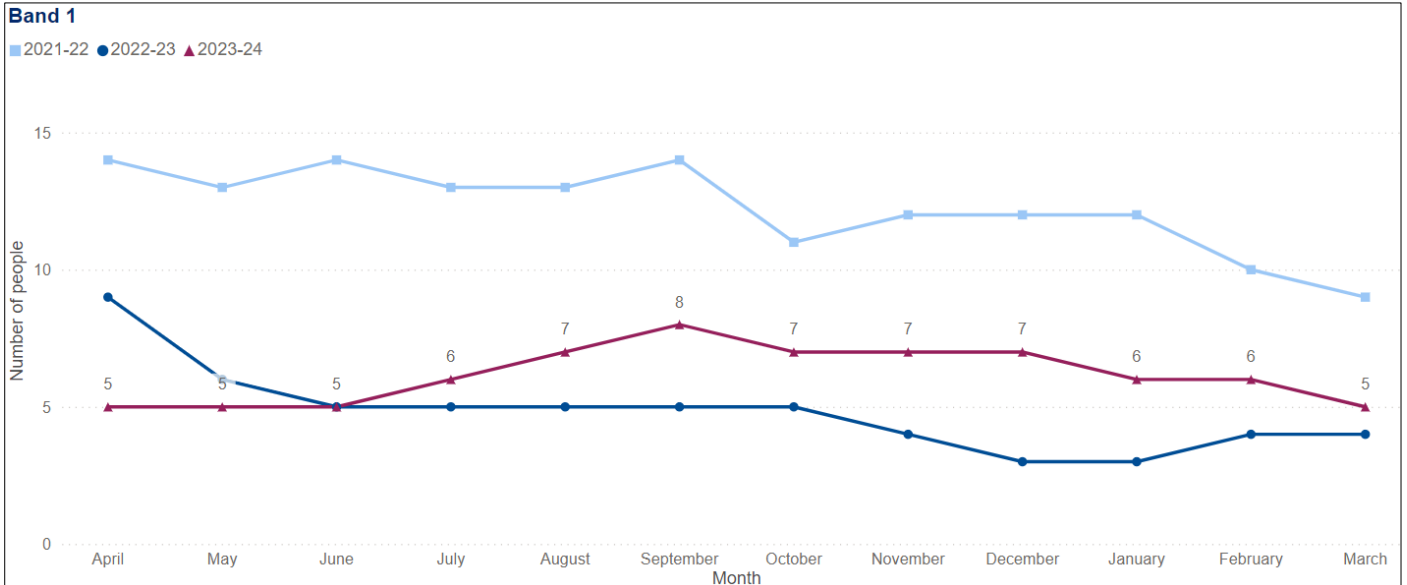
Band	Criteria
Band 1	<ul style="list-style-type: none"> • Urgent medical/welfare issues. • Multiples of band 2.
Band 2	<ul style="list-style-type: none"> • Severe overcrowding (at least 2 bedrooms). • Severe under occupation (social housing tenants' resident on the Island). • Severe medical/welfare issues. • 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. • 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:

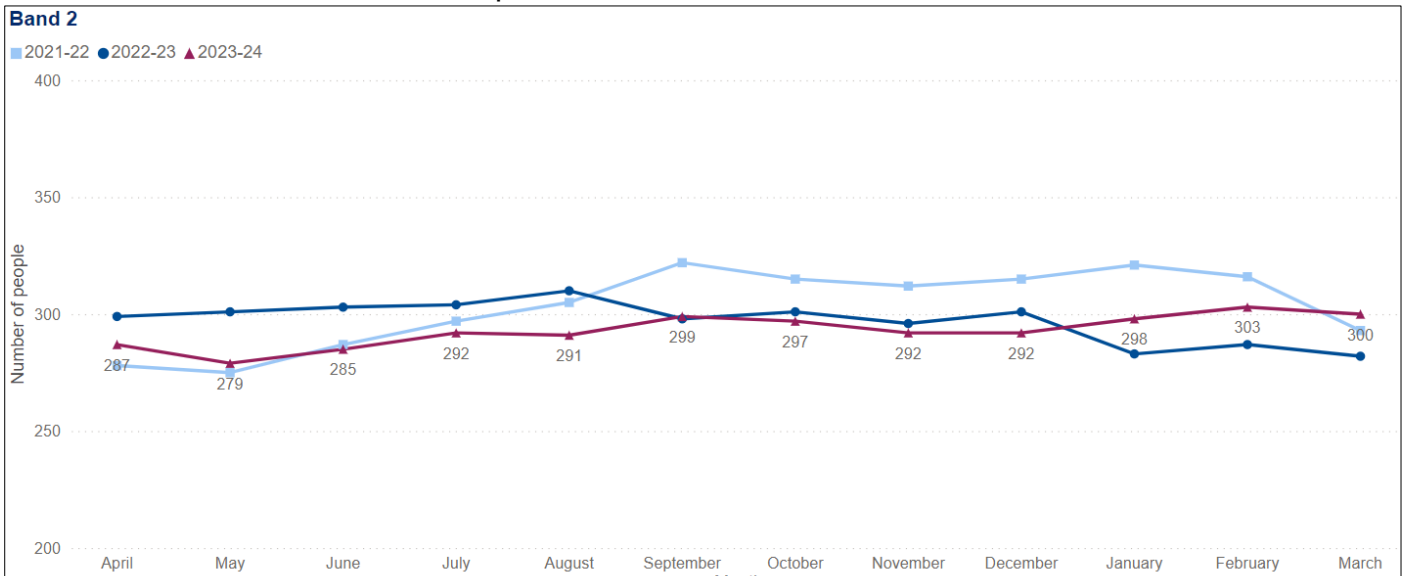


- The number of people on the housing register rose slightly over quarter 4.
- At the end of quarter 4, the number of the housing register remained higher than the previous year (2596 in 2023-24 compared to 2473 in 2022-23).

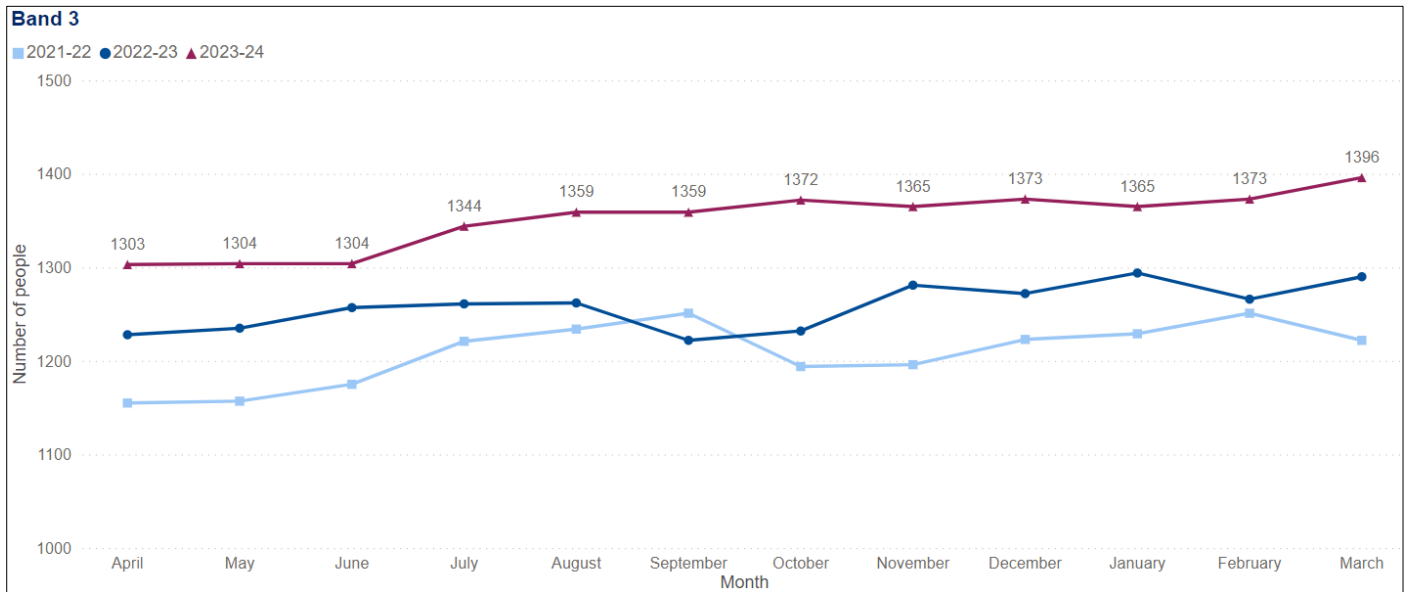
Number of households on each band of the housing register:



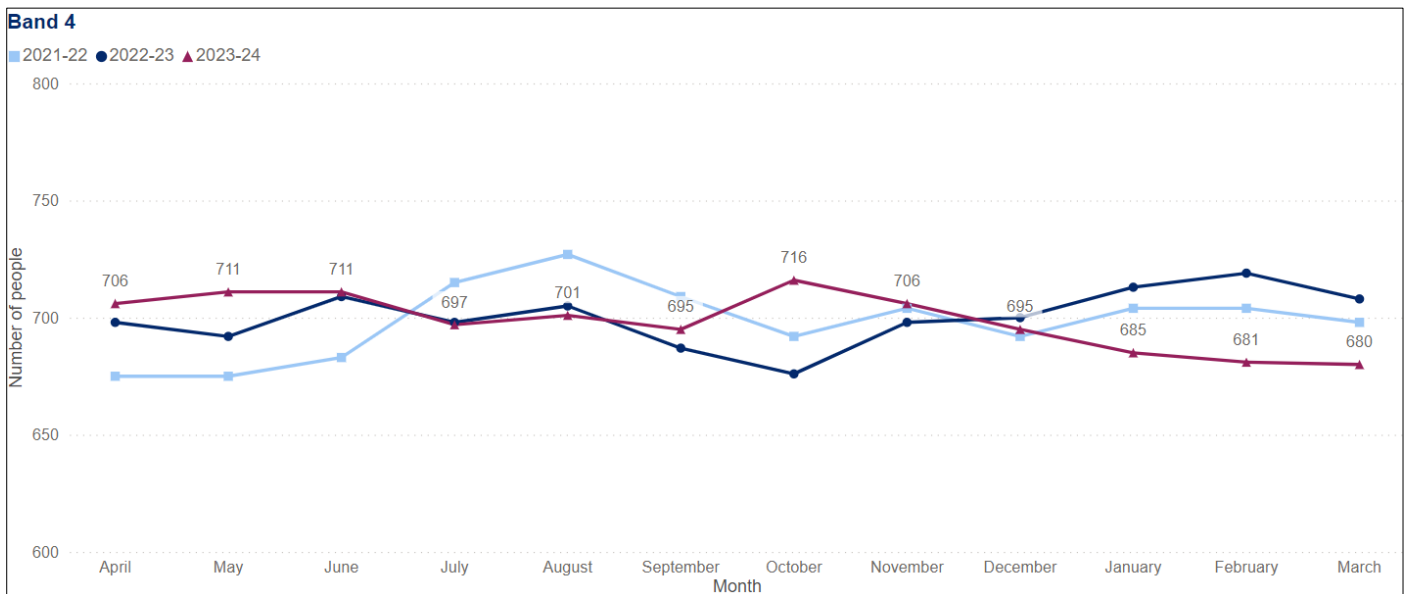
- The number of households dropped, ending Quarter 4 with 5 households, this is 1 more than at the end of the same period in 2022-23.



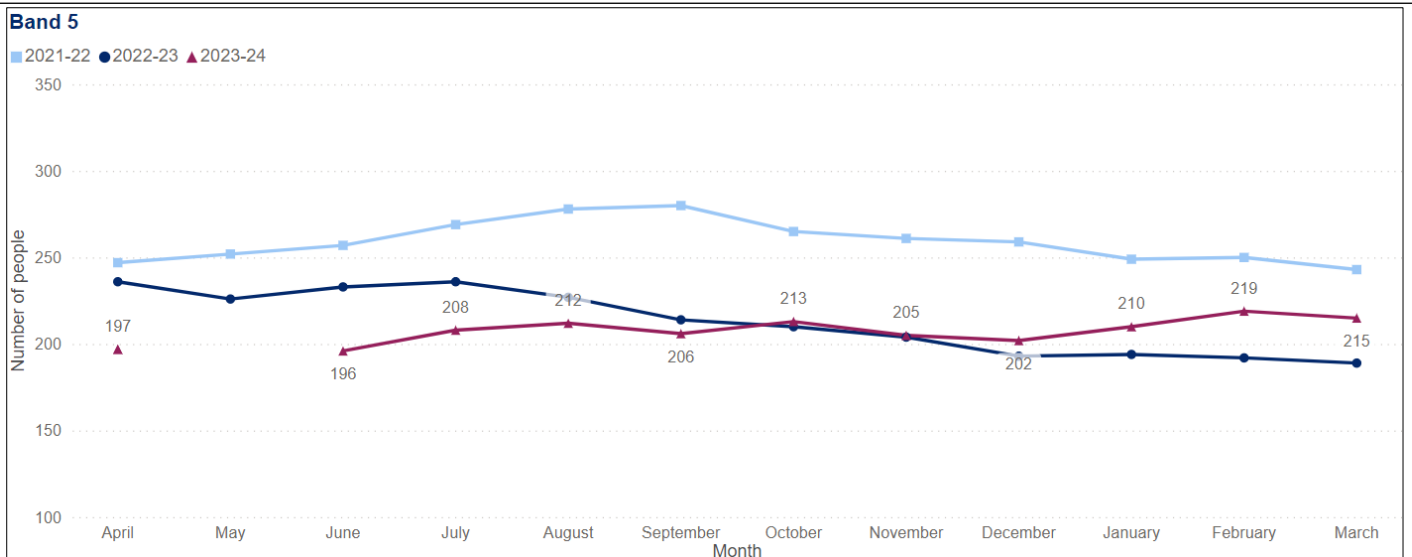
- The number of households has risen slightly, with 300 on band 2 at the end of the quarter. This is slightly higher than the end of the same period in 2022-23 (282).



- The number of households has increased during quarter 4.
- The number of households on band 3 is higher than at the end of the same period in 2022-23 (1396 in 2023-24 compared to 1290 in 2022-23).



- The number of households on band 4 dropped over quarter 4 to the lowest level since October 2022 (680 at the end of 2023-24 compared to 676 in October 2022).



- The number of households rose slightly during quarter 4 and remains higher than the same period last year (215 in 2023-34 compared to 189 in 2022-23).

Number of households prevented from becoming homeless

Aim: Monitoring Measure only.

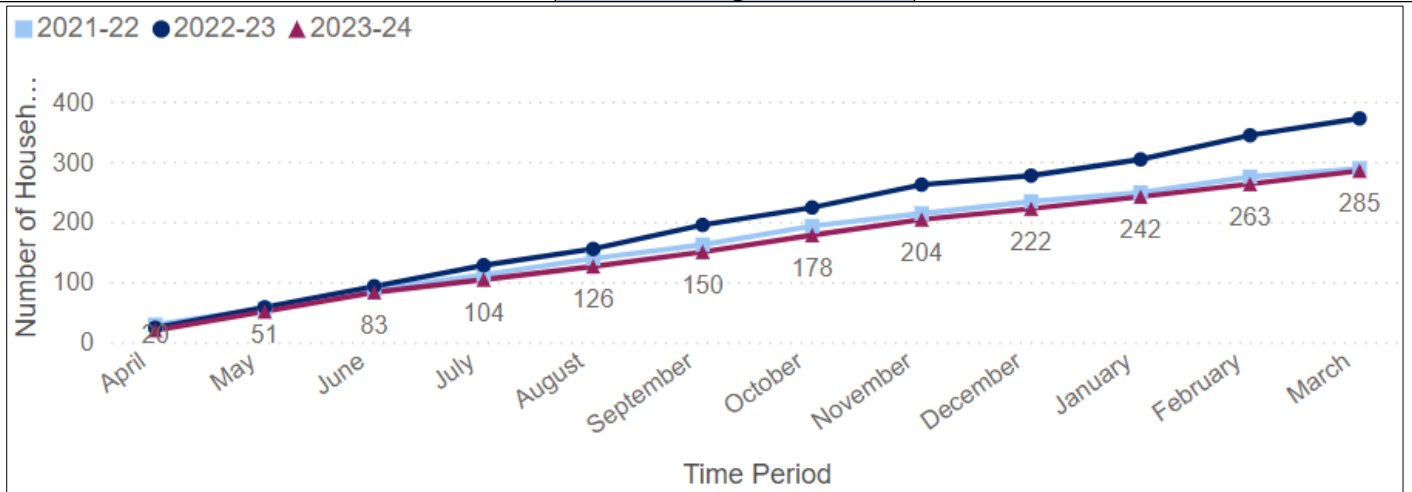
UN Sustainable Development Goal: 1

Most Recent Status: March 2023

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- The number of homeless approaches/acceptances at year end is 93 higher than last year and this has impacted on the number in temporary accommodation.
- The percentage of households prevented from becoming homeless is lower than last year and work is being done to understand this.

Number of households in temporary accommodation

Aim: Monitoring Measure only.

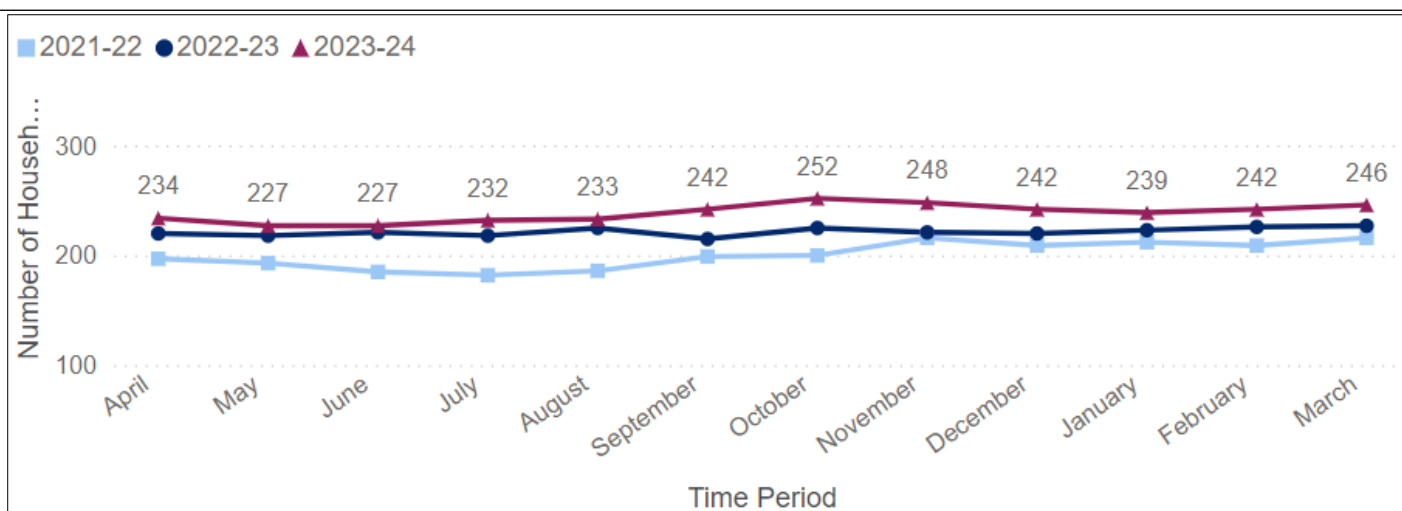
UN Sustainable Development Goal: 1

Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure



- The number of households in temporary accommodation has been unusually high throughout this year and is running at around 10-15 cases per month, thus creating a new normal level higher than during previous years.

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: March 2024

Monitoring Measure

Previous Status: December 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
2023-24					
September	0	16	193	1	0
December	0	18	195	3	0
March	1	19	191	1	0

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
2023-24						
September	29	89	69	20	2	1
December	31	93	68	20	3	1
March	33	89	65	21	3	1

Length of time the current applicants have been registered on Island HomeFinder

Year	0-6 months	6-12 months	1-2 years	2-5 years	5+ years
2023-24					
March	345	409	536	827	480

Total length of time current households have been in temporary accommodation

Year	0-6 months	6-12 months	1-2 years	2-5 years	5+ years
2023-24					
March	62	46	37	75	25

Number & value of Disabled Facility Grants approved

Aim: Monitoring Measure only.

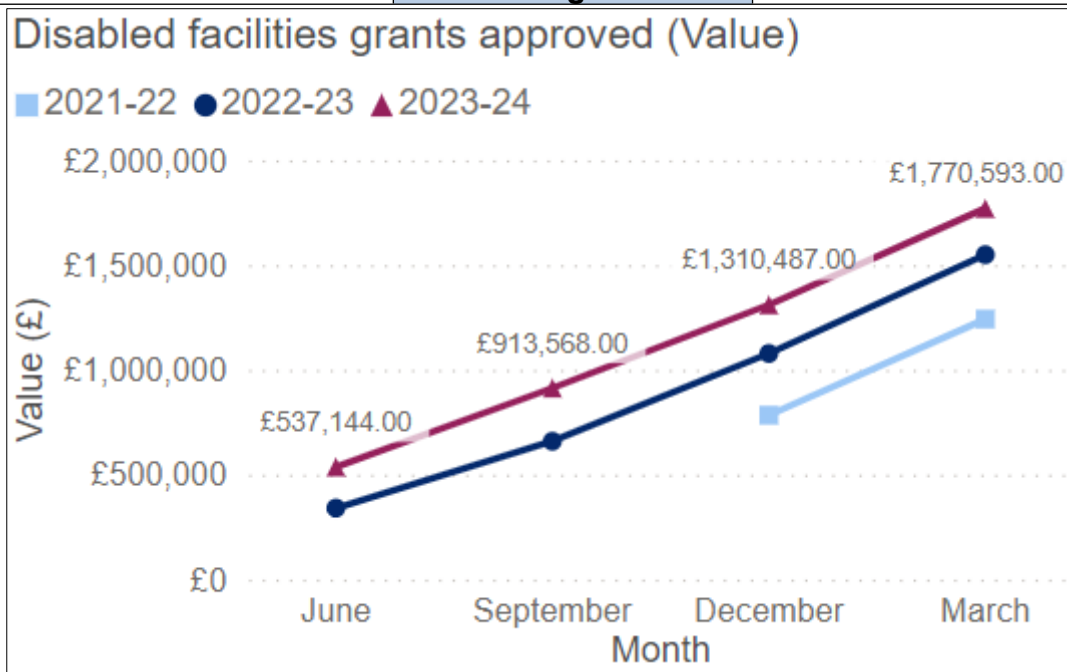
UN Sustainable Development Goal: 11

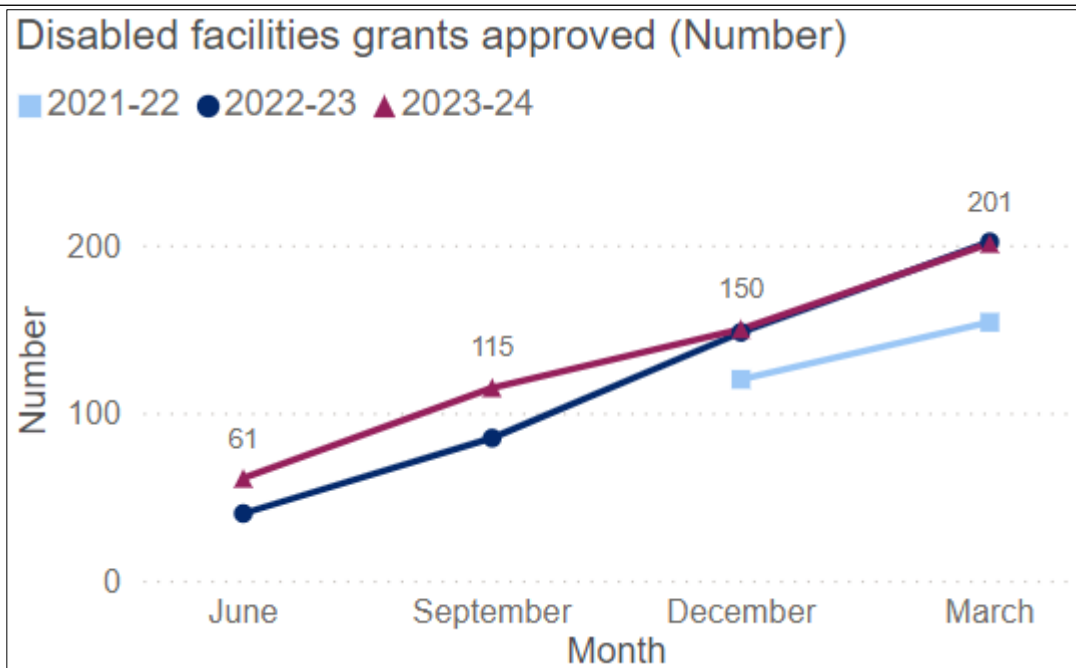
Most Recent Status: March 2024

Monitoring Measure

Previous Status: December 2023

Monitoring Measure





- Coupled with the carried forward approved amount from 2022-23 the current live approved value of cases is £2,685,839. The budget is £1.8m
- This is a record amount of spend and there is a record amount of demand.
- There are 271 cases ongoing into 2024-25 valued at £2.2m, not counting any new referrals in 2024-25.

Number and percentage of housing stock that is considered long term empty

Aim: Reduction in properties considered long term empty

UN Sustainable Development Goal: 11

Most Recent Status: March 2024

Monitoring Measure

Previous Status: March 2023

Monitoring Measure

Empty Period	2019-20	2020-21	2021-22	2022-23	2023-24
2 to 5 years	94	72	77	74	108
5 to 10 years	28	28	20	22	23
Over 10 years	0	28	10	10	10
Under structural repair	0	0	0	2	1
Total	122	138	107	108	142

- These figures are calculated from council tax data.

Service Updates - Key Aspirations and Ongoing Business

The following activity supports UN Sustainable Development Goal 1:

Work is ongoing with regards to management of empty properties, with the strategy action plan being updated quarterly.

The Thompson house demolition has been completed and discussions are progressing for disposal to the Registered Provider. The Options Agreement for Berry Hill is in final draft and is with legal for finalisation. The disposal of Weston School is being presented to Cabinet in March 2024.

A variation has been requested for the three Brownfield Land Release Fund sites as we will not be in contract for the works by the end of March deadline. This has now been delayed until 20 April

2024. The outcome of funding bids for the Pyle Street and Fairlea Road sites will be known later this year.

The following activity supports UN Sustainable Development Goal 3:

The waiting list for Disabled Facility Grants has been reinstated, with 66 individuals currently waiting with urgent cases being prioritised. Currently the budget spend is on target, however this is due to implanting the waiting list. Removal repair and wellbeing grants are in place from January 2024.

Mandatory licensing for Houses in Multiple Occupation (HMO) are ongoing, along with standards activity and investigation into non-licenced HMOs with no issues. Minimum Energy Efficiency Standards enforcement is also ongoing, with two compliance notices issued with fines possible to follow.

Private sector housing standards investigation and enforcement continues, with a priority/risk waiting list in place.

The following activity supports UN Sustainable Development Goal 12:

The ECOFLEX statement of intent that sets out the council’s flexible eligibility criteria for the Energy Company Obligation scheme (ECO4) is in place. The scheme aims to improve the least energy efficient homes to help meet the Government’s fuel poverty and net zero commitments. Applications are ongoing but remain at low volumes at this time.

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 (February 24)
16 VERY HIGH	5 LOW	9 MEDIUM
Previous scores		
November 23	September 23	June 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

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

Assigned to: Director of Finance and Section 151 Officer

Inherent score	Target score	Current score (February 24)
16 VERY HIGH	9 MEDIUM	9 MEDIUM
Previous scores		
September 23	September 23	June 23
9 MEDIUM	9 MEDIUM	9 MEDIUM
Risk score is consistent		

This page is intentionally left blank



Isle of Wight
Council

QPMR Key performance indicators for Adult Social Care

Cabinet Portfolio: Adult Social Care and Public Health

DRAFT

SUMMARY OF ASC KPIs

Year, Quarter

2023-24 (Year) + Q4 (Quarter) ▼

Total number of people being supported by ASC

10678

Previous equivalent period: 3437

Number of people waiting for assessments

1102

Previous equivalent period: 1,114

Number of people living independently at home after support by reablement services

Previous equivalent period: 43

Number of people supported in care homes (residential and nursing)

771

Previous equivalent period: 767

Page 78
Number of people waiting for DOLS assessments

308

Previous equivalent period: 333

Number of people waiting for Care Act assessments

Number of people waiting for Financial Assessments

130

Previous equivalent period: 73

Number of people waiting for Occupational Therapy assessments

Previous equivalent period: 257

Number of people waiting for Reviews

696

Previous equivalent period: 603

Number of people supported in care homes (residential)

637

Previous equivalent period: 627

Number of people supported in care homes (nursing)

128

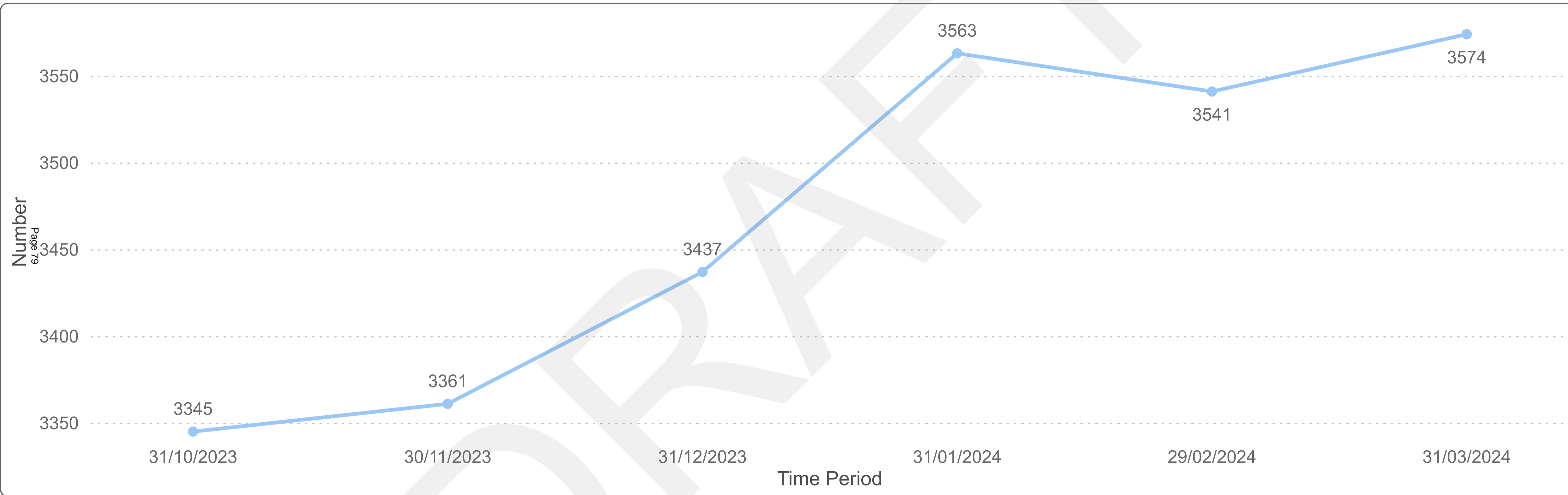
Previous equivalent period: 140

Total number of people being supported by ASC

UN Sustainable Development Goal:
3 Ensure healthy lives and promote well-being for all at all ages

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q4	31 March 2024	Monitoring Only
2023-24	Q3	31 December 2023	Monitoring Only



Supporting Narrative:

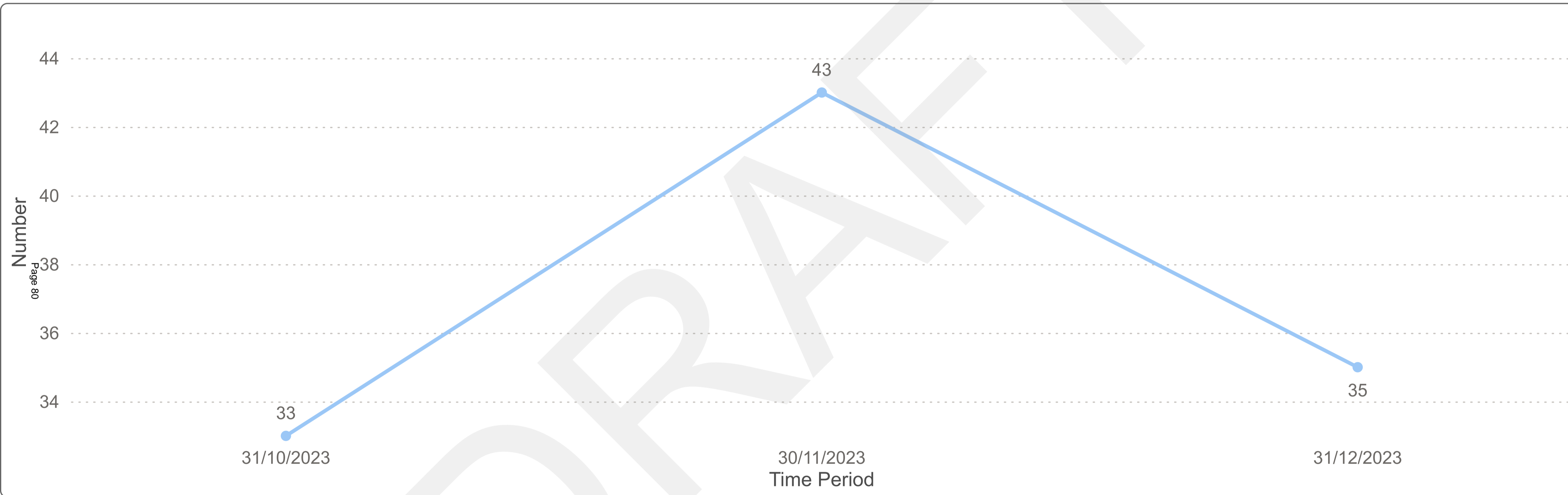
279 DP, 1970 managed, 67 mixed account, 1258 no service

Number of people living independently at home after support by ASC reablement service

UN Sustainable Development Goal:
3 Ensure healthy lives and promote well-being for all at all ages

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q3	31 December 2023	Monitoring Only



Supporting Narrative:

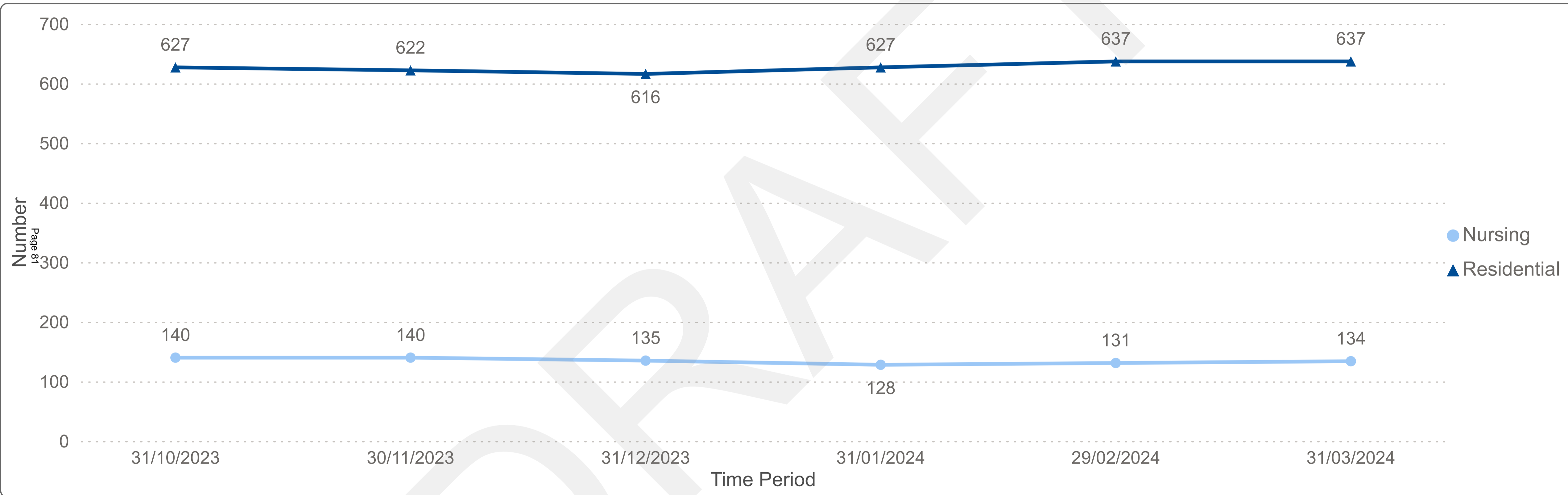
Not Provided

Number of people supported in care homes (residential and nursing)

UN Sustainable Development Goal:
3 Ensure healthy lives and promote well-being for all at all ages

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q3	31 December 2023	Monitoring Only



Supporting Narrative:

nursing 7 + 124, Res 165 + 472

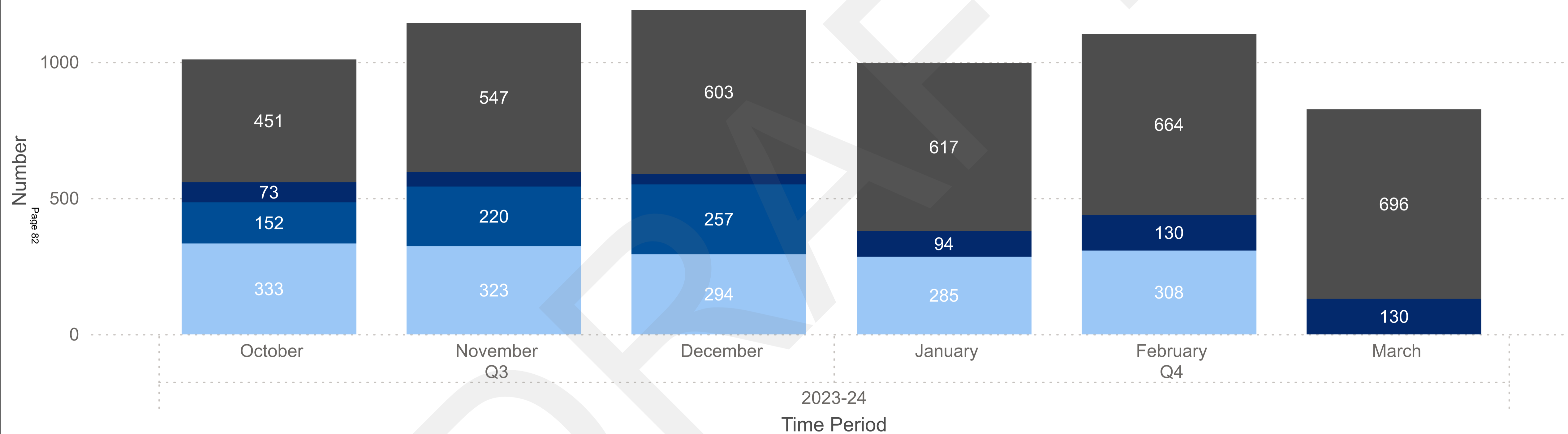
Number of people waiting for assessments (DOLS/OT/Care Act/Financial/Annual reviews)

UN Sustainable Development Goal:
3 Ensure healthy lives and promote well-being for all at all ages

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q4	31 March 2024	Monitoring Only
2023-24	Q3	31 December 2023	Monitoring Only

● DOLS ● OT ● CAA ● Finance ● Review




Supporting Narrative:

Not Provided

SUMMARY OF PUBLIC HEALTH KPIS

Year, Quarter

2023-24 (Year) + Q4 (Quarter) 

Smoking prevalence in adults (18+) - by calendar year

Percentage (%) smoking at time of delivery

Number of adults 65+ who have received the flu vaccine

Successful completion of alcohol treatments

9.6%

Previous year: 13.5%

33,450

Previous equivalent period: 22,573

Previous equivalent period: 39.1%

Data for this KPI is provided to the end of the previous calendar year and is published in Q3

Data for this KPI relates to the end of the previous financial year due to publication timescales and is published in Q4

Y6 prevalence of healthy weight (%)

% MMR vaccination coverage at 5 yrs old (two doses)

63.3%

Previous academic year: 64.1%

85.5% Red

Previous Year: 89.3%

Data for this KPI is provided to the end of the previous academic year and is published in Q4

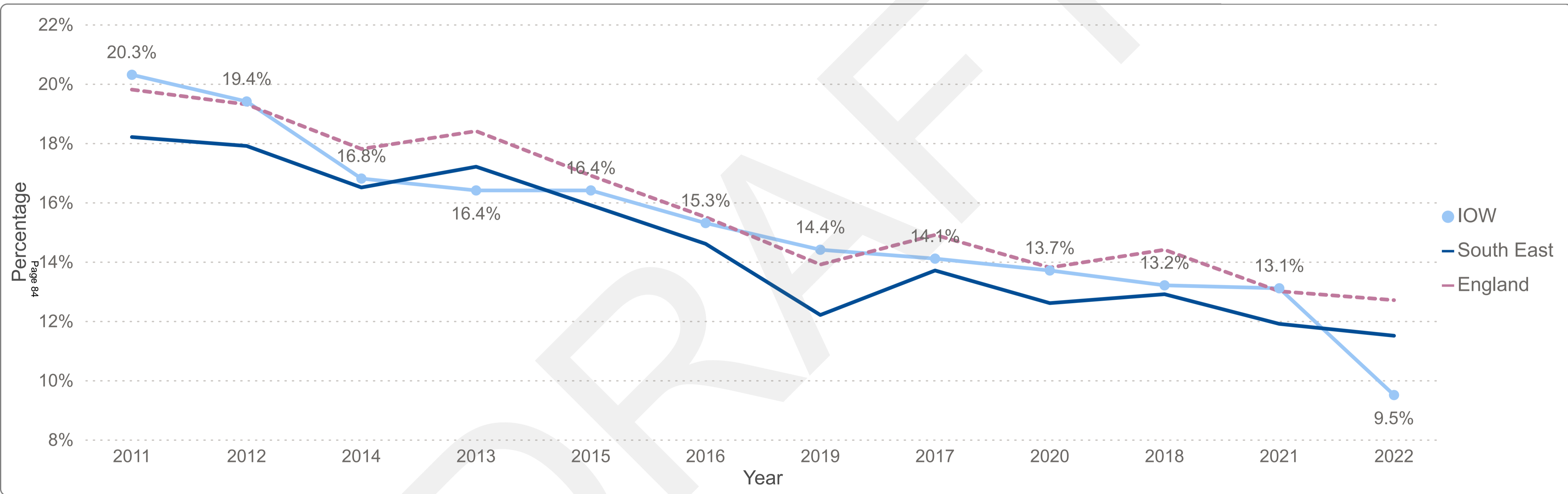
Data for this KPI relates to the end of the previous financial year due to publication timescales and is published in Q4

Smoking prevalence in adults (18+)

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Date	RAG Rating
31/12/2021	Red
31/12/2022	Green



Supporting narrative

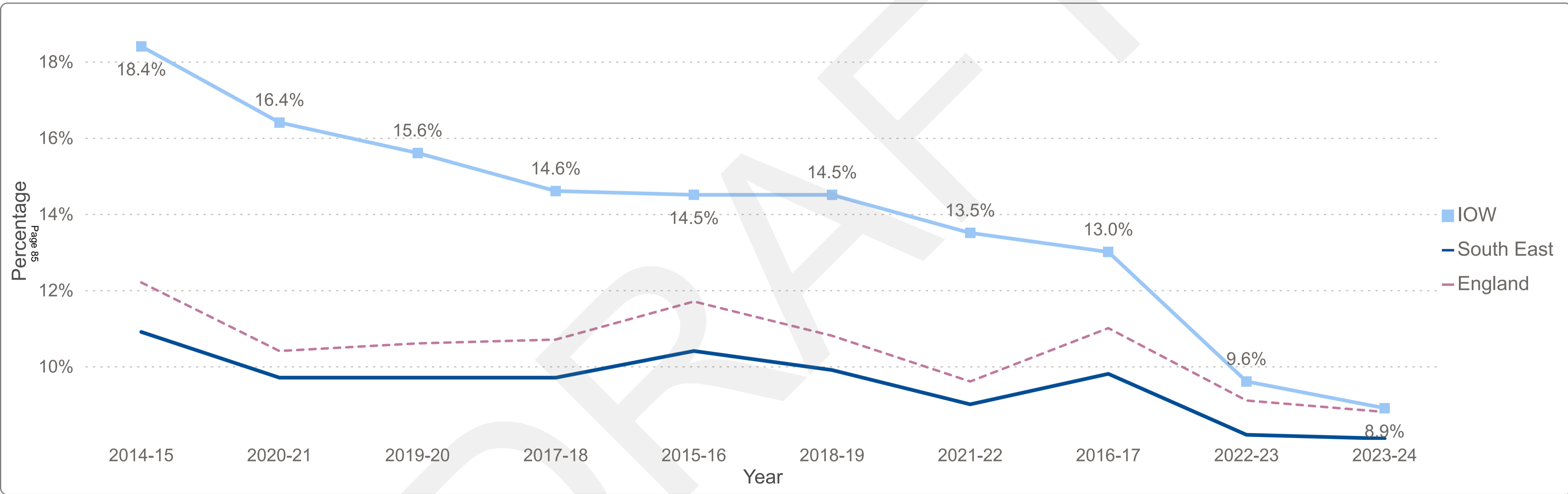
Data for this KPI is provided to the end of the previous calendar year and is published in Q3

Smoking at time of delivery

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q4	31/03/2024	Monitoring Only
2022-23	Q4	31/03/2023	Monitoring Only



Supporting narrative

Data released November 2023.

Data for this KPI relates to the end of the previous financial year due to publication timescales and is published in Q4

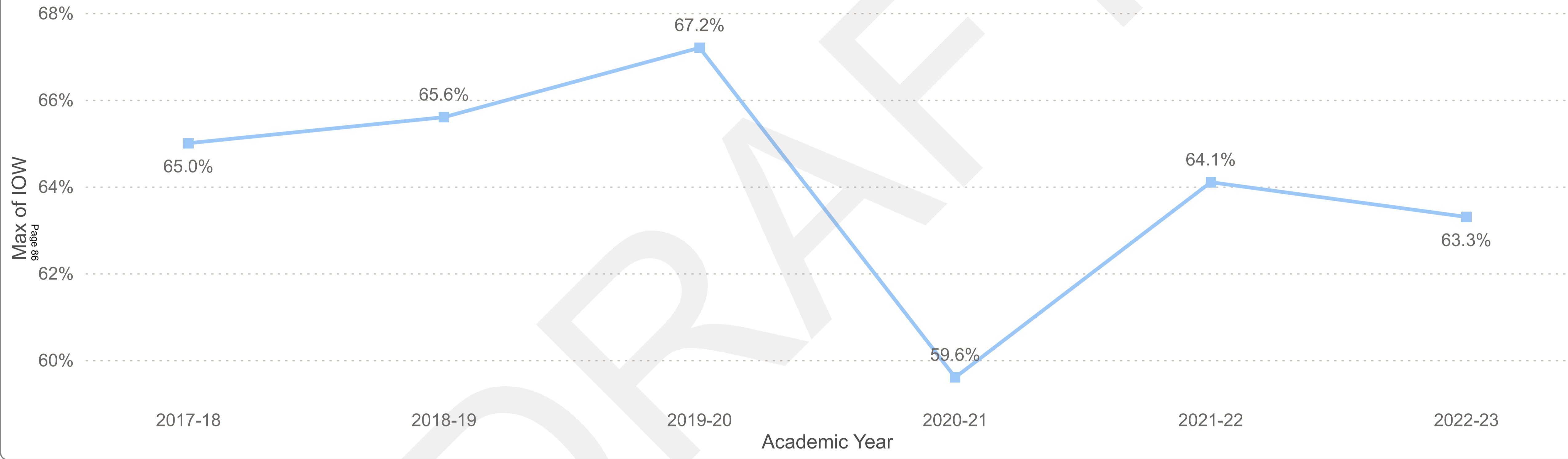
Year 6 prevalence of health weight

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Academic Year	RAG Rating
2021-22	Monitoring Only
2022-23	Monitoring Only

Y6 prevalence of healthy weight (%)



Supporting narrative

Data relates to academic year 2022/23

Data for this KPI is provided to the end of the previous academic year and is published in Q4

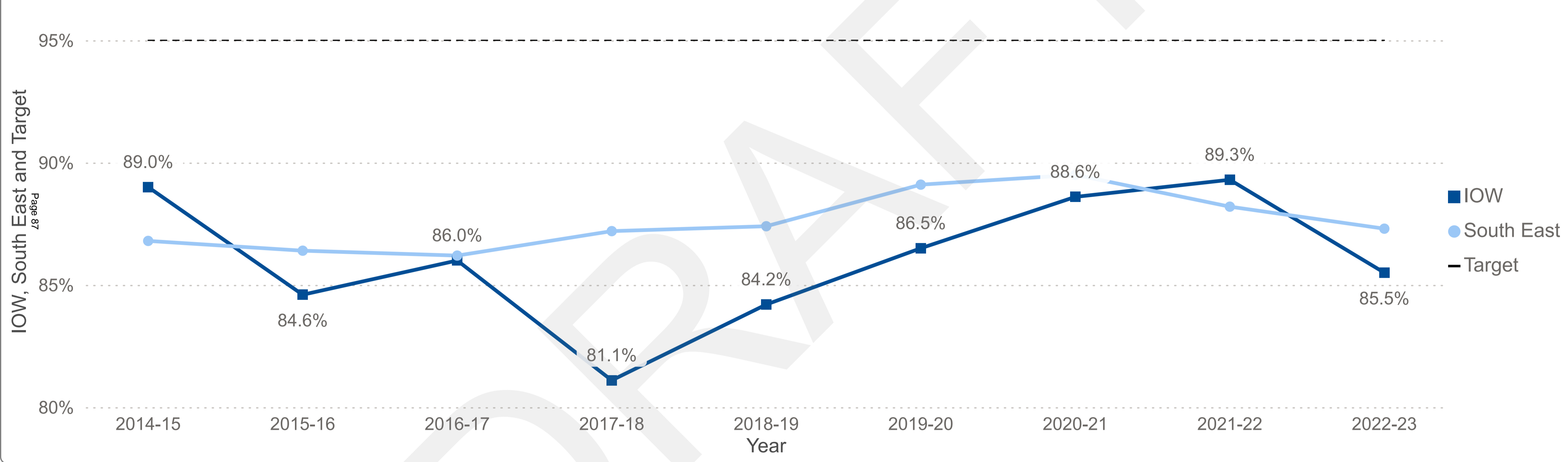
Percentage (%) of MMR vaccination coverage at 5 years old (2 doses)

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2021-22	Q4	31/03/2022	Red
2022-23	Q4	31/03/2023	Red

% MMR vaccination coverage at 5 yrs old (two doses)



Comment

2022-23 data released November 2023, 2024 data expected November 2024

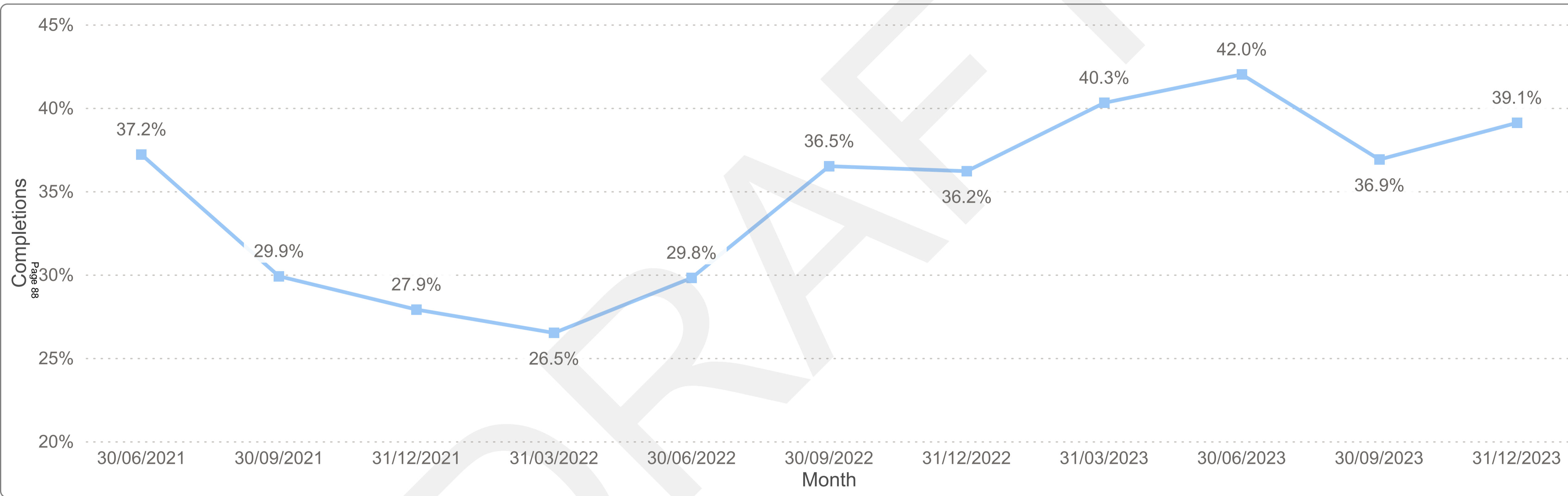
Data for this KPI relates to the end of the previous financial year due to publication timescales and is published in Q4

Percentage (%) of successful completion of alcohol treatments

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q4	31/03/2024	Data Missing
2023-24	Q3	31/12/2023	Green



Supporting narrative

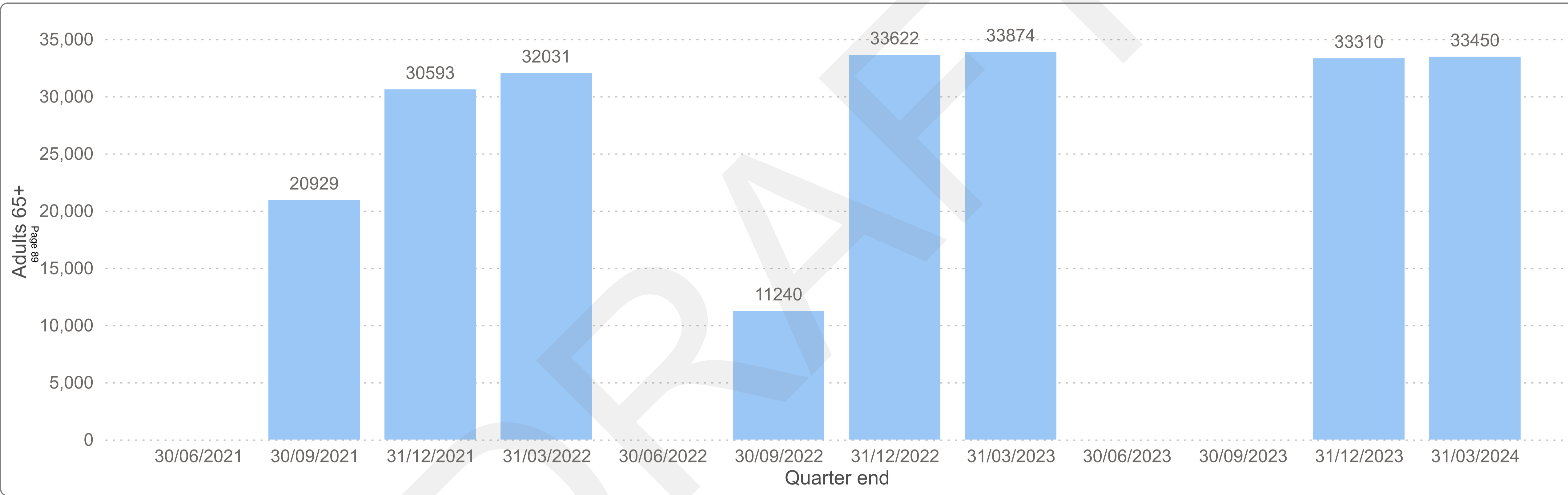
Q4 2023-24 data release due to be published 23 May 2024

Number of adults 65+ who have received the flu vaccine (Sept-Feb)

UN Sustainable Development Goal: 3 (Ensure healthy lives and promote wellbeing for all at all ages)

Current and Previous RAG Ratings

Year	Quarter	Quarter End	RAG Rating
2023-24	Q4	31/03/2024	Monitoring Only
2023-24	Q3	31/12/2023	Monitoring Only



Supporting narrative

February is the last month that data is reported for the season.

This page is intentionally left blank



Isle of Wight
Council

QPMR Aspirations and BAU Updates

DRAFT

SUMMARY OF CORPORATE PLAN KEY ACTIVITIES - Q4 2023/2024

Adult Social Care and Public Health

Not started

In progress

15

On hold

Completed

24

Childrens Services, Education and Corporate Functions

Not started

In progress

18

On hold

Completed

21

Climate Change, Biosphere and Waste

Not started

In progress

6

On hold

1

Completed

5

Economy, Regeneration, Culture and Leisure

Not started

In progress

28

On hold

Completed

6

Housing and Finance

Not started

In progress

10

On hold

Completed

12

Planning, Coastal Protection and Flooding

Not started

In progress

5

On hold

Completed

4

Regulatory Services, Community Protection and ICT

Not started

In progress

6

On hold

Completed

Transport and infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships

Not started

In progress

21

On hold

Completed

10



Cabinet Report

Purpose: For Noting

ISLE OF WIGHT COUNCIL

Date **9 MAY 2024**

Title **EARLY YEARS CHILDCARE SUFFICIENCY ASSESSMENT**

Report of **CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION AND CORPORATE FUNCTIONS**

Executive Summary

1. The purpose of this report is to provide an update to Cabinet Members on how the Local Authority complies with its statutory duty to secure sufficient childcare to meet parental need, in accordance with the Early Education and Childcare Statutory Guidance for Local Authorities (June 2018).
2. A Childcare Sufficiency Assessment (CSA) is completed annually. This report summarises the analysis and identifies actions required to maintain and improve childcare sufficiency across the Isle of Wight (IOW), based on data from January to December 2023.
3. Statutory guidance requires that the Isle of Wight Council must, as far as is reasonably practicable, secure sufficient childcare for working parents and to undertake a sufficiency assessment to be brought to Executive Members on an annual basis.

Recommendation

That the Cabinet, having been presented with the statutory childcare sufficiency assessment in Appendix 1, notes the Local Authority has met its statutory duty to secure sufficient Early Years childcare for parents on the IOW.

Background

4. During 2023 the childcare market has remained stable; however, providers are under pressure from the impact of the cost of living increases on parental incomes, rising business costs, and ongoing difficulties with recruiting and retaining experienced and qualified staff for some childcare providers.
5. On the Island there is a strong mix of available provision which is of a high quality, including provision for children with special educational needs:

- The childcare market comprises 78 providers, of which 35 are Private, Voluntary and Independent (PVI) providers, 13 are school-based and 30 are childminders.
 - The Early Years childcare market continues to offer variety in delivery with 77 per cent (60 out of 78) of all providers (PVI, school-based and childminders) open beyond school term time.
 - 97 per cent of Island childcare providers have Good and Outstanding Ofsted judgements, which is in line with the all-England level of 97 per cent.
 - All PVI providers operate all year round, all school-based providers operate term time only.
 - The childcare market is committed to supporting children with SEND, 62 children in Early Years have EHCPs in place.
6. Early Years Education (EYE) includes funded childcare entitlement for 2, 3 and 4-year-olds, both universal (15 hours) and extended (30 hours):
- Take-up of funded 2-year-old childcare (15 hours) has improved from 77 per cent in 2022 to 85.6 per cent in 2023. This is above the national and South East average of 74 per cent.
 - 3- and 4-year-old take up of some form of Early Years Education has decreased to 89 per cent of children from 93 per cent in 2022.
 - A consistent 51 per cent of children accessing the universal entitlement are then claiming the extended entitlement (30 hours).
 - 100% of school-based and PVI providers and 83% of childminders take children with EYE funding.
7. During 2023, there has been an overall decrease of 159 childcare places on the Isle of Wight to 2,369 places. Decreases in numbers were due to the Private, Voluntary, and Independent (PVI) providers reducing their places by 5.4 per cent (106 places); school-based providers reducing their places by 6 per cent (21 places) and childminders by 15 per cent (32 places). 3 PVI providers closed permanently in 2023 and no new providers opened.
8. In line with national trends the number of childminders on the Island has reduced from 33 to 30, a 9 per cent decrease in numbers in 2023. As a result of this the number of places on offer from childminders has also decreased by 15 per cent from 217 places to 185 places.
9. As in previous years, the market continues to cite challenges with financial sustainability due to increasing costs associated with rent, utilities, employers pension costs contributions and increases in national minimum/living wage. To address the impact of these issues the Government announced in September 2023 a one-off increase, known as the Early Years Supplementary Grant (EYSG), in the funding rates paid to providers across each of the entitlements for 2-, 3- and 4-year-olds for 2023-24.
10. The 2021 Census had revealed an ongoing demographic shift towards residents aged 65 and over on the Island. The Island is in the top 20 local authority areas nationally that have seen a reduction of 5 per cent or more in this five-year age group (under 5) since the 2011 Census. The most recent (2022) actual live birth numbers were 10.4 per cent below the projected figure for the year confirming a long-term decline in the local birth rate.

11. The DfE funded Holiday Activity and Food Programme (HAF) delivered the second of three years of funding through the Council's partnership with Hampshire County Council. Throughout the school holidays the programme provides enriching activities and food for children meeting income related free school meal (FSM) eligibility. It has seen increases in the numbers of providers (14) and venues (23) on the Island to deliver an overall increase of 21% in the number of secondary-aged children attending and 10.7% increase in primary-aged. Summer 2023 was particularly successful, increasing the number of eligible children and young people participating in the programme by 61% on the previous summer. The numbers of FSM children on the Island have increased by 3.9% from 3790 to 3937 according to the Spring School Census 2023.
12. The Early Years Special Educational Needs Advisory Team provides advice and information to early Years providers on how best to meet the needs of a child with a Special Educational Need or Disability (SEND). All providers on the Island have an up to date offer of how they can meet needs on the Council's Local Family Information Hub site.
13. In the Spring 2023 Budget announcement the Government confirmed that funded Early Years childcare would expand to support its wider growth agenda for the UK economy and will be implemented in stages from April 2024:
 - Phase 1: From April 2024, working parents of 2-year-olds will be able to access 15 hours childcare support.
 - Phase 2: From September 2024, 15 hours childcare support will be extended to working parents of children from age of 9 months to 3-year-olds.
 - Phase 3: From September 2025, working parents of children aged 9 months to the age of 5 will be entitled to 30 hours of childcare support a week.
14. A further announcement in the Spring 2023 Budget will see an investment of £289 million to local authorities to help facilitate and support the expansion of wraparound childcare for primary school-aged pupils (5 to 11-years-old). The Government's ambition is for all working parents of primary school children who need it to access childcare in their local area from 8am – 6pm. This will help to ensure parents have enough childcare to be able to work full time, take on more hours and work more flexibly.
15. The Early Years Advisory Team began to undertake an initial mapping of the supply and demand for both areas of childcare during 2023 in preparation for the roll-out of these programmes from 2024 onwards.
16. In conclusion the sector has ongoing immediate concerns over its financial stability and sustainability, as highlighted in the previous CSA report, which have been further exacerbated in 2023 by the ongoing cost of living crisis, inflationary pressures on business costs and operating in a competitive local labour market. Looking forward, the marketplace is also having to deal with adjusting its capacity to deal with a declining birth rate on the Island.
17. The updated CSA action plan also outlines progress on key areas from the previous CSA action plan and represents the annual review.

Corporate Priorities and Strategic Context

Responding to climate change and enhancing the biosphere

18. Early Years Education is delivered on behalf of the Council by independent businesses and organisations, the EYAT will encourage these businesses to adopt net zero action plans to help deliver the Council's target of net zero emissions in its business and delivery of services by 2030.
19. The HAF programme includes a commitment to encouraging sustainable development practices in the day-to-day delivery of the programme by providers.
20. The following Climate and Sustainable Development Impact Assessment Tool has been completed for this CSA report:



Socio-economic Outer Ring	Scores
No Poverty	4
Zero Hunger	4
Good health and wellbeing	5
Quality Education	5
Gender Equality	5
Clean Water and Sanitation	3
Affordable and clean energy	3
Decent work and economic growth	5
Industry, Innovation and Infrastructure	3
Reduced inequalities	5
Sustainable cities and communities	4
Responsible consumption and production	4
Climate Action	4
Life below water	3
Life on land	3
Peace, justice and strong institutions	5
Partnerships for the Goals	3

Environment Inner Ring	Scores
Transport	3
Energy	3
Housing	3
Environment	3
Offset	3
Adaptation	4

21. Outer Wheel Social Economic Impact Areas:

- The activities reported in the CSA Report are unlikely to have an impact on the areas of clean water and sanitation; affordable and clean energy; industry, innovation, and infrastructure; life below water; life on land, and partnerships for the Goals.
- Good health and wellbeing – Score:5. The EYAT have been lifting awareness and providing information on appropriate NHS health services to EY providers and practitioners.
- Quality Education – Score:5. The EYAT continually work towards equal access to high quality early years education for all children under 5 years old on the IOW.
- Gender Equality – Score:5. Early Years can support the ending of gender discrimination from an early age, helping to shape positive gender identities, aspirations, and expectations. Funded childcare allows parents/ carers to participate more effectively in economic life.
- Decent work and economic growth – Score:5. Funded Early Years childcare through the Extended Entitlement and the new Expanded Entitlement helps underpin economic growth by allowing parents to return to work or training.
- Reduced Inequalities – Score:5. The Childcare Act 2006 places a statutory duty on the local authority to reduce inequality for young children through Early Years education.
- Peace, justice and strong institutions – Score:5. All providers are encouraged to participate and be represented in a public/private partnership that supports delivery of Early Years provision on the IOW.
- No poverty – Score:4. Funded Early Years childcare through the Universal (all 3- & 4-year-olds) and 2-Year-Old/ Disadvantaged entitlements ensure equal access to services.
- Zero hunger – Score:4. The delivery of the HAF programme on the IOW provides access to food in school holidays for children and young people from most vulnerable households.
- Sustainable cities and communities & Climate Action– Scores:4. Ensuring the sector adopts policies to enhance resilience in response to more extreme weather events.
- Responsible consumption and production – Score:4. Most EY providers are active in reducing waste and being more sustainable.

22. Inner Wheel Environmental Impact Areas

- The activities reported in the CSA Report are unlikely to have an impact on the areas of Transport, Energy, Housing, Environment and Offset.
- Adaptation – Score:4. The EYAT ensures the sector adopts policies to enhance resilience in response to more extreme weather events.

Economic Recovery and Reducing Poverty

23. As a result of sufficient Early Years Childcare places parents and carers can join the workforce. Paid employment for parents and carers helps to significantly reduce the number of residents, including children, who are living in poverty.
24. Creating a strong, sustainable diverse childcare market enables parents and carers to undertake education or training to assist them to obtain work, ensuring people can develop their skills and fulfil their potential.

Impact on Young People and Future Generations

25. High quality childcare on the Island offers young people the choice of entering the childcare workforce as an Early Years Practitioner, developing their skills in childcare as well as numeracy and literacy. Early Years Practitioners need to have the skills and confidence to communicate to a wide audience, including parents and other professionals. These skills are transferrable to any occupation and will benefit them in the long term.
26. There is a positive impact on future generations of young children accessing early years childcare, who then grow up with the developmental benefits of improved communication, social and emotional skills into school and on into adulthood. Evidence nationally shows that children attending early years provision, of any kind, achieved better GCSE results than those that did not.

Corporate Aims

27. In line with the Corporate Plan 2021-2025 the Childcare Sufficiency Assessment supports corporate aspiration number 25 to “listen to parents and students and work with them to develop ‘needs driven’ children’s service”. This will be achieved by consulting with parents and carers will ensure the childcare market meets the needs of the public and evolve as these needs change and develop.
28. The Early Years Advisory Team will continue to work with local communities to maintain and ensure there is an Early Years childcare place for all those children who require one.
29. The Early Years Advisory Team will continue to support and challenge where necessary to ensure all Early Years providers are judged by Ofsted as Good or above.
30. The Early Years Advisory Team will continue to work with Early Years providers to ensure their business model remains financially sustainable to ensure enough childcare settings remain open and offering childcare places.
31. We will work collaboratively with the Early Years Special Educational Needs Team and the IOW’s Parent Carer Network to ensure there are sufficient Early Years places for children with Special Educational Needs and or disability.

Consultation and Engagement

32. There is no requirement to consult on the CSA. The CSA is informed by Early Education and Childcare Statutory Guidance. The CSA will be published on the Council’s website and will feature in briefings with childcare providers throughout the coming year.
33. Universal Early Years entitlements are available to all three-and four-year-olds resident in England. There is no statutory requirement for parents to take up provision and choice remains. The statutory Early Years Foundation Stage (EYFS) requires all providers to be inclusive.
34. The continued monitoring of EYE take-up, and the implementation of action plans to monitor demand and supply helps to mitigate the risks of childcare places not

being available for parents.

Financial / Budget Implications

35. Childcare is supported by parental fees and through Early Year Education (EYE) funded hours for eligible 2-, 3- and 4-year-olds. The EYE funding is provided from the Early Years Block of the DfE Dedicated Schools Grant. It is governed by the Early Years National Funding Formula. The type of organisation and their childcare offer will determine the balance of the parental fees to Early Years funding received by each setting.
36. Isle of Wight Schools Forum is the accountable body for confirming EYE funding rates and receives reports on the funding changes and subsequent consultations.
37. As a response to the Cost of Living pressures faced by Early Years providers, the DfE announced in September 2023 a one-off increase, known as the Early Years Supplementary Grant (EYSG), in the funding rates across each of the entitlements for 2-, 3- and 4-year-olds for 2023-24.
38. The IWC's allocation for the HAF programme in 2023 is £432,230 which was an increase on the previous year of £428,170. The IWC was awarded multi-year funding to roll out of the new Expanded Entitlements for Early Years and the Wraparound Childcare programme.

Legal Implications

39. The Childcare Act 2006 requires local authorities to improve outcomes for all young children, reduce inequalities and ensure there is sufficient, high-quality Early Years Education (EYE) and childcare to meet forecast demand. The Early Years entitlement offers support to 2-year-olds of low-income families and universal access for all 3- and 4-year-olds to receive up to 15 hours per week across 38 weeks.
40. Section 6 of the Childcare Act 2006 places a duty on local authorities to secure sufficient childcare, so far as reasonably practicable, for working parents. The Childcare Act 2016 further refined this duty with the implementation of 30 hours childcare. The duty was also set out in Regulation 33 of the Childcare (early years provision free of charge) (extended entitlement) regulation 2016.
41. The Early Education and Childcare statutory guidance for Local Authorities (June 2018) outlines the requirement to report annually to Council Members on how they are meeting their duty to secure sufficient childcare, and to make this report available and accessible to parents.

Equality and Diversity

42. 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.

43. The CSA report does not report negatively on equality and diversity. Childcare places across the island can be accessed by all.
44. The Council's policies in relation to equal opportunities and eliminating discrimination will continue to apply.

Property Implications

45. The CSA will have no property implications as it will not affect any Isle of Wight Council properties.

Options

46. That the Cabinet having been presented with the statutory childcare sufficiency assessment in Appendix 1, notes the Local Authority has met its statutory duty to secure sufficient Early Years childcare for parents on the IOW.

Risk Management

47. A key focus of this childcare sufficiency assessment is identifying potential risks to the childcare market and identifying any actions that can mitigate risks to ensure the Isle of Wight continues to ensure childcare sufficiency. The assessment identifies the mitigations for effective provision, these mitigations are highlighted and monitored through the CSA Report's action plan. The Isle of Wight Council uses the information from the assessment to inform the work of the Early Years service and the subsequent actions to facilitate and shape a diverse and sustainable local childcare offer that 'is sufficient to meet the requirements of parents in their area.

Evaluation

48. The Childcare Sufficiency Assessment 2024 fulfils the Council's legal responsibilities to understand and provide for sufficient childcare places. Not having an assessment in place is not an option for the Council, as it would be failing in its responsibilities under the Childcare Act 2006.

Appendices Attached

49. Appendix 1- Early Years Childcare Sufficiency Assessment 2024

Contact Point: Theresa Wall - Early Years Advisory Lead Theresa.wall@iow.gov.uk

Report author: Laurence Keynes - Childcare & Development Business Support Officer
Laurence.keynes@iow.gov.uk

ASHLEY WHITTAKER
Strategic Director, Children's Services

COUNCILLOR JONATHAN BACON
*Cabinet Member for Children's Services,
Education and Corporate Functions*



**Isle of Wight
Council**

**Isle of Wight
Childcare Sufficiency
Assessment 2024**

Document information

Title: Isle of Wight Childcare Sufficiency Assessment 2024

Status: DRAFT

Current version: 1.0

Author: Laurence Keynes, Demand & Supply Childcare Development Officer
Early Years Advisory Team, Children’s Services

Laurence.Keynes@iow.gov.uk

Tel: 01983 823152 Ext 8322

Sponsor: Theresa Wall, Early Years Advisory Lead
Early Years Advisory Team, Children’s Services

Theresa.Wall@iow.gov.uk

Tel: 01983 821000 Ext 8418

Consultation: [Consultation]

Approved by: [Name]

Approval date: [Date]

Review frequency: Yearly

Next review: January 2025

Version history

Version	Date	Description

Contents

Document information.....	2
Contents	3
1. Introduction	4
2. Demographics.....	6
3. Supply of Childcare on the Isle of Wight.....	11
4. Quality of childcare on the Isle of Wight.....	23
5. Funded Early Years Education on the Isle of Wight	30
6. Wraparound & Holiday Childcare.....	40
7. Special Educational Needs and Disabilities (SEND)	46
8. Overall Sufficiency and Action Plan	48
Appendix 1 Childcare: Statutory Duties, Definitions and Ratios.....	55

1. Introduction

Childcare Sufficiency Assessment

- 1.1. The IWC has a statutory duty to ensure there is sufficient access to childcare provision for parents on the Isle of Wight (IOW).
- 1.2. This duty is annually reviewed through the publication of the Childcare Sufficiency Assessment (CSA), with an accompanying action plan for elected council members and is published for parents. With sufficient childcare, families can find provision that meets their child's needs and supports parents to make an informed choice about their employment and training opportunities.
- 1.3. This year the report is an assessment of childcare sufficiency for the whole 0 to 4-year-old age range, utilising a range of local and national data sources to identify the type, amount and capacity of childcare that is available and whether this matches the demand from parents on the IOW. The report also expands its coverage of Out of School (OOS) childcare including the new Wraparound childcare offer and the Government funded Holiday Activities and Food (HAF) programme.
- 1.4. The IWC will use this information to inform the work of the Early Years service and the subsequent actions to facilitate and shape a diverse and sustainable local childcare offer that 'is sufficient to meet the requirements of parents in their area'.

What is Childcare?

- 1.5. A statutory definition from Section 18 of the Childcare Act 2006 is 'any form of care of a child' including 'education and any other supervised activity'. Early years provision is defined in Section 20 of the Childcare Act 2006, as 'the provision of childcare for a young child beginning with their birth and ending immediately before the 1st of September following the date on which he attains the age of 5'.
- 1.6. Childcare plays a crucial role in the lives of most families. It enables parents to go out to work to contribute to the family income and remain in the employment market when they have young children. There is an established body of academic evidence showing that good pre-school childcare positively effects a child's future educational attainment, health, and happiness¹.
- 1.7. Working parents with children utilise many different forms of formal and informal childcare with their choices dependent on factors such as family income, employment patterns, geographical location, parental preferences, childcare availability, and the age of their child.

The Early Years Service on the Isle of Wight

- 1.8. The Childcare Acts 2006 and 2016 place a variety of duties on all local authorities. There are several services across the IOW that focus on 'Early Years' which is usually defined by the DfE as children up to the age of 5. The

aim of these services is to make sure IOW children and their families can access high quality childcare to achieve the best start in life and education.

- 1.9. The Early Years Advisory Team (EYAT) has responsibility for supporting high quality Early Years provisions across the IOW, including within schools, in their practice and provision. From 2024 this will also include the Holiday Activities and Food (HAF) Programme and the new Wraparound Childcare offer.
- 1.10. The Early Years Special Educational Needs (SEN) Advisory Team provide advice, information and signposting to early years providers ensuring the needs of children with Special Educational Need or Disability (SEND) are being met.
- 1.11. The CSA report is a deliverable outcome from the Isle of Wight Early Years Service Plan 2023/24.

Methodology

- 1.12. The Isle of Wight CSA has been based upon a measurement of the supply and demand for childcare using both national statistics referenced throughout this report and a variety of data collected by the IWC2 up to the end of December 2023.
- 1.13. The previous CSA¹ covered the period 2020-2022; this report will reflect the changes in the childcare market from January to December 2023.

¹ [Childcare sufficiency assessment \(iow.gov.uk\)](https://www.iow.gov.uk)

2. Demographics

The Isle of Wight: Population, economy and deprivation

Population

- 2.1. The Isle of Wight (herein referred to as 'the IOW') covers an area of 147 square miles, with a resident population of 140,400, and is the largest and second most populous island in England. 84% of the IOW is rural, with a wide range of settlements and 60% of the Island's residents live within the urban east of the Island in the main towns of Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin.
- 2.2. The 2021 Census revealed an ongoing demographic shift towards residents aged 65 and over; they account for 29.5% of the Island's population as opposed to the England average of 18.4%. During the same period, the population of residents aged 0-15 was down 6.3% with a reduction of 13% in children aged under five. The IOW is in the top 20 local authority areas nationally that have seen a reduction of 5% or more in the under-fives age group (under 5) since the 2011 Census.
- 2.3. The next Subnational Population Projections for England will be based on the 2021 Census which is due in early 2024. This data set will provide a revised projection of the longer-term trends in the IOW's population across all age groups into the 2030s.

Economy

- 2.4. Over the last year the IOW's economy has continued to perform well with high levels of employment, driven by the 'traditional sectors' of retail, tourism, health care and education. The Office for National Statistics (ONS) monthly unemployment Claimant Count² shows the Island experienced an unemployment rate of 3.8-3.9% out of season, dropping to 3.2% during the summer in 2023. The percentage of claimants when compared nationally (3.7%) is similar but remains well above the South East average of 2.9%.
- 2.5. Many employment opportunities remain seasonally based, with fewer full-time jobs (62%) and more part time employment (38%) compared with the wider South East (68.2%, 31.8%) and national figures (68.8%, 31.2%). The IOW is still well below the national and regional rates of employment with 73.8% (26.2% inactive) of the working age population being employed, compared with 78% nationally and 81.3% for the South East.³
- 2.6. Lower levels of pay on the IOW compared with the South East and nationally, can make returning to work before funded childcare is available financially difficult. Higher levels of part-time work will limit the demand for childcare to within the hours that are funded. As a local economy with relatively low wage levels, there is a higher take up of the 'in work' benefits, previously Tax Credits (Working, Child) and now Universal Credit with its expanded support for

² [Unemployment - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

³ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

childcare introduced as part of the Government’s growth agenda for the UK economy.

Deprivation

- 2.7 Levels of deprivation experienced by communities on the IOW are measured by the English Indices of Deprivation 2019⁴ published by the Department for Housing, Communities and Local Government. Using weighted measurements of deprivation, the IOW is ranked 98 (average score) and 80 (average rank) out of 317 local authorities in England, where 1 equals the most deprived local authority district in England.
- 2.8 Deprivation is concentrated in 12 wards or Lower-layer Super Output Areas (LSOAs) on the IOW in East Cowes, Ryde, Newport, Shanklin and Ventnor that are within the 20% most deprived in England. In this group 3 wards or LSOAs in Ryde and Newport are also listed within the 10% most deprived for the whole of England. The IWC utilises Early Years Pupil Premium (EYPP) to support families in the most deprived areas.
- 2.9 The IOW is a self-contained labour market with a limited number of commuters to the mainland. There is a flow of commuters from rural areas to the main employment centres of Newport and to a lesser extent Ryde. The location of work has a major influence on where parents access childcare. Data illustrates that providers serve their immediate geographic areas. Providers in or near the main all year-round employment centre (Newport) also attract children from other areas of the IOW.

Number of Early Years children

- 2.10 Figures for 2022 show there are 5,483 children under the age of five living on the IOW (down from 5,552 in 2021), illustrated by age in the table below. This is the available number of children who may require places in a childcare provision. The downward trend in the number of under five-year-olds is predicted to stabilize in the next 2 years at a level 25% lower than 10 years previously.

Table 1: Number of children under 5 by age on the Isle of Wight

Age	Number of Children		
	2019	2021	2022
Under 1	1,144	991	1,007
1 year of age	1,226	1,053	1,048
2 years of age	1,265	1,127	1,071
3 years of age	1,413	1,180	1,155
4 years of age	1,414	1,201	1,202
Totals	6,462	5,552	5,483

(Source: CSA Report, 2021 Census, ONS)

⁴ [English indices of deprivation 2019 - DLUHC - GOV.UK](https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019)

- 2.11 Not all children aged 4 years included in the table above will be accessing Early Years funded education within the Early Years sector. A significant proportion of these children who are rising five are captured in the school places planning as they will potentially already be attending Year R through the September annual intake of new pupils. An estimated 40% of those aged 4 will still need to be considered for a preschool place throughout the year, which calculates at approximately 480 children across the Island, unchanged from the previous year.

Table 2: Number of applications to Primary Schools on the IOW 2020-2023

School Year	Number of applications
September 2020	1183
September 2021	1225
September 2022	1182
September 2023	1171

(Source – IWC School Admissions)

Number of school age children

- 2.12 On the 2021 Census there are a total of 9,685 (9,867 in 2020) children aged 5-11 and 5,636 (5,728 in 2020) children aged 12-14 living on the IOW. Many of these primary aged children will require childcare as part of the Government's Wraparound childcare offer, and/or during the school holidays.
- 2.13 The lower number of under 5-year-olds coming through Early Years is already having an influence in reducing the Published Admission Number (PAN) for many IOW primary schools. In the current and next academic year 13% of Island primary schools would have reduced their PAN.
- 2.14 The level of Free School Meals (FSM) in school aged children will help inform planning for the Wraparound offer and ensure HAF activities for the school holidays in 2024 meet the needs of local communities. In 2023 the total number eligible for FSM grew by 3% from 3,790 to 3937 children. Within these figures there were more significant rises in FSM eligible children at schools in the Ryde, Newport, West Wight and rural areas.

Birth Data

- 2.15 Shaping childcare provision on the IOW requires gathering and analysing data to inform the sector of key trends. Fundamental to this sector is understanding the number of future parents and children in the local community. The following table covers a 6-year period of historic data on live births and the current projected births through until 2025:

Table 3: Live and projected births on the Isle of Wight 2017-2025

Year	Live Births	Projected Births
2020	1009	
2021	1028	
2022	970	1083
2023		1070
2024		1069
2025		1061

(Source - ONS)

- 2.16 Actual live birth numbers for 2022 were 10.4% below the projected figure for the year confirming an ongoing decrease in the local birth rate. This reduction in birth rate is the result of changes in fertility rates, social and economic change, and an older population⁵.

New Housing

- 2.17 The IWC is in the draft stage of its Island Planning Strategy⁶ which includes a new housing target outlined in the table below. A delay in the IWC approval process has occurred due to the recent publication of the revised National Planning Policy Framework (NPPF).
- 2.18 The IWC is proposing to build a reduced average figure of 453 dwellings of varying sizes per year over the first five years of the strategy across the IOW. These will be on different sized developments and will include a target for affordable housing. All figures remain subject to change and are taken from the draft version of the Island Planning Strategy and are subject to full Council approval and subsequent public consultation.
- 2.19 The IWC's Planning Team will consult with the Early Years Advisory Team to ensure any proposed large site developments consider the need of early years childcare places in that area.
- 2.20 The current formula amounts to 0.03 children per dwelling, with the 5 age groups covered (under ones to under-fives) the average number for each individual age group will be $0.3/5 = 0.06$. This is the 'cohort size' and will be used to calculate future additional figures for funded 0- to 4-year-olds places. The proposed new housing targets could generate 13 children per year (under-fives) across the IOW:

⁵ [Childbearing for women born in different years - ONS \(2022\)](#)

⁶ [Emerging Island Planning Strategy \(iow.gov.uk\)](#)

Table 4: Draft Indicative Housing Trajectory 2022-2037 for the IOW

Source of Supply	Year 1	Year 2	Year 3	Year 4	Year 5	Years 6-10	Year 11 -15	Total
Large sites with permission	250	250	331	305	206	776	240	2358
Allocated sites	0	10	304	355	302	1163	805	2939
Windfall	100	100	100	100	100	500	500	1500
Total	350	360	735	760	608	2439	1545	6797

(Source – Draft Island Planning Strategy)

Looked After Children

- 2.21 Looked After Children (LAC) are defined as those children who have been in the care of the local authority for more than 24 hours. They may be placed with foster carers, in residential homes or with parents or other relatives. These children become looked after when their parents are unable to provide ongoing care in either a temporary or permanent capacity.
- 2.22 The IWC has responsibility for 40 children (January 2024) under 5 as LAC, the number of children fluctuating throughout the year. If the child is legally adopted, the IWC is no longer their Corporate parent.
- 2.23 The EYAT has a Service Level Agreement (SLA) in place with the Isle of Wight Virtual School which covers the delivery of support services for children in care aged 0-5. A member of the EYAT attends all Personal Education Plans (PEPs) for children under 5, offering support and advice. In addition, EYAT will deliver specific training on the latest guidance around LAC as part of their CPD programme for EY practitioners.

3. Supply of Childcare on the Isle of Wight

Early Years Providers & Places

3.1. In total there are 78 childcare providers on the Isle of Wight (IOW), offering a maximum of 2369 Early Years childcare places. Appendix 1 provides the Ofsted definitions of all childcare provision used in this section. The table below gives an overview of the number and types of provision on the Island.

Table 5: Number and change in providers and places 2022-2023

Type of Provision	Number of providers			Number of registered places		
	2022	2023	% Change	2022	2023	% Change
Childminders	33(active)	30 (active)	-9%	217 places	185 places	-15%
	2 (inactive)	1 (inactive)	-50%	0	0	0%
Childcare on Domestic Premises (CoDP)	1	1	0%	15 places	15 places	0%
Pre School classes within schools	11	11	0%	318 places	298 places	-6%
	1 (inactive)	1 (inactive)				
Maintained nursery schools	1	1	0%	30 places	29 places	-3.4%
Private, voluntary and independent (PVI) nurseries	37	34	-8%	1948 places	1842 places	-5.4%
Totals	84	78	-7%	2528 places	2369 places	-6.3%

(Source – Data Collection Dec 2023)

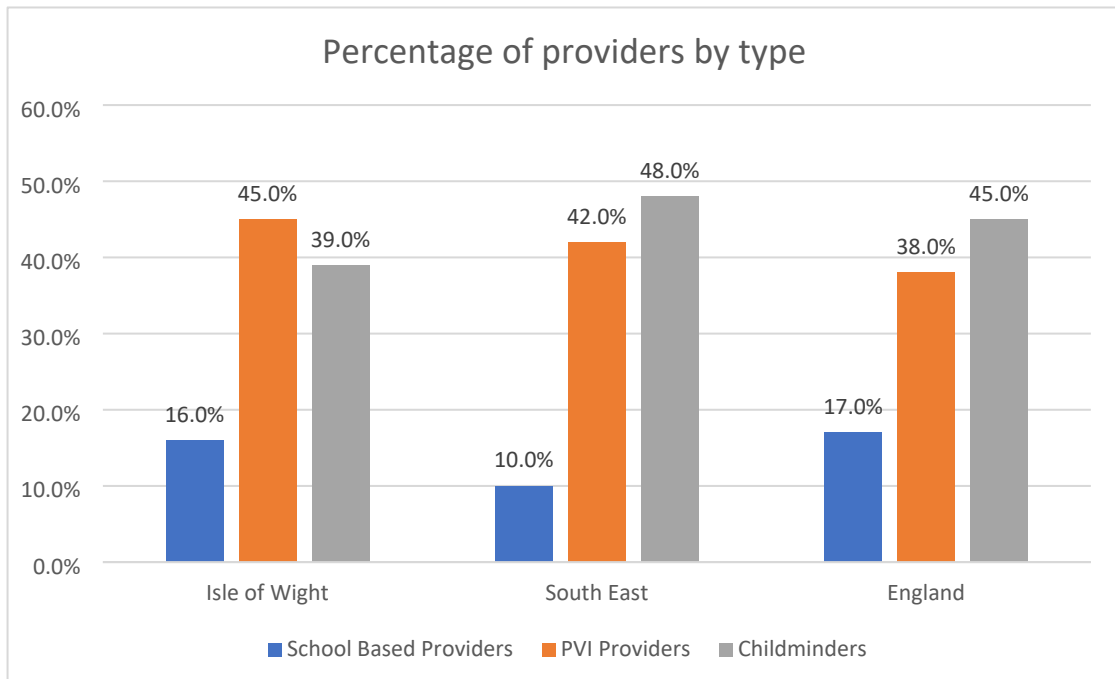
- 3.2. The different types of provision in Early Years are described in detail in Appendix 1; the term ‘provider’ is used in this CSA to describe either school-based or privately owned business or organisations running a preschool or nursery.
- 3.3. For all types of provision, the number of registered places represents the Ofsted registered maximum number of children who can be on the premises at any given time. In practice, many providers choose to operate below their number of registered places for a variety of business and operational reasons (cost, staffing availability, etc).
- 3.4. The changes in the local market for childcare since the previous CSA provide a mixed picture compared with national trends⁷. Please note that due to the small size of the local market, it only takes 2+ changes in provider numbers to produce a significant percentage change. The headlines changes are:
- The IOW has seen a 7% decline in the total number of providers over the last year which is above the national figure of 5% decline in providers.
 - There has been no increase in school-based providers on the IOW against a national increase of 1%, with the number of places locally down 6% over the last year against a national increase of 7%.
 - While the number of PVI providers on the IOW declined by 8%, nationally this group dropped by 2% in the last year. This can be explained by 1 PVI closing completely and 2 other PVI operators closing second sites on the IOW.
 - The drop in the number of childminders, down a further 9% on the IOW, was in line with a 10% decline nationally, with the number of places available on the Island down 15% compared with this time last year.
 - Overall, the number of places available has declined by 6.3% (159 places) over the last year, due to the closure of 3 providers and 13 providers reducing their maximum capacity for places by an average of 19.8%. This is against a slight rise nationally of 1% in registered places in the last year.
 - As of December 2023, there were 2540 children under 5-years-old on roll (registered) with providers and childminders on the IOW; details can be found in section 4 of this report. This gives a figure of 1.07 children for every childcare place on the IOW, up from 0.99 children for each place in last CSA report. The change in ratio reflects a drop in providers and places but the number of children on roll remains constant.
- 3.5. In comparison with our closest statistical neighbour (Torbay) using the most recent data from 2022, their childcare market is delivered by 47 (46 in 2021) school-based and PVI providers and 58 childminders, a reduction of 16% in the number of childminders since 2021. Overall, the number of places has increased by 3% from 2061 in 2021 to 2129 in 2022⁸.

⁷ [Childcare and Early Years provider survey 2023 - DfE](#)

⁸ [Childcare Sufficiency Duty Report \(torbay.gov.uk\)](#)

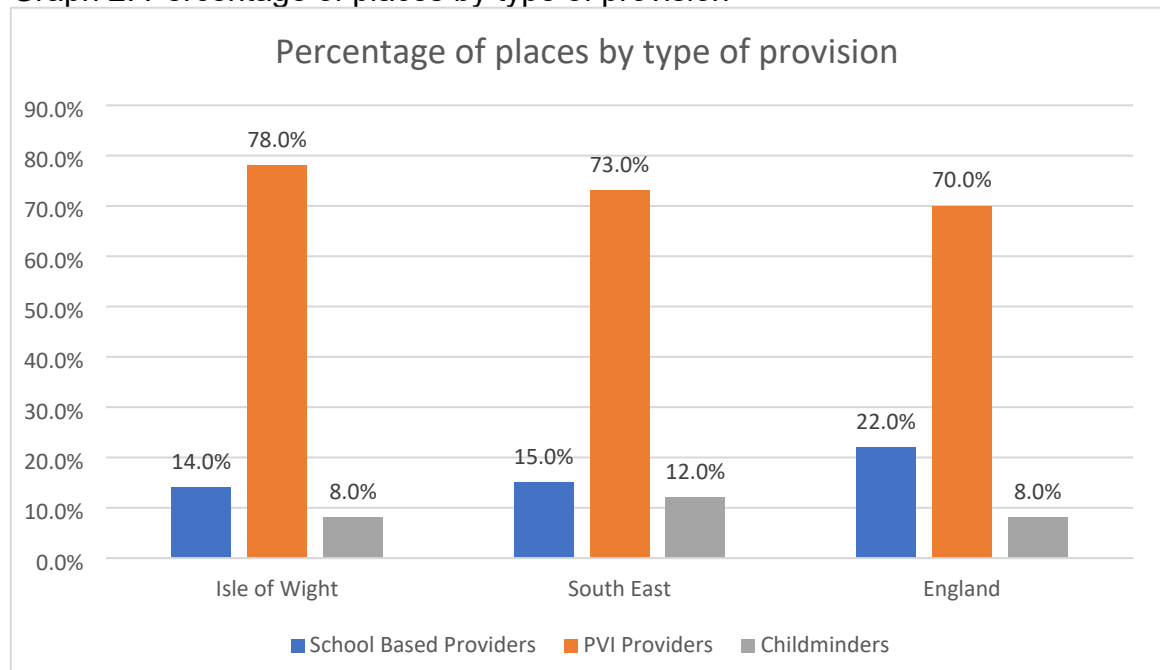
3.6. The graphs below show how the market breaks down into the different types of provision by provider. The second graph illustrates how the places are distributed by type of provision:

Graph 1: Percentage of providers by type of provision 2023



(Source - EYAT)

Graph 2: Percentage of places by type of provision

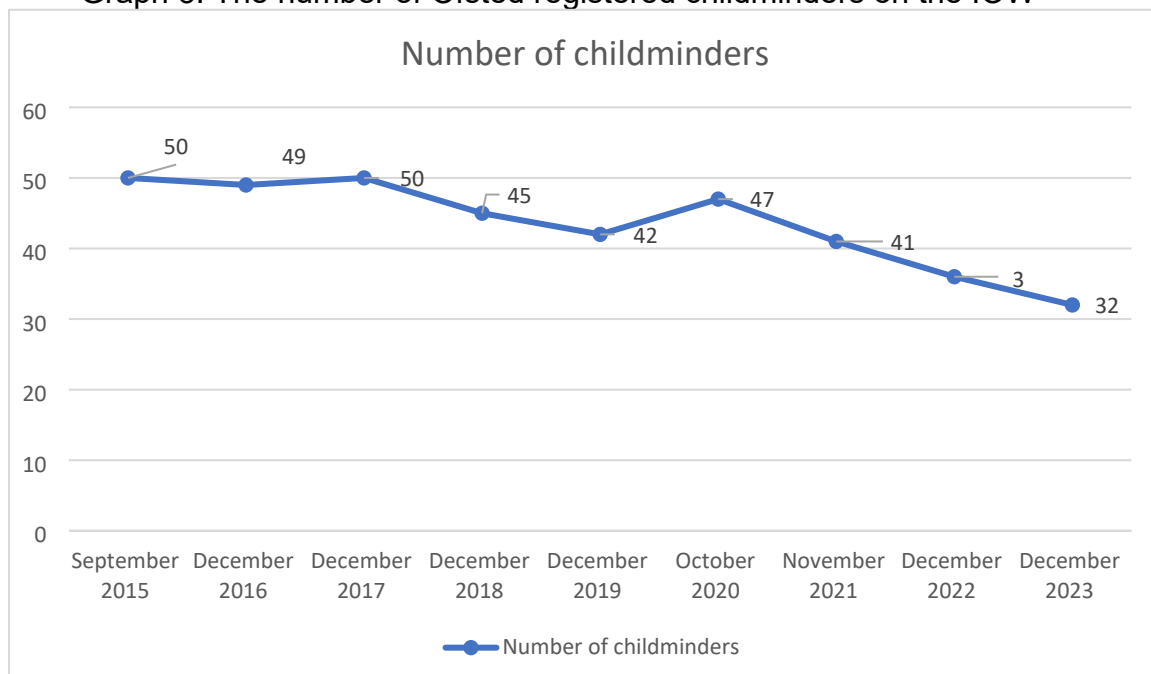


(Source - EYAT)

3.7. The EYAT will continue to monitor the decline in the number of active childminders on the IOW and has already taken steps to support the recruitment and training of new childminders.

- 3.8. To address the decline nationally in the numbers of active childminders the Government announced in the Spring 2023 Budget the introduction of a start-up grant scheme for new childminders registering on or after 15th March 2023. The start-up grant is worth £600 for a childminder registering directly with Ofsted or £1200 for new childminders registering through a CMA.

Graph 3: The number of Ofsted registered childminders on the IOW



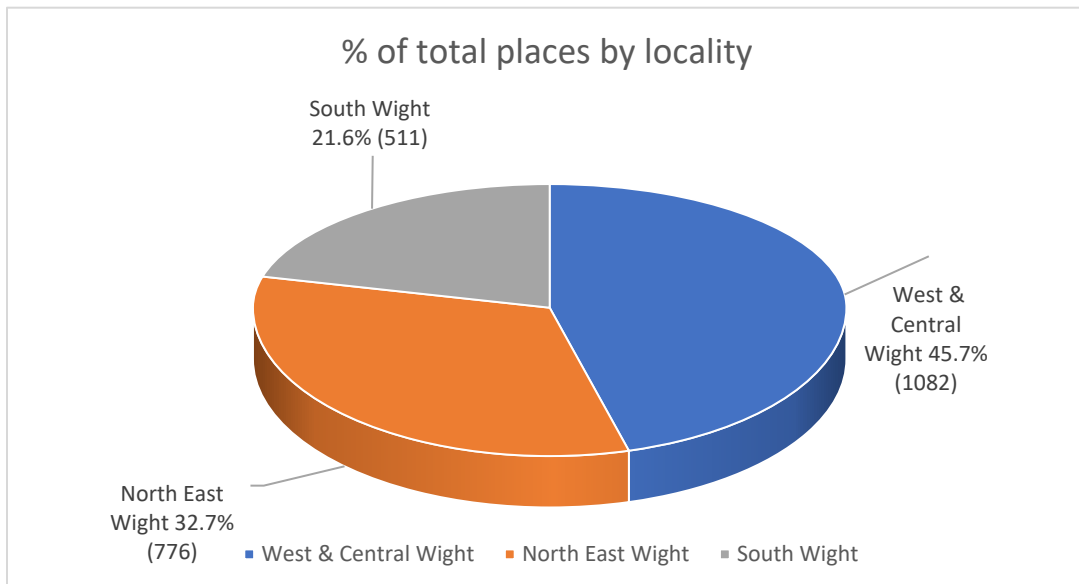
(Source – Ofsted)

- 3.9. The 11 IOW Schools that operate pre-school/nursery provision do so under Section 27⁹. There is also 1 maintained nursery school provider.
- 3.10. 74 providers are locally owned or run by sole traders, businesses, charities or associations/ organisations with just 2 providers (offering 187 places) being part of 2 regional private and charitable childcare chains. Currently 3 organisations operate 2 providers each and one has 3 providers locally, with all the remaining providers operating from single sites.
- 3.11. The following two graphs show the distribution of places by locality, beginning with the overall distribution of places followed by a chart detailing the distribution of the different types of provision on the IOW, again by locality.
- 3.12. In 2023 the South Wight locality saw the most significant decrease in childcare places with the closure of a provider, significant reductions in maximum capacity of places at 2 other providers in the locality, and a childminder deregistering. Overall, the number of places in the South Wight locality decreased by 19.5% (124 places) in 2023. Most providers (including childminders) and places remain focused in the main towns on the Island, in

⁹ [Education Act \(2022\) - DfE](#)

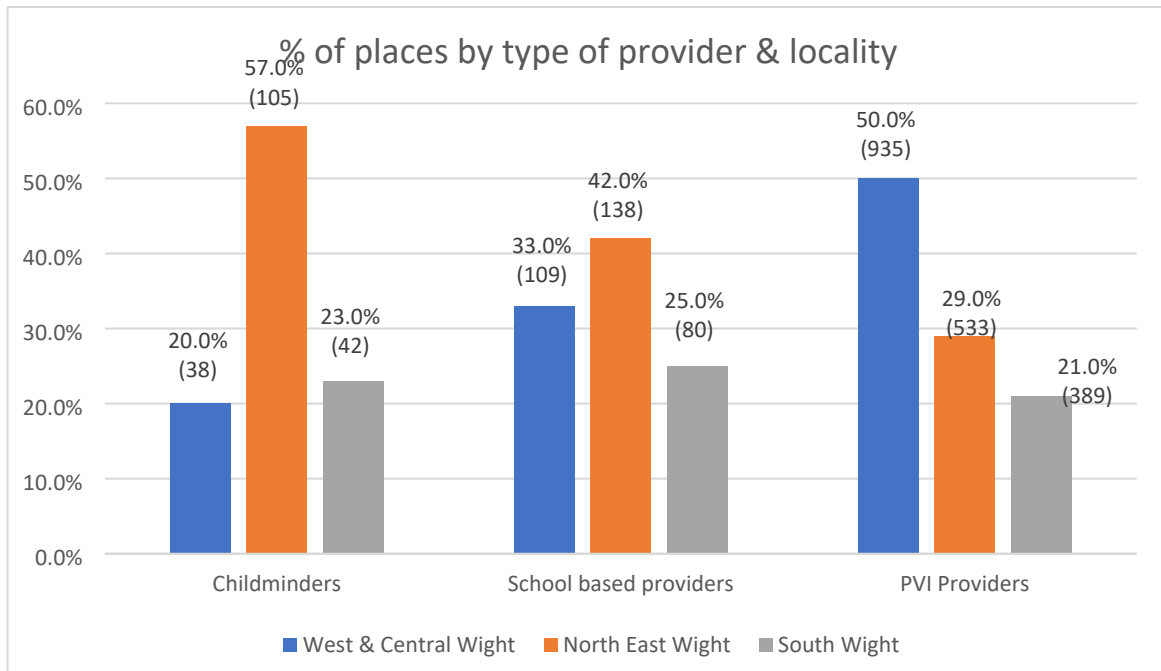
particular a growing concentration in Ryde and Newport with 54% of places on the Island, up from 51% last year.

Graph 4: Total numbers and percentage of places by locality on the IOW



(Source – Data Collection Survey December 2022)

Graph 5: Numbers and percentages of places by type of provider and locality on the IOW



(Source- Data Collection Survey December 2022)

3.13 The following table examines the size of the 29 PVI businesses/organisations by the number of employees, excluding all childminders (30) and schools (12 providers). As a result of site closures over the past year, most of the redundant staff went on to join other providers, this has led to employment

growth among those remaining PVI providers classed previously as micro businesses which can now be defined as ‘small businesses’. Overall, the workforce of this part of the sector remains at the same level as in the previous year.

Table 6: Size of business by number of employees

Size of Business	Numbers of Providers (2022)	Numbers of Providers (2023)
Micro (0-9 employees)	13	10
Small (10-49 employees)	14	16
Medium (50- 249 employees)	3	3
Total	30	29

(Source – Data Collection Survey December 2023)

- 3.14. Table 7 looks at the average size of providers on the IOW in terms of the number of childcare places available. It shows that school-based providers on the Island remain considerably smaller in terms of the average number of childcare places offered, but childminders and PVI providers have moved closer to the respective national figures for England:

Table 7: Average number of childcare places per provider, IOW compared to England

Type of Provision	Average number of childcare places		
	Isle of Wight	England	% IOW Difference to National
Childminders	6.2	6.5	-5%
School based providers	26	36	-28%
PVI nurseries	53	49	+7%

(Source: Data Collection Survey December 2023, 2023 Childcare and Early Years Provider Survey¹⁰)

- 3.15. Analysing the data, there are sufficient childcare places across the IOW in December 2023, with the 3 locality areas still well served by providers and childminders. Looking forward to 2024, there will be two challenges to this sufficiency, with most areas now having little capacity in childcare places to absorb children should a setting close; in such circumstances the EYAT will

¹⁰ [Childcare and early years provider survey, Reporting Year 2023 – DfE – GOV.UK](#)

work with parents and providers to minimize the disruption to childcare. Secondly, the demand for the new funded childcare offer for working parents is still being assessed as to what likely impact this will have on sufficiency through 2024 into 2025.

Parental Demand

3.16. As part of assessing the changing parental demand for childcare going forward and to see how parents' childcare choices had been affected by the Cost of Living crisis, the EYAT will be undertaking a new Parental Survey in early 2024. The results of this survey will help inform work around developing the Wraparound childcare offer and raise further awareness of the new Expanded Entitlement funding and SEND services.

Other Childcare

3.17. The number of home childcarers (nannies) who have voluntarily registered with Ofsted on the IOW has dropped from 10 to 9 this year; they will provide childcare in the child's own home.

3.18. Creches are defined as temporary childcare while the parent(s) are doing something else, such as shopping, leisure activities or training. There are still no creches or creche providers either registered or active on the IOW, the demand for this type of childcare provision is met by existing providers.

3.19. Finally, there are 2 residential holiday camp operators catering to the educational tourism market, PGL Little Canada and 123 Camps; these are voluntarily registered with Ofsted as 'childcare on non-domestic premises'.

New and closed providers

3.20. The market has been fairly static since the last CSA report was published in January 2023. It has seen 1 provider exiting the market completely and 2 organisations closing second sites (providers). A breakdown of the numbers of the different types of providers and places available can be found in Table 5.

3.21. The key business developments in the marketplace include the following:

Group and school-based providers:

- 3 early years childcare providers have closed losing 107 places and 29 employees.
- 1 preschool within a primary school is in the process of closing permanently. The children attending this school had already moved to a neighbouring primary school from 1st January 2023.
- No new providers have opened.

Childminders:

- 6 childminders have de-registered, a number of whom had been inactive for a period of time.
- 1 childminder remains registered but inactive.
- 3 new childminders have registered.

- 3.22. It should be noted that the number of places quoted as lost to overall market capacity reflects the number of children receiving childcare when the provider closed, rather than the Ofsted registered capacity of the provider when fully operational.
- 3.23. Overall, the sector’s capacity is now 2369 places, a decrease of 6.3% since January 2023. This is out of line with national trends (1% increase in the same period) reflecting instead the local market and the changing demographics on the IOW. All children from the closing provisions found alternative places with other providers and childminders. The EYAT actively tracks the employment destinations of former employees of closed providers with the majority finding new employment elsewhere in the sector.
- 3.24. According to the DfE’s 2023 Childcare and Early Years Provider Survey¹¹ the trend nationally is a continual decline in the number of active childminders, down a further 10% in 2023. The IOW has followed this trend with a 15% decline in the number of registered childminders from 36 (with 217 places) in December 2022 down to 30 (with 185 places) in December 2023. The decisions to cease childminding are centred mainly around changes in personal circumstances and retirement. It should also be noted that a number of those childminders deregistering during this time had been inactive for some time.
- 3.25. The IWC continues to provide training and business support to active childminders and seeks to encourage new entrants to the local market. In the 2023 Spring Budget the Government announced new financial support for childminders - a grant of between £600 and £1200 is available to new childminders registering from 15th March 2023 to 31st March 2025.
- 3.26. The most significant change facing providers and childminders in 2024 will be the roll-out of the next Expanded Entitlement and the Wraparound childcare offer. The EYAT will monitor the marketplace to see how these changes will affect IOW providers’ business sustainability and overall childcare sufficiency.

Opening hours of settings

- 3.27. Nationally, childcare is most commonly delivered between 8am and 6pm on weekdays reflecting the traditional working week. On a daily basis it is usually booked on the 2-session model of a morning and/or an afternoon:

Table 8: Opening times of childcare provision

Type of Provision	Number of Providers	Open 8am or earlier weekdays	Open 6pm or later weekdays	Open weekends	Open Term Time only	Open for more than 38+ weeks	EYE funded open for 38+ weeks
Childminders	30	30	13	0	0	30	25

¹¹ [Childcare and Early Years provider survey 2023 - DfE](#)

CoDP*	1	1	0	0	0	1	1
Nursery classes in schools	11	3	0	0	11	0	0
Maintained nursery schools	1	0	0	0	1	0	0
PVI nurseries	34	31	11	0	0	34	34

(Source- Data Collection December 2023 *CoDP = Childcare on Domestic Premises, Ofsted)

3.28. The above table illustrates a continuing flexible childcare market allowing parents to access their childcare around their work commitments, yet limitations to accessing childcare remain around early evening, weekend and school holiday periods. Trends since the last report include:

- No change in the opening and closing times for school-based providers.
- All school-based providers remain term time only.
- A slight decrease in the number of PVI providers offering childcare on or before 8.00am or after 6.00pm.
- No provider offers weekend provision.
- All PVI providers now use an all-year operating model.

3.29. Feedback from the Jobcentres indicates the need for more childcare over the weekends and school holidays to help facilitate parents returning to work or needing more hours under recent reforms to UC.

Vacancies & Waiting Lists

3.30. Vacancy rates can change rapidly on a day-to-day basis. The EYAT has asked providers to report vacancies to the team so we can help promote them, however not all providers choose to do this. Providers will use social media, parental messaging groups and conversations with parents to help fill available sessions.

3.31. As already noted, many providers will operate at below capacity due to a variety of operational models. In general, vacancy rates are higher in the Autumn, when 4-year-old children are likely to move on to a school place.

3.32. The EYAT is aware of 19 providers (down from 22 in 2022) and 18 childminders (9 in 2022) operating a waiting list system as of December 2023. Around a quarter of Group providers reported in the recent Data Collection survey (Dec 2023) that they were having issues with recruitment and retention of staff with experience, especially at Level 3. The EYAT has not received any feedback from parents that they are struggling to find childcare places. Further work is required with these providers to understand what waiting list numbers are telling the providers about the likely new demand for the Expanded Entitlement from April and then September 2024.

Fees & Charges

- 3.33. Funded entitlement covers a significant portion of childcare places. Working parents who require more than 15 hours of Extended Entitlement or ineligible for government financial support will need to pay for those additional hours.
- 3.34. Table 9 below details the average cost per hour, reported to us by providers in the Summer Fees Survey in July – September 2023 and subsequently updated with the Data Collection Survey December 2023. Providers will vary fees based on the number of hours booked, with reductions for longer hours, or discounts for siblings. The national figures are based on a parent accessing 25 hours of childcare per week, for 3- and 4-year-olds the universal entitlement applies (15 hours), and that the parent is paying for 10 hours.
- 3.35. These average local figures from 2023 will contain a wide range of fees being charged by individual providers and childminders due to the small size of the local market, it only takes 2+ outliers to produce a significant % change.
- 3.36. Headline changes are:
- The hourly fee level has continued to rise across all age ranges as providers experience considerable financial pressure on their business models from the substantial rises in business costs over 2023.
 - Fees for 0–2-year-olds have seen the most significant local rise, up 16% through the year against a national increase of 12%. The median average is now £6.50, and price per hour range from £5.40 to £8.68.
 - Fees for 2-year-olds have seen a rise of 13% in the last year, well above the national rise of only 4%. The median average is now £6.00, and price per hour range from £5.00 to £11.35.
 - Fees for 3- & 4-year-olds saw the smallest rise locally (10%) and nationally (4%). The median average is now £5.50, and the price per hour range from £4.20 to £8.63.

Table 9: Average (mean) cost of childcare by school based and group providers on the IOW and England.

Age of child	Average price per hour – Nursery providers					
	Isle of Wight		% Change	England		% Change
	2022	2023		2022	2023	
0-2-year-olds	£5.73	£6.66	16%	£6.37	£7.11	12%
2-year-olds	£5.43	£6.15	13%	£6.21	£6.48	4%

3 and 4-year-olds	£5.20	£5.72	10%	£5.93	£6.18	4%
-------------------	-------	-------	-----	-------	-------	----

(Source – Data Collection 2022, Childcare and Early Years Provider Survey 2023)

- 3.37. Since 2019 childminders' prices on the IOW have closed the gap with national figures in each age group. The hourly rate has risen on average by 8% for 0-2-year-olds and 9% for 3- and 4-year-olds over the last year, whereas there was 5-15% increase during the same period nationally. The price per hour charged by individual childminders varies between £3.50 up to £6.50 per hour in each age range with a median average of £5.00 per hour across all three age groups:

Table 10: Average (mean) cost of childcare by childminders on the IOW and England

Age of child	Average price per hour – childminders					
	Isle of Wight		% Change	England		% Change
	2022	2023		2022	2023	
0-2-year-olds	£4.56	£4.92	8%	£5.36	£5.62	5%
2-year-olds	£4.55	£4.92	8%	£5.28	£5.56	5%
3 and 4-year-olds	£4.51	£4.92	9%	£4.80	£5.50	15%

(Source – Data Collection 2023, Childcare and Early Years Provider Survey 2023)

- 3.38. There remains no formal regulation by DfE or Ofsted of non-funded childcare fees or charges made by providers, including for before or after school clubs. The DfE continues to provide guidance to providers delivering funded childcare around fees and charges, advising such providers on what is or is not included in the free entitlement and to have a clear, fair and transparent policy in place.
- 3.39. In January 2024 the DfE introduced changes to the model agreement¹² used by LAs with providers on what is included in the funded entitlement, what a provider can charge for (meals and snacks) and what they can seek as a voluntary contribution from parents for items such as consumables etc. This past year has seen a 17% increase in the number of providers charging for a consumable/ additional activities, 41% of providers and 42% of childminders now have some form of charge. Making comparisons across the sector on the

¹² [Free early years provision and childcare: model agreement - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/118117/free_early_years_provision_and_childcare_model_agreement.pdf)

level of such charges remains difficult due to the varied application to parental bookings.

- 3.40. The fee increases for non-funded childcare are likely to be centred on inflationary business costs especially around utilities and wage costs, with the NLW/NMW rates rising at around 10% per year. IOW fees continue to close the gap with national and regional averages. The EYAT will continue to monitor the situation in 2024, looking closely at the factors driving fee increases, the response of parents still experiencing financial pressure and the impact of the newly funded entitlement from April 2024.

Parental Information, Advice and Guidance

- 3.41. The IWC has a statutory requirement under Section 12 of the Childcare Act 2006 to have a Family Information Service (FIS) in place to provide free impartial information and signposting for families with children aged 0 to 19 (up to 25 years for those with additional needs). The current site hosting the Local Offer covering all providers offering funded childcare places can be found on this link [Local Offer \(iow.gov.uk\)](#)
- 3.42 The IWC has now launched a new site for a FIS- [IW Family Information Hub \(iow.gov.uk\)](#). The mobile-friendly site is regularly updated and contains a directory of extra support services open to families. The site has been used extensively to list HAF activities locally for 2023 Summer and Christmas school holidays. In addition, the details and appropriate Local Offer information will be added in due course. All local early years providers are now listed alongside details of all available government financial support for childcare, with the appropriate links to the Government's main portal for information on childcare options - [Childcare Choices](#)

4. Quality of childcare on the Isle of Wight

Background

- 4.1 Statutory guidance states all children should have the opportunity to take up their government funded hours in high quality Early Years provisions.
- 4.2 Ofsted carries out regular inspections to evaluate the overall quality and standards of Early Years provision in line with the principles and requirements of the Early Years Foundation Stage Statutory Framework (EYFS)¹³. Since 2019 Ofsted have also utilised the EIF (Education Inspection Framework)¹⁴ to help provide consistency across inspections from early years to post 16 education and skills provision.

Ofsted outcomes: Providers

- 4.3 The current data shows 97% of Early Years providers on non-domestic and domestic premises on the IOW had inspection outcomes of Good or Outstanding (January 2024). The IOW is on a par with the national average figure (97%) and is now above the national percentage judged to be Outstanding (14%). The table below illustrates the IOW consistently produces a high-quality childcare offer delivered across all providers and childminders as well as comparing favourably with our closest statistical neighbour:

Table 11: Comparison of Ofsted judgements locally and nationally 2023

Area	Total number inspected	% Outstanding	% Good	% Good and Outstanding	% Requires Improvement	% Inadequate
All England	38,000	14	83	97	2	1
Isle of Wight	66	18	79	97	4	0
Statistical Neighbour (2022)	94	15	82	97	2	1

(Source – Ofsted)

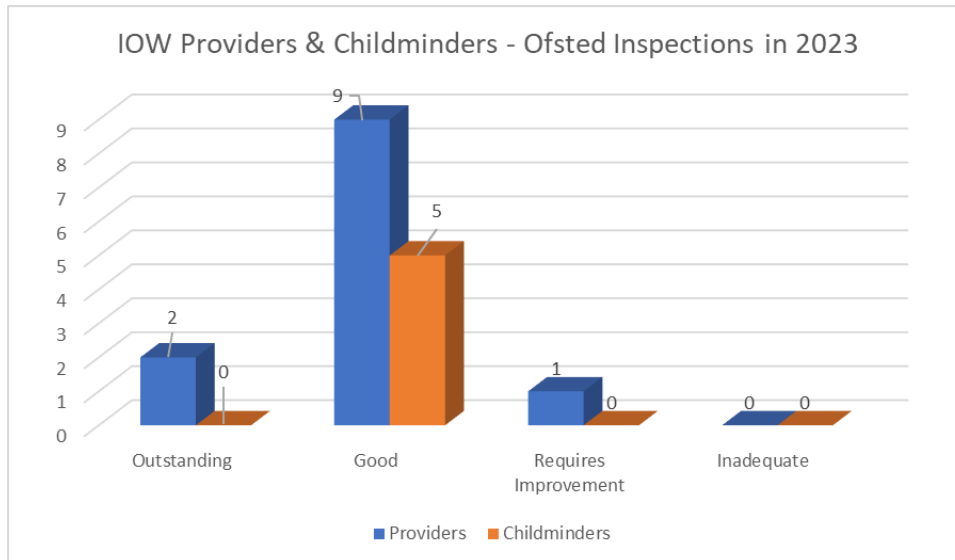
- 4.4 There are a further 6 providers who are waiting for their ‘first inspection’ following changes in their status which requires a new Ofsted registration. The providers remain open through this process. A further 13 providers are now due an Ofsted inspection in the foreseeable future. Due to the size of the IOW, the 4% that ‘Requires Improvement’ represents 2 providers.

¹³[Early years foundation stage \(EYFS\) statutory framework 2021 - DfE - GOV.UK](#)

¹⁴[Education inspection framework \(EIF\) 2023 - DfE - GOV.UK](#)

4.5 In 2023 18% of providers were rated as Outstanding and 79% rated as Good, down slightly on last year's figures of 20% and 78% respectively. The outcomes of all inspections of providers undertaken in 2023 are shown in Graph 6:

Graph 6: Ofsted judgements of provider and childminder inspections on the IOW in 2023

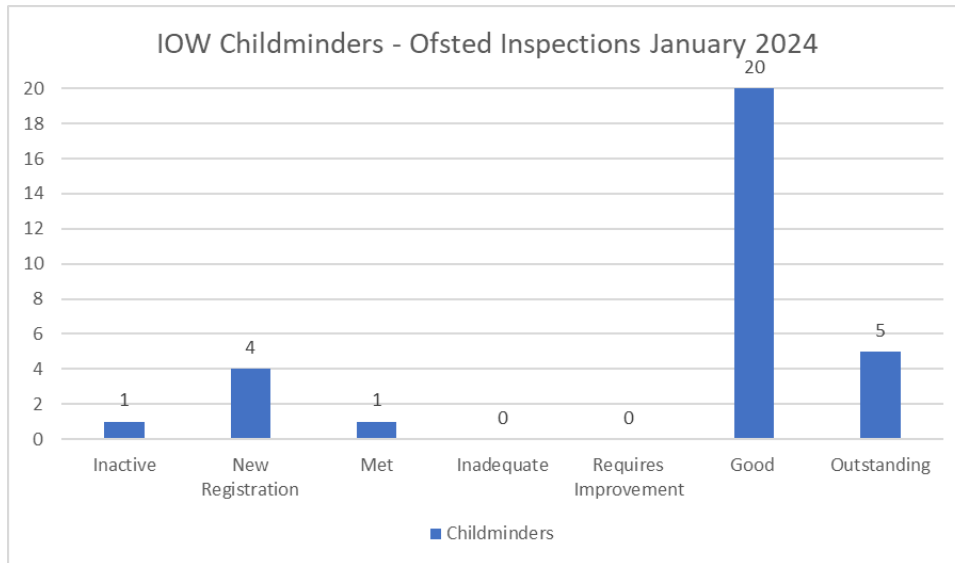


(Source - Ofsted)

Ofsted Outcomes: Childminders

4.6 As of January 2024, 96% of childminders inspected achieved outcomes of Good or Outstanding which is in line with the national figure of 97%. 1 childminder rated as 'Met/compliant' (up 1), none are rated as either Requires Improvement (down 1 on the previous year) or Inadequate. 4 new childminders are awaiting their first Ofsted inspection, which will happen within the first 30 months of registration, and there is 1 childminder inactive on the IOW. In 2023 5 childminders received an Ofsted inspection and all had "Good" judgements.

Graph 7: Ofsted registered Childminders on the IOW



(Source - Ofsted)

4.7 Childminders can register with Ofsted directly or as part of a Childminder agency (CMA); as of January 2024, no childminder on the IOW have registered with a CMA.

4.8 The IOW's Ofsted inspection figures have maintained a consistent trend of being in line with national data.

Early Years Foundation Stage (EYFS) outcomes

4.9 The evidence shows that good quality early years education has a real impact upon outcomes for young children especially from disadvantaged backgrounds. Previously this had been measured against a series of outcomes (Good Level of Development - GLD) in areas of learning (Early Learning Goals – ELG) as a benchmarking exercise at the end of EYFS/Year R before children transition into Key Stage 1. The Early Years Foundation Stage (EYFS) data had suggested that children on the IOW did the same as and, often better than the national average as measured by GLD.

4.10. In September 2021, the EYFS was reformed, and children are now assessed against revised Early Learning Goals (ELG), and due to the change's comparisons against previous GLD were no longer valid. The first two years of results from the Early Years Foundation Stage Profile 2021- 2023¹⁵ are shown in the table below, with the Island's reception year broadly in line with the national average and ahead of our statistical neighbour's average score.

Table 12: GLD outcomes compared to national and statistical neighbour averages

Area	2021-2022	2022-2023
Isle of Wight	63.2%	69.8%

¹⁵ [Early years foundation stage profile results: 2021 to 2023 - DfE - GOV.UK](#)

England	65.2%	69.6%
Statistical Neighbour	63.7%	63.5%

(Source – Early Years Foundation Stage Profile, DfE)

Safeguarding

- 4.11 All settings and childminders follow statutory guidance Keeping Children Safe in Education, Isle of Wight Safeguarding Children Partnership (IOWSCP) and Hampshire, Isle of Wight, Portsmouth, and Southampton (HIPS)¹⁶ procedures.
- 4.12 Advice and signposting where necessary are provided by the EYAT. Safeguarding audits are completed annually as well as safeguarding visits being undertaken on a four-year rolling programme.
- 4.13 The EYAT reports to the IOWSCP annually on trends and recommendations on safeguarding in the sector locally. For 2023 the EYAT highlighted the need for providers to have the appropriate policies and training for staff in place.
- 4.14 All Providers have a named Designated Safeguarding Lead (DSL) who receives the appropriate level of training in line with the requirements of the IOWSCP and, is available whenever the setting is operational.

Workforce

Existing workforce

- 4.15. The DfE requires providers to inform them of the qualification status of their staff through the Statutory Early Years census return. Below is a table which illustrates the levels of qualifications that have been obtained by Early Years Practitioners on the IOW and reported via the EYAT's Data Collection survey (December 2023). The headlines from most recent survey of the workforce's qualifications are:
- Overall, the size of the workforce has remained almost unchanged, growing by 0.8% from 490 employees in 2022 to 494 employees. Even with 3 providers closing in the last year, staff were deployed on other sites and those made redundant were taken on by other providers.
 - 81% of the IOW's Early Years workforce hold a Level 3 and above qualification, down 2 % on the previous year.
 - The Level 6 and Level 7+ qualifications are concentrated in school-based providers with 17.8% (21% in 2022) of the schools' early years workforce at these levels compared with 6.1% (5% in 2022) of the PVI providers' early years workforce and 15% (19% in 2022) of the childminders'.
 - PVI providers are now making more use of unqualified staff employing just under 11% of their workforce compared with 7% the previous year. School based providers still only employ 5.5% unqualified staff.
 - The qualifications of childminders (including assistants) remain almost unchanged from the previous survey:

¹⁶ [Hampshire, Isle of Wight, Portsmouth, and Southampton Safeguarding Partnership](#)

Table 13: IOW Childminder, School, and providers staff qualifications December 2023

Qualification Levels	School based providers	PVI Providers	Childminders (including assistants)	Market Combined Totals	
				Qualifications Totals	Level of Qualification % of total staff number
Unqualified	4	45	13	62	11.6%
Relevant early years level 2 qualification/s	2	32	6	40	7.5%
Relevant early years level 3 qualification/s	42	248	4	294	55.2%
Relevant early years level 3 qualification/s and in management	12	70	10	92	17.3%
Early year's professional status (Level 6)	3	9	3	15	2.8%
Qualified teacher status (Level 7)	7	11	3	21	3.9%
Early year's teacher status (Level 7)	3	6	0	9	1.7%
Total number of staff	73	421	39	533	100%

(Source – Data Collection Dec 2023)

4.16. In January 2024 the Government introduced several reforms to qualifications in the Early Years sector, principally with the publication of a new statutory document on Early Years qualification requirements and standards¹⁷. At the same time, several other changes were made to who qualifies for the staff: child ratio, these are detailed in Appendix 1.

¹⁷ [Early years qualification requirements and standards \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Future workforce

- 4.17 The IOW has two well-established post-16 training providers (Isle of Wight College and HTP Apprenticeship College) delivering full time campus-based courses (Levels 1 and 2 and the new T Levels) and work-based apprenticeships (Levels 2, 3 & 5) with local childcare providers.
- 4.18. The following table provides student numbers since September 2020 on full time courses on the IOW. Overall numbers have returned to broadly similar overall levels for 2023 -24, the lower Level 3 numbers represent the tail end of this qualification as it has been replaced by T-Levels:

Table 14: Numbers of students studying f/t childcare course on the IOW

Course Level	2020-2021	2021-2022	2022-2023	2023-24
Level 1 & 2	69	62	40	67
Level 3	45	36	22	9
T Level	0	0	17*	27**
Total No of Students	114	98	79	103

(Source – IW College, HTP Apprenticeship College, * Year 1 Only, ** Year 1 & Year 2)

- 4.19. The IW College introduced Government’s new T Levels in September 2022; the new qualification is taking time to gain traction with students. HTP has decided to put the introduction of T Levels in their curriculum on hold and remain focused on developing childcare apprenticeships.
- 4.20. The following table provides current childcare apprenticeship numbers from both training providers. It should be noted that following the introduction of the new T Levels there has been an increase in take up of Level 3 apprenticeships as an alternative:

Table 15: Numbers of childcare apprentices on the IOW 2023

Apprenticeship Level	2022-2023	2023-2024
Level 2	8	6
Level 3	18	27
Level 4	2	0
Level 5	8	10
Total No of Apprentices	36	43

(Source – IW College, HTP Apprenticeship College)

- 4.21 The IWC supports future childcare & early years practitioners through the apprenticeship model, working with providers that are part of maintained schools to access the IWC’s Apprenticeship Levy. Currently there are 3 Early Years apprentices within IOW schools.
- 4.22. In the most recent Data Collection survey, questions were included on the lower age range of the workforce to start to better understand the numbers of new entrants starting their careers in Early Years, as well as to assess the likely impact of the NLW age range dropping to 21 years old from 1st April 2024. The following table explores this data:

Table 16: Number and percentage of workforce aged under 21 on the Isle of Wight

Type of Provider	Aged 18-20	Aged 20-21	% of wider workforce
PVI Providers	23	30	12.6%
School providers	5	8	17.8%
Childminders	1	1	5%
Total	29	39	12.7%

(Source: Data Collection survey 2023)

Recruitment

- 4.23. Job vacancies in the sector remain at a low level with peak recruitment around the beginning of each academic year (September and October). Providers are not required to report vacancies, so the EYAT monitors local and national employment data on a regular basis. In 2023, there was on average 5 vacancies for Early Years practitioners being advertised monthly locally and online.
- 4.24 Feedback from both training providers reports continued interest from young people in an Early Years career through the available courses and in the increasingly popular apprenticeship model of working, earning, and training. Ongoing anecdotal evidence from training providers and the Jobcentres highlights the sector’s continued low pay as a barrier especially during the recent Cost of Living Crisis as a disincentive for older workers looking to enter or return to the vocation.
- 4.25. The most recent Data Collection survey (2023) again reported 1 in 3 providers (excluding childminders) were experiencing difficulties in recruiting qualified staff during the year. Work is underway with providers to broker new relationships with local recruiters and training providers to develop new workforce development solutions for the sector.

Surveys

- 4.26. The EYAT will undertake the following surveys of parents/service users and providers across 2024 to monitor the wider childcare market on the IOW:
- Early Years Census (annual, 18th January 2024)
 - Data Collection (annual)
 - Parental Survey (annual, due February 2024)
 - Wraparound/ Out of School Childcare (annual, due spring 2024).

5. Funded Early Years Education on the Isle of Wight

Introduction

- 5.1 The Government funding for Early Years Education (EYE) is continuing to evolve with the addition of the new 'Expanded Entitlement' for children of working parents (aged 9 months to 36 months), introduced in three stages from April 2024.
- 5.2 The new Expanded Entitlement will see funded childcare for working parents introduced from April 2024 for 2-year-olds and then expanded to 9 months to 23 months in September 2024, and finally increased to 30 hours for working parents from September 2025.
- 5.3 The DfE fund local authorities for their expenditure on schools, early years and children and young people with high needs through the Dedicated Schools Grant (DSG), made under section 14 of the Education Act 2002.
- 5.4 The Early Years National Funding Formula (EYNFF) allocates funding to each local authority to deliver the universal and additional entitlements for 3- and 4-year-olds, with a separate formula that sets the funding for delivery of the 2-year-olds disadvantaged entitlement. A new formula for the new Expanded entitlement for 9 months to 2-year-olds of working parents will be introduced based on the 3- and 4-year-old formula with additional measures to reflect income deprivation affecting children.
- 5.5 All providers (school-based, PVI, and childminders) in receipt of EYE funding must annually sign the IWC's Terms and Conditions, these are written based on DfE guidance. This document covers what is asked of providers to deliver the funded entitlements, to meet all standards and safeguarding requirements, to support children with SEND and to provide appropriate data to inform decision making locally and nationally.
- 5.6 In 2023-24 all school-based (12, 100%) and PVI providers (35, 100%) signed up to access EYE funding, and 25 of 30 (83%) childminders take children with EYE funding.
- 5.7 In response to the Cost of Living pressures faced by providers, in September 2023 the DfE made a one-off increase, known as the Early Years Supplementary Grant (EYSG), in the funding rates across each of the entitlements for 2-, 3- and 4-year-olds for 2023-24.
- 5.8 The IWC and the Early Years sector on the IOW are currently waiting for an announcement on the new funding settlement by DfE. A national consultation will follow on setting the new rates for the existing and new entitlements for 2024-25. This will lead to a local consultation with providers on the rates paid before final approval is given by the IWC's Schools Forum.
- 5.9 The tables below show the numbers of funded and non-funded children on roll as reported in the recent Data Collection survey (December 2023). It shows

how essential EYE funding is to Early Years providers. The percentage breakdown figures for funded (59%) and unfunded (41%) remain unchanged from the previous CSA. The additional information on non-funded places will help build a more detailed data set of children of working parents already attending early years childcare to support the roll-out of the new Expanded Entitlement.

Table 17: Number of funded children on roll on the IOW December 2023

Type of Provision	No of 2-Year-olds	No of 3- & 4-Year-olds	Total	% of Total
School Based Providers	64	211	275	84%
PVI Providers	267	869	1136	57%
Childminders	14	70	84	40%
Totals	345	1150	1495	59%

(Source – Data Collection December 2023)

Table 18: Number of non-funded children on roll on the IOW December 2023

Type of Provision	No of under 1-Year-Olds	No of 1-Year-olds	No of 2-Year-olds	No of 3-Year-olds	No of 4-Year-olds	Total number of places	% of Total Places
School Based Providers	1	9	33	6	4	53	16%
PVI Providers	68	294	412	81	10	865	43%
Childminders	14	43	55	14	1	127	60%
Totals	83	346	500	101	15	1045	41%

(Source – Data Collection December 2023)

- 5.10. Providers and childminders can also seek indirect Government support through parents from HMRC and DWP. Parents may claim back a percentage of eligible childcare costs through tax free childcare accounts (extra 20%), Universal Credit (up to 85%) and the soon to be phased out Tax Credits (up to 70%). Some costs of non-funded places included in the table above will be claimed back by parents.

Universal Entitlement

- 5.11. The 'Universal Entitlement' covers all 3-year-olds from the term after their third birthday and all 4-year-olds, they are eligible for up to 15 funded hours of childcare or up to 570 hours per child's eligible birthday year. This equates to

15 hours over 38 weeks and can also be stretched over 52 weeks to cover school holidays.

Table 19: Number of 3 & 4 years olds in some form of EYE education

Year	Number of 3- & 4-year-olds benefiting from some early years education	Percentage of 3- & 4-year-olds benefitting from some early years education			
		Isle of Wight	Statistical Neighbour	South East	England
2019	2639	96%	95%	93%	92%
2020	2448	93%	93%	95%	92%
2021	2287	91%	90%	95%	93%
2022	2295	93%	92%	94%	93%
2023	2146	89%	92.5	96.5%	93.7%

(Source – LA Interactive tool¹⁸)

- 5.12. Early years education hours under the Universal Entitlement on the Island had remained relatively unchanged over the past three years but has decreased by 3.9% in the last year. This equates to approximately 265 children not accessing any Early Years education, reasons for this drop in participation include a lower take up of the 2-Year-old Entitlement in previous years, greater use of family based informal childcare and more parents are still working from home. Figures for the disadvantaged 2-year-old entitlement saw a significant increase in 2023.

Extended Early Years Entitlement (30 hours)

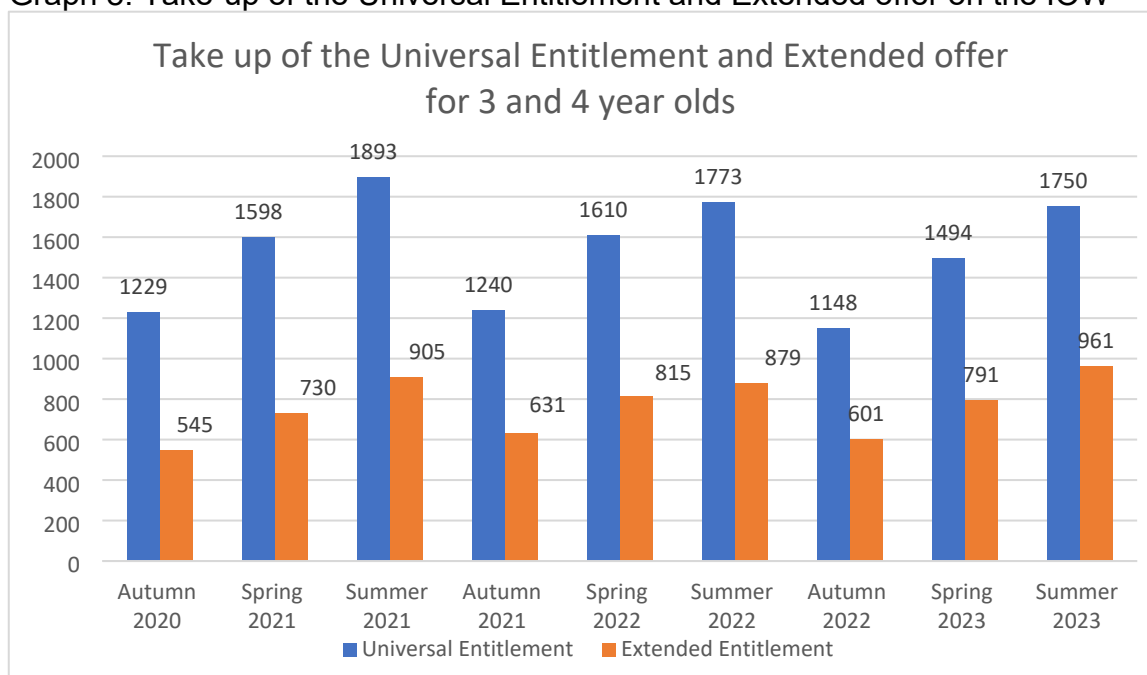
- 5.13. This entitlement provides eligible families with children aged 3- and 4-years-old to have up to 30 funded hours of childcare per week. Eligibility for the additional 15 hours is based on both parents or the sole parent being in work¹⁹.
- 5.14. The graph below shows the take-up of the Universal Entitlement of 15 hours alongside how many qualified for a further 15 hours under the Extended offer on the IOW. It shows a consistent level of take-up term on term for 3- and 4-year-olds over the past 3 academic years, with working parents of 50+% of the children then stretching the hours to 30. In part this reflects the seasonal nature of employment on the IOW, the tourist season running from Easter through until the October half term. The slight reduction in total numbers of 3- and 4-year-olds each year reflects the ongoing drop off in the birth rate and the number of under 5-year-olds on the IOW.
- 5.15. In the Data Collection Survey (2023), providers supplied data for the number of children whose working parents (in full time employment) were going beyond the Extended Entitlement (30 hours) and buying additional hours to provide sufficient childcare. A total of 372 children were in childcare for 30+

¹⁸ [Local authority interactive tool \(LAIT\) - DfE - GOV.UK](#)

¹⁹ [Childcare Choices | GOV.UK](#)

hours as of December 2023; this represents 21% of children claiming the Universal Entitlement and 39% of the Extended Entitlement take-up.

Graph 8: Take-up of the Universal Entitlement and Extended offer on the IOW



(Source - EYAT)

Two year old Entitlement

5.16. The two-year-old entitlement of 15 funded hours of childcare, is subject to the parent being in receipt of a qualifying benefit²⁰ or if a child is looked after by the Local Authority or in receipt of Disability Living Allowance. It aims to improve disadvantaged children’s social and cognitive outcomes so that by the age of 5 they are as ready as their more advantaged peers are to start and fully benefit from school.

5.17. During 2023 qualifying parents were accessing on average 13.5 of 15 hours of funded childcare each week. This slight under-claim is due to the length of available sessions offered by providers and childminders.

5.18. The IWC receives a list of 6/7 times a year from the DWP of potentially entitled parents in receipt of a DWP benefit. The IWC contact parents by email or text via the Gov.uk/notify service to advise that they may be eligible for the 2 year entitlement and a link to apply. This is delivered by 8 school-based (73%) and 34 PVI providers (97%) and 7 childminders (23%) who offer places to 2-year-olds and are registered to claim the available EYE funding.

Table 20: Numbers of 2-year-olds benefiting from funded Early Years education

²⁰ [Help paying for childcare: Free education and childcare for 2-year-olds - GOV.UK \(www.gov.uk\)](https://www.gov.uk/help-paying-for-childcare)

Year	Number of 2-year-olds benefiting from funded early years education	Percentage 2-year-olds benefitting from funded early years education			
		Isle of Wight	Statistical Neighbour	South East	England
2019	320	69%	73%	68%	68%
2020	323	76%	75.5%	69%	69%
2021	280	67%	65%	61%	62%
2022	300	77%	76%	69%	72%
2023	279	85.6%	76%	74%	74%

(Source – LA Interactive tool, Dec 2023)

5.19. 2-year-old funding on the IOW as a percentage of the population for the age can be seen in the above table; take-up has significantly increased over the last year, placing the IOW well above regional and national averages, as well as our statistical neighbour.

Expanded Entitlement

5.20. In the Spring 2023 Budget announcement the Government confirmed that funded Early Years childcare would expand to support its wider growth agenda for the UK economy and be implemented in stages from April 2024:

- Phase 1: From April 2024, working parents of 2-year-olds will be able to access 15 hours of childcare support.
- Phase 2: From September 2024, 15 hours of childcare support will be extended to working parents of children from the age of 9 months to 3-year-olds.
- Phase 3: From September 2025, working parents of children aged 9 months to the age of 5 will be entitled to 30 hours of childcare support a week.

5.21. The DfE has worked with local authorities nationally to help plan the roll out of the new entitlement, supplying data in June 2023 from a variety of sources to outline the potential size of the new market for funded childcare and forecast the potential rise in demand at each stage of the roll out. The DfE has also awarded funding to all local authorities to support the roll-out over the next 2 years.

5.22. The DfE's figures predicated a 4% increase in demand for places in April 2024 followed by an increase of 8% in September 2024. The formula used by the DfE to calculate these increases is a single, national one that does not take into consideration local factors affecting the supply and demand of childcare. The IOW already has more 2-year-olds in funded and non-funded childcare compared with the April 2024 predicted demand figures produced by the DfE.

5.23. The EYAT surveyed providers in the Data Collection Survey to identify any emerging issues as they prepared for the new entitlement roll-out. 16% of providers will need to make adaptations to their premises to meet the requirements of the new entitlements, especially for 9 months plus from

September 2024. Most providers expect their existing children (2-year-olds, 9 months to 23 months) to claim the new entitlement as part of their booked childcare.

Early Years Pupil Premium

5.24. The Early Years Pupil Premium (EYPP) provides extra funding for 3- and 4-year-old children whose parents are in receipt of certain benefits or children who have been in care or adopted from care. The provider could be entitled to up to £353 per year of funding to support 3- and 4-year-old children's development, learning and care to ensure they are 'school ready'.

5.25. The table below shows the numbers of 3- and 4-year-old children where providers have made a claim for EYPP over the last 2 years. The yearly lower Autumn figures reflect the annual move of 4-year-olds into Year R in schools. The overall upward trend in the numbers claiming has continued reflecting the impact of the Cost of Living crisis on parents'/carers' incomes and provider awareness of this extra funding:

Table 21: Number of children per term with EYPP claimed on the IOW

Term	Numbers of children	% EYPP of total population	Total population of 3- & 4-year-olds
Spring 2022	226	9%	2460
Summer 2022	335	14%	
Autumn 2022	238	10%	
Spring 2023	324	15%	2146
Summer 2023	372	17%	
Autumn 2023	177*	8%*	

(Source – EYAT, * provisional figures)

5.26. In December 2023, the number of applicants for the Autumn 2023 term reached a provisional figure of 177. Initial mapping of the areas and providers where this funding was awarded for summer term 2023 shows a strong correlation to providers and children from wards with a high level of deprivation and households in receipt of 1 or more of the qualifying benefits.

5.27. In 2024 EYPP will be extended to cover children under the existing disadvantaged 2-year-old entitlement as well as the new Expanded Entitlements for working parents, starting with 2-year-olds from April 2024, followed by 9 months to 23 months from September 2024.

Ethnicity

5.28 The IOW childcare market seeks to be inclusive and supportive of cultural diversity of its parents and children. Data from the Spring 2023 Census records the EYE funded childcare for 2-, 3- and 4-year-old children found that 89% were White British, with 6% from a variety of ethnic backgrounds. A further 5% were 'information not obtained' or 'refused' on the Census.

Other Funding

5.29. Further indirect funding options for childcare are available from the Government (through HMRC and DWP) depending on parents' circumstances and incomes. These are applied for directly by parents from the relevant organisation. Following the Spring 2023 Budget announcements around the enhanced Early Years and Wraparound childcare offers, these funding options will be central for working parents to receive further government support to access additional childcare in the future.

Tax Free childcare (TFC)

5.30. Financial support is available for parents whose income is above the upper threshold for help either through UC or previously Tax Credits. The parent opens and pays into an online childcare account through Gov.uk²¹.

5.31. The table below shows the annual number of families and children where TFC accounts have been used on the IOW. There continues to be a year-on-year growth in numbers, which is an encouraging sign of providers' and parents' awareness of this Government support:

Table 22: Number of Tax Free Childcare accounts opened and used on the IOW

Year	Annual number of families with used Tax Free Childcare Accounts	Annual number of children with used Tax Free Childcare Accounts
2017- 2018	100	120
2018- 2019	250	305
2019- 2020	470	585
2020- 2021	510	625
2021- 2022	675	825
2022- 2023	845	1,075

(Source – HMRC²²)

5.32. Childcare providers register to the scheme to receive payment via this method. The table below shows the number and type of childcare provider registered to accept payments through TFC accounts. A high number of non-registered primary schools all use Early Years providers to deliver before and after school provision. To support the Wraparound childcare offer, the EYAT

²¹ [Get Tax-Free Childcare: step by step - GOV.UK \(www.gov.uk\)](https://www.gov.uk/get-tax-free-childcare-step-by-step)

²² [Tax-Free Childcare Statistics, March 2023 - HMRC- GOV.UK](https://www.gov.uk/tax-free-childcare-statistics-march-2023)

will encourage more activity providers to seek the appropriate Ofsted registration to access to these accounts.

Table 23: Number of providers registered for Tax Free Childcare accounts on the IOW

Type of Provider	Number signed up for TFC Accounts	Number not signed up for TFC Accounts	% signed up
Early Years Providers (PVI)	34	1	97%
Primary Schools	32	7	82%
Childminders	29	1	97%
Home Childcarers	3	6	33%
Holiday Clubs	3	--	-
Activity Providers	2	--	-

(Source – HMRC)

Tax Credits

5.33. Working Tax Credits (WTC) and Child Tax Credits (CTC) are working-age benefits administered by HMRC. It provided a top-up to parents on a low income both in (WTC and CTC) and out of work (CTC only), with working parents able to claim eligible childcare costs²³. The benefit has been closed to new applicants for some time and replaced by Universal Credit.

5.34. HMRC’s provisional 2023 figures, estimate there are 2,300 households with 4,300 children still in receipt of Tax Credits²⁴. These figures are already substantially lower than reported in the previous CSA, even before October 2023 when the DWP began issuing migration notices to recipients of Tax Credits informing them they will be moved across to claim UC through 2024.

Universal Credit (UC)

5.35. UC is now the main working-age benefit available to IOW residents. Parents in work and on UC can claim back up to 85% of eligible childcare costs every month, and in the Spring 2023 Budget announcements, the maximum allowed per month rose by 50% to £950.92 (for 1 child) or £1630.15 (for 2 or more children). There is now additional help when starting work with up-front childcare costs.

5.36. Going forward, more work needs to be done to raise parental and provider awareness of this other indirect government funding for Early Years and Wraparound childcare costs. This will be particularly important with the planned move of all claimants from Tax Credits to UC which will include a significant number of households on low incomes with eligible children.

²³ [Tax credits: work out your childcare costs - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/tax-credits-work-out-your-childcare-costs)

²⁴ [Child and Working Tax Credits statistics: Provisional awards - April 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/child-and-working-tax-credits-statistics-provisional-awards-april-2023)

Childcare Vouchers

5.37. This Government scheme to help parents in work with childcare costs closed to new applicants on 4 October 2018; there is unlikely to be any Early Years childcare being paid through the voucher scheme.

Future Demand

5.38. Predicting future demand for childcare on the IOW is one of the outcomes of producing the annual CSA report. As detailed in the last CSA, there is a clear downward trend in the birth rate on the Island which will affect the numbers of children requiring childcare places over the next few years. However, at the same time the announcement of the new Expanded Entitlement will change the boundaries of the marketplace with the potential for generating a new demand for childcare from parents then able to return to work earlier.

5.39. In the short-term developing a methodology to better understand the likely demand for the new entitlement (9 months to 2-year-olds) will include applying the take up percentage of the Extended Entitlement (30 hours) to this younger age group. Additional data is supplied on a regular basis by the DfE in the form of the Local Authority Readiness Self-Assessment, this has forecast demand for places will rise by 4% for the April 2024 offer and 8% for the September 2024 offer.

5.40. The location and level of demand for early years childcare for working parents will help the EYAT in predicting where demand may be for primary aged Wraparound childcare in the years to come.

5.41. In 2023 the hourly rate charged for the under 2- years-old age group by providers has gone up by 16% to on average £6.66 per hour, while childminders' fees have risen by 8% to an average cost of £4.92 per hour. These increases reflect both the inflationary pressures on business costs (wages, rent, utilities, etc) faced by providers and the still flexible income generation from this age group.

Table 24: Numbers of providers active in the under 2-year-old provision

Type of Provision	No of providers offering places to under 2-year-olds		
	January 2022	December 2022	December 2023
Childminders	20	28	24
School based providers	1	1	1
PVI providers	25	26	23

Totals	46	55	48

(Source- Data Collection Surveys January 2022, December 2022, December 2023)

5.42. The final two tables in this section allow the EYAT to start to build up a more detailed, longer-term picture of this part of the marketplace. All future EYAT surveys will ask for data on the single year age cohorts on roll with each provider and childminder to support market management.

5.43. This part of the market remains dominated by PVI providers, with currently only one school-based provider offering places for this age group, although this might change in 2024. The drop in the number of active providers in 2023 reflects closures and childminders de-registering with Ofsted. While the decline in overall places mirrors a continuing fall in the birth rate, rather than changes in parental demand for childcare.

Table 25: Number of childcare places in the under 2-year-old provision

Type of Provision	No of places used by under 2-year-olds			
	January 2022	December 2022	December 2023	
			0-12 months	1-year-olds
Childminders	62	74	31	43
School based providers	15	12	1	9
PVI providers	391	418	67	286
Totals	468	504	437	

(Source- Data Collection Surveys January 2022, December 2022, December 2023)

5.44. Over the next 2 years further detailed work with the marketplace will be required to better understand the impact of the new funded entitlement for children from 9 months upwards of working parents. Alongside engagement with parents and providers, the EYAT will work with IWC colleagues and outside stakeholders such as Jobcentres to understand employment trends on the IOW.

6. Wraparound & Holiday Childcare

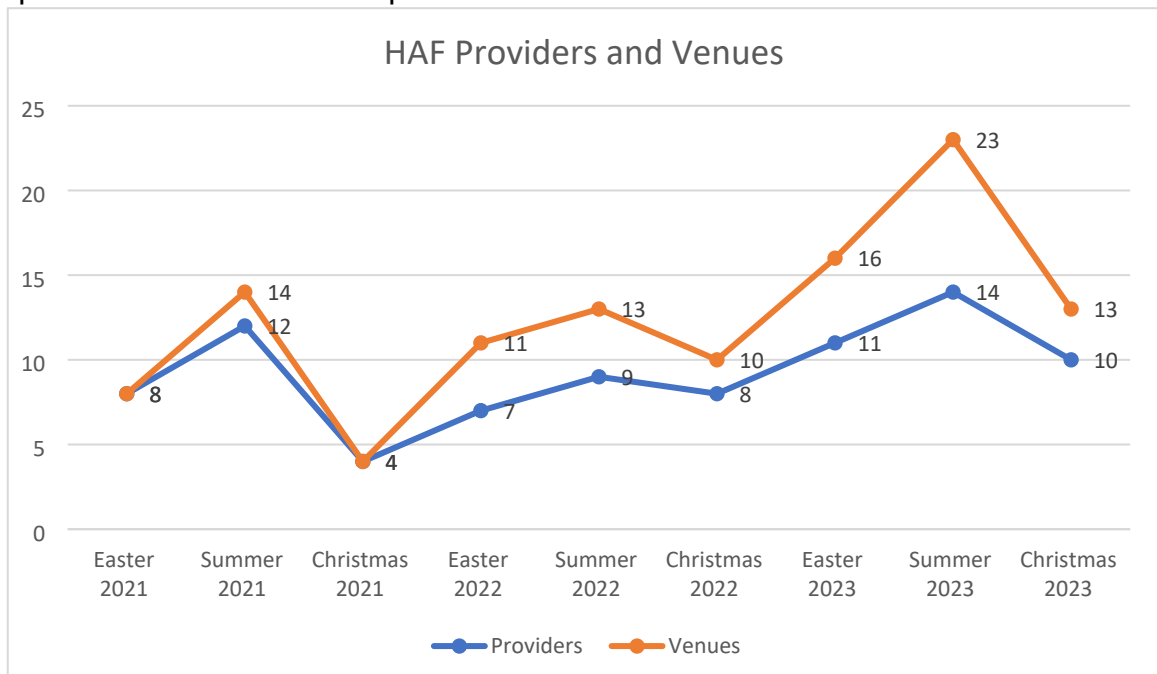
Introduction

- 6.1. The previous CSA had used the term Out of School (OOS) childcare but following the Spring 2023 Budget announcement of a new programme and initial funding, it is now referred to as 'Wraparound childcare'. This will now cover breakfast/ before school clubs and after school clubs running term time only. This form of childcare can operate either on or off a school site and can be run by the school or by a PVI childcare provider, a childminder or activities provider.
- 6.2. 'Holiday childcare' will now refer to the Holiday Activity and Food (HAF) programme and other holiday play and childcare schemes running during school holidays and half terms.

Holiday Activity and Food Programme (HAF)

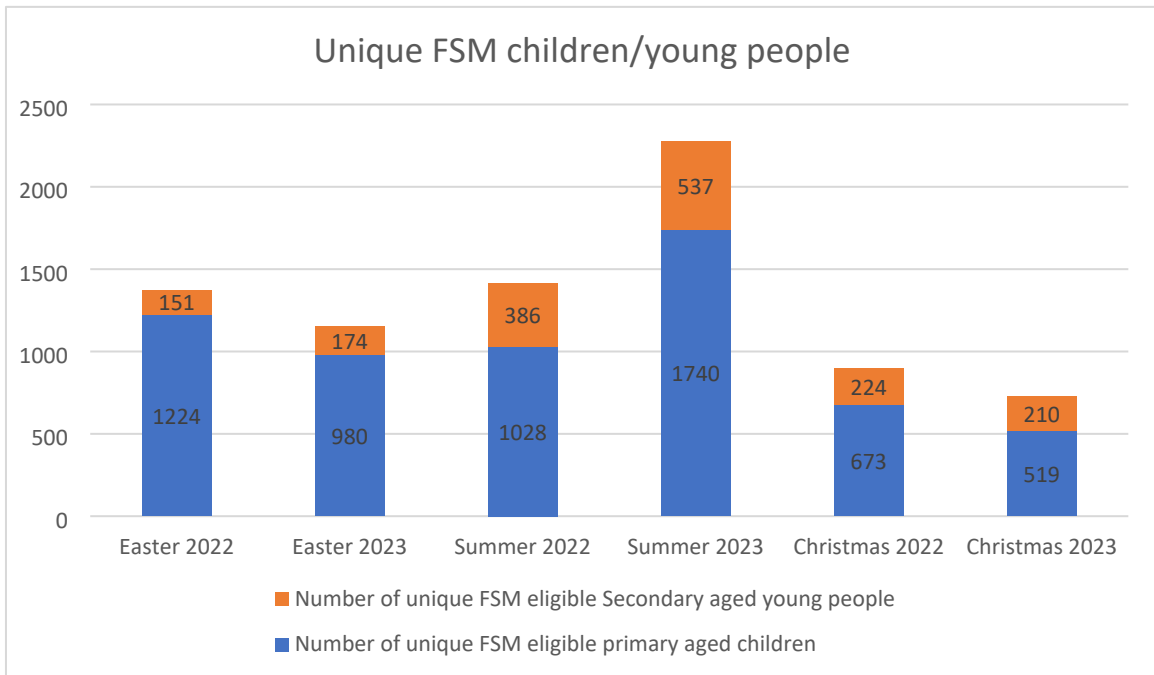
- 6.3. HAF is a DfE funded initiative that has been running on the Island since 2021 and delivered through our partner Hampshire County Council (HCC)'s Connect4communities Programme²⁵. The HAF programme's aims are to provide free, enriching activities and healthy food for free school meal (FSM) eligible children and young people aged 5 to 16. These activities have been run through the main school holidays of Easter, Summer and Christmas in 2023.

Graph 9: The number of HAF providers and venues on the IOW 2021 to 2023



²⁵ [connect4communities | Hampshire County Council](#)

Graph 10: The number of children and young people qualifying for FSM accessing HAF provision in 2022 and 2023



(Source – HCC HAF DFE returns: *FSM eligibility from IWC schools attendance data.)

6.4. The graph above outlines the number of unique FSM children attending in 2022 and 2023. The programme has seen a year on year overall increase of 21% in the number of secondary-aged children attending and 10.7% increase in primary aged. Summer 2023 was particularly successful, increasing the number of eligible children and young people participating in the programme by 61% on the previous summer. The numbers of FSM children on the IOW increased by 3.9% from 3790 to 3937 according to the Spring School Census 2023.

6.5. The commissioning process for 2023/24 took place in February 2023 and contracted for delivery across all three holiday periods, with priority given to the longer summer delivery period. This gave early identification of gaps in delivery and enabled a more local partnership strategy to engage with new providers to ensure sufficient provision across more communities through the year, especially for the summer delivery period.

Easter 2023

6.6. Easter 2023 was the first time that HCC used their new HAF Provider Framework of pre commissioning checks of providers followed by a more robust checking of data returns after each delivery period. The numbers of providers and sites increased to 11 providers on 16 sites delivering 1776 places compared with Easter 2022 with 1749 places on 11 sites run by 7 providers. This was part of a revised strategy to improve access in more communities on the IOW.

- 6.7. As shown in Graph 10 the number of unique children attending provision was down 16% on Easter 2022, but average attendance rates increased from 1 to 1.4 days. The balance of primary and secondary provision also began moving in the right direction from 89/11% to 85/15%, and the number of children with SEND continued to rise from 9.4% to 11%.

Summer 2023

- 6.8. Summer 2023 saw the largest programme (see graph 10 above) yet for HAF on the IOW with 14 providers on 23 sites across the holiday period, delivering a wide range of activities including sports, skateboarding, dance, theatre, days out and craft activities. This included 3 new providers who were contracted to fill in gaps in provision in under represented areas, bringing new activities and more diversity of provision.
- 6.9. Further work was undertaken to improve the marketing of the programme using a dedicated page on the new Family Information Hub site²⁶. Listing all providers and the activities being delivered, this was supported with press and social media activity co-ordinated by the IWC's Communications Team. This work was co-ordinated by Island based IWC and HCC officers leading to a year-on-year increase of 61% in the numbers of unique children and young people accessing the HAF programme.

Christmas 2023

- 6.10. The Christmas HAF 2023 programme on the IOW is historically a quieter time than similar schemes on the Mainland or in the other delivery periods locally, due to the short nature of the school holiday and the lack of parental demand for childcare during this period.
- 6.11. Christmas 2023 saw the IOW's HAF programme reach 729 unique children across 13 schemes. This was more unique children than previously projected based on the number of places commissioned from providers. Two trends from the Christmas period were an increase in the number of secondary age young people, up from 24% in the summer to 29% at Christmas, secondly demand from children with SEND has grown significantly from 9% of children attending provision the previous Christmas to 16% this Christmas.
- 6.12. Even with fewer places commissioned this Christmas due to the longer summer period being prioritised, there were a higher number of unique children engaged. This is the result of much improved conversion rates of awarded places to bookings. Even with the shorter delivery period, the programme was able to deliver a varied programme of activities. The key learning to help inform future Christmas commissioning is to be more proactive in helping providers adapt delivery methods to meet the challenge of the time of year and the availability of premises and delivery methods.
- 6.13. Funding has been confirmed by the DfE and the programme will run through the three school holidays in 2024 finishing in March 2025. From February 2024 the IWC will manage and deliver the HAF programme on the IOW

²⁶ [IW Family Information Hub | Holiday Activities and Food \(HAF\) \(iow.gov.uk\)](https://www.iow.gov.uk)

following the end of the partnership with HCC. Objectives for 2024 will be ensuring:

- Provision maintaining a varied and changing programme of activities.
- More geographical availability across the IOW especially in rural areas.
- Improved take up by young people in secondary education.
- Improved signposting to relevant local agencies to better support parents.
- More providers becoming Ofsted registered as appropriate for age range of delivery.
- Work in partnership with other youth-based services and activities.

Wraparound Childcare

- 6.14. In the Spring 2023 Budget the Government announced an investment of £289 million to LAs to help facilitate and support the expansion of wraparound childcare for primary school-aged pupils (5 to 11-years-old). The Government's ambition is for all parents of primary school children who need it to access childcare in their local area from 8am – 6pm. This will help to ensure parents have enough childcare to be able to work full time, take on more hours and work more flexibly.
- 6.15. The IOW's allocation of this funding will support the IWC to work with Island primary schools and Early Years providers including childminders to start or expand childcare provision between 8am and 6pm to enable us to test flexible ways of providing childcare and gather evidence of what works. The EYAT has already taken steps to reassure the existing providers in the market, mainly PVI providers and childminders, that both DfE and the IWC see them as a key part of the provision going forward.
- 6.16. To date DfE has produced a programme handbook to help guide LAs in the early stages of the programme, especially in developing a capacity plan to deliver the programme in each local authority area. Further guidance for schools outlining their role in the new offer is due for publication in early 2024.
- 6.17. Parents of primary school aged children will still be expected to pay to access this provision, as this programme aims to increase the availability of childcare, rather than provide ongoing subsidised childcare. Government support with these childcare costs will be available to eligible parents through Tax Free Childcare and Universal Credit childcare.
- 6.18. The expectation is that parents should start to see an expansion in the availability of Wraparound childcare from September 2024, with every parent who needs it able to access term-time Wraparound childcare by September 2026.
- 6.19. Responses to the Data Collection survey (December 2023) show in the table below that Early Years providers remain the bedrock of the sector's providers. Those providers offering before and after school provision were either school based providers or PVI providers operating on school premises. The survey

also highlighted barriers for other providers entering the Wraparound market, these included financial viability of the offer and lack of staffing, appropriate equipment or space to run any new provision.

Table 26: Out of School and holiday provision offered by early years providers on the IOW

Wraparound/ Out of school provision	Numbers of Providers 2022	Numbers of Providers 2023
Before & after school	27	24
Before only	3	2
After only	3	3
Under consideration	0	2
None	16	15
Holiday Club	24	22

(Source – Data Collection Surveys December 2022 & 2023)

- 6.20. Apart from formal after school clubs, parents may also use school-based activity clubs as childcare, but as these clubs provide a specific activity (football, dance, etc) for children over eight, they do not have to be registered and regulated as childcare by Ofsted. Parents are unable to use Tax Free Childcare accounts and UC childcare to pay for this childcare. In 2023 four such providers joined Ofsted’s voluntary register to allow parents to access this funding to pay for childcare for 8-year-olds and over.
- 6.21. Going forward the EYAT will undertake regular surveys of out of school provision with primary schools and early years providers to gather more intelligence and understanding about the market to help inform the roll out of the Wraparound childcare programme. The DfE is supporting the programme by providing data on a regular basis from several central government sources to all local authorities.

Fees & Financial Support

- 6.22. As already reported in Table 26, 24 early years providers currently deliver either or both before and after school provision; this is a reduction of 3 providers since the previous CSA.
- 6.23. The next table shows the average (mean) prices per hour for breakfast clubs (before school) and after school clubs delivered by Early Years providers, the line for childminders covers both before and after school as part of their longer standard working day. The average cost of breakfast clubs has remained unchanged over the last year and the cost of after school provision has increased by 5%, this compares with 8% increase regionally and 1% increase nationally. The increased cost of this provision delivered by childminders both

locally, regionally and nationally has been around 1%. Work will continue with providers, the better to understand the dynamics of this part of the market and its relationship to local seasonal employment patterns across the Island.

- 6.24. The Government expects parents to pay for the new Wraparound childcare offer and where eligible access indirect childcare financial support through Tax Free Childcare accounts and Universal Credit Childcare. There will be a need to raise the profile of both forms of government support for childcare with parents and stakeholders, as well as ensuring all schools are able to take payments from parents using Tax Free Childcare accounts.

Table 27: Average (mean) cost of before and after school provision delivered by early years providers.

Type of provision	Average price per hour				
	Isle of Wight			South East (2023)	England (2023)
	2022	2023	% change		
Before school	£4.29	£4.29	0%	£4.56	£4.49
After school	£4.98	£5.22	+5%	£4.56	£4.49
Childminders	£4.65	£4.70	+1%	£4.76	£4.82

(Source- Data Collection Survey December 2022 and 2023, Coram Childcare Survey 2023²⁷)

Ofsted

- 6.25. Early Years providers active in the Wraparound childcare market will always be on the Early Years Register but will also have registration on 1 or 2 other Ofsted registers depending on their wider offer. The Compulsory Register covers looking after children between 5- and 8-years-old for more than 2 hours on each day they are providing childcare. The Voluntary Register is for childcare for those children over 8-years-old.
- 6.26. The DfE has confirmed that it is a requirement of the new Wraparound childcare offer that all providers are registered with Ofsted to ensure quality.
- 6.27. The HAF programme will seek to continue to raise the quality of holiday provision on the IOW when delivery is brought inhouse. The programme will support and encourage existing and new providers to join the appropriate Ofsted register.

²⁷ [Coram Family & Childcare Survey 2023 - Coram Group : Coram Group](#)

7. Special Educational Needs and Disabilities (SEND)

Current SEND offer

- 7.1 Childcare and early years education for children with special educational needs and disabilities is available on the Isle of Wight, both within mainstream provision and a Special school offering early years places where this has been assessed as appropriate to meet the needs of the child.
- 7.2 The Childcare and Families Act 2014 requires each Local Authority to produce and publish a Local Offer [Local Offer \(iow.gov.uk\)](http://iow.gov.uk) which sets out, in one place, information about provision available across education, health and social care for children and young people in the area, who have special educational needs and or disabilities.
- 7.3 The Early Years SEN team ensure all registered Early Years childcare providers have their own versions of the local offer. This information is held on the IOW Family Information Hub site and by providers on their websites, all registered early years providers have their own local offer in place.
- 7.4 The Early Years SEN team offer a 'portage service' for eligible children who have a significant delay in two or more areas which must include cognition and learning. This is a home visiting education service for pre-school children with SEN.

Disability Access Fund (DAF)

- 7.6. The Disability Access Fund (DAF) provides funding to support children with disabilities and/or special educational needs. A child in receipt of Disability Living Allowance (DLA) is eligible to receive an annual lump sum of £828.00 for each child in 2023/2024.
- 7.7. The DAF is designed to aid access to early years places by, for example, supporting providers in making reasonable adjustments to their settings and/or helping with building capacity be that for the child in question or for the benefit of all children attending the setting.
- 7.8. Changes for 2024/25 will see the amount rise to £910 annually and also include qualifying children under the new Expanded Entitlements from April and September 2024.

Table 28: Numbers of children in receipt of DAF on the IOW

Provider	Number of children claiming DAF 2020-21	Number of children claiming DAF 2021-22	Number of children claiming DAF in 2022-23	Number of children claiming DAF in 2023-24
Early Years Providers	32	18	37	31*

(Source: IWC EYAT, * provisional)

7.9. Providers accessed DAF to support 31 children* in 2023.

Education, Health and Care Plans (EHCP)

- 7.10. Education, Health and Care Plans (EHCP) and the needs assessment process through which these are made, were introduced under part 3 of the Children and Families Act 2014. The Act, and an accompanying SEND Code of Practice, sets out how local authorities must deliver these responsibilities.
- 7.11. There are currently 62 children in Early Years (including YR) with EHCPs, with a further 55 children that are in the EHCP assessment process.
- 7.12. The Early Years census in January 2023 will give up to date data on the number of children aged 0-3-years-old with an EHCP and the number of children identified as SEN without an EHCP.
- 7.13. Early identification is important as it results in prompt intervention to support children and their families so that difficulties can be addressed and, educational gaps do not continue to widen as they prepare to enter primary school.

'Short Breaks' and Out of School provision

- 7.14. Short Breaks is a statutory service under Section 25 of the Children and Young Persons Act 2005, and is funded through the IWC and aims to increase activity opportunities available for children and young people (0-19) with disabilities and/or additional needs to participate in.
- 7.15. The IWC's Short Breaks programme offers a range of opportunities including after-school, evenings and weekend activities and overnight stays, full details of the service can be found here: [Short Breaks \(iow.gov.uk\)](https://www.iow.gov.uk). In 2023 the Short Breaks programme consisted of 13 providers delivering 14 different activities, over the year 658 sessions were delivered for 3157 children and young people.
- 7.16. There is still only one local Ofsted registered childcare provider offering specialist SEND OOS childcare for early years and primary aged children.
- 7.17. The Holiday activity and food (HAF) programme provides inclusive access for SEN children with the programme's providers supporting children with a range of SEND.

Vacancies

- 7.18. Medina House is the only Special school on the Island that caters for Early Years children with complex needs. There are 12 YR children attending the Specialist school, there were no vacancies in December 2023.
- 7.19. The four specialist units on the IOW attached to primary schools who cater for children with range of needs, none of them have any Early Years children attending the units.

8. Overall Sufficiency and Action Plan

Conclusions

8.1. By end of 2023 the IOW has sufficient childcare places (2,389) to meet the current demand from parents for high quality childcare, delivered through a diverse but slightly smaller marketplace of 78 childcare providers. This childcare marketplace consists of 13 school-based providers, 35 Private, Voluntary and Independent (PVI) providers, 30 childminders and 9 home childcarers. The EYAT has had no requests or enquiries from parents in rural areas, suggesting that childcare provision is geographically spread across the Island serving all the main towns and employment centres.

Providers and places

- 8.2. Over the past year the sector has had a small overall change, with the total number of all types of providers decreasing by 7% (down 5% nationally) from 84 to 78 and the number of available places reduced by 6.3% in the same period from 2528 to 2389 places. There was no change in the number of school-based providers but the number of PVI providers dropped by 8% against a national figure of a 3% decline in numbers. Following national trends, the number of childminders on the IOW reduced by 9% during this period with 30 active in the market in December 2023 delivering 185 places, down 15% in the last year.
- 8.3. The EYAT is working with the sector to manage the transition to a lower birthrate and its impact on delivering childcare for 2-, 3- and 4-year-olds. At the same time the EYAT is supporting the sector to identify the likely increase in demand for childcare from 9 months to 2-year-olds when the Expanded Entitlement is introduced from April 2024.
- 8.4. Opening hours remain almost unchanged across all types of childcare providers over the last year, but with a slight reduction in early opening (before 8.00am) and the later closing times (after 6.00pm) by some PVI providers to help ensure wider financial viability. Vacancy rates remain low with 19 providers maintaining a waiting list down from 22 last year and 18 childminders up from 9 previously. In response to specific questions in the recent Data Collection Survey providers stated their use of waiting lists was to manage parental interest in the new Expanded Entitlement for April and then September 2024.
- 8.5. 2023 has been a year when inflationary pressures on business costs have had a significant influence on increasing fee levels for non-funded childcare for children under 3-years of age. Local providers have increased fees an average 14.5%, this has been well above the national increases (8%) while childminders have also been above (8%) the national average fee increase (5%). With inflation easing, except for labour costs, and the roll-out of the new Expanded Entitlement, there may not be the need or scope for significant fee increases in 2024.

Wraparound and HAF

- 8.6. The Spring 2023 Budget announcement of the Wraparound childcare offer for working parents will transform the EYAT's work in this area to deliver the offer by September 2026. Work in 2023 was centred around better understanding of this marketplace through gathering the available data and combining it with data provided by the DfE. A range of actions are included in the action plan to establish awareness, availability, and cost for parents.
- 8.7. 2023 was the last year the partnership with HCC delivered the Holiday Activities and Food (HAF) and saw the addition of IOW based staffing and improved local marketing. This helped deliver a 13% increase in overall figures for qualifying children and young people on the programme compared with the previous year, as well as increasing the range and availability of quality holiday provision on the Island. In 2024 the IWC will bring delivery back inhouse with a focus on improved access in rural areas, greater engagement with secondary-age children and an expanded range of activities on offer.

Quality and workforce

- 8.8. Quality is central to the provision of childcare and the Island continues to maintain high standards in this area with 95% of settings inspected by Ofsted achieving 'Good' and 'Outstanding' and childminders with 96% achieving 'Good' and 'Outstanding' at Ofsted inspections. Both parts of the Early Years register are in line with national figures for inspections, and the EYAT will continue to support providers to maintain high standards in 2024.
- 8.9. Early Years childcare require a highly trained and qualified workforce, with 81% of those employed in the sector achieving a relevant Level 3 qualification and above, down 2% over the year. Addressing this slight decrease in the level of the trained workforce, the EYAT will continue to work closely with training providers to deliver apprenticeships to the sector, alongside delivering LA training, CPD programme and highlighting DfE funded educational opportunities.

Early Years Entitlement

- 8.10. Funded Early Years education is an important element of the offer 100% of our providers and 83% of the local childminders. The IOW has traditionally had a high level of engagement of 3- and 4-year-olds with early years provision, either with childcare providers or primary schools for Year R. In 2023 89% of 3- and 4-year-olds on the IOW were in early years provision, which is a decrease of 4% on the previous year and below both regional and national averages for this age group. Reasons for this drop could include the impact of a year with a lower birth rate, the tail end of those children effected by the Covid Pandemic and more parents are still working from home.
- 8.11. The Universal Entitlement of 15 hours for all 3- and 4-year-olds is the core offer with 1750 children accessing these hours in the Summer 2023 term. For this same term there were 55% (961) of parents, up from 51% in 2022, who were in work whose children also qualified for the Extended offer of up to

another 15 hours of funded of childcare. Of these, in December 2023 372 children were in additional hours of childcare beyond the 30 funded hours, representing 21% of those claiming the Universal Entitlement and 39% of the Extended Entitlement take-up.

- 8.12. The last part of the current funded offer is for disadvantaged 2-year-olds; the EYAT has worked well in partnership with the DWP to identify and engage 86.5% of those qualifying in some form of early years provision, up from 77% the previous year. The IOW remains well above the regional and national averages (74%).
- 8.13. Work began in 2023 on preparing for the roll-out of the new Expanded Entitlement from April 2024. The DfE provided national data on forecasting the likely demand for the new entitlement from April and September 2024. EYAT has surveyed providers to gauge the level of parental demand and at this time it is expected there will be sufficient places to meet the new offer in April 2024. As required, a funding consultation on the likely rates was undertaken in the last quarter of 2023-24 in preparation for a final decision on the likely rates by the Schools Forum in January 2024.

Support for vulnerable children

- 8.14. The Early Years Pupil Premium (EYPP) provides additional funding to qualifying children to ensure they are 'school ready'. Over the last year 14% on average of the 3- and 4-year-olds on the Island had made a claim for EYPP funding.
- 8.15. Early Years providers continue to make good use of the Disability Access Fund (DAF) supporting 31 children who are in receipt of DLA to access enhanced Early Years childcare.
- 8.16. The demand and need for SEND services has continued to grow on the Island. The number of early years children with ECHPs remains high, with 44 children in reception year on the IOW with agreed ECHPs at the start of January 2024.
- 8.17. The IOW has a well-developed Short Breaks offer which is now working in partnership with the HAF programme to provide a more inclusive offer for children with SEND.
- 8.18. In conclusion, in 2023 parents/ carers on the IOW had access to a successful, high quality childcare market. Based on the evidence in this report, it should continue to deliver sufficient childcare places for the under 5-year-olds and start to provide Wraparound childcare for primary aged children on the Island over the next year.

Update on 2023-2024 Action Plan

8.19 The IWC has made good progress and steady delivery against the actions and priorities detailed in the previous CSA.

Statutory Duty	Action	Progress to date
<p>Early Years Childcare market (Section 7, childcare Act 2006)</p>	<ul style="list-style-type: none"> • Offer a business support package to all Early Years Providers to help ensure their viability and sustainability in a challenging business environment. Establish a database of other funding and grants available to the sector. • Develop a workforce strategy in partnership with local training providers and the DWP/Jobcentres to help employers in the sector recruit, train and retain more qualified staff. • Work with the IWC’s Planning team on new housing developments to ensure Early Years places are prioritised in the initial planning stage to meet possible future childcare demands. • Develop and expand an Early Years business risk register across all providers to identify any risks that might affect business viability and the availability of sufficient childcare places. • Develop the marketplace for Out of School (OOS) childcare and enhance the Holiday Activities and Food (HAF) 	<p>The EYAT has delivered business support for individual EY providers through 2023, alongside running a business planning workshop and providing regular updates on other funding/ grants available to the sector.</p> <p>New links have been established with local training providers to market the apprenticeship model more effectively to EY providers.</p> <p>The IWC’s Planning Policy team are more aware of the need to deliver EY places as part of new housing developments, and EYAT being recognised as the relevant stakeholder in the planning process.</p> <p>An EY risk register has been established bringing together existing and new data sources to help identify risks at an earlier stage.</p> <p>The OOS market has been mapped and this work has fed into the emerging Wraparound childcare programme. With additional local input on partnerships, quality and marketing, the HAF</p>

	<p>programme's reach and effectiveness on the Island.</p> <ul style="list-style-type: none"> • Develop a dashboard of data sources on all available aspects of the marketplace built around the existing Power BI interactive mapping tool to better inform market management, future CSA reports and other IWC reporting requirements. 	<p>programme delivered improved take-up and the addition of new IOW based providers.</p> <p>The Power BI mapping tool has proved a useful platform to add new data sources to assist the market management process.</p>
<p>Promotion of childcare options (Section 12, Childcare Act 2006)</p>	<ul style="list-style-type: none"> • Seek to continue to improve the Family Information Service website to ensure information is accurate and signposting is clear to maximise the ability for parents to identify and secure childcare. • Ensure the Early Years websites are kept up to date with accurate information to enable parents to secure the childcare that meets their needs. • Promote the availability and monitor the level of take-up of 2-year-old and the Extended Entitlement funding to parents. • Work with DWP/Jobcentres to promote the available childcare options as part of their return to work agenda. 	<p>The new Family Information Service website has been launched and contains details of all Early Years providers, funding options for parents and holiday childcare options.</p> <p>The EY content on the IWC's website is currently being reviewed and updated to reflect the new funded childcare entitlements.</p> <p>Effective use of the DWP customer lists to help improved the take-up of 2-year-old entitlement.</p> <p>Briefing sessions have been delivered to DWP/Jobcentre staff on available childcare options to support their return to work agenda with parents on UC.</p>

<p>Early Years Education (Sections 1 & 2, Childcare Act 2016)</p>	<ul style="list-style-type: none"> • Continue to monitor and promote 2-, 3- and 4-year-old funding to ensure sufficient places. • Continue to monitor and promote entitlements for disadvantaged children of EYPP and DAF funding and SEND services. • Liaise with neighbouring authorities at regional meetings to share processes and identify good practice models. 	<p>The EYAT continues to monitor all funding for the EY entitlements and the more specialist funding to ensure that sufficient places were delivered in 2023, and that EYAT is aware of trends in additional funding needs (EYPP, DAF) for disadvantaged and SEND children on the IOW.</p> <p>Officers in EYAT are beginning to join wider LA networks and have benefited from greater awareness of new practice and models of delivery.</p>
---	---	--

2024-25 Action Plan

8.20. In the year ahead the EYAT will prioritise the following for development and implementation as part of the CSA’s action plan. The priorities are mapped against the statutory duties of the IWC in this area of service delivery, but they will be flexible to allow the IWC to respond effectively to how the new Early Years funded entitlement and Wraparound childcare offers affect the sector’s stability and sustainability. Consideration will also be given to the ending of the partnership with Hampshire County Council and the return to inhouse delivery of services (HAF) by the IWC.

8.21. These actions will continue to build our knowledge and understanding of sufficiency and management of the local childcare market (Early Years, Wraparound and Holiday) and help ensure continued sufficient high-quality childcare for all children on the IOW:

Statutory Duty	Actions
<p>Early Years Childcare market (Section 7, Childcare Act 2006)</p>	<ul style="list-style-type: none"> • Support the recruitment of new childminders to sustain the current market with the intention of growing the market in areas where needed. • Continue to support all Early Years providers to deliver flexible funded places for 9 months to 4-year-old nursery education, as well as supporting where needed the expansion and development of new childcare places across the IOW. • Undertake further research into the size, demand and trends for 2-year-old and under provision on the IOW to support the roll-out of the new Expanded Entitlement.

	<ul style="list-style-type: none"> • Continue to ensure childcare is inclusive and meets the needs of children with special educational needs and disabilities by ensuring the Local Offer is fit for purpose. • Support the roll-out of the Wraparound childcare offer and make effective use of the available funding to ensure there are sufficient childcare places for parents. • Bring inhouse the delivery of the Holiday Activities and Food (HAF) programme from Easter 2024, and seek to improve its reach, effectiveness and the range of activities delivered through the programme on the IOW.
Promotion of childcare options (Section 12, Childcare Act 2006)	<ul style="list-style-type: none"> • Continue to develop the content on the Family Information Service website to ensure information is up to date and signposting is clear to maximise the ability for parents to identify, secure and fund the appropriate childcare provision. • Ensure the IWC's websites are kept up to date with accurate information to enable parents to secure the childcare that meets their needs. • Promote the availability and monitor the level of take-up of disadvantaged 2-year-old, Extended and Expanded Entitlement funding to parents. • Work with DWP/Jobcentres and other partners/stakeholders to promote the available and new childcare options as part of the Government's growth agenda for the UK economy.
Early Years Education (Sections 1 & 2, Childcare Act 2016)	<ul style="list-style-type: none"> • Continue to monitor and promote Early Years Education funding for all entitled children to ensure sufficient places. • Continue to monitor and promote entitlements for disadvantaged children of EYPP and DAF funding and SEND services. • Liaise with other LAs at regional meetings to share processes and identify good practice models.

Appendix 1 Childcare: Statutory Duties, Definitions and Ratios

Statutory Duties

The Isle of Wight Council (IWC)'s statutory duty to ensure there is sufficient access to childcare provision for parents on the IOW is based on the following acts of Parliament:

Childcare Act 2006²⁸

The act gives Local Authorities a key role in shaping the childcare market in their area. Working with providers from the Private, Voluntary, Independent (PVI) and maintained sectors, the Local Authority will look to create a strong, sustainable, and diverse childcare market that meets the needs of local parents.

Section 6: gives Local Authorities a duty of securing, so far as reasonably practicable, that the provision of childcare (whether or not by them) is sufficient to meet the requirements of parents in their area in order to enable them to:

- take up, or remain in, work, or
- undertake education or training which could reasonably be expected to assist them to obtain work.

Section 7: also gives Local Authorities a related duty to secure funded early years provision in the area. The Local Authority needs to secure early years education places offering 570 hours a year over no fewer than 38 weeks of the year, for every 3- and 4-year-old child in their area from the term after their third birthday until the child reaches compulsory school age, known as 'Universal Entitlement'. There is also a requirement to secure Early Years Education provision for eligible 2-year-old children, from the term after their second birthday.

Childcare Act 2016²⁹

Section 2: In September 2017 this act placed an additional duty on the Local Authority to secure funded childcare for those children who qualified to receive an 'extended entitlement'. This requires childcare places to be made available to working parents who meet eligibility criteria to secure a further 15 hours for 3- and 4-year olds on top of their universal entitlement. Early Years Education and childcare should be accessible, flexible, inclusive, and provided through a range of settings to meet parental demand.

Section 12: gives Local Authorities the duty to provide information, advice and assistance to parents and prospective parents relating to the provision for childcare, services, or facilities that may be of benefit to parents and prospective parents, children, and young people.

Section 13: gives Local Authorities the duty to provide information, advice, and training to childcare providers.

²⁸ [Childcare Act 2006](#)

²⁹ [Childcare Act 2016](#)

In January 2024 the Department for Education (DfE) issued revised guidance on both Childcare Acts of 2006 and 2016 to reflect the widening funded childcare offer being introduced for working parents from April 2024.³⁰

Definitions

Parents have a variety of different types of Ofsted registered childcare providers to choose from on the IOW. Terms used to describe the different types of childcare in this report, include the following:

- **Childminders** – these are self-employed childcare professionals who work in their own home. They are limited to smaller numbers of children and often a wider age range. Childminders do offer more flexibility to meet parents' working patterns.
- **Childcare on Domestic Premises (CoDP)** - is classified by Ofsted as "where there are four or more people working together, for example four childminders, or two childminders and two assistants, or one childminder and three assistants."
- **Nursery classes within schools** - a nursery class is a pre-school class attached to a primary school.
- **Maintained nurseries** - a maintained nursery school is funded and controlled by the local authority.
- **PVI nurseries** – a nursery that has identified its business structure as private ('for profit'), voluntary (committee led) or independent school.
- **Home childcare** – a nanny providing childcare in the child's home.
- **Out of School (OOS) Provision** – Childcare that is provided term time outside school hours, for example breakfast clubs and after school clubs.
- **Holiday play providers** - childcare that is available during school holidays for a variety of ages.
- **Wraparound Childcare** – the childcare offer for primary-aged children from 8.00am to 6.00pm weekdays, to be in place from September 2024.

Ofsted also uses several other terms when referring to childcare provision. These include:

- **'Childcare on non-domestic premises'** - a collective term used by Ofsted to describe nurseries, pre-schools, play groups, creches and out of school providers all operating from premises not being used as a home.
- **'Group based providers'** - an alternative title for PVI nurseries that operate on non-domestic premises.
- **'School based providers'** - covers both maintained nursery schools and nursery classes within schools.

Ratios

The DfE's EYFS Statutory Framework details the level of staffing required depending on the age of the children in question. It goes on to determine the level of qualifications needed by staff to manage a setting and to look after the children in that setting.

³⁰ [Early education and childcare \(applies from 1 April 2024\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/early-education-and-childcare-applies-from-1-april-2024)

Following a national consultation in Summer 2023, the DfE approved a variety of changes to the EYFS Statutory Framework for both group providers and childminders taking effect from 4th September 2023 and then from 4th January 2024.

Following these changes group and school-based settings can now consider applying the following flexibilities, if appropriate:

- Level 3 practitioners in group and school-based settings will no longer be required to hold a Level 2 maths qualification to count within staff:child ratios.
- A manager in group and school-based settings can now allow students and apprentices to count in staff:child ratios at the level below their level of study, if the manager is satisfied that they are competent and responsible.

All Childcare and Early Years providers must adhere to the following ratio of suitably qualified adults (with the appropriate childcare qualifications at Level 2 and above) to look after children:

- 0- 2 years old – one adult to three children
- 2-3 years – one adult to four children (from 4th September 2023 providers can now have the flexibility of a 1:5 ratio)
- 4-8 years – one adult to six children

In addition, the manager of the setting is required to have a Level 3 or above qualification with an appropriate maths qualification.

The DfE has now published a new document detailing the [Early Years qualification requirements and standards](#). This still sits alongside an approved list of qualifications that meet the criteria for counting in the EYFS Statutory Framework's child ratios: [Check early years qualifications - GOV.UK \(www.gov.uk\)](#)

Childminders are not required to be qualified but must be registered with Ofsted. According to the now separate Childminder EYFS Statutory Framework³¹, childminders (whether providing the childminding on domestic or non-domestic premises) may care for a maximum of six children under the age of eight. Of these six children, a maximum of three may be young children, and there should only be one child under the age of one. Following changes to the Statutory Framework in September 2023 childminders can now care for more than the specified maximum of three young children if they are caring for siblings of children they already care for, or if the childminder is caring for their own child.

A child is a young child up until 1st September following his or her fifth birthday. Any care provided for older children must not adversely affect the care of children receiving early years provision. If a childminder employs an assistant, they in turn are able to look after a maximum of 6 children under the age of 8.

³¹ [Early years foundation stage \(EYFS\) statutory framework - GOV.UK \(www.gov.uk\)](#)

This page is intentionally left blank



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	HOLIDAY ACTIVITY AND FOOD (HAF) GRANT RECOMMENDATIONS - SUMMER AND CHRISTMAS 2024
Report of	CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION AND CORPORATE FUNCTIONS

Executive Summary

1. The purpose of this report is to seek approval for grant awards to organisations offering holiday activity and food schemes to benefits-eligible Free School Meal (FSM) children during the Summer and Christmas 2024 school holidays, funded by the Department for Education's Holiday Activity and Food (HAF) programme.
2. Across the Isle of Wight, there are currently 3,937 children who are potentially eligible to access holiday places on the HAF programme based on actual Free School Meal data (FSM eligibility numbers from school census information).
3. The aim of the HAF programme is to make free of charge places available to children eligible for benefits-related free school meals for the equivalent of at least four hours a day, four days a week and for six weeks a year. This would cover four weeks in the Summer holidays and two weeks at Easter and Christmas. Organisations are also able to offer additional places to fee paying families.
4. The Department for Education (DfE) has provided every local authority in England funding to coordinate free holiday provision, including healthy food and enriching activities, for children eligible for benefits-related free school meals. The programme covers the Easter, Summer and Christmas holidays in 2024. The Isle of Wight Council has been awarded a total of £427,210.00.
5. During March/April 2024 the Council invited grant applications from organisations able to provide holiday activity and food schemes during the 2024 Summer and Christmas holidays from 29 July – 30 August 2024 and 23 December – 3 January 2025. Applicants had to show their capability to deliver to the DfE HAF programme outcomes.
6. Applications have been received from local organisations and were evaluated by a panel of Council staff. This resulted in the recommendations contained in Appendix 1 to this report for grant awards up to a total value of £306,026.50.

7. Market engagement was undertaken with a range of providers to ensure that they were aware of the opportunity for funding and could apply for a grant. Particular focus was given to areas with known gaps in provision such as rural areas and areas of high numbers of FSM children.
8. Successful organisations will need to submit monitoring to the Council to ensure that the funding is reaching the target cohort of children and young people and that the provision is of good quality.

Recommendation

Option 1 - Cabinet approves the award of grants to the organisations identified in Appendix 1 to this report to a total value of £306,026.50.

Background

9. On 8 November 2020, the Government announced that the HAF pilot programme, which had provided healthy food and enriching activities to low-income children since 2018, would be expanded across the whole of England from 2021. Grant allocations and requirements were published by the DfE on 20 December 2021.
10. The HAF programme covers the Easter, Summer and Christmas holidays from 2022 - 2025, and the DfE has made up to £205m available in 2024/25 to local authorities for the programme. It is available to children in every local authority in England and builds on the success of the local holiday programmes that the Government has funded since 2018.
11. The Isle of Wight Council has been allocated funding of up to £427,210.00.
12. School holidays can be particular pressure points for some families because of increased costs (such as food and childcare) and reduced incomes. For some children that can lead to a holiday experience gap - with children from low-income families less likely to access organised out-of-school activities; more likely to experience 'unhealthy holidays' in terms of nutrition and physical health and more likely to experience social isolation.
13. Free holiday clubs are a response to this issue and evidence suggests that they can have a positive impact on children and young people. The DfE found that they work best when they provide consistent and easily accessible enrichment activities, when they offer more than just breakfast or lunch and when they involve children (and parents) in food preparation.
14. 19 organisations bid to provide HAF activities and food schemes to eligible children and young people in 28 venues during the summer holidays and 14 venues during Christmas holidays.
15. The number of places available for summer will be 7735 and there will be 924 spaces available for Christmas. The key objective for the Summer and Christmas programme is to ensure that as many places as possible are taken

up by eligible children.

16. All funding granted to third party organisations (including schools and early years providers) will be supported by a grant agreement setting out the conditions of the funding as well as reporting requirements. Third party organisations will be required to report to the Council on how they have spent the funding provided, in line with the DfE grant criteria.
17. The Council has developed a monitoring approach which will embed and drive quality from the outset of the project. Monitoring is completed in three phases with the first being a self-assessment process mapping provider planning against HAF standards.
18. In phase two, the HAF Project Officer reviewed the provision offered and challenged providers where needed, highlighting and sharing exemplar practice. Phase two also included monitoring visits.
19. The final phase pulls together qualitative data to include the views of children and participating families. In this phase we will identify and highlight the most significant changes made to individuals, families and communities. This will form the basis for our own evaluation by the DfE.

Corporate Priorities and Strategic Context

20. The desired outcomes of the HAF Programme are to encourage children and young people:
 - To eat more healthily over the school holidays;
 - To be more active during the school holidays;
 - To take part in engaging and enriching activities which support the development of resilience, character and wellbeing along with their wider educational attainment;
 - To be safe and not to be socially isolated;
 - To have greater knowledge of healthy nutrition;
 - To be more engaged with school and other local services.

Responding to climate change and enhancing the biosphere

21. The recommended awards enable lower-income families to access free holiday activities with a healthy meal close to home. This should reduce participants' need to travel longer distances.

Economic Recovery and Reducing Poverty

22. The HAF programme is targeted towards lower income families and the signposting standard requires all providers to support parents to access employment advice and support. Signposting activity also encourages parents to access benefits to boost household income for those most in need.

Impact on Young People and Future Generations

23. The HAF programme also aims to ensure that the children and families who participate in the programme develop their understanding of nutrition and food

budgeting as well as being effectively signposted towards other information and support for example related to physical and mental health and wellbeing, employment and education.

Consultation and Engagement

24. Consultation has been undertaken with providers before, during and after each delivery round in 2023 to improve the application process, advertising and support.
25. Consultation was carried out in 2023 with other agencies and IWC departments to ensure activities were available in rural areas and areas of deprivation where there are a higher number of FSM children recorded.
26. Through consultation and engagement Isle of Wight based providers have been made aware of the HAF programme and encouraged to submit grant applications.

Financial / Budget Implications

27. The Isle of Wight grant allocation from the DfE is £427,210.00 for the period April 2024 to April 2025. £50,000 of the total budget will be utilised for staffing leaving £377,210 for places, signposting and additional SEN support. The table below reflects the recommended spend for Easter, Summer and Christmas 2024:

Table 1:

A	B	C	D
Total Budget	Easter grants	Summer grants	Christmas grants
£377,210.00	£75,442.00	£245,187.00	£56,582.00

Legal Implications

28. Legal agreements have been drawn up by the Isle of Wight Council's Legal Services to be signed by all providers to ensure due diligence from both a financial and legal perspective.

Equality and Diversity

29. 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.
30. Under the Equality Act 2010 we are required to have due regard to our equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.

31. These grants will have a positive impact on the following protected characteristics:
 - Age - children and young people and their families will benefit from these grants.
 - Disability – services provided will be inclusive.

Options

32. Option 1 – Cabinet approves the award of grants to the organisations identified in Appendix 1 to this report to a total value of £306,026.50.
33. Option 2 - Not to award funds and decline to claim the funding being made available by the Department for Education for the benefit of lower income and vulnerable children and families on the Isle of Wight.

Risk Management

34. As part of the application process, organisations were asked to detail their risk assessments. This ensures that where grants are awarded the council has assurance that the programme will be delivered.
35. In the event that a provider is unable to fulfil the funded number of places, any underspent funding will be deducted from the final 20% payment. The figure will be decided from the final data provided by the provider at the end of the HAF Easter activity, verified by attendance data submitted prior to and throughout the delivery period.

Evaluation

36. The purpose of this report is to seek approval to award grants to 19 providers up to a total value of £291,626.50 and an additional spend of £12,000 for signposting and £2,400 for SEN support for the Summer and Christmas delivery. This total spend equals £306,026.50. Due to an underspend at Easter we have been able to carry some of the Easter budget over to summer.
37. The funding for the Summer and Christmas holidays have been allocated across two different grant streams:
 - a) Grant Type A – For childcare places in existing schemes/clubs or new schemes/clubs being proposed in priority and rural areas
 - b) Grant Type B – For holiday-themed events, short activities, innovative projects and initiatives targeting priority and rural areas, older children & young people (11–16-year-olds) and families.
38. Applications were invited against the two grant streams. Organisations were able to apply for one or more of the grants available depending on the type of activity that they were seeking to deliver.
39. When a provider is awarded HAF funding, communication will be maintained to ensure to evaluate the overall ability to meet the HAF principles, quality and standards of its HAF project in line with the principles and requirements of the

DfE.

40. Audit visits will be carried out with each provider to gather information and observe the activity to ensure the quality of the provision is sufficient to meet the HAF criteria. A blended approach will be carried out with both on-site visits and remote contact via video or telephone arranged in advance.

Appendices Attached

41. Appendix 1 – Recommended Grant Awards

Contact Point: Theresa Wall, Senior Early Years & SEND Lead, ☎ 821000 email theresa.wall@iow.gov.uk

NAOMI CARTER
*Service Director Education, Inclusion &
Access, Children's Service
Department*

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



HAF Summer 2024

Area: Cowes and East Cowes

Provider	Venue	Number of Spaces Awarded	Total Cost
CM Sports-Queensgate Primary School	Queensgate Foundation Primary School, Beatrice Avenue, East Cowes, PO30 6PA	150	£5250.00
LJR Coaching-Westwood Park Cowes	Cowes Sports Football Club, Westwood Park, Reynolds Cl, Cowes, PO31 7NT	600	£15,000.00
John Cattle's Skate Club CIC	Cowes Enterprise College, Crossfield Avenue, Cowes, PO31 8HB	120	£4040.00
		870	£24,290.00

Area: Newport and West Wight

Provider	Venue	Number of Spaces Awarded	Total Cost
Independent Arts	The Creative Hub, 48-49 High Street, Newport, PO30 1SE	80	£2800.00
Aspire Ryde (Sport for All)	Medina Leisure Centre, Fairlee Road, Newport, PO30 2DX	120	£4620.00
Aspire Ryde (West Wight)	Upstairs Space, West Wight Nursery, Summers Lane, Totland, PO39-OHQ	120	£4560.00
CM Foundation	Medina Leisure Centre/ Medina College, Fairlee Road, Newport, PO30 2DX	78	£3889.00
CM Sports Barton Primary School	Barton Primary School, Furlongs, Newport, PO30 2AX	450	£ 15,750.00
CM Sports Nine Acres Primary School	Nine Acres Primary School, Southview, Newport, PO30 1QP	405	£ 14,175.00

West Wight Nursery	West Wight Nursery, Summers Lane, Totland, PO39-OHQ	200	£7200.00
The Starlight Academy	Unit 8 Barry Way, Newport, Isle of Wight, PO317UA	100	£ 3500.00
Premier School Sport Coaching Limited- Barton Primary School	Carisbrooke- panel suggested move to meet needs of area	300	£7500.00
		1853	£63994.00

Area: Ryde

Provider	Venue	Number of Spaces Awarded	Total Cost
Aspire Ryde (Kingdom Play)	Aspire Ryde, Dover Street, Ryde, PO33 2BN	640	£22,400.00
Aspire Ryde (Creative Hub)	Aspire Ryde, Dover Street, Ryde, PO33 2BN	192	£6912.00
Football Fun Factory	Ryde Academy, Pell Lane, Ryde, PO33 3LL	240	£8400.00
Open Minds IOW Ltd	Newnham Farm, Newnham Lane, Binstead, Ryde, PO33 4ED	40	£1600.00
Network Ryde	Network Ryde Youth Centre	90	£3060.00
Personal Best Education	Ryde/Island Wide	192	£10,560.00
Ryde Lawn, Tennis & Croquet Club	Ryde Lawn, Tennis & Croquet Club, Playstreet Lane, Ryde, PO33 3LJ	375	£13,125.00
LJR Coaching- St Marys Ryde	St Marys Primary School, 2 Ampthill Road, Ryde, PO33 1LJ	480	£12,000.00
Theatretrain	Oakfield Primary School, Appley Road, Ryde, PO33-2QN	100	£4800.00
		2349	£82,857.00

Area: Sandown, Shanklin & Ventnor

Provider	Venue	Number of Spaces Awarded	Total Cost
Hampshire and Isle of Wight Fire and Rescue	Sandown Fire Station, 4-5 East Yar Rd, Sandown, PO36 9AY	96	£3360.00
Brading Community Partnership	Brading Youth and Community Centre,	480	£15,000.00

	High Street, Brading, PO36 OEJ		
Aspire Ryde (Waves of Wellness)	Wight Water Adventure Watersports, Dunroamin Beach, Lake, Isle of Wight	80	£3040.00
Football Fun Factory	The Bay- Secondary site, The Fairway, Sandown, PO36 9JH	240	£8400.00
Scallywags Fun Club	Winchester House, Sandown Road, Shanklin, PO37 6HT	1375	£48,125.00
Wildheart Animal Sanctuary	Wildheart Animal Sanctuary, Granite Fort, Yaverland Road, Sandown, PO36 8QB	192	£6720.00
Premier School Sport Coaching Limited- Oakfield Primary School	St Francis Primary School- panel suggested move to meet needs of area	200	£5000.00
		2663	£89,645.00

Total Number of Spaces for Summer: 7735 Total Spend for Spaces for Summer: £260,786.00

HAF Christmas 2024

Area: Cowes and East Cowes

Provider	Venue	Number of Spaces Awarded	Total Cost
CM Sports- Queensgate Primary School	Queensgate Foundation Primary School, Beatrice Avenue, East Cowes, PO30 6PA	40	£1400.00
		40	£1400.00

Area: Newport and West Wight

Provider	Venue	Number of Spaces Awarded	Total Cost
Aspire Ryde (Sport for All)	Medina Leisure Centre, Fairlee Road, Newport, PO30 2DX	45	£1732.50
Aspire Ryde (West Wight)	Upstairs Space, West Wight Nursery, Summers Lane, Totland, PO39-OHQ	45	£1710.00
CM Sports Barton Primary School	Barton Primary School, Furlongs, Newport, PO30 2AX	80	£ 2800.00

Premier School Sport Coaching Limited- Barton Primary School	Carisbrooke Area- panel suggested move to meet needs of area	80	£2000.00
		250	£8242.50

Area: Ryde

Provider	Venue	Number of Spaces Awarded	Total Cost
Aspire Ryde (Kingdom Play)	Aspire Ryde, Dover Street, Ryde, PO33 2BN	640	£7000.00
Aspire Ryde (Creative Hub)	Aspire Ryde, Dover Street, Ryde, PO33 2BN	192	£1728.00
Personal Best Education	Ryde/Island Wide	192	£2640.00
LJR Coaching- St Marys Ryde	St Marys Primary School, 2 Amphill Road, Ryde, PO33 1LJ	480	£3000.00
Premier School Sport Coaching Limited- Oakfield Primary School	Ryde Area- panel suggested move to meet needs of area	200	£2000.00
		2349	£16368.00

Area: Sandown, Shanklin & Ventnor

Provider	Venue	Number of Spaces Awarded	Total Cost
Hampshire and Isle of Wight Fire and Rescue	Sandown Fire Station, 4-5 East Yar Rd, Sandown, PO36 9AY	48	£1680.00
Football Fun Factory	The Bay- Secondary site, The Fairway, Sandown, PO36 9JH	30	£1050.00
Wildheart Animal Sanctuary	Wildheart Animal Sanctuary, Granite Fort, Yaverland Road, Sandown, PO36 8QB	60	£2100.00
		138	£4830.00

Total Number of Spaces for Christmas: 924 Total Spend for Spaces for Christmas: £30840.50

Total Spend for Summer and Christmas:

	Total Spend Spaces	Total Spend SEND	Total Spend Signposting	Total Spend for Delivery Period	Overall Total (Summer and Christmas combined)
Summer	£260,786.00	£1950.00	£9750.00	£272486.00	£306,026.50
Christmas	£30840.50	£450.00	£2250.00	£33,540.50	



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	PROPOSED CHANGES TO SCHOOL TRANSPORT POLICY FOR COMPULSORY AGE PUPILS
Report of	CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION, AND CORPORATE FUNCTIONS

Executive Summary

1. The purpose of this report is to update the Cabinet on the outcome of the public consultation on changes to the School Transport Policy for children and young people, including those with special educational needs and to seek approval for changes to be made to the Council's School Transport Policy.
2. A public consultation took place for 5 weeks between 29th January and 13th March 2024 with all stakeholders to seek their views on proposed changes to school transport policy. The purpose of the proposed changes to the policy is to enable the Council to provide flexible transport arrangements that can respond to children's changing needs, increase parental contributions to discretionary, non-statutory transport provision and updating the policy to reflect the updated Department for Education [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/travel-to-school-for-children-of-compulsory-school-age) statutory guidance.
3. All changes would be reflected within the revised School Transport Policy as of September 2024 and enable the Council to continue to meet its statutory requirements.

Recommendation

Option 1 – approve all recommendations

Recommendation 1 – To update the policy (Appendix 1, paragraph 6.14) to reflect the following proposal: For Personal Transport Budgets (PTB) to be available to families where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

Recommendation 2 - To update the policy (Appendix 1, paragraph 5.12) to reflect the following proposal: To allow for development and delivery of an Independent

Travel Training Service for children and young people with Special Education Needs & Disabilities (SEND) who may be capable of travelling independently to their place of education.

Recommendation 3 - To update the policy (Appendix 1, paragraph 9.1) to reflect the following proposal: The regular review of the provision of Passenger Assistants.

Recommendation 4 (Part 1) – To update the policy to reflect the following proposal: increase the level of parental contribution for Spare Seats on transport, with inflation-linked increases applied in future years.

Recommendation 4 (Part 2) - To update the policy to reflect the following proposal: introduce a parental contribution for exceptions to policy, with inflation-linked increases applied in future years

Recommendation 5: - To update the policy to reflect the following proposal: The rewording and updating of the Policy to ensure it reflects the latest Department for Education statutory guidance (Travel to School for Children of compulsory school age), issued June 2023¹, is relevant to the service and is easy to understand.

Recommendation 6 - To update the policy to reflect the following proposal: to remove discretionary transport entitlement for Year 10 and Year 11 students who move out of area and wish to remain at their current school.

Background

4. The Council provides transport assistance for approximately 1,614 eligible children to attend school. This statutory service is largely provided to Isle of Wight children attending their nearest suitable school but living over two or three miles (depending on age) from school, as well as specialist school transport for children with Special Education Needs, a disability or mobility problems. Transport assistance is provided where children meet national eligibility criteria.
5. Expenditure on school transport has increased by £400,000 from £3.9 million in 2021/ 22 to over £4.3 million in 2022/23. In addition, School Transport is forecast to reach £4.4 million by the end of the 2023/24 financial year. There are several factors that have contributed to these increasing costs.
6. Nationally, the number of Education Health & Care Plans (EHCP) for children with SEND has increased by 9% from January 2022 and has increased each year since 2010². Locally, the number of EHCP's has increased over the national average by 11.5% since 2022. The rise in EHCPs typically leads to a rise in demand for transport. This is resulting in higher demand for transport overall, and at times, a requirement for more complex travel arrangements.
7. There is a higher demand for specialist school places on the Island and require more specialist travel arrangements to ensure the needs of children are met.

¹ Department for Education statutory School Transport Statutory guidance was further updated in January 2024. Proposals within the report are compliant with the updated guidance.

² EHCP statistics <http://explore-education-statistics.service.gov.uk/find-statistics/education-health-and-care-plans>

8. External market factors affecting the transport market have meant that costs have risen for operators, and the costs are being passed on to the Council. The costs for the main Southern Vectis and small vehicle contracts have risen by 6.7% in line with the Consumer Price Index (CPI).
9. The Isle of Wight Council School Transport policy has remained unchanged since 2015. The purpose of the proposed changes to the Policy, outlined in recommendation 5, is to enable the Council to provide flexible transport arrangements that can respond to children’s changing needs, demand and external market pressures as well as updating the Policy to reflect the updated Department for Education travel to school for children of compulsory school age statutory guidance.

Corporate Priorities and Strategic Context

10. The recommendations in this report directly link to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school transport provision for eligible students.

Responding to climate change and enhancing the biosphere

11. School transport being planned and organised in the most efficient and cost-effective way, utilising route planning software technology which form part of business-as-usual activity. The emphasis is placed on shared transport solutions that minimises carbon emissions and impact on the environment.



3

12. Any impact on emissions is expected to be marginal; the proposal policy changes are not increasing the number of contracted vehicles. As part of this report, the School Transport service is seeking approval to begin development of Independent Travel Training. The future delivery of Independent Travel Training would be designed to prepare children and young people with SEND for more independent travel as they prepare for adulthood. This may result in a higher proportion of children and young people with SEND using public transport or shared transport in the future, potentially reducing the number of vehicles used for School Transport journeys. This supports the Council’s Climate and Environment Strategy.

³ Climate and Sustainable Development Impact Assessment Tool

Economic Recovery and Reducing Poverty

13. As set out within the corporate plan this report demonstrates the Council's commitment to work with local communities to maintain and ensure the School Transport policy continues to meet its statutory requirements providing the best possible outcomes for children on the Island.

Impact on Young People and Future Generations

14. The recommendation continues to support eligible parents and families to benefit from statutory School Transport assistance.

Corporate Aims

15. As set out within the corporate plan this report demonstrates the Isle of Wight Council's commitment to work with local communities to maintain and ensure School Transport policy and provision continues to meet pupils needs on the Island and deliver it's statutory duties.

Current Policy and recommended changes

16. **Recommendation 1 – To update the policy to reflect the following proposal: For Personal Transport Budgets (PTB) to be available to families where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.**
17. For the large majority of eligible children, traditional ways of providing transport assistance are successful at making their journey to school safe without undue stress or difficulty. However, in some situations more flexibility is needed.
18. Sometimes there are situations where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market. For example, a child may require an adapted vehicle that is not available locally, or require skilled support tailored to their individual needs. In those cases, the Council would like the ability to offer parents a PTB to enable them to make suitable travel arrangements for transport and/or passenger assistant support.
19. The current Policy includes a range of options to assist eligible children to travel to school. Parents can currently choose to accept a Parental Mileage Allowance to cover costs with approximately 100 eligible IoW children currently travelling this way.
20. Introducing a PTB would offer flexible options for families to make suitable travel arrangements tailored to a child's individual needs.
21. A PTB may be explored at the request of a parent, schools or where the Council thinks it could be suitable. The parent would not be obliged to accept a PTB and the arrangement would only be put in place where it is agreed between the Council and the parent as the best means of supporting them.

22. The PTB would be paid directly to the parent to enable them to make suitable travel arrangements for transport and/or passenger assistant support. The PTB would replace the children's existing travel arrangement.
23. For the majority of service users there would be no change in their transport provision. For a small number of children with needs best met by an alternative arrangement the School Transport service will investigate to see whether a Personal Transport Budget would allow for their needs to be met more effectively.
24. If the proposal is agreed, it is anticipated that Personal Transport Budgets would be offered in circumstances where that is the most appropriate option.
25. **Recommendation 2 - To update the policy to reflect the following proposal: To allow for development and delivery of an Independent Travel Training Service for children and young people with SEND who may be capable of travelling independently to their place of education**
26. It is proposed that the Isle of Wight Council provide Independent Travel Training for a small number of suitable children who may benefit from it to help them to prepare for approaching adulthood. It's estimated that between 6 to 15 children of the current cohorts (Year 9 – 11) may be suitable for Independent Travel Training.
27. At present, eligible children with SEND are transported to educational settings by transport arranged by the Isle of Wight Council. The service does not currently offer support or training to prepare children for more independent travel.
28. For many children learning to travel independently is an important part of preparing for adulthood and will help them lead fulfilling adult lives.
29. Independent Travel training may be offered to eligible children with parents' consent.
30. The Council understands that some children may never reach a level of independence that allows them to travel without assistance. Others may do so if suitable training is put in place.
31. Readiness to complete Independent Travel Training would be determined by a discussion between the Council, the school and parents.
32. Following completion of Independent Travel Training, the travel arrangements for some children may be reviewed, taking into consideration their greater independence.
33. The completion of Independent Travel Training might not always result in the child being able to travel more independently and so once the training is complete, their needs would be assessed to consider what travel arrangement will be suitable for them.
34. The DfE statutory guidance for travel to school for children of compulsory school age recognises that for many children, learning to travel independently is an important part of preparing for adulthood and will help them lead fulfilling adult lives. Independent Travel Training is a service provided within the Policy of many other local authorities including Lincolnshire, Devon, Essex, Kent,

Buckinghamshire, Hampshire and Slough. The proposal is to align the Isle of Wight Council with DfE guidance and other local authorities.

35. If approved for implementation of this proposal, the Council would further explore approaches to Independent Travel Training provision and plan how best to provide it. This would include consulting with parent representative bodies, exploring and learning how other local authorities have done so. From September 2024, the Council would then start considering appropriate children and young people for this service and would engage with schools and parents about the involvement of the child in the service.
36. **Recommendation 3 - To update the policy to reflect the following proposal:
The regular review of the provision of Passenger Assistants.**
37. A Passenger Assistant (PA) is assigned to support eligible children on school transport provided by the Council's School Transport Service to and from school. Their role is to enable children to travel safely and arrive at school ready and able to learn. For example, children with Learning Difficulties can become anxious during their journey to school delaying their engagement in learning at the start of the day. A Passenger Assistant could be assigned to provide support, so these children arrive at school in a calm state of mind and ready to benefit fully from their school time.
38. The Council commission approximately 32 Passenger Assistants (PA) to support SEND children on school transport across the Island, who are assigned based on the needs of the children. On occasion a PA is assigned based on the combined needs of children in a vehicle as opposed just to the needs of one child.
39. At present, once a PA is assigned to support a child, this arrangement is not reviewed on a regular basis to take into account any changes in the child's needs or circumstances.
40. The Council understands that some children will always need the support of a PA on their journey to and from school. Where this is the case, there will be no intention to trigger a regular review of a PA.
41. Children's needs in relation to support on school transport may change over time. Some may become more independent; for others, their needs may increase.
42. In order to ensure the right level of support is provided for children, there will be times where a review of the provision of a PA should be conducted to ensure the travel arrangement is safe and suitable for the child's current situation.
43. It is proposed that the School Transport Policy is amended to allow for the regular review of the requirement for a Passenger Assistant. The review would take into account information received and in consultation with all relevant parties and would take place at such a time as decided by the local authority, based on the child's needs.
44. If approved, from September 2024, the Council would start to review the provision of PAs.

45. Parents, schools or passenger assistants themselves would be able to trigger a review if they have information that demonstrates that a child currently without a PA needs support, or a child currently with a PA allocated can travel without this support.
46. By allowing for a regular review of passenger assistants, the Council would be able to optimise the PA commissioned resource, and support children as their needs change.
47. **Recommendation 4 - To update the policy to reflect the following proposal: increase the level of parental contribution for Spare Seats on transport and introduce a charge for exceptions to policy, with inflation-linked increases applied in future years.**

Part 1 - Spare Seats

48. Currently the School Transport Policy outlines the level of contribution that will be applied to spare capacity seats (previously referred to as privilege seats) where a spare place on a contract vehicle may be offered to a child who is not entitled to transport assistance and other discretionary arrangements. The current Policy does not allow for contributions to be uplifted each year.
49. Transport costs have risen significantly above inflation over the last year and the IoW Council has absorbed this cost pressure. The proposed increase in discretionary charges would allow to bridge the gap between partial and full cost recovery.
50. It is proposed that contributions would be further uplifted in line with CPI each year.
51. If this proposal is approved, following consultation, an increase from £390 to a 50% full cost recovery against a Network Pass, which is £570⁴ of actual costs per academic year would be applied. This would increase by CPI each year and be applied to the contribution for spare capacity seats and discretionary arrangements. This would be applied in September 2025 in line with the CPI rate for March 2025, and then annually each September, based on the CPI rate in March of that calendar year.
52. These charges would only apply to a small number of children (approximately 56) who receive discretionary transport arrangements and would not affect children that are entitled to free transport assistance.

Part 2 - Exceptions to Policy

53. The Council currently offer, on occasion, school transport assistance when there is no statutory duty to do so. There are currently 14 children who have been granted transport as an exception to policy. Based on this cohort of children, indicative expenditure for the 2023-24 academic year is £21.5K.

⁴ The costs have been benchmarked with 13 other Local Authorities. The proposed charges are the lowest costs in the comparisons. A failure to approve the increased charges would impact transformation savings.

54. The council proposes to introduce a banded parental contribution to any exceptions to policy based on mileage from their home address to the school. In addition, we propose that the parental contributions would be uplifted by CPI rate as at March of the previous academic year. Below are the proposed charges and banding:

Distance to travel	Example annual charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

55. Families on a low income that receive certain benefits would not be required to pay the contribution. Families with a low income, but not in receipt of certain benefits, where imposing the contribution would reduce their income to around £16,90; or those with discretionary circumstances, would be able to apply for a discretionary waiver or reduction in contribution.
56. If the proposal is approved, any new applications received from September 2024 that are granted as an exception to policy would be subject to the banded charges detailed in this proposal. Any existing arrangements will remain unchanged and will run until the end of the agreed arrangement.
57. **Recommendation 5: - To update the policy to reflect the following proposal: The rewording and updating of the Policy to ensure it reflects the latest Department for Education statutory guidance (Travel to School for Children of compulsory school age), is relevant to the service and is easy to understand.**
58. Any changes to the School Transport Policy are required by law to be subject to a public consultation.
59. The school transport policy has not been updated since 2015. In June 2023, the Department for Education updated the statutory guidance for Travel to school for children of compulsory school age. The current Isle of Wight School Transport Policy requires updating to bring it into line with this latest statutory guidance. In addition, some of the wording and language has been revised to ensure that it is clear and easier to understand.
60. In line with the most recent DfE guidance, the following sections are proposed to be updated and/or included in the Policy:
- Parental preference for children with Education, Health and Care Plans.
 - Children with medical needs.
 - Accompaniment of children.

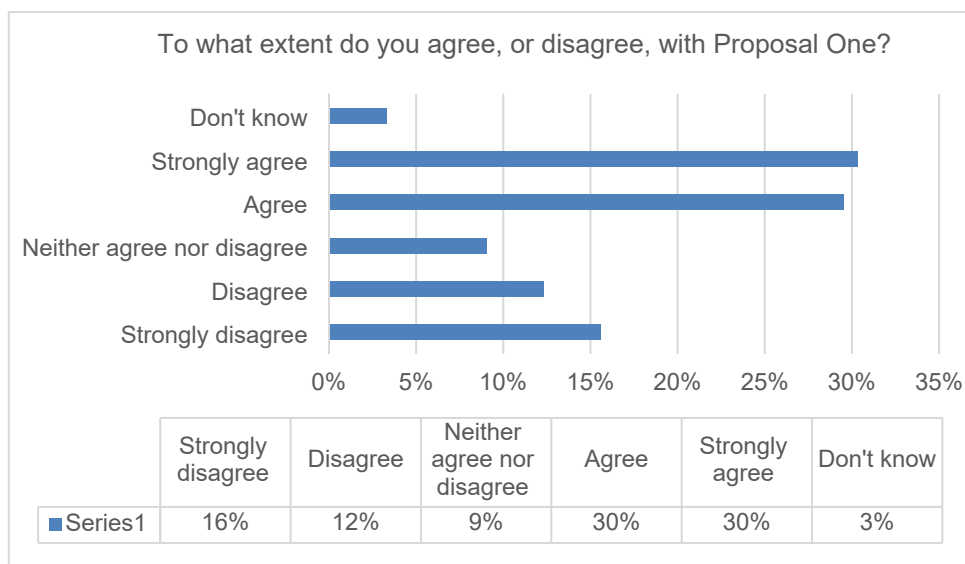
Parental Preference for children with Education, Health and Care Plans	The Policy would provide detailed information on how eligibility assessments are carried out when a placement named in Section I is parental choice rather than the nearest available location, and the additional flexibility that this may provide parents in relation to school transport arrangements.
Children with Medical Needs	The Policy would provide additional detail around the responsibilities that a PA can have in supporting medical needs, and the limitations to this. This would help parents to be better informed of these responsibilities.
Accompaniment	The Policy would provide clearer and more transparent guidance for parents on how eligibility assessments are made for compulsory school age children and young people with SEND living within walking distance.

61. The inclusion of new areas within the Policy may mean that parents decide to make different choices about the service, based on an improved understanding of how decisions are made and the options that are available in these areas:
62. It is proposed that a number of updates are made throughout the Policy document to provide clarity in wording and language, ensure the Policy is relevant to the current School Transport Service, and to reflect the most recent DfE guidance.
63. Examples of the proposed changes are given below:
- Guidance relating to the Appeals Process to be made clearer to parents (Stage 1 & 2).
 - The Definition of Home Address (where children & young people) are subject to split time with parents (50/50).
 - Replacement of references to 'Home to School Transport' with 'School Transport' where mentioned.
 - Detailed entitlement when the nearest school is full and has no places and impact on transport eligibility.
 - Clarify unsafe walking routes entitlement and how it will be assessed.
 - Clarification on how accompaniment of a child will be factored into eligibility decision making for SEN children and unsafe walking routes.
 - Statutory journey time to feature in policy.
 - Clarification of compulsory school age and transport eligibility.
 - Contract management - option to change mode of transport if not financially viable for LA (i.e. change from taxi to PTB if attending school on part time basis).
 - The Policy currently states unacceptable behaviour will be determined by the transport operator and passenger assistant. An addition has been made to the list to include the school and the Isle of Wight Council will determine what is unacceptable behaviour and link with the School Transport Code of Conduct.

64. **Recommendation 6 - To update the policy to reflect the following proposal: to remove discretionary transport entitlement for Year 10 and Year 11 students who move out of area and wish to remain at their current school.**
65. The Council proposes to remove this discretionary entitlement from the School Transport Policy as there is no legal requirement to provide transport for these students.
66. Families who elect to move out of their nearest school area and relocate to another area which exceeds the statutory walking distances for their age, would currently qualify for free transport if they remain at their current school. *For example, a child may live 1.5 miles from the nearest suitable school which they attend, the family moves home which is 6 miles from the school they attend. There is a closer school to their new address, but they remain at their previous school to mitigate disruption of their GCSE progress.* The student would currently qualify for school transport assistance.
67. If proposals are approved, any new applications received from September 2024 will be assessed on statutory criteria in line with DfE guidance. Any existing arrangements already in place for Year 10 and 11 students will remain unchanged and will run until the end of their agreed eligibility date.

Consultation and Engagement

68. A public consultation took place between 29 January - 13 March 2024 and received 122 responses.
69. External consultation took place with the following stakeholders:
- Families with children and young people (via schools).
 - Families with children and young people who have special educational needs and disabilities (SEND) (via schools and Parent Voice).
 - Other residents (Council website – iow.gov.uk).
 - Young people (via schools, colleges and training providers).
 - Isle of Wight Member of Parliament.
 - Local Media (County Press, Island Echo, Council Facebook).
 - School and Post 16 education providers, including Alternative Provision settings and Education Centres .
 - Parent Voice (SEN Forum).
 - Childcare and early years providers.
 - Special Education Needs & Disability Information Advice & Support Service.
 - Parish, Town and Community Council Councillors.
 - Transport Operators (Southern Vectis and taxi operators).
70. All comments received as part of the consultation have been read, analysed and provided to the School Transport Service. A summary of the consultation questions and responses can be found in Appendix 2.
71. **60% of respondents either strongly agreed or agreed with the proposal for Personal Transport Budgets (PTB) to be available to families where a child's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market (Recommendation 1).**



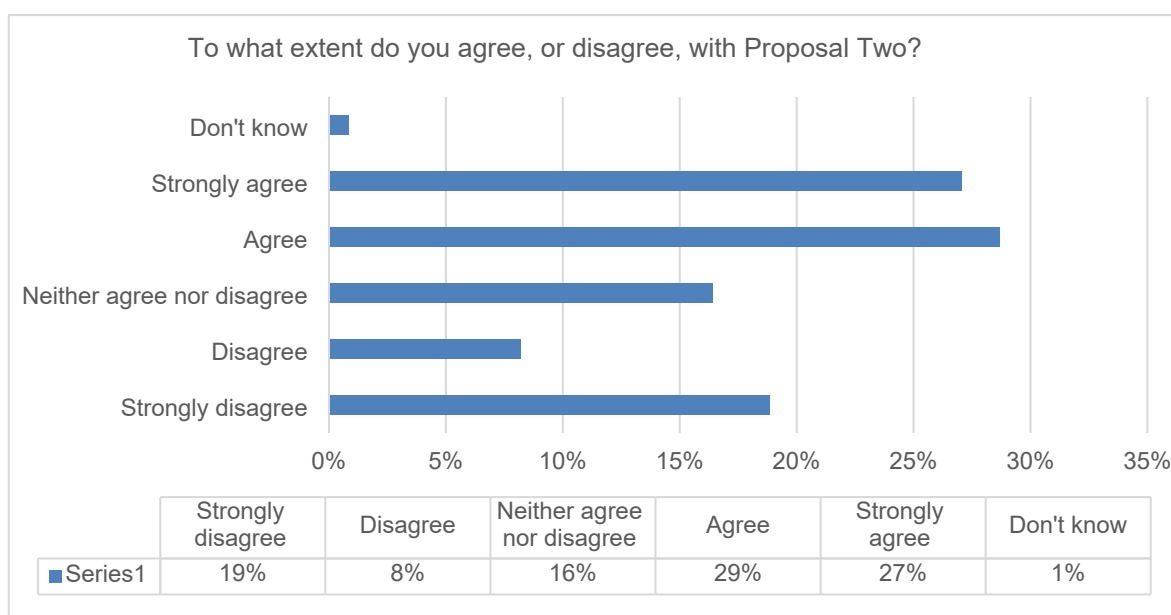
72. When asked about the reasons for their answers, respondents commented on the flexibility for parents to organise transport for those children who cannot travel by Council arranged transport.

73. Other respondents were concerned that if the council is unable to source transport, then how would the parent be able to. They stated that it should be only offered where necessary, not to replace services and a transparent calculation should be used. Some respondents were concerned that offering PTB's would shift the responsibility onto the parent, increase stress on parents with SEND children and may encourage home schooling.

74. **Mitigations:**

- PTBs would be introduced as an option for parents who are eligible for transport assistance. The parent would not be obliged to accept a PTB, and the arrangement would only be put in place where it is agreed between the Council and the parent as the best means of providing transport arrangements.
- The Council would explore a PTB at the request of a parent, school or where the Council thinks it could be suitable. A PTB may be suitable for families who already have an adapted vehicle for their SEND child and is able to transport them to school.
- The service is developing a PTB offer to parents which incorporates the existing option to offer a parental mileage allowance (PMA). Many local authorities already use PTB's and have well established processes. The service would network with our colleagues in other authorities to design an offer that will be suitable for the Council and Island families. In addition to this, the service would work with our colleagues in Children's Social Care regarding processes already in place for payments to reach families who are already receipt of a personal budget for care packages.

75. **56% of respondents either strongly agreed or agreed with the proposal to allow for development and delivery of an Independent Travel Training Service for children and young people with SEND who may be capable of travelling independently to their place of education (Recommendation 2).**



76. When asked about the reasons for their answers, respondents commented on the independence this proposal could offer some children and young people as they prepare for adulthood as a positive.

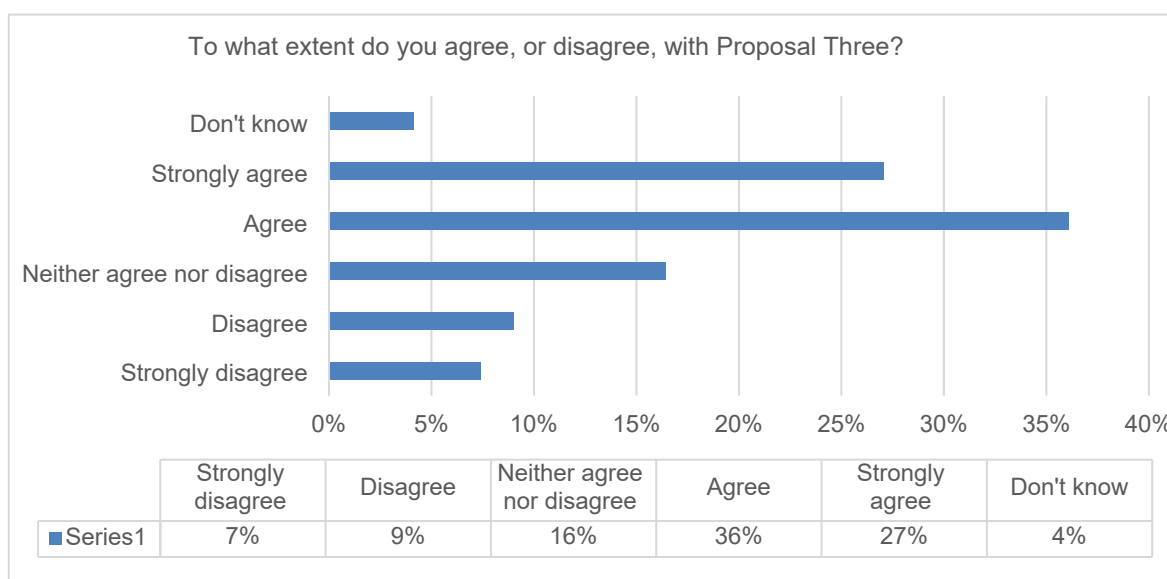
77. Other respondents highlighted concerns that travel training will be forced on families and wouldn't be suitable for all children as children's complex needs can fluctuate. They also noted that the scheme may have safeguarding implications and had concerns of who would be responsible if something should go wrong. Some feedback also stated that they feel travel training should be parent's responsibility.

78. **Mitigations:**

- The Independent Travel Training offer would be jointly developed by the Council and parent representatives. This will include development of the assessment criteria that a 'pass' or 'completion' of the training can be measured and evidenced.
- DfE guidance, updated in June 2023, states that local authorities should offer independent travel training to children with special educational needs or disabilities who are eligible for free travel to school and who they think will be able to complete the programme.
- It is understood that some children or young people may never reach a level of independence to allow them to travel safely without assistance and in this case, Independent Travel Training would not be recommended for these individuals.
- Readiness to complete independent travel training would be determined by a discussion between the Council, school and parents.
- Parental consent would be required before optional independent travel training is offered to a child or young person. There is no requirement for any child or young person to undertake the training.
- Any travel arrangements would remain until after the child or young person has successfully completed the training programme. The local authority would not withdraw transport assistance from an eligible child who does not successfully complete the travel training programme.

- The Council recognises that a child or young person’s ability to travel independently may not be constant and may change regularly. This will be considered when offering or assessing the outcome of any training. DfE guidance states that “some children may need to participate in travel training again if their circumstances change, for example if they move school”, and this will also be taken into account.
- The completion of independent travel training may not always result in a child or young person being able to travel more independently or changes to transport arrangements. Each child’s or young person’s needs will be assessed on completion of the training and transport will still be offered if this is appropriate to their needs.

79. **63% of respondents either strongly agreed or agreed with the proposal to regularly review the provision of Passenger Assistants (Recommendation 3).**



80. When asked about the reasons for their answers, respondents commented that they were in favour of regular reviews of passenger assistant (PA) provision, as children’s needs change so it should always be under review as it could benefit the child and save money. Respondents also stated that it promotes a level of independence when appropriate.

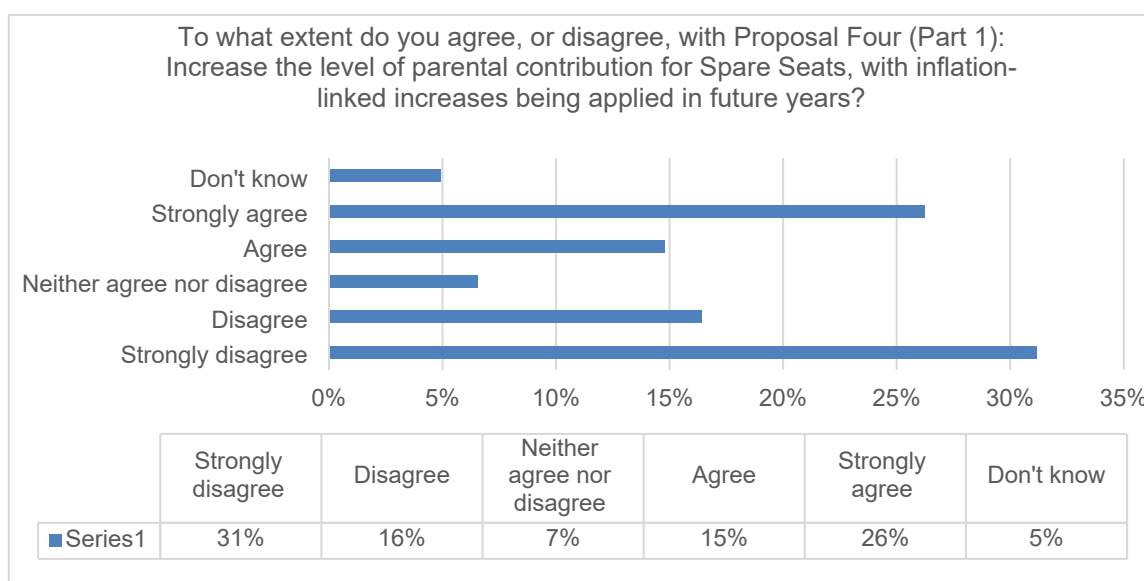
81. Other respondents felt that the proposal could result in the removal of a PA when it is felt by the parent that it is needed, and that there could be an impact on the driver if a PA was removed from the route. Respondents stated that they do not think reviews should be an excuse to make savings and families should be listened to when making a decision.

82. **Mitigation:**

- The Council understands that some children will always need the support of a Passenger Assistant on their journey to and from school. Regular reviews will not be triggered where this is the case.
- Reviews of Passenger Assistants would take into account any changes in a child’s needs or circumstances, whilst also ensuring that travel arrangements are safe and suitable.

- Where a Passenger Assistant is assigned based on the combined needs of children in a vehicle, this will be considered when reviewing arrangements for individual children in conjunction with the Special Education Needs & Disability team.
- The intention of this proposal is to ensure Passenger Assistants are allocated where they are needed, and reviews may result in the addition of a Passenger Assistant in some circumstances.

83. **41% of respondents either strongly agree or agree to increase the level of parental contribution for Spare Seats from September 2024, with inflation-linked increases (Consumer Price Index (CPI) also being applied in future years (Recommendation 4 – Part 1).**



84. When asked about the reasons for their answers, some respondents agreed that the cost should increase by CPI and should not fall to the taxpayer to fund transport. In addition, respondents felt that discretionary transport provision should be charged to families at total cost.

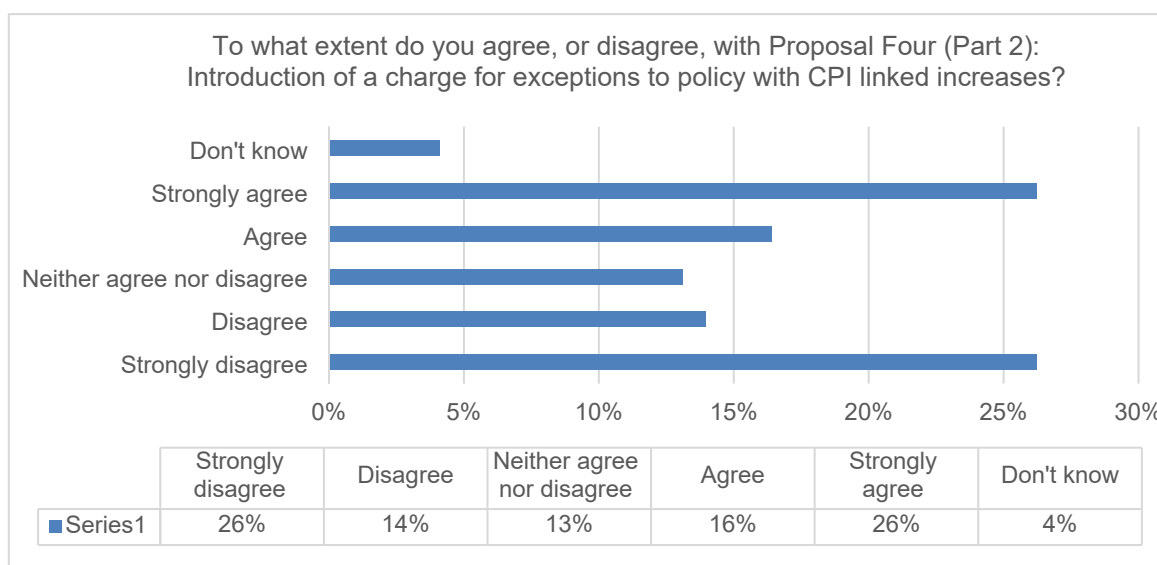
85. Other respondents were concerned about the affordability and cost of living, and that the increases were too high. Some respondents felt that access to education (including transport) should be free as it is compulsory, and others felt that contributions should be means tested. Respondents also commented that if children were able to access a place at a closer school, then they wouldn't require a spare seat.

86. **Mitigations:**

- As this is a discretionary service for families who are not entitled to transport assistance in line with DfE guidance, the council is allowed to charge families for this service. The council subsidises the cost of them accessing a contracted school bus and this increase would still mean that the council is still subsidising the cost on behalf of these parents.
- Low-income families have additional entitlements and may fall under the extended rights eligibility (paragraph 4.10 of Appendix 1) criteria in line with DfE guidance. Currently there are 185 students entitled under this criteria.

- There are currently 3 three low-income families purchasing spare seats, as such there is no proposal for a waiver on charges. A majority of low-income families are eligible for school transport where the criteria is met.
- Families who apply for their nearest school through School Admissions but were unsuccessful in gaining a place due to the school being full in their year group, will be entitled to transport to the next nearest school providing they meet the distance criteria as set out in the DfE guidance.
- If a family has chosen to send their child to another school that is not their nearest school, there is no statutory duty for the council to provide free transport however the council offers discretionary transport by way of a spare seat scheme.
- Contracted school bus services are convenient for families who are not ordinarily eligible as it provides a service direct to the school. The government initiative of £2 a journey on public transport would cost £760 for families based on 190 days (an academic year) therefore our increased cost is still competitive and would provide a more direct route for children to travel.
- When benchmarked against other local authorities, others do not provide reductions for families on a low income.

87. **43% of respondents either strongly agree or agree with the proposal to introduce a parental contribution for exceptions to policy, with inflation-linked increases (Consumer Price Index (CPI) also being applied in future years (Recommendation 4 – Part 2).**



88. When asked about the reasons for their answers, respondents felt the reasons that the council provide transport where they are not obliged to do so were unclear and if deemed valid then families should contribute to the service. Some respondents felt that as it is not a statutory duty to provide assistance and questioned why the Council should cover the expenditure.

89. Other respondents were concerned that the proposed banding would add financial stress to families who are already struggling with the cost of living. Others commented that they did not think that the banding approach is fair.

90. **Mitigation:**

- As this is a discretionary service for families who are not entitled to transport assistance in line with DfE guidance, the council is allowed to charge families for this service. The council subsidises the cost of them accessing contracted transport and an introduction of a parental contribution would still mean that the council is subsidising on behalf of these parents.
- Local authorities have a discretionary power to provide travel to school from children resident in their area who are not eligible children. DfE guidance states that a charge may be made for this service.
- Exceptions to policy allows the service to use it's discretionary power to assess transport applications on a case by case basis, where necessary.
- DfE guidance states that it is an expectation that local authorities will act reasonably in the performance of their functions. They should not have a blanket policy of never providing discretionary travel and should be prepared to consider cases where the parent says there are reasons why their child needs.
- Families on a low income that receive certain benefits would not be required to pay the contribution. Families with a low income, but not in receipt of certain benefits, where imposing the contribution would reduce their income to around £16,190; or those with discretionary circumstances, would be able to apply for a discretionary waiver or reduction in contribution. This falls in line with DfE guidance which states 'local authorities may wish to consider waiving or reducing charges for children from low-income families but are not required to do so'.

91. Respondents were informed that the Council was proposing to reword and update the Policy to ensure it reflects the latest Department for Education statutory guidance, is relevant to the service and is easy to understand (Recommendation 5).

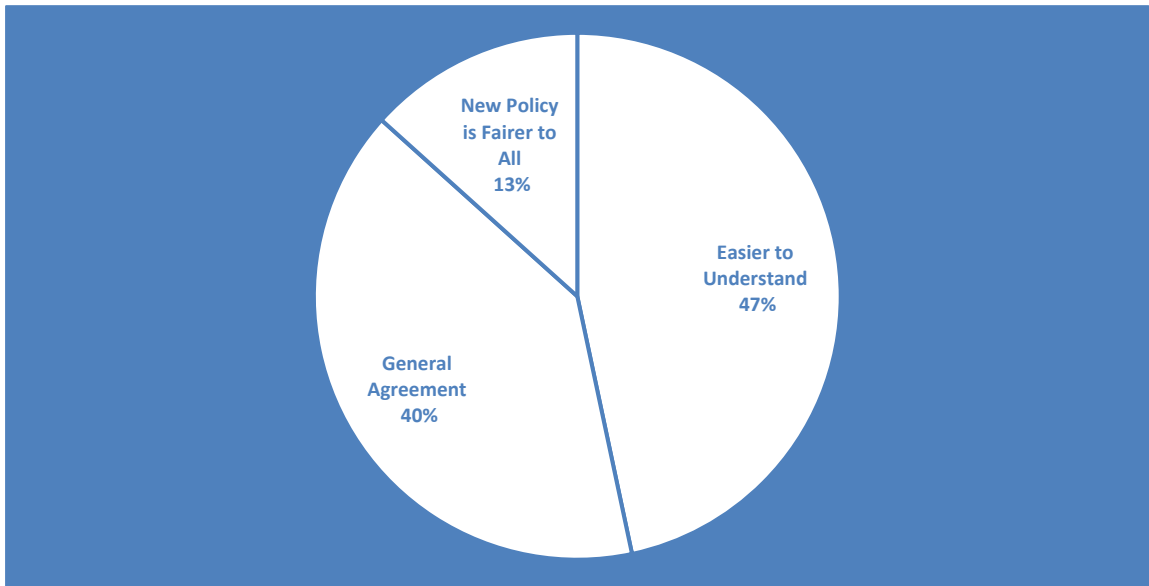
92. Respondents were asked to provide any feedback that they had on the changes to the Policy. Respondents were generally positive about making the wording of the Policy clearer and simpler. There were, however, negative comments or concerns, most of which related to the clarity of the Policy, and the impact the Policy has on children with SEND and their families.

93. 34 comments were provided in response to Recommendation 5 and have been tagged as 'positive', 'negative', or 'other'. Comments often include multiple topics and therefore may fall under more than one category (for example, a mix of positive and negative comments):

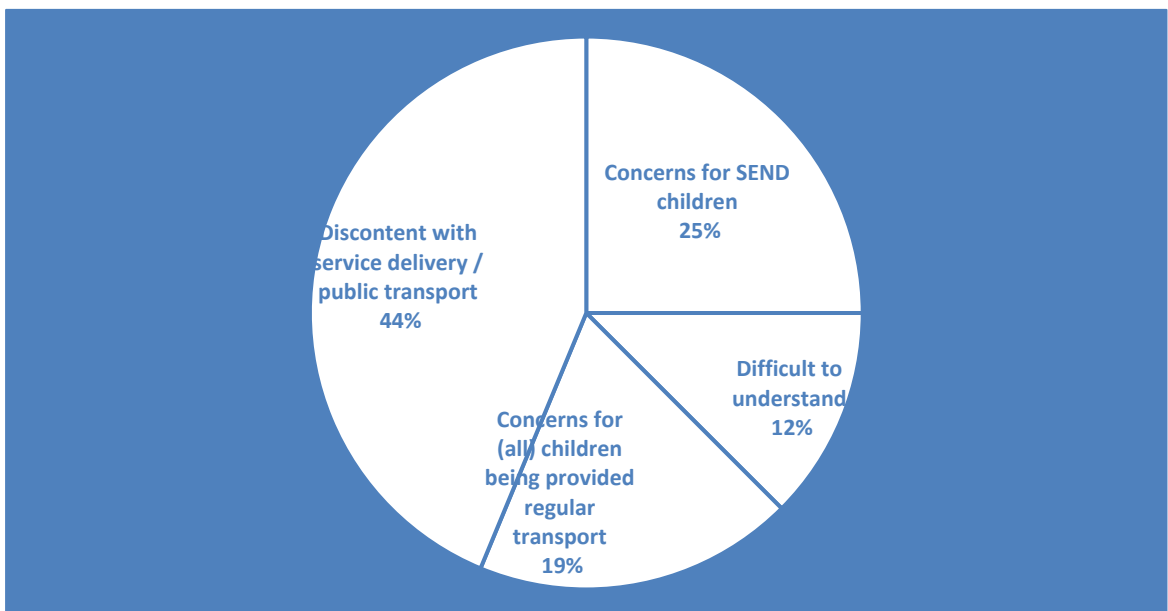
Positive comments, or support for the proposed changes	16
Negative comments, or concerns about the proposed changes	9
Other comments, neutral view, considerations or suggestions	9

94. The below charts show the common themes identified from the responses to Recommendation 5:

Positive/Support
(based on 16 comments)

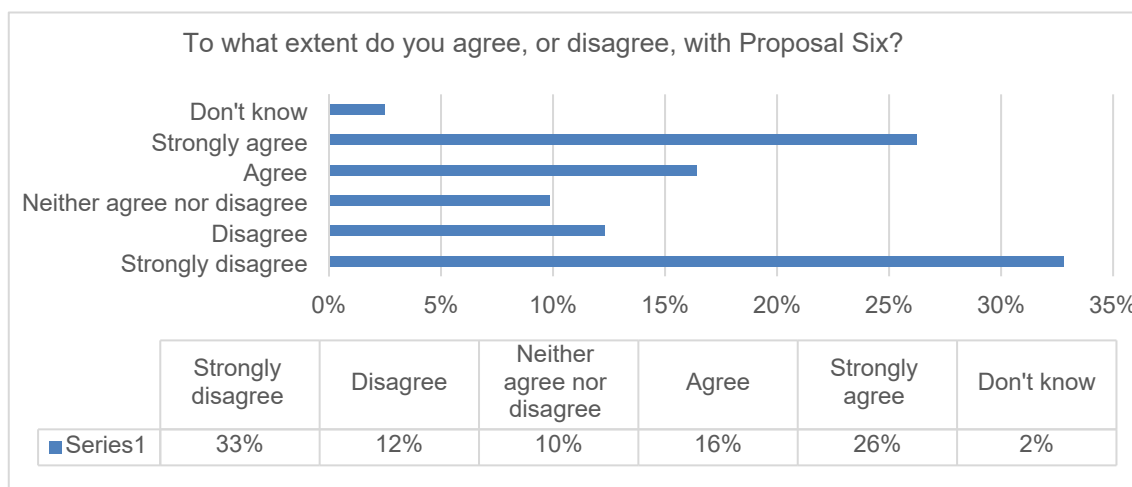


Negative/Oppose
(based on 9 comments)



- 95. The majority of the 16 positive comments referred to respondents' agreement with the proposal, the fact that clearer guidance would be beneficial, and that it was right to align the Policy with DfE statutory guidance.
- 96. The majority of the 9 negative comments or concerns received related to SEND travel provision and that they should have priority, the service should be provided by the Council and not expensive taxi operators.

97. **43% of respondents either strongly agreed or agree to the proposal to remove entitlement for Year 10 and 11 students who move out of the area and wish to remain at their current school (Recommendation 6).**



98. When asked about the reasons for their answers, respondents felt that parents should factor in transport costs when deciding to move and that moving out of the school area is a parental choice. Other respondents felt that this should be removed in line with DfE guidance.
99. Some respondents felt that eligibility should be considered on a case-by-case basis and may impact on those families who are moving address for reasons beyond their control, for example homeless families, families who are fleeing domestic situations and families impacted by the cost of living. Respondents also felt that removing this entitlement for these students would be disruptive to their GCSE progress and this cohort should be supported as much as possible.
100. A respondent noted that there are lack of school places in Year 10 and Year 11 across the island, and often schools refuse to accept children in these year groups if the GCSE options do not match. They do not think it is fair that families should have to pay if this is the case and may have a detrimental impact on their learning and the outcome of their GCSE results, if they are forced to move schools following a house move.
101. **Mitigation:**
- The Policy has a discretionary entitlement for children who are deemed homeless by the Council therefore we would continue to provide free transport these families if they meet criteria.
 - The Policy does not have a blanket decision to not provide discretionary transport for this cohort of students and if families feel that their circumstances should be considered as an exception to policy, they can apply under this criterion. However, as this is a discretionary element of the Policy this may incur a charge in line with DfE guidance, if agreed under Recommendation four.
 - Families who move out of area and apply for their new nearest school through School Admissions but are refused due to lack of places would ordinarily be entitled to transport to their next nearest school, providing they

meet the distance criteria. To qualify, families must have applied for their nearest schools.

Scrutiny Committee

102. School Transport activity and costs were considered at the Policy and Scrutiny Committee for Children's Services, Education and Skills on 7th September 2023. Consideration was given to the report which outlined the trends in school transport activity and the plans underway to manage associated costs. The committee were asked to support the savings proposals, and to seek support from the Government in recognising the increasing number of children with special educational needs (and the additional funding required for those transport costs). The chairman agreed to write to the Minister in seeking support from the Government to delegate responsibility for setting school transport policies to local authorities.

Financial / Budget Implications

103. School transport spend was just over £4.3 million for the 2022/23 financial year, with expenditure rising by 10% from £3.9 million in the previous financial year. School Transport expenditure is forecast to be £4.4 million at 2023/24 year end, with a budget gap of £400,000.
104. The School Transport service is under substantial budget pressure. The rise in the number of children with Special Educational Needs and Disabilities (SEND) requiring transport coupled with a shortage of specialist place provision on the Island is a major factor impacting budget.
105. **Recommendation 1** features in the School Transport Transformation savings plan with a targeted saving of £40,000. Personal Transport Budgets are used in many other local authorities and have been proven to deliver a saving compared to contracted transport.
106. **Recommendation 2** does not form part of the Council's savings plan. Funding from the Department for Transport will be explored further to fund this service. The Council currently receives Active Travel Grant, with £75,000 to be expected for the 2024/25 financial year.
107. **Recommendation 3** does not form part of the Council's savings plan.
108. **Recommendation 4 (Part 1)** features in the School Transport Transformation savings plan. The current cohort of students (55 students) who purchase a spare seat on a school bus cost the council around £62,700. Parents currently contribute £21,450 towards to cost of this by paying £390 an academic year. If the proposal is approved, parental contribution will rise to £570 an academic year, resulting in parents contributing £31,350.

109. **Recommendation 4 (Part 2).** There are 25 children who are currently entitled to transport under an exception to policy and costs the council just under £61K an academic year. From September 2024 only 8 of these children will continue to receive transport as an exception at the cost of £22K. Any new applications granted as an exception to policy will be subject to the banded charges from September 2024, if approved. Based on the average banding cost of £1,047 and the current cohort of 25 children receiving transport as an exception, income received could be just over £26K.
110. **Recommendation 5** does not form part of the Council's savings plan as wording is being updated to align with DfE guidance.
111. **Recommendation 6** does not form part of the Council's savings plan. There are currently 15 students who receive transport under this discretionary criteria, which currently costs the Council £19.5K each academic year. If approved, from September 2024 only 4 students will continue to be entitled and will cost the authority £5,278. There are no transformational savings attached to recommendation 6 as those students who are in receipt of transport under this criteria of the current policy will continue to receive it free until the end of their agreed entitlement date.
112. It is estimated that the savings that could be generated from Recommendation 1 and Recommendation 4 (Part 1) from implementation in September 2024 could be £71,500 initially. However there will be further savings generated from the other recommendations and changing of the policy, as the demand for transport is likely to decrease as eligibility under discretionary criteria will not exist or will be chargeable.

Legal Implications

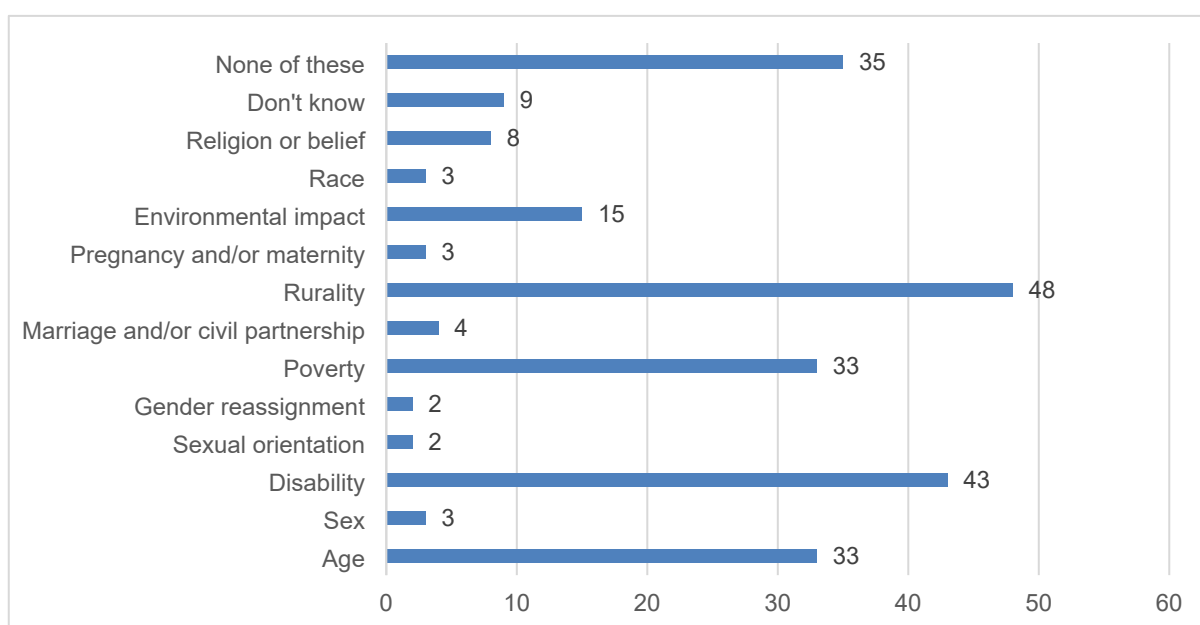
113. It is the responsibility of the local authority under the Education Act 1996 to provide school transport, free of charge, for children of compulsory school age in certain circumstances as prescribed by the legislation.
114. Statutory guidance states that local authorities should consult on proposed changes to Policy. Consultations should run for at least 28 days during term time. The consultation was conducted between 29th January 2024 – 13th March 2024 to meet these requirements.

Equality and Diversity

115. Participants of the consultation were asked to 'describe what, if any, impact the Policy for School Transport provision may have on you, people you know, or your organisation, group or business'. Many of the impacts raised referred to the proposed changes. The key themes included:
- Impact on education.
 - Impact on safety.
 - Impact on children with SEND/additional needs.
 - Impact of Primary school place planning consultation.
 - Financial impact on families.
 - Impact on parents with children at different/multiple schools.

- Difficulties for working parents.
- Environmental impact/more cars on road.
- Comments on the importance/benefits of the school transport services.
- Comments on the impact of rural.
- Criticism of the current school transport experience/policy.
- Criticism for island public bus services.
- Suggestions for improvement.
- Comment on the respondents reliance on school transport.

116. Participants of the consultation who described the impacts of the Policy were then asked if the impact they had mentioned “relate to any of the following characteristics or issues. Based upon the 122 respondents who answered this question, the following groups were selected:



117. An Equalities Impact Assessment (Appendix 3) has been produced which also highlights that there is potential impact for the forementioned characteristics of age, disability, poverty and rurality in the event the recommended changes to the Policy are approved: Impacts and mitigations are described within the assessment, and include:

118. **Age:** As the school transport service is provided for eligible children and young people of school age (eligibility as set out in the Policy), it is recognised that they and their families/carers would be affected by the recommendations with regards to age as a protected characteristic. The age-related nature of the service is required by law.

119. **Disability:** The introduction of PTBs will affect a higher proportion of children with SEND than mainstream children, providing them with more flexible transport arrangements. Independent Travel Training will be offered to children with SEND, enabling greater independence for some children. Both PTBs and Independent Travel Training offer additional options for parents. Passenger Assistants are more likely to be provided for children with SEN. In addition, SEN children receiving discretionary travel may need to travel further than mainstream children and could

be in the higher distance category for parental contributions. However, the proportion of children with SEND expected to receive discretionary transport arrangements is low. The additional section added to the Policy around Parental Preference draws attention to an existing option available to parents of children with SEN which they may be in a position to consider.

120. **Poverty:** The introduction in contribution rate for discretionary transport would particularly impact families on a lower income. This has been considered by the Council and the contribution rate would be waived for low-income families who are requesting an exception to policy. Spare seats on school transport, also a discretionary service, would have a low impact on this group as it is likely that they will be entitled under the core eligibility criteria in the main Policy.
121. **Rurality:** Families living in rural areas often face a longer journey to their nearest suitable school, and public transport may be a more restricted offer. However, this longer distance means that they are more likely to qualify for statutory transport assistance. As journeys from rural areas will tend to be longer, the cost of providing discretionary transport for children from rural areas are greater on average. Therefore, due to the longer distances, rural families with discretionary arrangements will be more likely to be in a higher distance band, with a higher contribution. These charges will be waived for families on low incomes or in exceptional circumstances.

Property Implications

122. There are no property implications as a result of the proposed recommendations within this report.

Options

123. Option 1 – approve all recommendations. This option would align our School Transport Policy with DfE national guidance and other local authorities. The service will deliver its statutory duties set out by the DfE but would also allow the Council to move forward new initiatives to improve the service and deliver transformational savings across the service. **This is the recommended option.**
124. Option 2 – Recommendations 2 and 5 only to be approved. This option would align our School Transport Policy with DfE national guidance and other local authorities. The service will deliver its statutory duties set out by the DfE but will not be able to take the service further in delivering efficiencies and benefits. Modern initiatives like PTB's will not be explored and may result in higher costing transport being arranged. The Council will still continue to fully fund exceptions to policy and will continue to heavily subsidise spare seats on school transport purchased by families, increasing the pressure on the School Transport overspend.
125. Option 3 – all recommendation rejected. This option would result in the Council not being compliant with DfE guidance and not meeting transformational savings creating additional budget pressures across the Council.

Risk Management

126. The proposed changes relating to aligning Isle of Wight School Transport Policy with DfE statutory guidance for local authorities ensures the policy is statutorily compliant and up to date.
127. Recommendations one and four do feature in the School Transport service transformation programme and may deliver savings if approved. If not approved, it will be difficult to achieve these savings. In addition, the School Transport service expenditure may continue to rise as demand rises. To mitigate this, the service would need to explore further workstreams to continue with the transformation work required to control future spend.

Evaluation

128. The Council has considered the view expressed through the public consultation. The decision has to be a carefully balanced consideration of all factors, including the responses to the consultation, the viability of the service and the importance of the Council operating within it's budget. The Council continues to provide all statutory School Transport services and will not, as a result of the proposed changes, remove transport from existing eligible children unless their circumstances change.

Appendices Attached

129. **Appendix 1** – Draft School Transport Policy
130. **Appendix 2** – Summary of Feedback from Consultation
131. **Appendix 3** – Equality Impact Assessment

Background Papers

132. [Department for Education Travel to school for children of compulsory school age \(statutory guidance for local authorities\)](#)

Contact Point: Ashley Jefferies, Service Manager of Access and Resources,

☎ 821000, e-mail Ashley.Jefferies@iow.gov.uk

ASHLEY WHITTAKER
Director of Children's Services

COUNCILLOR JONATHAN BACON
*Cabinet Member for Children's Services,
Education and Corporate Functions*

This page is intentionally left blank

Appendix 1 – Proposed Draft Policy

Isle of Wight Council

SCHOOL TRANSPORT POLICY

EFFECTIVE FROM September 2024

CONTENTS

Section	Description
1	BACKGROUND AND SCOPE OF THE POLICY
2	LEGAL RESPONSIBILITIES FOR TRANSPORTING CHILDREN TO/FROM SCHOOL
3	DEFINITION OF 'ELIGIBLE CHILDREN'
4	'ELIGIBLE CHILDREN' - EXPLANATION OF RELEVANT FACTORS
	- Compulsory school age
	- Statutory walking distances
	- Extended rights eligibility (children entitled to free school meals or whose parents receive the maximum level of Working Families Tax Credit)
	- Unsafe routes
5	SPECIAL EDUCATIONAL NEEDS (SEND, A DISABILITY OR MOBILITY PROBLEMS)
	- Parental Preference for children with Education, Health and Care Plans
	- Primary Age Siblings of children with special educational needs (SEN), a disability or mobility problems
	- Accompaniment
	- Promoting Independent Travel
6	OTHER RELEVANT FACTORS
	- Definition of Home Address
	- Qualifying schools
	- School choice
	- Permanent exclusion
	- Suitability of arrangements
	- Personal Transport Budgets
	- Children with medical needs
7	DISCRETIONARY TRANSPORT ARRANGEMENTS AND EXCEPTIONS
	- Spare Capacity Seats
	- Looked After Children
	- Exceptions to Policy
	- Journey times of more than 75 minutes
	- Religion or belief
8	CIRCUMSTANCES WHERE TRANSPORT WILL <u>NOT</u> BE PROVIDED
9	OTHER ISSUES
	- Review of Eligibility and Suitability
	- Withdrawal of assistance
	- Errors
	- Complaints
	- Contacts
	APPENDIX 1 Schedule of Charges for Discretionary Arrangements
	APPENDIX 2 School Transport - Review/Appeals Process
	APPENDIX 3 Protocol in respect of misbehaviour on School Transport
	APPENDIX 4 Administrative and Operational arrangements

1. BACKGROUND AND SCOPE OF THE POLICY

- 1.1. The Policy sets out the legal responsibilities that the Isle of Wight Council (the Council) has in order to provide assistance with transport to school or another education setting for children living in the local authority administrative area. It also supports the Council's sustainable school travel strategy.
- 1.2. This Policy reflects the requirements of the Education Act 1996 (the Act) and the Education and Inspections Act 2006. It also complies with the Department for Education's statutory guidance, Travel to School for children of compulsory school age, issued in June 2023¹.
- 1.3. Charges for transport arrangements are set out in Appendix 1.
- 1.4. The process for appeals is set out in Appendix 2.
- 1.5. Arrangements for Post 16 student transport are set out in a separate annual transport policy statement that is published by 31 May each year.

2. LEGAL RESPONSIBILITIES FOR TRANSPORTING CHILDREN TO/FROM SCHOOL

- 2.1. Parents have a legal duty and a responsibility to make the necessary arrangements to ensure that their child of compulsory school age attends school regularly. For most parents, this means making arrangements for their child to travel to and from school. References to parent in this document include birth parents, adoptive parents, foster parents, carers or legal guardians with parental responsibility.
- 2.2. It is the responsibility of those with parental responsibility to make suitable arrangements to ensure that their child is accompanied on walking routes to school, if it is considered by the parents that the child's age, ability and levels of understanding make this necessary. The Authority will therefore not provide transport solely because parents have not made such arrangements, unless there is good reason. In the event that parents are working or otherwise unavailable at the time their child travels to and from school it remains the parents' responsibility to make arrangements to ensure that their child attends school.
- 2.3. The Council has a statutory duty to make arrangements to provide free of charge school transport for '**eligible children**' (defined in paragraph 3.1) only.

¹ [Department for Education \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

3. DEFINITION OF 'ELIGIBLE CHILDREN'.

3.1. Eligible children are defined² as children of compulsory school age (defined in paragraph 4.4) who:

- Attend their nearest suitable school and live more than the statutory walking distance from that school, or
- Attend their nearest suitable school and who, because of their special educational needs, disability or mobility problems cannot reasonably be expected to walk to their school, even if accompanied by an adult, or
- Attend their nearest suitable school and whose route to the nearest suitable school is unsafe as determined in accordance with Road Safety GB guidelines.
- children entitled to free school meals or whose parents receive the maximum level of Working Families Tax Credit (subject to an age-based distance requirement).

3.2. All eligible children are entitled to free of charge transport to/from school at the beginning and end of the normal school day only.

4. 'ELIGIBLE CHILDREN' - EXPLANATION OF RELEVANT FACTORS.

4.1. As a general rule, the Council will only make provision for free of charge transport for the children referenced set out above.

4.2. It is parent's responsibility to apply for transport for their child/ren and not the responsibility of any department in the Council to do so on their behalf.

4.3. The following paragraphs explain the eligibility for free of charge transport for **eligible children only** in more detail.

Compulsory school age

4.4. Children are of compulsory school age from the beginning of the term following their fifth birthday (*or from their fifth birthday if it falls on 31 August, 31 December or 31 March*) until the last Friday in June of the academic year in which they reach 16 years of age.

Statutory walking distances³

4.5. For children of compulsory school age, transport is provided if their nearest suitable school, measured from the centre of the child's home to the centre of the school building⁴, is:

- Beyond two miles (if below the age of eight); or
- Beyond three miles (if aged between eight and 16).

² Schedule 35b of the Education Act 1996

³ Statutory walking distance defined in Section 444(5) of the Education Act 1996

⁴ This is calculated using the Local Authority's Geographical Information System which draws on Ordnance Survey, Isle of Wight Rights of Way, National Land and Property Gazetteer data, using Road Safety GB Guidelines.

- 4.6. A child living between two and three miles from their school ceases to be an eligible child on their 8th birthday. Transport entitlement will continue until the end of the academic year in which they turn 8.
- 4.7. The above are the statutory walking distances prescribed by legislation. However, different walking distances apply in respect of children who are entitled to free school meals or whose parents receive the maximum level of working tax credit (see paragraph 4.10).
- 4.8. When determining whether a school qualifies as a nearer school, distances greater than the statutory walking distances will be measured on 'road routes', passable for a suitable motorised vehicle.
- 4.9. Where a child's nearest school is either Carisbrooke College or Christ the King College, entitlement to free transport will apply to both schools. This is due to the school transport drop off points being accessed by both schools. Families are not expected to make school admission applications to both schools to qualify for free transport.

Extended rights eligibility

- 4.10. A child is eligible for free travel to school if they are eligible for free school meals or a parent with whom they live receives maximum Working Tax Credit, and the child is:
 - Aged eight or over but under 11, attend their nearest suitable school and it is more than 2 miles from their home measured by the nearest walking route; or
 - Aged 11 to 16 years, and attend one of their three nearest suitable schools provided it is more than 2 miles (measured by the nearest walking route) but not more than 6 miles (measured by road route) from their home; or
 - Aged 11 to 16 years, attend a school that is more than 2 but not more than 15 miles (by road) from their home that their parents have chosen on the grounds of their religion or belief if, having regard to that religion or belief, there is no suitable school nearer to their home.

Unsafe routes

- 4.11. Transport arrangements will be made for children of compulsory school age who cannot reasonably be expected to walk to the nearest suitable school because the nature of the route is deemed unsafe to walk.
- 4.12. Assessment of Walked Routes to Schools Guidelines', published by Road Safety GB, support the assessment of routes. Officers apply the guidelines to determine the nature – safe or otherwise - of any walking routes.
- 4.13. Where no safe walking route exists, distances to schools, for the purpose of identifying the nearest suitable school, will be measured on 'road routes', passable for a suitable motorised vehicle.

5. SPECIAL EDUCATIONAL NEEDS (SEN), A DISABILITY OR MOBILITY PROBLEMS

- 5.1. All pupils with special educational needs and disabilities will have access to, as a minimum, the entitlements as set out in section 4 of this document, and the same rules of access and entitlement to free transport shall apply irrespective of whether pupils attend a mainstream or a special school.
- 5.2. Not every child with an EHC plan or who attends a special school will be eligible for free travel to school. A child is eligible for free travel to school if:
 - They attend their nearest suitable school, and
 - It is within the statutory walking distance of their home, and
 - They could not reasonably be expected to walk there because of their special educational needs, a disability or mobility problems, even if they were accompanied by their parent.
- 5.3. Eligibility is assessed on an individual basis, which includes the following:
 - The child must be attending the nearest school with a place or is attending the nearest appropriate school, determined by and named in the EHCP.
 - By reason of their SEN, disability or mobility problem (including temporary medical conditions) the child cannot reasonably be expected to walk to school, which may take into account whether this would change if they were accompanied.
 - Eligibility will be assessed on a case-by-case basis, and any evidence submitted e.g., from a medical practitioner will be taken into consideration.

Parental Preference for children with EHC Plans

- 5.4. Where a parent would prefer their child to attend a school that is further away from their home than the nearest school that would be able to meet their needs, the Council will consider whether arranging travel to the preferred school would be incompatible with the efficient use of resources.
- 5.5. The Council will determine the cost of providing the child with free travel to each of the two schools. If travel to the parent's preferred school would cost more than travel to the nearer school, the Council will decide whether the additional cost of providing travel to the parent's preferred school is incompatible with the efficient use of resources.
- 5.6. If the Council determines that providing travel to the parent's preferred school would be incompatible with the efficient use of resources, the Council will either:
 - A. name a different school that would be appropriate for the child's needs, or
 - B. name the parent's preferred school on the condition that the parent arranges the travel and is responsible for the costs of travel.

At this point, the parent may withdraw their request for the preferred school, and the Council will therefore name the school that would have been named in option A.
- 5.7. Parents will receive in writing the Council's decision to name the parent's preferred school on the condition that the parent arranges or pays for the travel. When a local authority names the parents preferred school on this condition, but the parents' circumstances subsequently change and they are no longer able to arrange or pay for the transport, the authority may conduct a review of the EHC plan to reconsider

whether naming the parent's preferred school is incompatible with efficient use of resources. They may amend the plan to name a different school that would be appropriate for the child's needs.

Primary Age Siblings

5.8. In the case of children with SEN, a disability or mobility problems, transport will be provided where there is a need for primary age sibling(s) to be taken to other school(s), provided that the school(s) is the nearest school. In

addition, consideration would be given to the timing of the school day or the direction of the other school(s) that would prevent the parent from accompanying the child(ren).

Accompaniment

5.9. In determining whether a child cannot reasonably be expected to walk for the purposes of 'special educational needs, a disability or mobility problems eligibility' or 'unsafe route eligibility', the Council will consider on an individual basis whether the child could reasonably be expected to walk if accompanied by an adult and, if so, whether the child's parent can reasonably be expected to accompany the child.

5.10. The general expectation is that a child will be accompanied by a parent where necessary, unless there is good reason why it is not reasonable to expect the parent to do so. A child will not normally be entitled to free school transport **solely** because their parents' work commitments or caring responsibilities mean they are unable to accompany the child to school. As set out in the Department for Education statutory guidance sections 47 – 52⁵ (Travel to school for children of compulsory school age), reasons such as the parent's working pattern or the fact they have children attending more than one school, will not normally be considered sufficient reasons for a parent being unable to accompany their child. These reasons apply to many parents, and, in most circumstances, it is reasonable to expect the parent to make suitable arrangements to fulfil their various responsibilities (for example, their responsibilities as an employee and as a parent).

5.11. The circumstances the Council will consider when determining if a child can be reasonably accompanied include (but are not limited to) where the parent has a disability or mobility problem that would make it difficult for them to accompany their child, or other exceptional reasons provided by the parent as to why they cannot accompany their child or make other suitable arrangements. If a parent submits evidence that they are unable to accompany their child to school this will be assessed on an individual basis and any evidence submitted e.g., from a medical practitioner will be taken into consideration.

Promoting independent travel

5.12. Transport arrangements for SEN children will, wherever possible, support them to develop independence, taking into account the health or special needs of the child, and any steps towards independence outlined in the EHCP.

5.13. Independent Travel Training may be offered to eligible children with parent's consent. Readiness to complete Independent Travel Training would be outlined in

⁵ [Travel to school for children of compulsory school age - June 2023](#)

the EHCP or agreed by the Council following a discussion with the school and parents. Once an eligible child has successfully completed Independent Travel Training, their travel arrangements will be reviewed.

5.14. The Council will not withdraw free school transport from an eligible child who does not successfully complete the travel training programme.

6. OTHER RELEVANT FACTORS

Definition of home address

6.1. The home address will be that at which the child resides and spends the majority of his/her time. Occasionally a child will have more than one address, for example, because they live with parents who have different addresses. In this situation, the home address used for determining transport will be the one at which the child spends most of their time including weekends and school holidays as well as during the week. Where the child spends equal time at two addresses, parents must nominate one address as the home address for transport even if both addresses are eligible for transport assistance. Parents must let the Council know if the child's home address changes and will be asked to provide evidence of this if it affects entitlement to transport assistance. When the child lives at the other address, they will not qualify for any transport arrangements other than the one provided from the home address.

Qualifying schools

6.2. The schools covered by this Policy statement are: -

- community, foundation and voluntary aided and voluntary controlled schools;
- academies (including those which are free schools, university technical colleges, studio schools and special schools);
- alternative provision academies;
- community or foundation special schools;
- non-maintained special schools;
- pupil referral units (education centres)⁶;
- maintained nursery schools (where attended by a child of compulsory school age); and
- for children with SEN, an independent school if it is the only school named in the child's Education, Health and Care Plan (EHCP), or if it is the nearest of two or more schools named in the EHCP and is not named on the basis of parental preference.

School Choice

6.3. If a place cannot be offered at the nearest suitable school, then the next-nearest suitable school will be treated for the purposes of this policy as if it were the nearest suitable school and travel assistance to that school will be offered providing the distance criteria has been met (see paragraph 4.5). To demonstrate that a place

⁶ Where they are receiving education by virtue of arrangements made under section 19(1) of the Education Act 1996

cannot be offered at the nearest suitable school, the parent(s) must have named that school as a preference, but not necessarily their first preference. Where the Council allocates a school place which is not a preference, the Council will only consider providing Council funded transport if the nearest suitable school was expressed as one of the preferences.

- 6.4. The child will remain entitled to transport to the next nearest school with a place until they leave the school, or they change address.
- 6.5. If a parent chooses to send their child to an alternative school other than their nearest school, transport arrangements including costs are the parent's responsibility.
- 6.6. Where a child moves address or relocates to the island and secures a school place for their child through the In Year Admissions Process, outside of the normal admissions round, transport eligibility will only be granted where their child is attending the nearest school that has a space at the time that they apply for free school transport.
- 6.7. If a child changes their school through the In Year Admissions Process, but the family has not moved home since the child last applied through the main admissions process, the child's eligibility for free school transport will be assessed on whether they could have been offered a place on national offer day at their nearest school, during the last admissions round in which they took part.

Exclusion

- 6.8. Transport is provided for pupils who have been permanently excluded or managed moved from school who attend a new school or Education Centre, subject to the statutory walking distance criteria being applied, as set out in paragraph 4.5.

Suitability of arrangements

- 6.9. Transport arrangements should allow the child to reach school without undue stress, strain or difficulty. Shorter journey times are desirable in achieving this. Where practicable, maximum journey times should be 45 minutes each way for children of primary school age and 75 minutes each way for children of secondary school age. A Passenger Assistant may be provided on SEN transport when required, based on the needs of the children travelling following confirmation by the (SEN) service.
- 6.10. Unusually there may be situations where a journey time of more than 75 minutes is required. These may occur in transport:
 - to Faith secondary schools;
 - to special schools;
 - to pupil referral units (Education Centres);
 - for pupils attending their next nearest school with an available place because no place available at nearest school; and
 - for pupils attending out of county residential schools

- 6.11. The most economic form of transport available will be provided, having due regard to the availability of the transport, the maturity, health or special needs of the child, as determined by the Council.
- 6.12. One vehicle may be used to transport children attending different schools. Mixing of children attending special schools and mainstream schools may occur when appropriate.
- 6.13. Transport will either be provided from designated pick-up and drop-off points or from a child's home address. Designated Pick up or drop off points will be no further than one mile walking distance from a child's home address.

Personal Transport Budgets

- 6.14. In certain circumstances, and subject to parental consent, the most suitable arrangement might be for the parent to provide the transport. This may be because:
 - Suitable transport is difficult to find, or not available at all, in the local provider market;
 - The child requires an adapted vehicle that is not available locally;
 - The child requires skilled support tailored to their individual needs; or
 - The Council's officers and the parent agrees that transport provided by the parent is the most suitable arrangement.
- 6.15. In those cases, the Council may offer the parent a Personal Transport Budget (PTB) to enable the parent to make suitable travel arrangements for transport and/or passenger assistant support. The PTB would replace the child's existing travel arrangement.
- 6.16. A Personal Transport Budget will be calculated by considering:
 - The mileage to the child's nearest suitable school (at the current HMRC mileage rate)
 - The child's support needs and the level of skill required to support them on their journey to school
 - Individual circumstances affecting the child's journey to and from school
 - The efficient use of the Council's resources

Children with Medical Needs

- 3.1. Where a statutory eligible child has medical needs that might affect their journey to and from school, the Council will ask parents about the support they need as part of the transport application process. The Council may also seek information from the child's school, as it is likely that the school will have arrangements in place to manage their medical needs during the day.
- 3.2. If a child's medical needs affect their ability to travel to and from school, accompanied as necessary, parents must provide medical evidence to demonstrate the difficulties they have in walking or travelling by certain types/modes of transport.

- 3.3. If transport is granted on medical grounds, transport eligibility will be reviewed on an annual basis and up to date medical evidence will be required.
- 3.4. Where the Council is made aware that a child has a specific medical need and the requirement for a passenger assistant has been approved, we may ask the parent to provide the Individual Healthcare Plan or similar which will be shared with those involved with delivering the transport provision. The Council will also ask the child's school to share information about the arrangements they put in place to manage their medical needs and the possibility to offer training to the Passenger Assistant. The Council may also ask the school to identify whether the child's needs will affect the child on the journey to and from school.
- 3.5. Where unforeseen medical issues occur, or the child needs a medical intervention beyond what has been covered in training, the Passenger Assistant or driver will immediately call 999 and act in accordance with the 999 operator's instructions.
- 3.6. A child's routine medication will not be administered on the journey to and from school, and routine medical procedures will not be carried out. It may sometimes be necessary to administer a child's emergency medication, in accordance with instructions from a healthcare professional.

7. DISCRETIONARY TRANSPORT ARRANGEMENTS AND EXCEPTIONS

- 7.1. This section sets out the limited circumstances in which the Council will use its discretionary powers (under Section 508C of the Act) for children who are not entitled to free transport (as set out under Section 4 of this Policy above).
- 7.2. Where this discretion is used, there will usually be a charge for the transport provided, as shown in Appendix 1
- 7.3. All arrangements within this section will be time limited. At the end of the specified period, parents will need to re-apply.

Spare Capacity Seats

- 7.4. A spare place on a contract vehicle may be offered to a child who is not entitled to transport assistance. It will be withdrawn if the space is required for an eligible child or if there are changes to the route which reduces the number of spare seats. A flat rate charge will be made for such seats (set annually by the Council). Parents must make their own arrangements for the child to travel to the nearest existing pick-up point on the route. Spare capacity seats will be offered only once all arrangements are in place for eligible children.

Exceptions to policy

- 7.5. There may be instances where a parent feels that their child needs travel to school due to exceptional circumstances, when they don't meet the eligibility criteria set out in section 4. The Council will consider these requests on a case-by-case basis when reaching a decision. The Council will not consider reasons such as a parent's working pattern, the cost to the parent of public transport, or the fact the parent has children attending more than one school, on their own, to be exceptional circumstances.

- 7.6. If transport is granted as an exception, this will be on a time limited basis and may also be subject to the parental contribution charge detailed in Appendix 1 of this document.

OTHER DISCRETIONARY TRANSPORT ARRANGEMENTS – NOT CHARGEABLE

Looked After Children

- 7.7. For children in the care of the Council who move family placement but wish to remain at their current school will qualify for free transport, usually limited to a bus pass only. This entitlement only applies when the distance criteria is met (see paragraph 4.5).

Families who experience Homelessness

- 7.8. For those families who may experience homelessness, free transport will be provided for a maximum period of six months, providing that they meet the following criteria
- Have been relocated in another area on the island which exceeds the statutory distances (see paragraph 4.5)
 - Have been placed in homeless accommodation and,
 - Are on the homeless register, as confirmed by a housing officer.

This provision will also apply to families housed in the Women's Refuge. The mode of transport will be provided in the most cost-efficient way, in consultation with the parent.

8. CIRCUMSTANCES WHERE TRANSPORT WILL NOT BE PROVIDED

- 8.1. Transport will not be provided in circumstances other than those set out above for eligible children and where discretionary arrangements are made.

- 8.2. Some examples of where transport will not be provided are:

- Temporary address. Transport will not be provided from a temporary address to a school that is not the nearest school for that address.
- Journeys to and from other destinations. Transport is not offered to or from points other than the school for which eligibility has been determined and home or pick up/drop off points.
- Part-time timetables. Transport will only be provided at the beginning and end of a school day. Schools may need to make arrangements to accommodate these pupils.
- Victims of bullying. Dealing with bullying should be fully explored with the current school. If parents decide to move their child's school due to dissatisfaction with their current school, then there is no entitlement to free school transport.
- To or from pick-up and drop-off points, except as outlined in paragraph 6.13.
- Unacceptable behaviour of a pupil, as determined by the school/the Council/transport operator or passenger assistant (where applicable) with reference to the School Transport Code of Good Practice. In such cases,

contracted transport may be removed and requests for an allowance for parents to provide transport or for public transport will be considered.

- To take account of work/business commitments or domestic difficulties of parents.
- To accommodate attendance at after school activities or for arrival at start times other than the usual start time for the school. For example, individual exam timetables will not usually be accommodated.

9. OTHER ISSUES

Review of eligibility and suitability

- 9.1. Eligibility for school transport assistance, and the suitability of those arrangements including passenger assistants, will be decided based on evidence received from relevant parties and a timescale for a planned review of eligibility will be set at the same time as an eligibility decision is made.
- 9.2. The planned review timescale will be based on the child's needs and will typically be at the end of the academic year, at a change of school phase, or at the end of the child's compulsory school career.
- 9.3. Eligibility will also be reviewed if the Council becomes aware of a change of circumstance, including where a parent notifies the Council that the child's circumstances or needs have changed.
- 9.4. Suitability of an arrangement may also be reviewed if the Council has reason to believe that the transport in place is unsuitable for child's circumstances or needs or is not being used by the child appropriately, therefore resulting in the provision being incompatible with the efficient use of resources. Where a transport arrangement is determined by the Council to be unsuitable it will consult with the parent and determine an alternative, suitable transport offer.

Withdrawal of Assistance

- 9.5. Where the school transport Policy is changed and the level of discretionary provision reduced, transport may be withdrawn from children who are currently receiving assistance. In these cases, a reasonable notice period will be given to enable parents to make informed decisions about their child's education. Any change of Policy will be subject to a period of consultation with those affected.

Errors

- 9.6. Where assistance is found to have been granted in error, notice of one full term will normally be given that assistance will be withdrawn to allow families to make other arrangements.
- 9.7. Where entitlement has been denied in error, transport will be arranged as soon as possible and consideration will be given to reimbursing parents retrospectively, with a time limit of the start of the academic year in which the error was discovered.

Complaints/Appeals

- 9.8. Isle of Wight Council takes all complaints seriously and has a complaints procedure to ensure they are investigated and, where possible, resolved. The procedure is available on our website: [Children's Services Complaints](#).

- 9.9. People are encouraged to raise their concerns using the appropriate contacts. Where necessary, complaints will be considered at a more senior level to ensure every effort is made to resolve the issue.
- 9.10. Parents wishing to make an appeal regarding a transport entitlement decision or subsequent transport arrangements should contact the Head of Access and Resources, via email at transport.info@iow.gov.uk or in writing to School Transport, County Hall, High Street, Newport, Isle of Wight, PO30 1UD. The appeals process is provided in Appendix 2.

Appendix 1

Schedule of Charges for Discretionary Arrangements

Spare Capacity Seats to be reviewed annually and charges adjusted in line with the Consumer Price Index (CPI):

Annual charge
£570

If your child has been granted a spare seat, you will be informed of this in writing with a deadline of when payment must be received. Failure to pay by the deadline will result in your spare seat offer being removed. This may result in the seat being offered to another child from the waiting list.

Payments can be split into half term payments, full term payments or a one-off payment for the full year.

Until payment is received your child will not be permitted to travel on the service.

Further details of the spare seat scheme and services with spare seat availability can be found online at www.iwight.com/schooltransport

Exceptions to Policy

The following contributions apply based on the distance to travel. The exception to Policy will be time limited and the charge for discretionary arrangements can be pro-rated based on the length (in weeks) of the actual arrangement. To be reviewed annually and charges adjusted in line with CPI, as at March of the previous academic year.

Distance to travel	Example annual charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

If the child's parents are in receipt of Income Support; income-based Jobseekers Allowance; income-related Employment and Support Allowance; support under Part VI of the Immigration and Asylum Act 1999; the guaranteed element of State Pension Credit; Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190); Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit; or Universal Credit, the contribution will be waived.

Families in receipt of free school meals (due to low income) are not required to pay the contribution.

Families with a low income, but not in receipt of the above benefits, where the imposition of the contribution would reduce their income to around £16,190; or those with discretionary circumstances, may apply for a discretionary waiver or reduction in contribution.

Appendix 2

School Transport - Review/Appeals Process

Parents who wish to challenge a decision about:

- The suitability of the transport arrangements offered to their child;
- their child's eligibility;
- the distance measurement in relation to statutory walking distances; and
- the inherent safety of the route in accordance with the Road Safety GB guidelines
- other exceptional circumstances

may do so via email to transport.info@iow.gov.uk or in writing to, School Transport, County Hall, High Street, Newport, Isle of Wight, PO30 1UD. Parents should indicate their reasons for challenging the decision using the categories above.

In the first instance a case will be reviewed by a Senior Officer within the School Transport and Admissions Service.

In cases against refusal of a transport service there may be a further appeal to an Independent Appeal Panel made up of one or more Senior Officers outside of the School Transport Service. Members of the Panel will have an understanding of the school transport Policy and legislative framework and will make decisions on appeals against offers of transport.

Stage one: Review by a Senior Officer

A parent has 20 working days from receipt of the local authority's school transport decision to make a written request asking for a review of the decision.

The written request should detail why the parent believes the decision should be reviewed using the categories above. They should give details of any personal and/or family circumstances the parent believes should be considered when the decision is reviewed.

Within 20 working days of receipt of the parent's written request a senior officer will review the original decision and send the parent a detailed written notification of the outcome of their review, setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;
- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- any other agencies or directorates that were consulted as part of the review.

Where they have upheld the original decision, they should also explain how the parent may escalate their appeal to stage two of the process.

Stage two: Review by an independent appeal panel, where it applies.

A parent has 20 working days from receipt of the local authority's stage one written decision notification to make a written request to escalate the matter to stage two.

Within 40 working days of receipt of the parents request an independent appeal panel will consider written and verbal representations from both the parent and officers involved in the case and give a detailed written notification of the outcome (within 5 working days), setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;
- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- information about any other directorates and/or agencies that were consulted as part of the review; and
- information about the parent's right to put the matter to the Local Government and Social Care Ombudsman (see below).

The independent appeal panel will be made up of one or more members who will be independent of the original decision making process (but are not required to be independent of the local authority) and suitably experienced (at the discretion of the local authority), to ensure a balance is achieved between meeting the needs of the parents and the local authority, and that road safety requirements are complied with and no child is placed at unnecessary risk. Members of the panel will be assigned by Democratic Services.

Local Government and Social Care Ombudsman There is a right of complaint to the Local Government and Social Care Ombudsman, but only if complainants consider that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the appeal has been handled. If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review.

Appendix 3

PROTOCOL IN RESPECT OF MISBEHAVIOUR ON SCHOOL TRANSPORT

Information to be added here at a later date in line with the School Transport Code of Conduct

Appendix 4

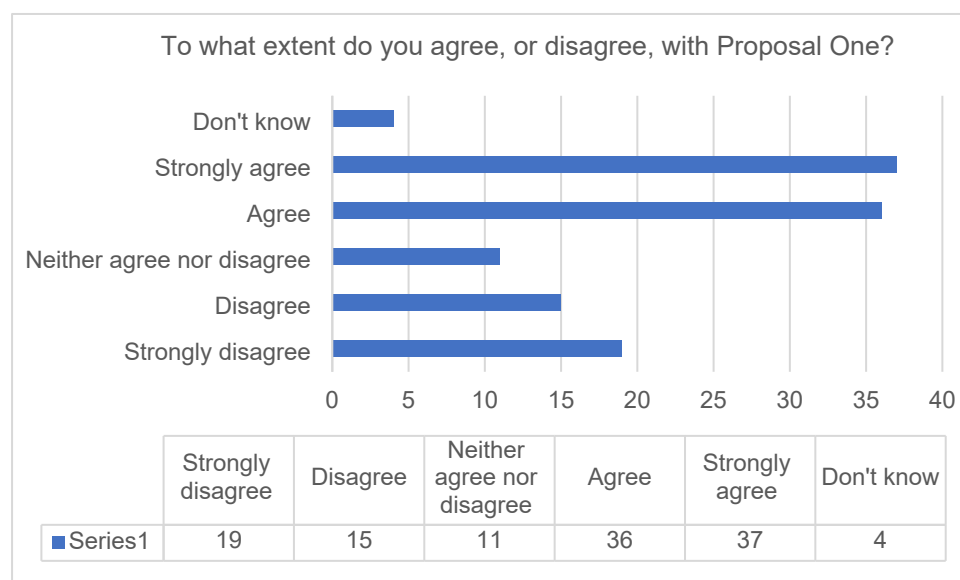
ADMINISTRATIVE AND OPERATIONAL ARRANGEMENTS

Information to be added here at a later date in line with the School Transport Code of Conduct

School Transport Policy Consultation Feedback

To what extent do you agree, or disagree, with Proposal One: For Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market?

To what extent do you agree, or disagree, with Proposal One?	Responses	Percentage
Strongly disagree	19	16%
Disagree	15	12%
Neither agree nor disagree	11	9%
Agree	36	30%
Strongly agree	37	30%
Don't know	4	3%



(Proposal One) If you would like to explain the reason(s) for your answer please do so below.

All children irrespective of their backgrounds and age should where necessary be provided with transport to complete their schooling
As a supposed to be green island every child should go to there nearest school.
Because probably won't cover the total cost
By the council providing transport then there is surely a higher chance of these children getting to school also by the the children travelling together it allows out of school friendships to develop and gives the children a greater sense of self responsibility
Children have a right to safe and secure transportation to school and invariably don't not have a say on their home location or the transportation within that area. Therefore the council need to make suitable arrangements. However I feel as though it should be means tested and evaluated on the childs families ability to assist in getting their child to school.

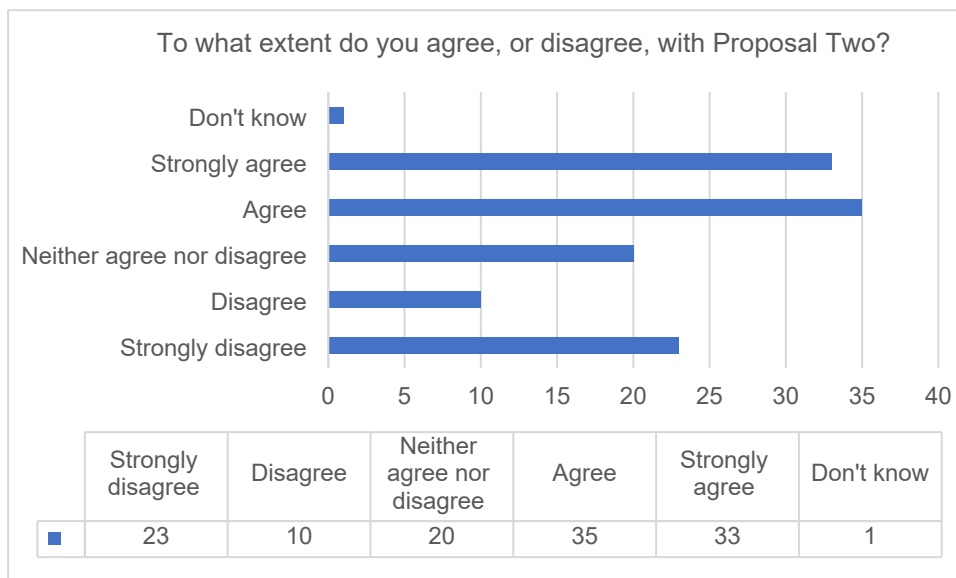
Children who are autistic and non verbal - and hence unable to use normal transport methods, do not qualify if they are within the stipulated distance range of the school. These children do not have any other recourse to get to school other than the parents having to sacrifice their work hours to do so.
Education is important but getting kids to school too expensive
Encourages home schooling, hence excluding are most vulnerable children from attending school
Everyone should have to pay
Families of children and young people already feel overwhelmed with meeting the needs of complex young people whether medically or in terms of behaviour. This is another aspect of challenge and barriers that they will face in trying to get their young people to school.
Having children is a choice as is where you live and which school you send them to. Why should the whole island pay for that?
I agree that where families are unable to access transport to school or the council are not giving any provision even at a cost to the parent. such as those children disadvantaged from Atherfield to the West of the Island who attend the Free School and are either spending 2 + hours per day on public transport or paying nearly £480 a term to get there children to school
I have broken my leg and can't get any help from the council or school to get my children to school
I made provision for suitable transport for my child with complex health needs for over 2 academic years with no financial support, a PTB would have been a lifeline for me
If parents are supported with the options of alternative transport then this potentially could be a decent proposal
If School Transport are unable to put transport in place with the resources they have how would they expect parents to organise this even by giving them a Personal Budget?
If the Council are unable to source suitable transport, how will I as a parent?
If you have children ,pay for them. Why should other council tax payers have to fund them.
It is a parent's responsibility to get a child to school
It is not clear what "difficult to find, or not available at all, in the local operator market" means, how far away does the local operator service have to be to be not available, how long does the journey need to take to make it difficult etc.
It is the Council's statutory responsibility to secure safe transport for these children
It may be detrimental to children's attendance if parents are left to arrange the transport themselves if the situation is not straightforward
It offers a more flexible option for parents whose child may not be able to travel using the council transport.
It's the parents' responsibility to get their children to school, not everyone else's.
It's logical. But, there should be a commitment to maintaining existing provisions at their current levels and there should be no decisions prior to the school closures being sorted out later this year.
Live in Arreton and no direct route to Ventnor. Without school transport, daughter would have to take two buses and leave home at 6:30 to get to school on time.
My daughter gets a school minibus provided by the council. Without this she wouldn't go to school. I have carers in the morning who don't drive and she is not able to walk safely to school bus stop. She also has ADHD/ASD and has no idea about time. I would not be able to take her to the bus stop myself.
Not enough information provided to determine the impact on current provision. Would parents / carers be pressured into sourcing their own transport, or would the onus still be on the council to find a suitable provider?

Only where a transparent calculation is used, with parents held to account for the use of public money. A level of efficiency should be included to ensure council tax value for money.
Only where necessary. Not to replace services.
Parents of children with SEN face challenges every single day that others can not even dream about. Being able to give their children some independence albeit with another adults support, is helping children to learn some independence from a younger age to assist with the transition to adult life where they are likely to need support from people who are not parents or guardians.
PTB should be provided only where neither private or public transport is available. Not simply 'difficult to find'.
Should be delivered internally by the Council minibus transport service rather than expensive taxi companies
Should not be parents responsibility to arrange as how will they find this. Should be delivered directly council
Some parents could use their own transport to take their child to school.
The council is responsible for lack of adequate public transport over great parts of southern and western island. Hence they are responsible for the children attending school!
The council is ultimately more effective in arranging this because of the cumulative buying power it has in the marketplace. The council also has many years experience of organising this. If left to individual parents/carers it will become more expensive and potentially fail which is in no one's interest.
There are options for closer schools in most cases which do not require transport to be funded by the taxpayer.
There is no LA nor public service transport to my son's school from our area. Having a personal transport budget would allow us to make provision for home to school transport via a private bus or taxi and this would save many cars from traversing the same route daily between Freshwater and Ventnor - a much better option for the environment. The situation at present is very unfair as others from our area have transport support from the local authority for attending other schools in Newport. The secondary school selection process means that not everyone gets their first choice of school so transport options should be equal wherever your allocated place of study is situated. A fairer system would be to allow all students a personal transport budget. We are currently signed up to bus transport laid on by a parent group but will not be able to afford this service when my youngest child starts high school next year. So we will be returning to twice daily car journeys to Ventnor from Freshwater unless financial assistance becomes available to help with home to school transport.
This proposal appears to be shifting the responsibility for accessing/finding transport to school from the council to the parent(s) in situations where transport is 'difficult to find'.
Where are these vulnerable children going to find suitable transport? Why not employ drivers from the Council which would be cheaper
Why would you give money to an individual to find a service that is already difficult to find?

To what extent do you agree, or disagree, with Proposal Two: Development and delivery of an Independent Travel Training service for children and young people with SEND who may be capable of travelling independently to their place of education?

To what extent do you agree, or disagree, with Proposal Two?	Responses	Percentage
Strongly disagree	23	19%
Disagree	10	8%
Neither agree nor disagree	20	16%

Agree	35	29%
Strongly agree	33	27%
Don't know	1	1%



(Proposal Two) If you would like to explain the reason(s) for your answer please do so below.

Although the reasoning behind this appears sound it seems to be another instance of the council shifting responsibility for transport on to parents/children/young people.
Any opportunity to offer more independence to SEND children and young people should be welcomed.
Any scheme to help SEND students potentially become more independent as they approach adulthood should be tried
Are you seriously considering this option. Whilst I'm not currently a parent of a child with SEN I have been in the past and the thought of them travelling home solo would of sent shivers down my spine and caused untold and unnecessary levels of stress
As a parent, surely that would be my responsibility / decision to ensure my child can travel independently. Newport Bus Station as an adult or child without needs is bad enough, but you want my child with needs to possibly negotiate independent travel because they have been assessed to ok to travel independently. SEND children are vulnerable and easily influenced as they think people are being kind when they really are not. A child's safety is paramount and you will have to take responsibility if anything happens on their way to and from school because you have trained them to travel independently. This doesnt sit comfortably with me
As before if they went to nearest school you would not need assistance
As previously commented, all children should be supported irrespective of their background and age be provided with transport to be able to attend their schooling.
Do not let Southern Vectis run this as all they do is waste money
Every child should be treated the same
For young people with SEND who are capable of a level of independence this is essential training in preparation for adulthood. Schools are not staffed efficiently to provide this comprehensive training.
I agree some children and young people with the right training could be encouraged to be more independent, although some will never be independent unfortunately

I feel this would better equip those children for the future, help them to live more independent lives and improve their self-confidence.
I think it is better for the older children to learn how to travel independently.
I think this is a good idea if the young person is able to travel independently
It is a good idea to try to promote independence but would need to make sure that the child is ready and safe to travel alone. Factors such as other school children on the transport would need to be taken into consideration as this may lead to confrontation/bullying which the SEND child may not be able to cope with. Children can be very cruel to each other.
It sounds like an option worth exploring.
It would be very difficult to train SEND children as their needs are all different and some cases extreme or outside conditions affected - i am uncertain this could be managed as a whole but do agree that childrens growth and independence should be promoted
Need more SEND schools provision on island to meet demand
Only used when parents consent and I have concerns over who decided the student may be be able to travel independently
Part of the process encouraged by St George's in moving students into adulthood and preparation for later life is gaining independence. This process may help that but only if sensitivity handled depending on the individual.
Provide another SEND school closer to those who need this. If some schools are to close, then repurpose as a SEND school.
Sen children are entitled to transport stop trying to lighten your work load by finding ways to not provide it
SEND children should be encouraged to attend school regularly with transport provided by the Council or their school
Send children should be safely delivered to s hook by a responsible adult at all times
SEND transport should be delivered to all children by Council or the school
Should be given the choice to decide
Shouldn't be paying for children to travel to school, parents should be paying and arranging this themselves.
Sounds sensible
The parents should be doing this and not taking public money to do this.
This could have safeguarding implications however it would be good if they can do it independently
This is a service I would be prepared to pay for to help my autistic daughter learn to travel to school independently, as I currently drive her everyday
This is not a light policy change, one I would not feel comfortable taking the risk on to save the Council money. These are children not adults and their safety is paramount. I would not wish for the worry on whether my child arrived safely each day and for that to be playing on my mind.
This would benefit them after school, too.
This would form part of their education with a goal to ensure that they are able to travel independently by public services and hence to be productive in their life and employment profession.
This would help those who would be able and support parents to help children transition and learn more independence. My concern is that parents / guardians must be listened to and only suitable children are put forward. The council can NOT enforce this or remove support because they feel a child could do this and parents don't
This would need to be delivered by learning disability & Autism aware professionals ideally who could ensure that the child & families needs were recognised & supported throughout

To help enable children and young people with SEND to develop confidence in travelling independently if appropriate to that particular child/person

Travel training would benefit wider teenager access, not just SEND. A small charge for non-send might support widening the training.

Unecessary, this is a GP/school/parent led decision. Council could simply provide online advice and parents should make their own decision based on GP/school advice, using the persons diagnosis. Parents should seek to train their own child on their route when or if this becomes suitable, making use of a mobile phone and trackers. Funds would be better spent funding and subsidising the transport services for all. No guaranteed outcome and large administration costs.

We should be encouraging children independence and self confidence. However, we need to be mindful to others that it may impact, and we should consider the impact to those who may encounter individuals and provide them with guidance and training as to how they can support or should react in different situations.

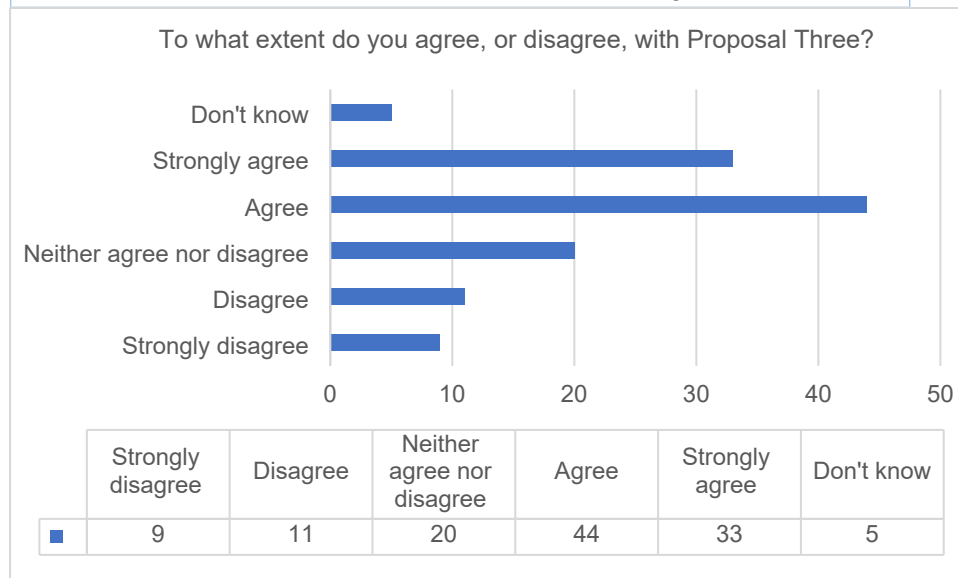
Whilst I feel this is the parents responsibility, if this proactive approach reduces costs in the long term I would agree however I suspect it wont and will just be an additional cost as new children reach an age

Whilst offering training may be helpful in some circumstances, completion of such training should not be seen as a 'fix' as many children have complex and fluctuating needs.

Who would be responsible if something went wrong?

To what extent do you agree, or disagree, with Proposal Three: to regularly review the provision of Passenger Assistants?

To what extent do you agree, or disagree, with Proposal Three?	Responses	Percentage
Strongly disagree	9	7%
Disagree	11	9%
Neither agree nor disagree	20	16%
Agree	44	36%
Strongly agree	33	27%
Don't know	5	4%



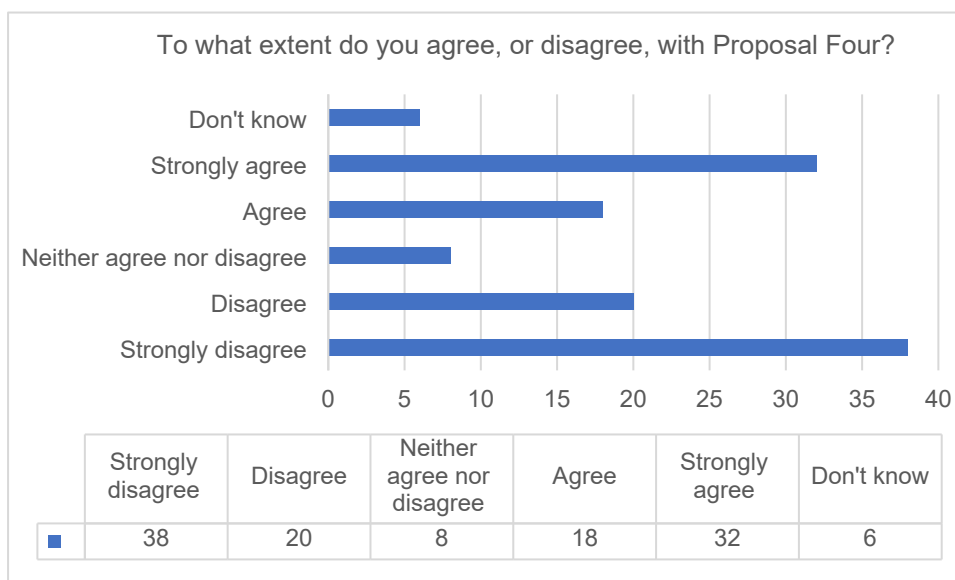
(Proposal Three) If you would like to explain the reason(s) for your answer please do so below.

Agree in theory but worried it will turn into removing support that's needed
an annual / change of circumstances review is a great idea - needs change and this could benefit both the child and save money if there needs are reduced
Any provision for a young person should be regularly reviewed as they grow and learn, and in particular to prepare them for adulthood.
As before
As children get older their needs change, so a review is good if carried out by suitably qualified professionals
Assuming this is not just cost savings.
But again why aren't the parents assisting their child to school?
Children who can travel in a transport provided by the council, and are capable of traveling alone, can have a common PA.
Do not let Southern Vectis run this
Every single one of your suggestions is to save money. Not to improve the safety or wellbeing of any children. I strongly oppose this.
For the same reasons in question 4.
Goal being to obtain independence for the young person.
I think if a child is needed to be escorted in a taxi to school then this should be a family member or parent that does this. School bus escorts should remain as they are as many children would not be able to get on the bus unattended.
I think that the council should provide bus drivers and buses for the children instead of spending thousands on individual taxis etc
In some cases not needed
It is obvious for such need.
It makes sense to review particular needs on a regular basis, I am surprised it is not currently standard practice.
Many children will have anxiety due to complexities which could be attributed to situations, sensory sensitivities & other issues that contribute to daily struggles. Having a consistent person/s to assist with this is their right & legal entitlement
Needs change so should always be kept under review
Parents should be taking their children to school and not relying on other people to do so.
Parents should pay and arrange themselves.
Passenger assistants will always be required. Reviews to ensure that adequate provision is made. Reviews are not just an excuse to cut costs.
Passenger Transport Assistants are essential for some SEND children and should be employed via the Council rather than via Taxi companies
Reviews are necessary to ensure this service is really necessary.
Risk assessments and reviews should be continuous and not rely on a mindset that we have always done it this way, so it should continue.
Seems more like opportunity to save money rather than deliver a good service to those vulnerable children, what about those driving vehicles who are responsible for safe transport provision?
Some children need this essential service for safe home to school transport
Some children require this service
Some SEND children require this service as would provide risks to the drivers of vehicles who cannot look after children and safely drive vehicles
This could be beneficial as long as it does not ever have a negative impact on the child/young person or parents.

This is an overall good proposal but we need to ensure that families are listened to with concerns of their child if they feel their child isn't ready to travel without an escort.
This is essential for some children to safely travel to school
This is in place for a extremely good reason and should continue to be so
This promotes a level of independence when appropriate and also provides the opportunity to request additional support for individuals as required.
To facilitate safe transport to school for all children
Why can't the Council provide this essential service themselves now rather than through expensive taxi companies
Yes this is obvious if they are no longer needed.
Your proposal seems flexible enough to work and be fair

(Proposal Four – Part 1) To what extent do you agree or disagree with the proposal to increase the parental contribution for Spare Seats, with inflation-linked (Consumer Price Index (CPI) increases also being applied in future years?

To what extent do you agree, or disagree, with Proposal Four?	Responses	Percentage
Strongly disagree	38	31%
Disagree	20	16%
Neither agree nor disagree	8	7%
Agree	18	15%
Strongly agree	32	26%
Don't know	6	5%



(Proposal Four) If you would like to explain the reason(s) for your answer please do so below.

Absolutely rip off! Public transport on IoW is far far below parr! Council raises taxes left right and square. This is an additional tax for people sending their children to school in areas where transport is not anyway near normal European standard in coverage.
All other costs are going up by CPI so this cost should do also.

As previously commented, all children irrespective of their background and age should be provided where required such transport to complete their schooling.
Based on affordability
Big jump in cost
Cost of living . People don't have the extra
Crazy amount of money
Currently pay for 2 spare seats. Think that whole issue of 'spare place' school transport for children to schools needs looking at. As a parent happy to pay but would be better for buses to be put on and available to all at a reasonable cost. My children travel from East Cowes to and from Christ the King and have to pay for spare seat which is never guaranteed. I have emailed Karl Love about this issue already and he passed it on. There is not an option for a through bus to CKC Or Carisbrooke from EC. I do not think more children in bus station is a good idea and if parents take them in more cars on already congested roads. A school bus service for all as in years past, but paid for could make money for council, especially if sixth formers allowed on bus as well and those entitled to free transport use service as well. If cost goes up to £570 a year I will not afford to be able to use the bus and will be forced to put another car in the traffic jam to and from EC and Newport every day whilst also adding to pollution. That is extortionate! I actually did the maths on petrol costs to and from EC to CKC every day and bus at current cost was cheaper. If price goes up to £570 it will be more expensive than driving every day and you will lose passengers so your bus you have to provide for entitled pupils will be even more loss making. If Ryde private school can put on buses for their pupils from all over the island and parents pay why can't the council get themselves sorted?? Could there be a consultation on how many parents would chose to send their children by bus of all pupils could pay for a place on a school bus rather than the lottery privilege seat provision? That would tell council if running a service for all those who want it would be a possibility. Just punishing parents who want to avoid adding to the congestion or who physically can't take their children to school by upping the cost of a 'spare seat' is wrong.
Discretionary provision should be charged at total cost, and increases in costs should not be left to the tax payer to fund.
Every child should be treated the same regardless of whether parents are on benefits or not.
Every year our council tax goes up and services get worse. In addition all ancillary fees such as this are going up. We get terrible value for money
Families are already struggling with the cost of living and this will add additional financial pressure.
Going to school should be paid for by government, it is compulsory to go to school so you shouldn't have to pay. Instead of providing bus passes for old people who don't even need them the money should go to the children going to school
I agree that this figure should increase BUT this is a 50% increase, i think a gradual year on year increase should be applied especially in these difficult financial times. I also think a review of the running of these services should take place. An example is the 214 from Kingates to TIFS, this could extend by a few miles its route fruther to the West of the Island who are currently un catered for in transport. this would benefit the childre but also would increase the number of paying children ustilising the spare seats and therefore reducing the council cost of running this service as it will be partially funded by those additional childrens parents for a minimum addtional cost
I get the sense behind it but there are parents out there that possibly won't be able to afford what is being proposed. If this leads to increased home-schooling it would be hugely detrimental to the child.
I have two children in KS4 who use this service. The proposed increase is a very big jump from the current rate, which is just about manageable financially. I strongly object to this increase, especially when more than one child is involved and given the increased cost of

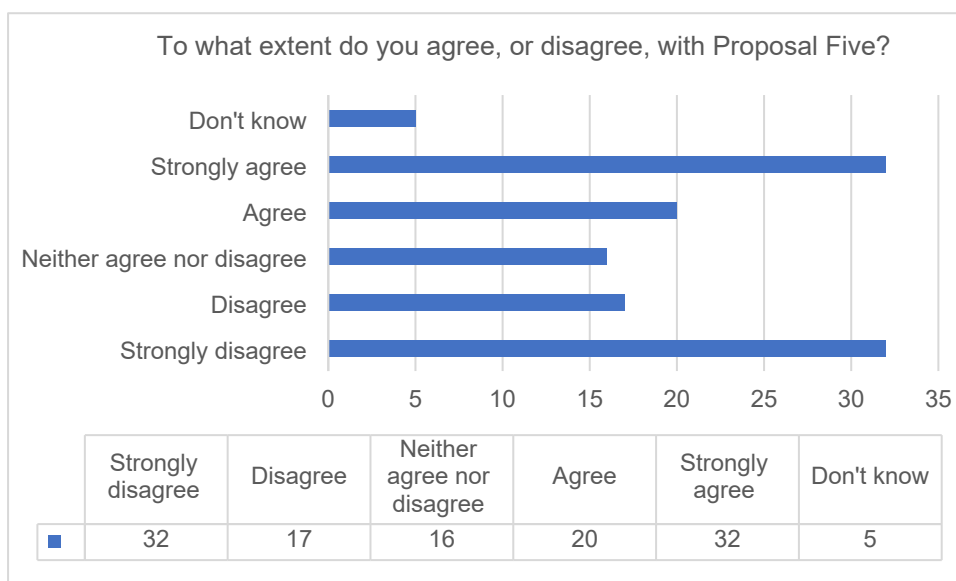
living across the board.. I want them to be able to finish their KS4 education in their current school without being penalised in this way. to me it's another example of middle England being hit. Not earning well enough to be able to afford this without sacrifice, not eligible for any benefits.
I think that's an outrageous amount considering that school is compulsory. Surely a review of non essential travel should be done first before an increase it's onky a £2 saving from southern vectis and they are the biggest profit making transport company in the UK.
If means tested then yes
If the council cannot allocate students their localSchool they need to provide transport regardless. A huge issue where the local free school denies local children entry!
If they can afford to vape, they can afford this cost.
If they went to nearest school it would not be a problem
In a recession with inflated bills & rising costs & the knowledge that SEND parents are less economically well off than others is this really fair & just?
Inflation may go up but your cost are above what they should be anyway plus as the council you wish for lest traffic on roads this will never happen with the cost of school transport
It is astonishing that the council believes a near 50% increase in costs within the next few months is within the capability of any families budget, particularly in the current economic climate. An understandable inflation linked increase would be acceptable but this proposed increase is severely out of touch.
It seems a high amount of money to get your children to school each year and is a large increase on the current rate. If it's going to increase it would need to be in smaller increments.
Most school buses are running around half or quarter full so get rid and let the children travel on service buses
No. Parents are struggling during the financial crisis. This will increase home schooling and non attendance. The amounts are not realistic. The council must work on reducing administration costs and must protect and increase services. There are gaps in services to primary and secondary level. The rural nature of the island must not stop pupils from gaining education in a setting that meets their faith, send and academic abilities.
Parents are already struggling with cost of living crisis. Lots of families with a SEND child are financially struggling. Due to the extra pressures they face. Why should they be out of pocket because the school that meets their child's needs the most is out of area.
Parents are responsible for getting their children to school
Parents face enough costs and pressures already and the council has just put up council tax again
Parents should contribute it should not fall on council tax payers
Parents should contribute to costs
Parents should pay more or arrange for their own children to be taken to school.
Parents/carers should not be burdened with these costs. Funding should come from central government.
Ridiculous price rise for families that are already struggling financially. Many places elsewhere in the country, kids get free travel/school travel, but because its the island, we are charged extortionate amounts for school bus travel already.
Stop wasting tax payers money on things like the council car park at County Hall being resurfaced for £30000 when the roads are in far worse condition and stop trying to make savings by penalising the community who are suffering enough hardships
The cost is very high particularly for a family of multiple children, and that no fares can be clawed back when the child does not attend school. Additionally it feels unfair that a hard working family has to pay for a bus whereas others do not pay for a taxi or personal service

The cost of living crisis is hitting families hard. Extra travel costs for everyday travel to school will only exacerbate that.
The cost should reflect the outlay and it seems reasonable to increase the annual charge by a measure comparable with the rise in inflation.
The government should allocate extra funds for councils to provide transport rather than expecting parents to bear further financial hardship in order for their children to receive an education.
The initial increase of over 45% is unacceptable. A CPI increase is acceptable, but the proposed increase for the next school year shows a complete disregard of the current economic impact has on parents, and portrays the council as being completely out of touch
The price increase you are suggesting is 46% how on earth have you come up with this figure ?. We don't drive and wanted the best education for our daughters and a school of our choice rather than the nearest. This amount of increase is a disgrace to families already coping with a cost of living crisis. Surely an inflation based increase over the past 2 years would be more sensible than what you are currently proposing.
The price should be kept lower to encourage students to take the bus rather than private travel. There are many spare seats available on most routes
The sums of money are quite high so the price difference is going to be challenging.
These seats are not really spare. Many of these services would have not run without the school routes. There should be better local provisions if you want to charge more for seats. We already pay enough council, corporations or personal taxes. Eliminate the waste instead of rising prices like corporations have to survive and stay competitive.
This is a big increase. Only working families not on benefits are going to have to find this extra money to subsidise lazy people claiming benefits.
This is a lot of money to pay out when the is is going that way any how! Surely something is better than nothing?
Too expensive
Too large a hike in the price from Sept 2024.
We pay enough already. This is not a privilege!! Do not penalise parents who pay for their child's travel already. The rise is too much.
We should be paying for the national legally required minimum. Anything other than that should be charged at a market rate - i.e. what would it cost to get that child to school on southern vectis?
When you ask do we agree or disagree it is not clear in the response offered disagreement indicates the charge should be more or less than proposed. This is a very large increase. If you needed to make the increase you should have thought of it last year and made an incremental increase. This only represents a 30% reduction of the typical 190 day academic year with two bus rides costing £2 each.

(Proposal Four – Part 2) To what extent do you agree or disagree with the proposal to introduce a parental contribution for exceptions to policy and to increase this contribution in line with inflation (Consumer Price Index (CPI) from September 2025, with inflation-linked increases also being applied in future years?

To what extent do you agree, or disagree, with Proposal Five?	Responses	Percentage
Strongly disagree	32	26%
Disagree	17	14%
Neither agree nor disagree	16	13%

Agree	20	16%
Strongly agree	32	26%
Don't know	5	4%



(Proposal Four – Part 2) If you would like to explain your reasons for any of the answers on this page, please do so below.

Absolutely extra tax!!! IOW have a surplus of old people yet lack youngsters age 15-19 and below. We are taking our children away asap! As no future no hope here. Good luck! You need it! You are punishing the few staying with children. Schools are far far away / centralised. Then pay a highly priced extra tax. Absolutely not!
Again, people would get this service if they didn't need it, stop making people cough up cash to cover your deficits
All parents should be treated the same on who has to pay. However I do feel the rate should be capped.
Already commented on this matter previously there is no need for a repeat performance.
As above
As before
At present our family pays the entire costs for school transport. It would be fairer to share out the budget to all students at a flat rate so that the parental contribution was the same for everyone.
At these prices it needs to include travel at any time not just school travel.
Crazy amount money
Families are struggling financially and this will add to stress related to the cost of living.
Family are struggling enough with the cost of living going up
how would this encourage more environmentally friendly transport options?
I am unclear on the reasons that the council provide transportation where they are not obliged to do so. Those reasons need to be looked into and if they are deemed to be valid then those families should contribute as per any other policy requirement. Where there is no valid obligation then those family need to make provisions as per any other family.

I feel without knowledge on why the children have these funded places it is difficult to comment. BUt the method of paying a bit more to travel further seems fair and in line with services such as southern vectis
I get the sense behind it but there are parents out there that possibly won't be able to afford what is being proposed. If this leads to increased home-schooling it would be hugely detrimental to the child.
I understand the LA needs to save money, but young people with sen should have the same chances as everyone else. Having a disabled child already costs more for the parents
If it's an exception to policy, the parents should pay.
If parents can afford then yes
If people want to insist on a provision that is an exception to existing policies, they should have to fund that themselves, or alternatively choose a closer school. As a parent whose children attend a school which is not the nearest one to us now - by choice, I accept that I need to pay for that choice (though object to the disproportionate increase currently being proposed.)
If there is no statutory duty to provide assistance for transportation then why should the Council have to foot the bill? The parents should be made to contribute.
If they can afford then yes
Is this for taxis? If so think I agree if these children have been made an exception. Theres no exception for my children if they don't get a spare seat!
It is not the fault of the children or parents that the secondary school system on the iow is woefully inadequate. There is often no choice but to send a child further away to school to ensure they receive the education they are entitled to.
No. These amounts are very high. It must be understood that if a pupil has been offered transport it should be funded. Priority must be given to pupils seeking the correct education. The rural nature of the island cannot be allowed to be a barrier to this. These amounts are not realistic at this time. Hard working families are struggling.
Nothing is free
Parents should contribute to costs
Presumably the exceptions are made on a case by case basis. If exceptions need to be made then the current policy should remain in place. I'd suggest a review of the policy to determine if the parameters that define an exception are still valid.
Ridiculous costs
Same as previous answer
SEND Parents are at a disadvantage financially & in a recession is this fair?ally due to
So overpriced as it is very greedy council as normal
the cost of a weekly, monthly or annual bus pass is not dependent on how far you travel on it, so why should this be?
The government should allocate additional funding to councils for home to school transport rather than piling further financial hardship on to parents trying to give their children an education.
The school contracts with Siuthern Vectis is not git for purpose and doors not run efficiently some buses not full and more buses needed for special needs children. Other options need to be looked at.
This is substantially above the £2 cap implemented by the Government https://www.gov.uk/guidance/2-bus-fare-cap#other-help-with-transport-costs . (about double the £2 cap, based on two trips per day over 190 days)
This should be based on something better than how far a child lives away from the school...I'm sure where this only affects 14 children then the council can cover the costs rather than hitting these poor parents with in some cases over a £1000 bill
Too expensive

Whilst I agree that the parents of the 14 children should be paying for their travel, by my maths these proposed charges even at the highest level wont cover the full £21.5k costs?
Who could afford over £100 per mile ? Outrageous.
Why should a parent pay more if the nearest school is further away than that of another person. I am sure we would all like a school our child can walk to with us if required or without us when older. This is not a fair option. Are you going to build a school within the 5 mile radius of every village on the Island to ensure fairness and access for all?
You haven't explained what the 'exceptional circumstances' might be? So it is hard to pass judgement

(Proposal Five) – The rewording and updating of the Policy to ensure it reflects the latest Department for Education statutory guidance.

If you have any feedback on the changes to the Policy, please explain these here.

Agree to inclusion of the above sections
Agree to update
Agree with additional clarity
Although some points are good, the majority are not. The policy it not an easy read, it seems to imply that we have access to a lot of regular, reliable public transport services on the Island which we dont. I think the council realise this and because you cant organise them. It also seems everything you have managed to put in place you want to charge us more for. There is nothing in this of benefit to a family who can not, through no fault of their own, have a school within the walking distances set out in the Policy
Always a positive.
Any policy that can be made easier to understand has to be a bonus.
As long as the changes benefit families as opposed to finding loop holes for the council to avoid offering free or low cost transport?
As this service is now back under the management of the Council surely the Council could directly employ drivers to deliver this key service to ensure vulnerable children receive a good education
Bring back Wightbus and have the school runs run directly by the council again
Children to travel on service buses like they did in the past. Probably cheaper.
Clarity is always a good idea!
Home to school transport should be directly delivered through the Council and not via very expensive taxis who then don't work in the evening when needed
I agree a clearer less wordy policy would be massively beneficial We have been extremely confused when choosing a school place that there was no catchment area for school but there is for transport
I feel strongly that school transport is available for children who cannot walk to school or 6th form/college.
I fully understand and accept there needs to be change as the budget is over spent and funding will only become worse. My concern is that SEN children and their families will be hit the hardest when already they are faced with so many challenges just surviving the day. School transport is essential for many and to charge excessive amounts will put many under considerable financial pressures.
I live in Havenstreet, and would be very keen to see ANY kind of buss pass through to enable my children to travel to school on pubic transport.
I see these changes as very positive and will clarify expectations for professionals and the families they support.

I would proceed with caution here. Children & young people with disabilities are entitled to transport by law.
It certainly needs simplifying and made clearer.
It is essential that the obligations of all parties to the agreement are clear and understood.
N
Overall the policy changes seem fair and flexible enough to work for individuals with more complex needs.
SEN should have priority as not all schools are suitable. But we should be in line across the country.
Statutory services should be provided directly by the Council as creates local jobs and service improvements
The policy does not provide sufficient information on the extra details that will be made available. There should be specific templates, processes or procedures accompanying the proposed changes so that it is clear what is being proposed .
The school named in an EHC plan is by definition the most suitable school. Thus transport should always be provided to that school for a child with SEND, regardless of proximity to home. I do not agree that there could be a 'nearer school that can meet needs' that subsequently invalidates the Local Authority's responsibility for transport. I do not agree with including this section 'Parental preference for children with Education, Health and Care Plans' in the policy.
This sounds reasonable. Anything becoming 'easier to understand is desirable.
This would be welcomed.
Try to help out all children
Updating the policy would be good - sharing out the funding more fairly though a personal transport budget for each and every student that needs transport would be better!
Use more minibuses and less expensive taxis reduces no of vehicles overall
Why would this not be the case already?
Yes, laws must be upheld. Faith is a huge issue in terms of primary school transport. The council must gain a better understanding on this topic, appreciating the differences between Catholic and CofE and non faith schools, and create a faith policy at primary school level. For example a Catholic school child may travel from Ventnor, Shanklin or Brading to Ryde for a faith education. There is no transport or funding provided for this child, and no bus service at the Catholic School on East Hill Road in Ryde, just an empty unused bus stop? They are expected to take a public bus at their own cost, with a steep hill walk each way? The public bus times do not match the school start and finish times. There is a lack of early morning services. Also, a child may wish to travel from Brading to Newport for a Catholic Secondary education, again no bus service exists for this rural child, they are expected to use two public buses each way at their own cost or walk? The council must examine the gaps in transport for rural children and better understand faith from preschool to secondary level. All schools must have a bus service that stops outside the school to aid school attendance, travel from other areas and disabled children and parents. Currently only some schools are being provided with local services and school transport services. Please review each schools access to a bus service stopping directly outside, and the bus times offered. Equality amongst schools must be reached. The school transport pick up times are poorly matched with the southern vectis times. There has been an absolute failure to combine these services for rural children. Administration costs must be decreased. Priority must go to the funding of the actual transport for the children that need it. Too many services were cut during covid, cutting school transport should never have been an option. For rural children there must be better access to the best fitting primary and secondary education, considering faith, academic and send needs. IOW has many areas that are in the bottom 5% of the country for deprivation. It has the worst school results in the country. Shockingly bad statistics, which will not be improved by removing services and punishing hard working families with price increases, during a

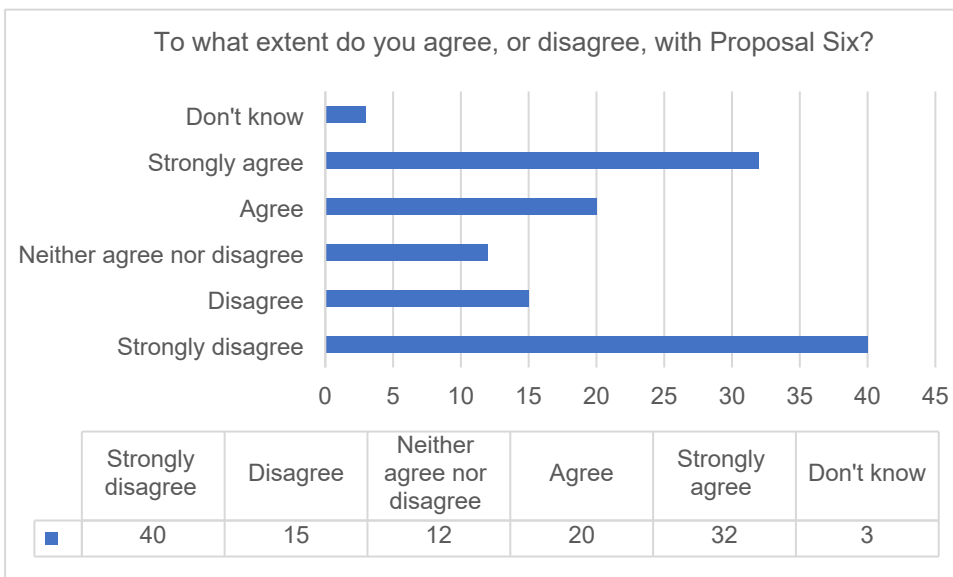
cost of living crisis. The council must support all pupils and families to stay in education. Price increases will cause extreme poverty and non attendance. Now that covid restrictions are over, the council should reinstate full services again and seek to close gaps in the transport network to provide a better service, whilst respecting faith, academic and send needs.

Yes, providing it does not differentiate between the age groups or their backgrounds.

You should be worrying about the children and parents rather than going through paper work. This is about children's education and their already struggling families and that should be the priority here.

To what extent do you agree, or disagree, with Proposal Six: to remove the entitlement for Year 10 and 11 students who move out of the area and wish to remain at their current school?

To what extent do you agree, or disagree, with Proposal Six?	Responses	Percentage
Strongly disagree	40	33%
Disagree	15	12%
Neither agree nor disagree	12	10%
Agree	20	16%
Strongly agree	32	26%
Don't know	3	2%



If you would like to explain your reasons for any of the answers on this page, please do so below.

Again attempting to penalise people for their personal circumstances

Again children should be provided with transport to attend school at no cost. It might not be through choice that they have to move especially given the rental market and cost of living crisis. As I mentioned before make the oap bus passes more means tested and allocate the spare money to the children.

<p>Although this is expensive for the council, continuity is very important for children and they shouldn't feel the need to move schools or disrupt their learning because they can't afford to travel to their school.</p>
<p>As a parent I have a right to choose which school to send my children to and I choose to send my children to a faith school which has a catchment area of the whole island. However, this fact that the school has a catchment area of the whole island is ignored by the council who state that because I chose not to send them to their 'local' school I do not qualify for free school transport even though the distance from home means that I would qualify if it was any other school. I am penalized and not given any help to get them to school even though in the case above would I technically qualify for free transport? This is unfair and I feel the example above, allowing other pupils to access free transport is discriminatory against us a faith family.</p>
<p>Charge parents or stop this service</p>
<p>Disruption is a debilitating factor in education. The choice of moving the availability of accommodation is not always within the control parents, particularly those in rented accommodation. It is in the communities interests that schooling is not disrupted in this way. Local schools need to be encouraged to attract students, parents that have moved should be enabled and encouraged to continue to send their child to their chosen school.</p>
<p>Disruption to education in GCSE years . Especially when many are forced out of area by rental crisis</p>
<p>Don't punish the children and their education. Stability at this age is vitally important but if they still live on the island but have moved further away from the school surely they deserve the option to stay in the same school and have available transport.</p>
<p>Excellent idea</p>
<p>I know it's unfortunate but it's far too disruptive for pupils building up to GCSE's. And why discriminate against a particular age range anyway?</p>
<p>I strongly disagree with this as it is a choice people can make. If people choose to move and don't want to fund the ensuing transport cost, then they need to factor that into their decision to move. Either stay where you were living - because you don't want to incur the extra transport costs involved by moving, or move and absorb those costs, as residents have to do with other factors such as commuting for work or leisure.</p>
<p>I think there is a danger that the wholesale removal of entitlement would disproportionately impact families whose financial situation means that they would be unable to support their child in a change of school even if it is in the best interests of the child to move schools.</p>
<p>I think this needs to be addressed on a case by case basis as disruption to a child's education at this age can be detrimental. Of course there are scenarios where families need to move away due to work, health etc... but it shouldn't be assumed that is always the case. Therefore I believe there should be criteria thresholds that should be met before free transport is required.</p>
<p>I think this should be means tested or contribution adjusted. BUT also apply to children in other years who struggle to fit in at school whether that's due to SEND or mental health. Children in 10-11 are not the only ones affected and some schools start GCSE work in year 9 so the effect would be the same</p>
<p>If parents move any further that is their choice generally, therefore it is correct they should cover the increased cost. However there should be some exceptions where evictions, escaping domestic abuse etc to safeguard the child & family & prevent falling into poverty therefore in these circumstances I would object.</p>
<p>If there is a closer school then parents should pay if they choose an alternative school</p>
<p>If they want to go out of their catchment area then yes they should pay. They should be given a place at the closest catchment school.</p>
<p>Impact on education and emotional wellbeing.</p>
<p>In normal society, one cannot deprive one group from another. All need to be educated equally, otherwise society will fail to the detriment of the Country.</p>

Isle of Wight children have enough to contend with in the current education system without being penalised for not wanting to change schools if parents have moved to a different area (whether voluntarily or not).
It depends on whether the move was the parents choice or not - if it was then tough! But if fleeing domestic abuse, moving due to the rental being sold or unsuitable etc then that's different so might need to be discretionary
It is a crucial age for those children in education and they should be supported as much as possible
It's not there fault they have to move
Lots of people cannot find place to live and have to be mobile. You are AGAIN punishing minors for adults decision / needs. Vital for children to stay at school where they thrive. Your proposal is backwards and discriminating against youngsters! No wonder why so few want to live here unless retired!
Many families have to move for financial or practical reasons beyond their control. Residents in certain areas of Ventnor, for example face an uncertain future. Moving home can be a traumatic enough event for some children without losing the stability and continuity of a familiar place of education and their peer support network. Children should not be penalised for the decision of the parent / carer. And families should not be penalised for events and situations necessitating a move, which are out of their control. Students at TIFS begin their GCSE programme in Y9, so to deny them access to the rest of their programme in Y10 & Y11 would be unfair.
Moving out of the school area is a choice
N
No way.
No. This child may have had to move due to the cost of living crisis or for personal or financial reasons. It is not their decision or their fault. It is hugely important to allow them to continue their education during their exam years. The local school is not always the best fit in terms of faith, academic or send needs. Services to secondary schools must be improved.
Parents make the decision to move they should pay.
People move for many reasons including eviction from rented properties. They do not chose to move out of area. They still need funding.
Personal choice
Should be reviewed on a case by case basis ie what was the reason for the move. Don't have a black&white rule for this.
Since COVID more and more children are missing school therefore all children should be able to get safely to and from a school of their choice
Stability and consistency is key for students especially when studying for qualifications. Disruption is likely to influence results and may impact on IoW statistics.
Support all children and families to attend the school they wish to attend so they can fulfil their full potential & not be concerned with the costs
Surely if it's personal choice to move out for area then it's for them to organize transport?
The entitlement should be removed in line with the DoFE guidance.
There are currently a lack of school places in Year 10 and 11 across the Island. A lot of Secondary Schools refuse to take in Year 10 and 11 due to the difference in GCSE options as well as lack of space in certain GCSE classes, therefore the child would have to remain at their current school in order to carry on with their GCSE's. It doesnt seem fair that although a child has moved out of the area from their current school that they should then have to pay for transport to carry on attending. The whole reason for Year 10 & 11 transport was to support the continuation of learning during the most important time of a child's education. To expect a child to move schools during this time and to then have to

potentially pick completely new GCSE options and then have to catch is going to have a massive detrimental impact on their learning and the outcome of their GCSE results.

This would be disruptive to a child's GCSEs.

This would cause a lot of stress to those families who are already in a highly stressful situation - moving house in a GCSE year is very disruptive. Perhaps if everyone was offered a personal transport budget, this issue would not arise as everyone would be given an allocation to help with their travel to school regardless of whether they moved out of the school's catchment area or not.

Upcoming pressure on school places will be impacted by volatility if pupils are not going to their nearest school. There is also an environmental impact of students travelling unnecessary longer distances.

What if a family have had to move out through no fault of their own and the only property they can find is in another town, the Island has a serious shortage of houses available to rent. Can you ensure they can complete their GCSE's that they have studied for at another school? Or will they be forced to leave as parent cant afford to pay transport costs? At least look at keeping it for Year 11.

Please describe what, if any, impacts the Policy for School Transport provision on the Island may have on you, people you know, or your organisation, group or business.

1. Putting too high a price on school transport will encourage people to drive their children to school putting unnecessary pressure on the local road network each child driven to school is FOUR unnecessary journeys per day. This additional road use should be included in any consideration.

2. Pricing-out parents from shared transport will only increase the cost for the remainder and the cost to the council of providing the transport they are required to provide by statute. Surely, it is better to offer a competitive price and since it is a regular service with committed passengers the actual cost should be substantially lower than the ad hoc fare charged to every day passengers for similar routes?

3. The council would do well to rationalise routes, particularly, longer ones, so that children do not spend more than 35 minutes in a bus commuting to school - why does a bus from Ryde/Seaview/StHelens/Bembridge to The Free School have to travel around Ventnor estates already well served by local buses adding an extra 10 minutes to the already very long journey - particularly when no one uses those stops?

A big issue is that parents have to request school transport before they know what school their child will attend. There are also some parents who pay for travel and some who don't depending on the school they chose. This feels unfair. Surely all parents could pay a smaller contribution, fewer cars would be on the road and school buses could be arranged more efficiently.

Add more financial burden on an already stressed out family trying to do their best to support their SEND child.

Additional costs added to council tax in order to subsidise other peoples life choices

As a green island we should be cutting back on school transport, especially on the south of island where we have old pollution coaches and taxis, they should all be Euro 6 emission.

As before, a but through Havenstreet.

As I previously said, I have struggled to keep up with the transport costs for my two children's privilege seats this year. Previously, I was able to take them to and from school six miles away, but due to a change in my work situation, they have needed to avail of the privilege seat scheme this year, which we are very grateful for. My children attend a faith school, they always have since starting school, and this is the basis for them needing to travel for their education, and they should not be penalised financially for that. I accept that it has to be paid for, but strongly object to the rate of increase being proposed at this time of financial pressure from all sides on us consumers and tax payers. Why increase it

<p>now after keeping it static for several years, if not only to increase revenue to fund other things? Why is education taking the hit for other causes to be prioritised? Certain children's education is being penalised in this way and that is unfair.</p>
<p>Child in secondary already. 2 in pre-school so won't benefit or suffer for some time on any changes as the eldest walks. However if we moved school I would accept my responsibility to drop off not expect it to be paid!</p>
<p>Children struggling to get places on the buses</p>
<p>Children with complex health needs do not come in one size fits all, their needs will differ so they need to be treated as individuals. I am hoping the policy updates will be clearer for parents to use. I previously paid for transport for my child for several years because transport couldn't be provided for them by the LA, it's not something I could afford but I was determined they were entitled to an education, a personal transport budget would have helped me at the time. Sharing transport can also cause problems of it's own depending on the behaviour of the young people. My child is a wheelchair user but we live where there is no accessibility so we have no other option but to use taxi's</p>
<p>Cost for families, sudden increases of cost, improvements on extending existing council routes to cover areas which would generating money for the council reducing environment impact and congestion of numerous vehicles going to the same sites, good care provision of firms guaranteed, children travelling for less time and with security and friends</p>
<p>FAITH: This is a huge issue. There is no council policy on faith at primary level. This must be reviewed. Pupils of all ages must be able to access education from preschool, to primary, to secondary within their faith. The distinctions between Catholic, CofE and non faith must be better understood and observed. ACCESS: School and public bus services that stop directly outside every school, not just chosen schools on selected routes. This is for the benefit of all in particular disabled persons and those with young children. Unused bus stops must be brought into use, if they are located close to a school. Routes must be adjusted to enable school transport. AVAILABILITY: School bus and public bus times that match school start and finish times. Increase early morning and afternoon services on public and school buses. Improve combination services. Reinstate removed services during covid. RURAL ISOLATION: A better understanding is needed over pupils wishing to access schools, not in their immediate area. Routes must be assessed and improved to permit the best fit in terms of faith, academic and send needs. ADMINISTRATION: Admin costs should be reduced where possible. Funds must be used to improve services for pupils. Transport should not prevent education.</p> <p>FINANCIAL BURDEN: School transport must be where possible subsidised or kept to a minimum cost, to remove the financial burden on hard working families Greater consideration on the Island's areas of deprivation, poor school results, and the cost of living crisis.</p>
<p>Future plans to close some schools will impact on level of transport needed</p>
<p>Having 2 children of school age (one Primary and on Secondary at present), this policy will have a significant impact on me and my family. If funding was offered at a flat rate to everyone as part of a personal transport budget, it would be a much fairer system. At present I have to find £450 per term (£1350/yr) for one child to attend an allocated high school place (allocated to him by the local authority). Next year this will rise to £900 (2,700/yr) as his brother will be of high school age. However, this will not happen as our family cannot afford this. Instead, we will have to drive our car twice daily, along with the 44 other pupils from our area who are also attending the Free School, to Ventnor from Freshwater and back twice per day. The carbon footprint of this is terrible and contradicts the IWC environmental and sustainability policies. IWC could make a big difference by levelling up the funding and encouraging the use of shared transport.</p>
<p>I am aware it will impact people's finances, ability to work if they have to incorporate taking their child to and from school.</p>
<p>I am concerned about the removal of Free Transport for 4 Year Olds. Although they are not legally school age until the term after their 5th birthday they are still expected to attend</p>

<p>school the term following their 4th birthday. I have a daughter who is not currently school age but we live in the Newchurch Area, as I understand from the current policy my daughter would be entitled to Free Transport to Newchurch Primary as it is her nearest Primary School and it is an unsafe walking route. We are friends with parents who are currently accessing this transport at the moment which is why I am aware of it, however looking at the new policy my daughter would not be eligible for this transport until the term after her 5th birthday which would be the September. We don't have access to a car and there are no buses where we live in Newchurch that we can access so does this mean my daughter is going to have to miss out on an entire year of education due to her not being eligible to access transport even though she will be expected to start school when she is 4? Also will Newchurch Primary keep my daughters school place open for a whole year whilst we wait for school transport to be put in place the term following her 5th birthday? If they aren't going to hold the place open then my daughter could potentially lose a place at her nearest Primary School and then be expected to attend a school that is not her nearest.</p>
<p>I am concerned that my children and those of other parents may struggle to get their children educated at the school of their choice without some sort of council provided/funded travel assistance in place especially given the expense/poor state of public transport on the island. I would extend this particularly to children with special/behavioural needs.</p>
<p>I currently have 2 children of school age that use school transport provision</p>
<p>I feel that changes could adversely affect families who do not live close enough for children to walk to school or have SEND needs. This service is relied on by many families.</p>
<p>I feel that this is not a reflection of how to empower or prioritise children. We have seen other areas in the county removing local transport for children with disabilities & this is unacceptable & unjust.</p>
<p>I have 3 children with ehcp who all attend different schools, 2 use a shared taxi with an escort, and despite the clearly laid out policy every school year I have to fight and get social services involved to get the provision set up again for the following academic year, which transport dept themselves the always leave till the 11th hr before letting us know who the service operator is and the arrangements. I have enough stress and difficulties without a straight forward process being made so difficult</p>
<p>I have a child with severe learning disability who attends St George's. It is not my local school so I need a transport provision that also makes it possible to work rather an assumption that I wish to rely on benefits.</p>
<p>I have children who go to secondary and primary school and we live in a rural area.</p>
<p>I have one child at High School currently and another who will start High School in 2026</p>
<p>I have two children with SEND but transport them at my own cost currently so limited impact on me, but I know some parents who rely on the transport</p>
<p>I need this essential service as a service. Why is the Council using expensive taxis companies rather than internal provision. More taxis or cars on our road networks means more road congestion and pollution.</p>
<p>I was refused home school funding because I moved out of area due to tenancy ending. To change schools every year would be costly to the LEA and very disruptive for the children. About time policies took the needs of the children into account.</p>
<p>I work at a special school where the majority of students benefit from school transport. Some of the changes will cause additional stress to both families and professionals. it may also impact on outcomes and school attendance.</p>
<p>I'm a parent of a year 7 child. This will impact myself and my peers.</p>
<p>If parents drive then they should expect to take the child to school themselves if practical, if not then they should make a contribution to the service. I do not think it is the council's responsibility to pay for transport for a child if the parents move, for example. Funds for this service could be allocated to other sections of people on the Island, i.e. elderly.</p>

<p>If the cost of spare seats increases I will not be able to afford to send my children on the school bus and will be forced to consider them getting the public bus from East Cowes to Newport and walking up to CKC. I'm not happy about this at all, especially in inclement weather, dark winter morning and afternoons and given the crime and general antisocial behaviour in Newport, especially around Church Litten and the bus station. Otherwise I will need to add to the congestion and pollution between East Cowes and Newport twice a day at rush hour by taking them to and from school.</p> <p>I strongly ask that the council run a public/parent consultation to see if it is feasible to provide paid bus services for all pupils (not running the current spare seat option) for school buses, especially on routes where a 'home to school door' service is not available on public buses eg East Cowes to Christ the King and Carisbrooke college. Schools such as Medina are much more accessible by public bus. The Carisbrooke schools are difficult as buses terminate at the bus station and the service from there to the Carisbrooke schools is very intermittent.</p> <p>This could mean more pupils paying towards the cost of the bus whilst also allowing as currently for free transport pupils to travel on the bus.</p> <p>Also please consider allowing sixth form students on the bus services, more income for the council and they can act as a responsible example to other pupils.</p>
Impact on many children & families at school
Improving the value for money positively on my council tax contributions.
It doesn't help many students
It has a terrible impact as the cost of school transportation is a large sum of money that comes from our family earnings
It is key that all vulnerable children are enabled through transport provided by the Council to attend school to receive a quality education programme aligned to their individual needs
It is likely to mean gathering yet more evidence to support entitlement to school transport and further use of the appeal process
It just sounds to me like you want to dissolve and remove all the transport that you currently provide that is essential by pricing it out of parents reach.
It may effect those outlined below most
It will have no direct impact on me, but certainly will have an impact on Island society if the IOW Council discriminates against certain children from certain backgrounds and ages.
It would mean more parents having to sacrifice work to drive children in. More traffic etc! It's always been a battle to get a seat and it needs to be safe transport to school. The council Need to play a part in this.
Limiting School Transport provision to children of compulsory school age may have significant impact on primary schools which have 4 year old children who are reliant on school transport provision. If they are not entitled to it and parents have no option to get their child to school then they may be kept at home until they reach compulsory school age. This would have a detrimental impact on the child's development and a negative financial impact on school funding.
More council tax I would have to pay to prop up the breeders.
My child has no other way to get to sch as we do not drive. She feels anxious about public transport and we are happy she gets to school safely. We pay for a privilege seat for both our children and wish this service to still be available at a reasonable price.
My child has SEN and is receiving taxi transport (without PA) to and from school. This gives him independence which is vital for his continuing life journey. Also it enable me to work in a school and earn a wage. Without this work I would not be able to provide all the other things he needs
My child takes assisted transport (Southern Vectis) to their SEND placement school.
my child who is autistic & non-verbal did not qualify for transport as we are just below the required distance. This has forced us to reduce our hours of work - to pick her up.

My children are just about to go to high school so will probably have to get a bus to school. Whilst I am not struggling financially I imagine a lot of people are. I strongly believe that you should not have to pay for a basic education, transport to the school included. It is not fair to say it's compulsory to go to school and then that you have to pay to do so. I think that to get more money in the council (or government) should change the council tax system - it is ridiculous that you pay £200 for a large house in ventnor but only £30 for the same house in niton. I read that in wales they are rectifying their system- this is better 'levelling up' strategy and would ensure that people with bigger houses are paying their fair share- I dare say they can afford it. Also review giving oap 'a bus passes when again many of them have loads of money- my parents are eligible but have no need for it. I had an 'islander card' when I was young which allowed me to travel free on a bus after 6pm as a teenager, this was invaluable to me and allowed me to see my friends, I think given the mental health crisis our youth are experiencing something like that would actually really help- they could see their peers and socialise more.

My children both have transport as their schools are in two seperate areas and they both attend specialist provision.

I personally think you should look at the amount of mileage you are paying parents to take their children to school, when they could easily use transport that has been made available to them for this purpose, many of these parents claiming mileage have mobility cars for their children, which any repairs etc are covered by the mobility scheme.

My daughter gets a school minibus provided by the council. Without this she wouldn't go to school. I have carers in the morning who don't drive and she is not able to walk safely to school bus stop. She also has ADHD/ASD and has no idea about time. I would not be able to take her to the bus stop myself.

Need to consider potential future school closures and impact this may have on future school transport provision requirements

No current impact based on these changes

No impacts on myself personally, only the people I represent as a councillor

None apart from hopefully saving the Council money.

None other than as a Council Tax Payer, resident of this Island and as a caring human being.

None.

On an island with quite a poor public transport system, the council need to be helping children get to their desired school.

Parent of a child with additional needs. The changes proposed which include additional charges will be worrying for some.

Positively impact children we know with SEN. Negatively impact children in isolated areas of the island with regards to supporting Y10 & 11 in change of schools, due to necessary relocations. Negatively impact students at TIFS who start GCSE programme in Y9. Negatively impact low income households who would not be able to afford new transport costs to child's current school.

School budgets are largely determined by a PAN and primary schools that survive this year's cuts will be hoping to attract new pupils in order to increase that PAN and make their future more secure. If these proposals do anything to deter new arrivals in a particular school they would be hugely detrimental.

SEND children should be priority to receive support to regularly attend school. Currently too much home schooling in place

Should be fairer fir everyone

St George's school transport for students with SEND.

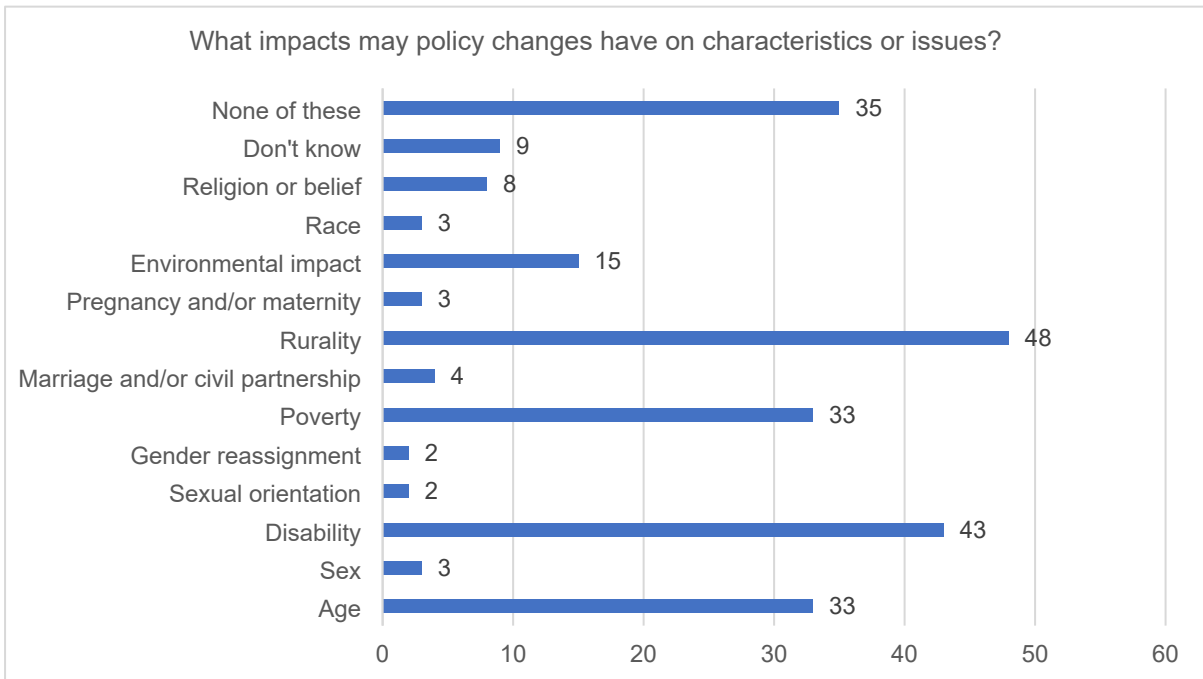
Stop discriminating children.
Let them have access to schools.
So few to choose from.

<p>Many have been below standard / Ofsted so no wonder why parents chose schools far away. If all your schools were good then less transport time. Many issues with schools. Standard seems to have gone a bit up in general. YET according to article I beleive 2023 or 2022 loW ranked the absolute worst place in the UK for school! Reflect on your own policies before punishing the few of us who remain with children here. I personally cannot wait to leave this backward thinking island with my children.</p>
<p>The Policy for School Transport should remain as is. None of the proposals benefits users. Stop penalizing parents of Children with Special Needs.</p>
<p>The Southern Vectis school unit is run by a pair of clowns who haven't got a clue what they are doing and costing the IW Council thousands plus most school buses are running around half or quarter full which is wasting taxpayers money</p>
<p>The transport policy says 5-16 but we live in Chale and my youngest starts school September, Will I not get transport because they are 4? Does the school hold the place until they turn 5 and can access transport?</p>
<p>There may be families at our setting who may need to use the school transport system in the future.</p>
<p>Those living in rural areas have less transport options and the school transport provision should encourage bus travel where possible. Parents taking children to school in private vehicles creates congestion.</p>
<p>Too much money being spent on taxis clogging up roads and damaging the environment. Surely the council could lease electric minibuses and then employ drivers themselves to take our children to school.</p>
<p>Travel training is a welcome addition and could reasonably help reduce costs while providing a lifelong benefit to young people with SEND.</p>
<p>Denying transport to schools named in EHC plans should not be policy, given the named schools have been judged to provide the best outcome for the children concerned. It seems very unlikely that there are nearer alternatives that are equally suitable; for why would a parent object to a nearer placement being named in the plan, if it was truly suitable? Such a policy risks further disadvantaging and marginalising families who are already struggling on many fronts.</p>
<p>Vulnerable children should receive support to travel to school to enable parents to work and contribute to society. Risk of more vehicles on road.</p>
<p>Vulnerable children should receive transport</p>
<p>Why would you review a policy prior to key decisions on school closures? Surely this needs to be done once school provision is agreed upon</p>

Please indicate below if the impacts you have mentioned above relate to any of the following characteristics or issues:

Changes to policy impacting on characteristics or issues:	Responses	Percentage
Age	33	14%
Sex	3	1%
Disability	43	18%
Sexual orientation	2	1%
Gender reassignment	2	1%
Poverty	33	14%
Marriage and/or civil partnership	4	2%

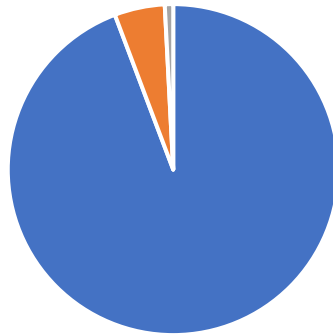
Rurality	48	20%
Pregnancy and/or maternity	3	1%
Environmental impact	15	6%
Race	3	1%
Religion or belief	8	3%
Don't know	9	4%
None of these	35	15%



Is this a personal response, or are you responding on behalf of an organisation, group or business or as a democratically Elected Representative?

Personal, organisation or democratically Elected Rep	Responses	Percentage
Individual	115	94%
Elected Representative	6	5%
Organisation, group or business	1	1%

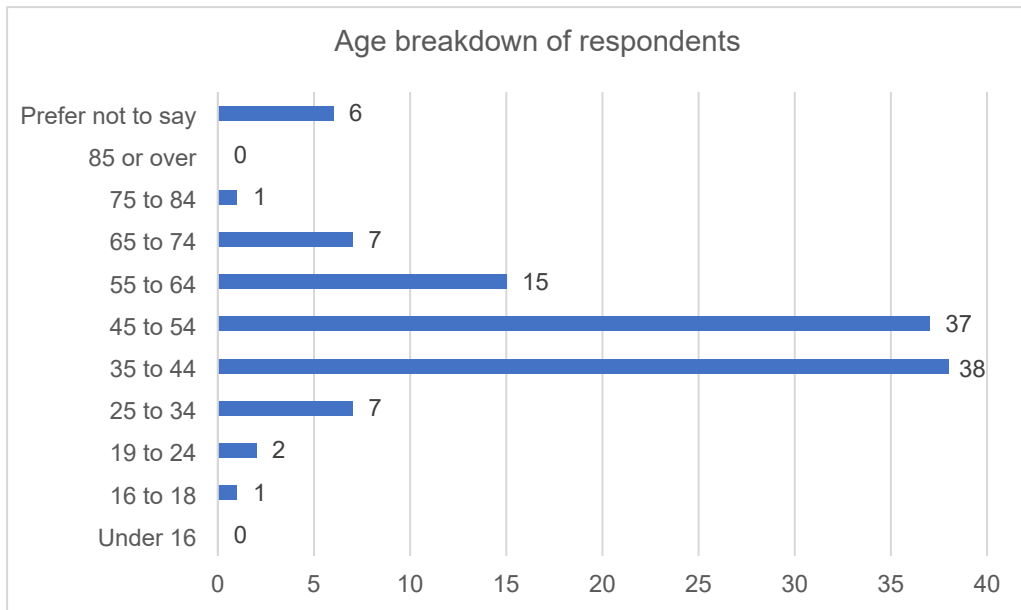
Personal response, organisation, group or business or as a democratically Elected Representative



■ Individual ■ Elected Representative ■ Organisation, group or business

What was your age on your last birthday?

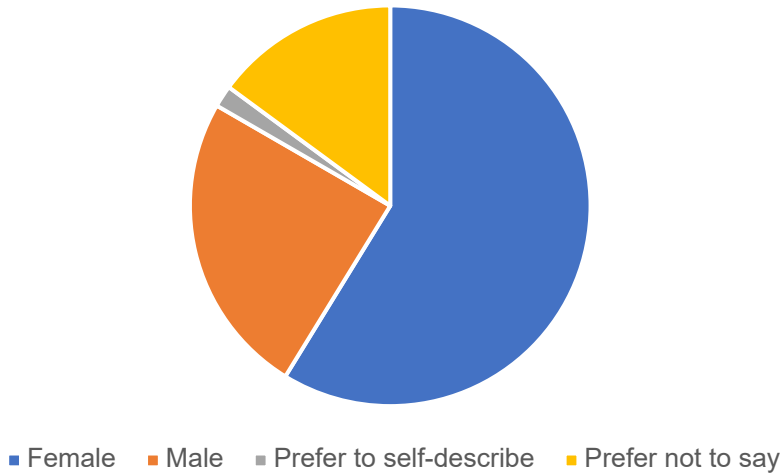
Age breakdown	Responses	Percentage
Under 16	0	0%
16 to 18	1	1%
19 to 24	2	2%
25 to 34	7	6%
35 to 44	38	33%
45 to 54	37	32%
55 to 64	15	13%
65 to 74	7	6%
75 to 84	1	1%
85 or over	0	0%
Prefer not to say	6	5%



Which of the following best describes your gender?

Gender identification breakdown	Responses	Percentage
Female	67	59%
Male	28	25%
Prefer to self-describe	2	2%
Prefer not to say	17	15%

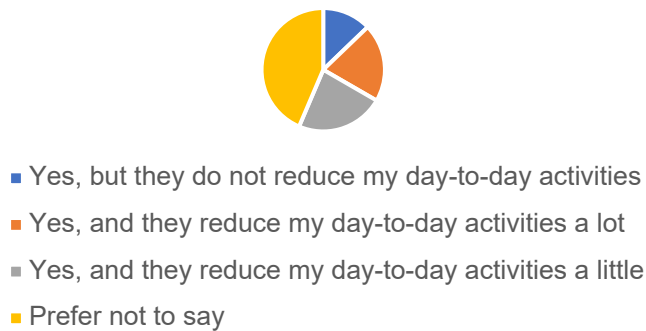
Gender identification breakdown of respondents



Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

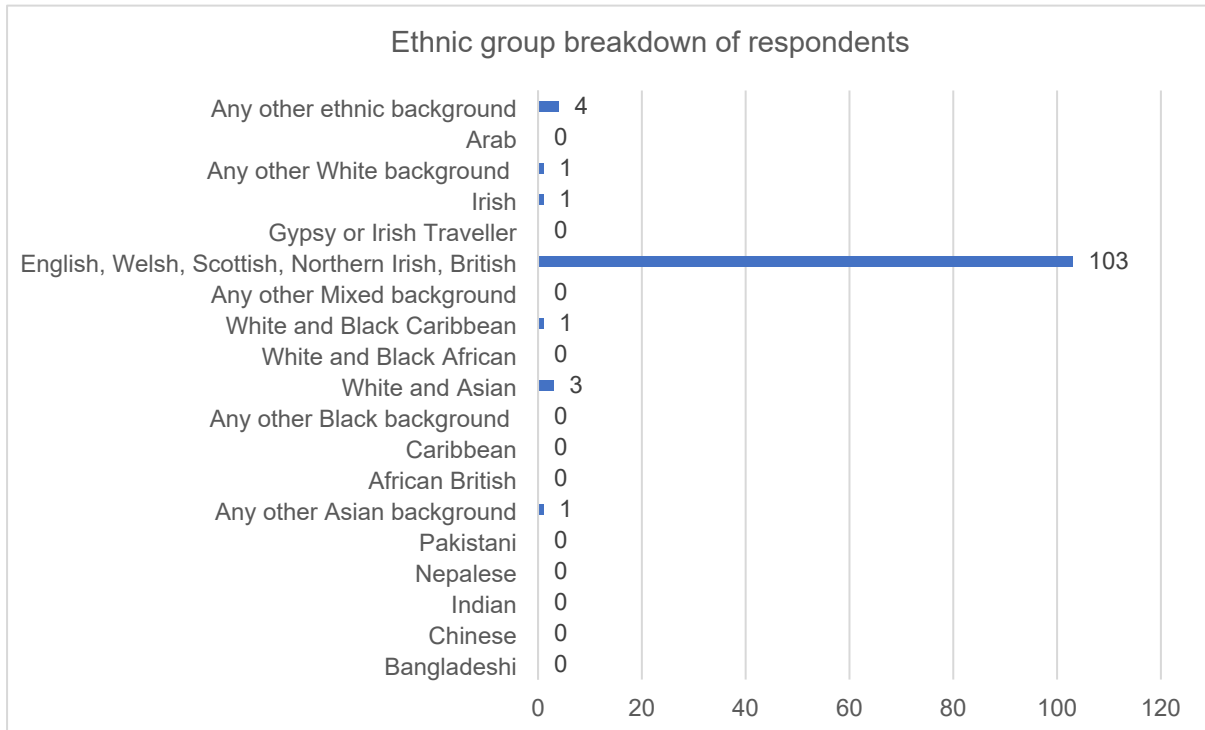
Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?	Responses	Percentage
Yes, but they do not reduce my day-to-day activities	5	4%
Yes, and they reduce my day-to-day activities a lot	8	7%
Yes, and they reduce my day-to-day activities a little	9	8%
Prefer not to say	17	15%
No	75	66%

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?



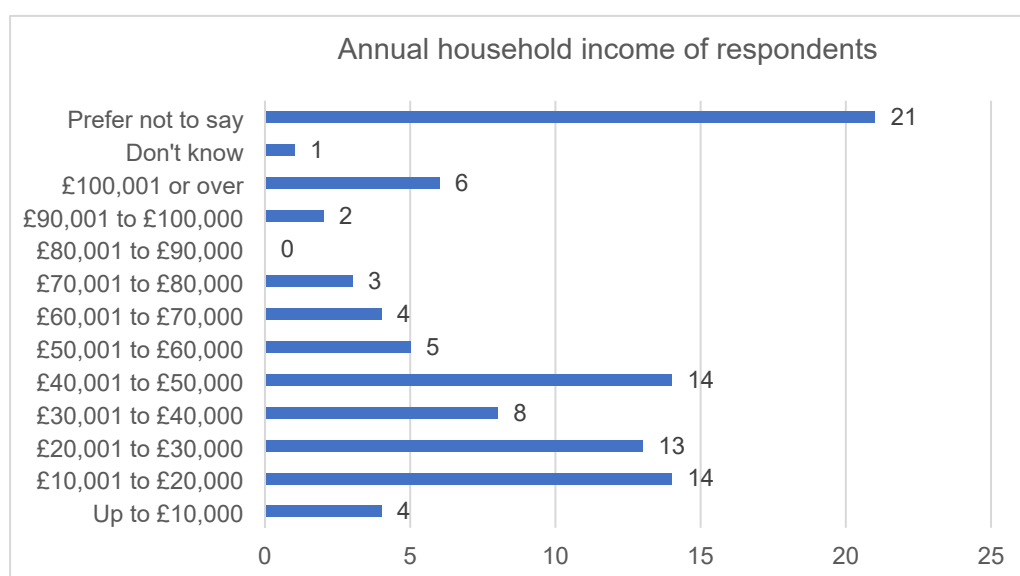
What is your ethnic group?

What is your ethnic group?	Responses	Percentage
Bangladeshi	0	0%
Chinese	0	0%
Indian	0	0%
Nepalese	0	0%
Pakistani	0	0%
Any other Asian background	1	0.9%
African British	0	0%
Caribbean	0	0%
Any other Black background	0	0%
White and Asian	3	2.6%
White and Black African	0	0%
White and Black Caribbean	1	0.9%
Any other Mixed background	0	0%
English, Welsh, Scottish, Northern Irish, British	103	90%
Gypsy or Irish Traveller	0	0%
Irish	1	0.9%
Any other White background	1	0.9%
Arab	0	0%
Any other ethnic background	4	3.5%



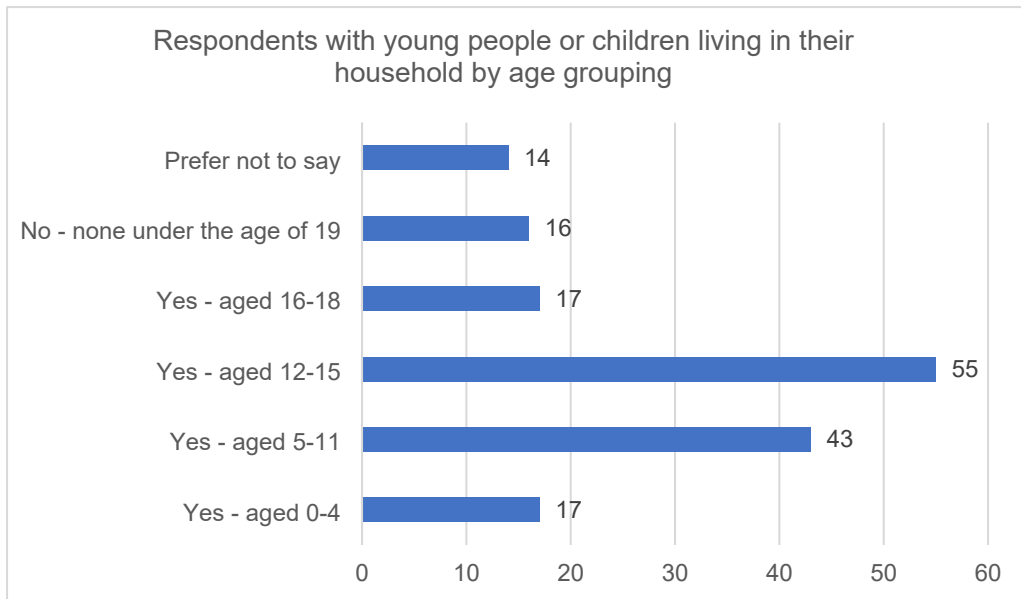
What is your total annual household income, from all sources, before tax and other deductions?

What is your total annual household income, from all sources, before tax and other deductions?	Responses	Percentage
Up to £10,000	4	4%
£10,001 to £20,000	14	15%
£20,001 to £30,000	13	14%
£30,001 to £40,000	8	8%
£40,001 to £50,000	14	15%
£50,001 to £60,000	5	5%
£60,001 to £70,000	4	4%
£70,001 to £80,000	3	3%
£80,001 to £90,000	0	0%
£90,001 to £100,000	2	2%
£100,001 or over	6	6%
Don't know	1	1%
Prefer not to say	21	22%



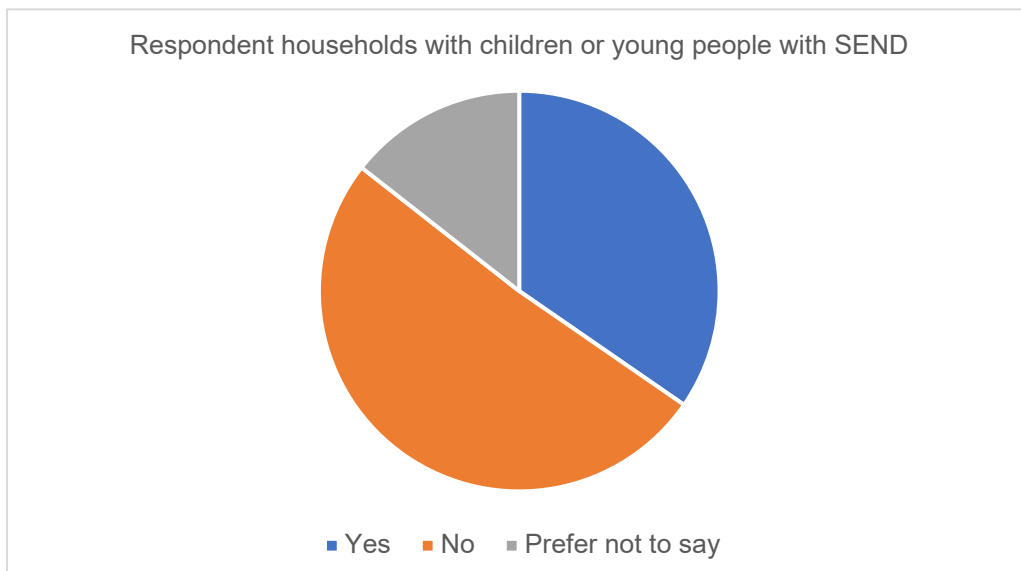
Are there any children or young people under the age of 19 living in your household (including yourself)?

Are there any children or young people under the age of 19 living in your household (including yourself)?	Responses	Percentage
Yes - aged 0-4	17	10%
Yes - aged 5-11	43	27%
Yes - aged 12-15	55	34%
Yes - aged 16-18	17	10%
No - none under the age of 19	16	10%
Prefer not to say	14	9%



Do any of the children or young people under the age of 19 living in your household have special educational needs or disabilities (SEND)?

Do any of the children or young people under the age of 19 living in your household have special educational needs or disabilities (SEND)?	Responses	Percentage
Yes	36	35%
No	53	51%
Prefer not to say	15	14%



Do any of the children or young people under the age of 19 living in your household currently receive School or Post-16 Transport provided by the Isle of Wight Council?

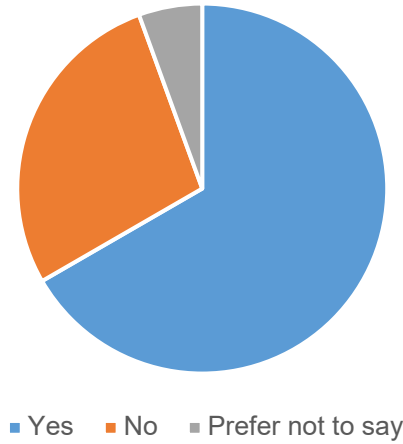
Transport provided by the Isle of Wight Council?	Responses	Percentage
Yes	24	67%
No	10	28%

Prefer not to say

2

6%

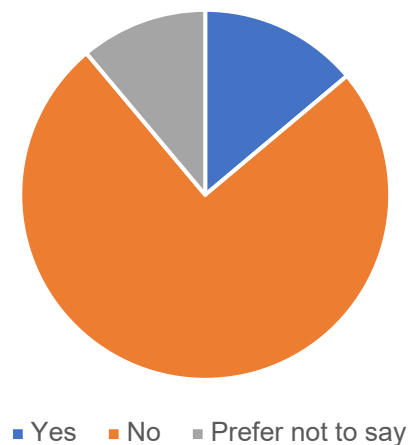
Isle of Wight Council provides transport to children or young people within respondent households



Do you currently pay a contribution towards the School Transport provided by The Isle of Wight Council?

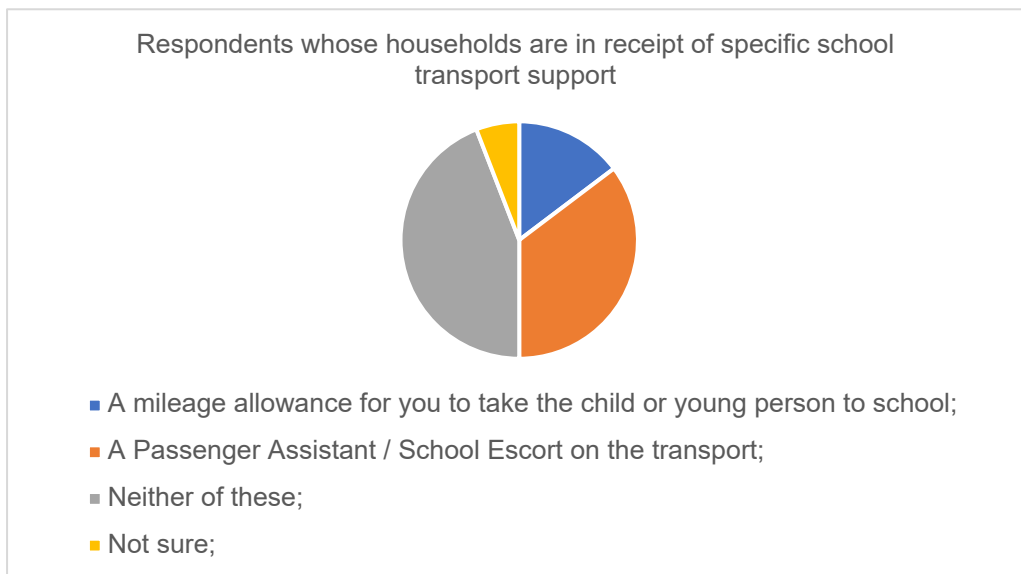
Do you currently pay a contribution towards the School Transport provided by The Isle of Wight Council?	Responses	Percentage
Yes	5	14%
No	27	75%
Prefer not to say	4	11%

Respondents whose households pay a contribution towards school transport provided by the local authority



Does the School Transport support you currently receive from The Isle of Wight Council include any of the following?

Does the School Transport support you currently receive from The Isle of Wight Council include any of the following?	Responses	Percentage
A mileage allowance for you to take the child or young person to school;	5	15%
A Passenger Assistant / School Escort on the transport;	12	35%
Neither of these;	15	44%
Not sure;	2	6%



This page is intentionally left blank

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:	
Abbie Cook, Home to School Transport Project Officer	
Directorate and Team/School Name:	
School Transport	
Name, aim, objective and expected outcome of the programme/ activity:	
<p>Name: Proposed changes to School Transport Policy for compulsory school age pupils</p> <p>Aim: To align the School Transport Policy with national DfE guidance, remove some discretionary entitlements and increase spare seat charges.</p> <p>Objective: To provide transport for all eligible children in line with statutory guidance.</p> <p>Expected outcome: For all recommendations detailed in the Cabinet Paper to allow the transformation of the School Transport Service and align with DfE guidance and other local authorities.</p>	
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 (<i>check whether the original decision was equality impact assessed</i>)	Yes
Removal of a policy/strategy/service/system function proposal	
Commencing any project/programme	

Page 47

Appendix 3

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>)
<p>Age (restrictions/difficulties both younger/older)</p>	<p>Proposal one Positive – Personal Travel Budget Will allow more flexibility for families to provide transport in a way that will suit their needs.</p>	<p>No - As the school transport service is provided for eligible children and young people of school age (eligibility as set out in the Policy), it is recognised that they and their families/carers would be affected by the recommendations with regards to age as a protected characteristic. The age-related nature</p>	<p>Our proposals do not discriminate against protected characteristics regardless of age.</p>	<p>Some respondents within the consultation have referenced four year old children who are reliant on school transport provision. Statutory guidance does not require local authorities to provide</p>	<p>The proposals are underpinned by statutory guidance issued by the DfE. 1. Personal Transport Budgets would be something that gives more flexibility to children and families although it is anticipated that it will only be</p>	<p>None identified.</p>	<p>The policy and process to apply will be available on the Isle of Wight Council website.</p>	<p>As the school transport service is provided for eligible children and young people of school age (eligibility as set out in the Policy), it is recognised that they and their families/carers would be affected by the recommendations with regards to age as a protected characteristic.</p>

	<p>Proposal two Positive – Independent Travel Training Introduction of Independent Travel Training will benefit those students who are approaching adulthood by supporting them to become more independent i.e. using public transport, as apposed to travelling to school in smaller vehicles.</p> <p>Proposal three Negative – Passenger Assistant renewals The review of allocated passenger assistant may result in some assistants to be</p>	<p>of the service is required by law.</p>		<p>funded transport to this age group. Our new policy will outline the age groups who are eligible for school transport.</p>	<p>an option for some families.</p> <p>2. Independent Travel Training (ITT) would be a service offered to students as they prepare for approaching adulthood and would only be suitable for a small number of students. For the students that it is suitable for and who choose to take part in the training, ITT would be a strengths-based service that, for some, would result in greater independence. The Council would work closely with families and school to implement ITT.</p> <p>3. The review of the allocation of Passenger Assistants (PA) would see that some students who no longer require a PA would have their PA phased out</p>			<p>The age-related nature of the service is required by law.</p>
--	---	---	--	--	---	--	--	--

**Proposal four
Negative – Increase in
contribution rates**

**Proposal five
Positive – Update
policy wording**

and students whose needs have changed and require one, would be identified for allocation of a PA in a more timely way.

4. The increase in contribution rates for children receiving discretionary transport arrangements will disproportionately affect children and young people of school age and their families. The number of families affected is approximately 82 of the approximate 1,614 students receiving school transport arranged by the Council.

5. Changes to the school transport policy is anticipated to be positive as the changes would ensure it is up to date, relevant to the service and

**Proposal six – Neutral
– Removal of Year 10
and 11 discretionary
transport**

In addition, respondents commented that Proposal six would negatively impact Year 10 and 11 students. Statutory guidance does not require local authorities to provide funded transport to this age group. Our new policy will outline the age

easy to understand. Part of these changes is to only provide transport for compulsory school age children therefore this will disproportionately affect children who start primary school at the age of 4. Currently we transport 10 children who fall under this category therefore is deemed as a low risk.

6. This is a discretionary service which is provided by the council and we do . There are currently 15 children who are entitled to transport under this criteria. Students would be able to apply for a spare seat on a school bus. If students apply for their nearest school but we are unable to provide them with a school place, and

	Positive			concerns that travel training will be forced on families and wouldn't be suitable for all children as children's complex needs can fluctuate. The Council and parents would need to mutually agree that a ITT would be suitable for the family and it would not be mandatory to accept a ITT. Current transport would also not be removed unless the child was successful in their training.	Travel Training will benefit those students who are approaching adulthood by supporting them to become more independent i.e. using public transport, as apposed to travelling to school in smaller vehicles. ITT would disproportionately affect Children and Young people with disabilities and their families. Most people offered ITT would have SEND. For the students that it is suitable for and who choose to take part in the training, ITT would be a strengths-based service that, for some, would result in greater independence. The Council would work closely with families and school to implement ITT.	mutually agreeable decision there is no gap.		
--	----------	--	--	--	--	--	--	--

Proposal three – Regular Review of Passenger Assistants
Negative low

Proposal four – Increase of discretionary parental contribution rates (Spare Seats and Exceptions to Policy)
Neutral

3. Respondents felt that this could lead to the PA being removed when families believe it should remain. The Council, parents and schools would work together to come to a joint decision.

4. Some respondents commented on the impact on SEND families with the cost of living rises. There are currently no SEN families that purchase a spare seat.

3. The review of PAs would disproportionately affect children and young people (around 6%) and their families with disabilities as PAs are mostly used to support students with SEND. The proposal would see that some students who no longer require a PA would have their PA phased out and students whose needs have changed and require one, would be identified for allocation of a PA in a timelier way.

4. The increase in contribution rates for students in receipt of discretionary travel arrangements would have no identified impact based on disability. There are currently only 3 children who have SEND that

3. As this is proposal would be a joint decision with all relevant parties, there is no gap.

4. Part 1 - No SEN families impacted by this proposal.

Part 2 – There are 7 children who are currently entitled to transport as an

Proposal Five – Update Policy wording to reflect DfE guidance
Neutral - There is no identified impact regarding updating and aligning school transport policy with updated DfE statutory guidance based on disability and therefore the impact has been assessed as neutral.

Exceptions to policy are decided on a case by case basis and may be subject to a waiver, where necessary.

5. A small number of respondents were concerned about the wording and eligibility for SEND children. The updated wording has been changed to reflect DfE guidance, which we are required to adhere to as a local authority. The new statutory guidance does not remove eligibility for SEN children but does provide clarity on eligibility.

purchase a spare seat.

5. There is no identified impact regarding updating and aligning school transport policy with updated DfE statutory guidance based on disability.

exception to policy. From September 2024 there will only be 2 children entitled under an exception to policy.

5. There are no changes to eligibility for SEN students.

	Proposal Six – Removal of Year 10 & 11 discretionary transport Neutral				6. No concerns raised.	6. No concerns raised.	6. No concerns raised.		
Race (including ethnicity and nationality)	No impact	No			No concerns have been raised through the consultation.	There is no identified impact based on race and therefore the impact has been assessed as neutral.			
Religion or belief (different faith groups/those without faith) Page 256	No impact	No	Our proposals do not discriminate against protected characteristics regardless of disability.	Proposal 5 Concerns were raised in regards to parental preference schools under faith in relation to transport eligibility.	Proposal 5. There have been no change to DfE guidance and the consideration of faith. It is not a statutory duty of the local authority to provide transport but could be considered under their discretionary powers.	There are no changes in eligibility			
Sex (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)	No impact	No			No concerns have been raised through the consultation.	There is no identified impact based on sex and therefore the impact has been assessed as neutral.			
Sexual orientation (is your language inclusive of LGB groups?)	No impact	No			No concerns have been raised through the consultation.	There is no identified impact based on sexual orientation and therefore the impact has been assessed as neutral.			

Pregnancy and maternity	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on pregnancy and maternity therefore the impact has been assessed as neutral.			
Marriage and Civil Partnership	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on marriage and civil partnership and therefore the impact has been assessed as neutral.			
Gender reassignment	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on gender reassignment and therefore the impact has been assessed as neutral.			

Page 25

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.

H. Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity? Through a formal consultation which lasted 28 days, in line with DfE guidance. Following a decision at Cabinet on 9th May, new policy and processes will communicated out to families via schools/colleges.

Date of next review:

H. Sign-off

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

Name: Ashley Jefferies
Date: 28/03/2024

Legal sign off & date:

Name: Judy Mason
Date: 03/04/2024



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	PROPOSED CHANGES TO POST 16 TRANSPORT POLICY STATEMENT 2024
Report of	CABINET MEMBER FOR CHILDREN'S SERVICES, EDUCATION AND CORPORATE FUNCTIONS

Executive Summary

1. The purpose of this report is to determine Isle of Wight Council's Post 16 Transport Policy (the Policy) for 2024. As required by law the necessary consultation has been followed. The three proposed changes are to introduce parental contributions (charge) for transport and uplift each academic year in line with the Consumer Price Index, to introduce personal transport budgets (PTB) for Post 16 students and update the content within the policy to make eligibility clearer and align with national Department for Education (DfE) guidance.

Recommendation

Option 1 – all recommendations are approved

Recommendation 1: Introduce a flat rate annual parental contribution, with inflation-linked increases also being applied in future years.

Recommendation 2: To reword and update the Council's Policy to align it with the latest Department for Education statutory guidance.

Recommendation 3: Introduce Personal Transport Budgets (PTB's) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

Background

2. The Council is required by law to consult on its Post-16 Transport policy every year. This report details proposed changes to the policy following consultation with stakeholders and seeks Cabinet approval of the Draft Post 16 Policy Statement (Appendix 1).
3. Statutory guidance from the Department for Education on Post 16 transport to education and training requires the Isle of Wight Council to prepare and publish an annual transport policy statement each year specifying the arrangements for the provision of transport for persons of sixth form age in education or training. The policy must be determined and published by 31 May each year.
4. The Isle of Wight Council and its post 16 providers are committed to ensuring transport is available to enable students to access education and training as set out in the policy statement. The support is provided either by the Isle of Wight Council or further education and training providers.
5. There is no automatic entitlement to local authority funded home to school or college transport once a student is over the age of 16. The Isle of Wight Council has considered its resources and the travel to college opportunities for students. Students can attend a college or school of choice and, if needed, apply to their provider's student support for assistance.
6. The Isle of Wight Council does offer, under discretionary power, a transport service to enable Post 16 students with a Learning Difficulty or Disability (usually with an Education, Health and Care Plan) to access a place that is the closest suitable provision for their needs.
7. Students from low-income families, in care or care leavers may be eligible for a yearly bursary the 16-19 Bursary Fund from the Education Funding Agency. Students and families apply for the bursary directly through their chosen college or Post 16 provider.
8. Statutory guidance clarifies the duty to consult with stakeholders in developing the statement before publication.
9. The Isle of Wight College, school sixth forms and Post 16 training providers also provide travel information for learners. Southern Vectis bus company provide a variety of reduced fare options.

Corporate Priorities and Strategic Context

10. The recommendations in this report links to the Corporate Plan 2021-25 priority which is to work with local communities to maintain and ensure appropriate local school provision. It supports students with learning difficulty or disabilities to continue into Post 16 training or education.

Responding to climate change and enhancing the biosphere

11. The School Transport Service primarily contracts with Isle of Wight Council approved transport operators to provide vehicles suitable for transporting students

with special needs. These operator's licence through the Isle of Wight Council meets its requirement for vehicle emissions. Where the needs of the student allow, the service will provide transport through a network pass on public bus services.

12. School transport being planned and organised in the most efficient and cost-effective way, utilising route planning software technology which forms part of business-as-usual activity. The emphasis is placed on shared transport solutions that minimises carbon emissions and impact on the environment.



1

13. The Council has been successful in securing £12.7M funding that will see a new fleet of 22 zero emission, all electric, double decker buses on the island. This successful bid also supports our main transport provider, Southern Vectis, in their Climate Change Strategy with their target of becoming a net zero carbon business by 2045.

Economic Recovery and Reducing Poverty

14. 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 and Post 16 transport supports this.

Impact on Young People and Future Generations

15. The Isle of Wight Councils provision of transport to certain Post 16 students with learning difficulties and disabilities facilitate those students access to education which in turn may ultimately support their employability. The consultation process

¹ Climate and Sustainability Impact Assessment Tool Outcome

invited those young people and their families to provide views on the content of the policy.

Corporate Aims

16. 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 education provision.

Current Policy/Proposed Changes

Recommendation 1: Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.

17. The Council currently arranges transport for around 169 Post 16 students, whom all have an Education, Health Care Plan (EHCP). The Council currently funds all Post 16 transport for these pupils whilst there is no statutory requirement to do so.
18. The Council proposes to introduce a parental contribution towards transport costs. The consultation consulted on two options, the first being a flat rate charge of £570 per academic year (11% of the annual unit cost £5,186) and future increases linked to inflation. The proposed contributions have been benchmarked with other local authorities and fall into the lower sector of charges. The second option is to have a banded approach as detailed below.

Distance to travel	Annual proposed academic charge
Up to 5 miles	£640
5.01 miles to 7.5 miles	£887
7.51 miles to 10 miles	£1,242
Over 10 miles	£1,419

19. Costs of arranging transport have increased over the past few years as the demand for school transport has increased, and the costs of transport arrangements have also risen. The Council continues to work to deliver value for money in its services and this proposed change will enable the Council to recover a small percentage of costs against a discretionary arrangement which we currently fully fund. This proposed change would bring the Council's School Transport Policy in line with a number of other local authorities.
20. Part of the proposals is to waive parental contribution costs for both options for those families who are on low income, in receipt of certain benefits or if the student is in receipt of free school meals. Furthermore, those families with a low income but not in receipt of certain benefit and can evidence that the imposition of the charge would reduce their income to below the stated threshold, may apply for a discretionary waiver or reduction in charge.

Recommendation 2: To reword and update the Council's Policy to ensure it reflects the latest Department for Education statutory guidance.

21. The Post 16 Statement has remained unchanged for a number of years and requires updating to be in line with DfE guidance and ensure the Council is

compliant. It is proposed that a number of updates are made throughout the Policy document to provide clarity in wording and language, ensure the Policy is relevant to the current School Transport Service, and to reflect the most recent DfE guidance.

22. The following changes are proposed, and the draft statement (Appendix 1) details these changes:
- Review the wording for students without special education needs or a disability.
 - Clarifying that there isn't a statutory requirement to provide free transport.
 - Review all wording that states free transport as it is proposed a contribution/charge will be introduced.
 - Remove reference to travel arrangements remaining the same once a student reaches the Post 16 age group. This currently continues entitlement by default and mode of transport.
 - Include wording to confirm a student would need to apply each academic year for transport assistance.
 - Define entitlement to mainland schools if named in the child's EHCP.
 - Clearly define and set the statutory duty to facilitate attendance for students with special education needs and/or disability, attending Post 16 education.
 - Clarify the transport will only be provided at the start and end of school day, in line with statutory guidance. Currently transport is provided at all times of the day for Post 16 college students.
 - Residential placements – insert information when transport will be provided (i.e. start and end of each term, half term and school closures). Parents will be responsible for all other transport.
 - Review administrative and operational arrangements (Section 7 of Appendix 1) in the current policy.
 - Insert wording to clarify eligibility for students on apprenticeships and traineeships that transport will only be provided to the students registered education establishment. Travel to other education establishments during the day is excluded.
 - Review any specific language relating to colleges or institutions (i.e. St Georges).
 - Explanation of the Appeals and Complaints Process to be brought in line with proposed School Transport policy, which has been drafted based on the latest DfE statutory guidance.

Recommendation 3: for Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

23. The Council assists eligible families currently using a range of transport solutions for Post 16 students. The majority of children and young people are able to make use of parental mileage allowance, buses, minibuses or taxis to travel to and from school. Some children and young people require an adapted vehicle or other special arrangements to accommodate their specific needs.
24. There are some situations where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market. For example, this may be because a child or young person requires an adapted vehicle that is not available locally, or they require

skilled support tailored to their individual needs.

25. The current Policy does not make provision for the Council to offer flexible transport options, such as a transport budget, that could provide a better and safer option for transporting the child or young person. Introducing a PTB would offer a flexible option for families to make suitable travel arrangements tailored to a child or young person's needs. If this proposal is agreed, Personal Transport Budgets would be offered to families where it is the most appropriate option from that point onwards. Parents would not be obliged to accept the offer of a PTB.

Consultation and Engagement

26. The public consultation took place from 26th January – 13 March 2024 and received 27 responses.
27. External consultation took place with the following stakeholders:
- Families with children and young people (via schools).
 - Families with children and young people who have special educational needs and disabilities (SEND) (via schools and Parent Voice).
 - Other residents (Council website – iow.gov.uk).
 - Young people (via schools, colleges and training providers).
 - MP.
 - Local Media (County Press, Island Echo, Council Facebook).
 - School and Post 116 education providers, including Alternative Provision settings and Education Centres.
 - Parent Voice (SEN Forum).
 - Childcare and early years providers.
 - Special Education Needs & Disability Advice & Support Service (SENDIASS).
 - Parish, Town and Community Councillors.
 - Transport Operators (Southern Vectis and taxi operators).
28. All comments received as part of the consultation have been read, analysed and provided to the School Transport Service. A summary of the consultation questions and responses can be found in Appendix 2.
29. **37% of respondents either strongly agreed or agreed with Option 1, the proposal to introduce a flat rate annual parental contribution, with inflation-linked increases also being applied in future years (Recommendation 1).**

(Proposal 1) To what extent do you agree, or disagree, with Option 1?	Responses	Percentage
Strongly disagree	8	30%
Disagree	3	11%
Neither agree nor disagree	6	22%
Agree	8	30%
Strongly agree	2	7%
Don't know	0	0%

37% of respondents either strongly agreed or agreed with Option 2, the proposal to introduce a banded rate annual parental contribution, with inflation-linked increases being applied in future years (Recommendation 1).

(Proposal 1) To what extent do you agree, or disagree, with Option 2?	Responses	Percentage
Strongly disagree	9	33%
Disagree	5	19%
Neither agree nor disagree	3	11%
Agree	6	22%
Strongly agree	4	15%
Don't know	0	0%

Respondents were also asked to decide which out of the two options they felt most favourable. **41% found Option 1, a flat rate annual parental contribution, the most favourable.**

Which option for Proposal One do you find more favourable?	Responses	Percentage
Option 1 - flat rate annual parental contribution	11	41%
Option 2 - banded rate annual parental contribution	10	37%
Don't know	6	22%

30. When asked about their reasons for their answers respondents commented that they do not think people on low incomes should have to make a contribution and that families are already struggling with the cost of living. Other respondents did not feel that any charge should be brought in as it will disadvantage SEND students, if approved felt that Option 2 would be a fairer option. However, another respondent commented that Option 2 would disadvantage those families living further away from their education establishment.
31. Following the consultation, guidance from the Council's legal department was sought regarding Option 2 (banded rate) and it is deemed that this option could possibly discriminate against those pupils who live in rural area. Pupils on the Isle of Wight are already quite limited with their Post 16 provision and the majority of education providers are located in the Newport area, therefore this approach would disadvantage pupils living in rural areas. Therefore, having a flat rate applicable to all users would ensure that a parental contribution could be implemented fairly.
32. **Mitigation:**
- There is no automatic entitlement to local authority funded school or college transport once a student is over the age of 16. The Council recognises that families may need a transport service to ensure that Post 16 students with special needs or disabilities can access an education placement that is suitable for their needs and so do offer, under discretionary power, a transport service. In line with DfE statutory guidance, local authorities are able to charge for this service.
 - Families on a low income that receive certain benefits would not be required to pay the contribution. Families with a low income, but not in

receipt of certain benefits, where imposing the contribution would reduce their income to around £16,90; or those with discretionary circumstances, would be able to apply for a discretionary waiver or reduction in contribution. This falls in line with DfE guidance which states ‘local authorities may wish to consider waiving or reducing charges for children from low-income families but are not required to do so.’

- Based on the current cohort of pupils receiving transport (158 Post 16 and 19 students) it has been identified that these students have been entitled to free school meals and therefore may qualify for the parental contribution to be waived if their circumstances remain the same.
- Responses to the public consultation regarding affordability have been considered alongside that this is a discretionary service being provided and for which low-income families will have a waiver of contribution. If the Council were to continue to absorb the increased cost of the transport arrangements, this would impact and reduce the limited resources available for other essential services.
- The Council works to limit the spend on school transport wherever possible, whilst ensuring statutory requirements continue to be met. There are robust procurement processes in place where the School Transport Service regularly review contracts to optimise and obtain best value. The Council also continue to work with central government to maximise funding for vulnerable young people, and to ensure the challenges in respect of the increasing spend on local authority funded school transport is recognised nationally.

33. **Respondents were informed that the Council was proposing to reword and update the Policy to ensure it reflects the latest Department for Education statutory guidance, is relevant to the service and is easy to understand (Recommendation 2).**

34. Respondents were asked to provide any feedback that they had on the changes to the Policy. Respondents were generally negative, and concerns were raised about the impact the changes would have on SEND children and their families. One respondent made a neutral comment that families mobility vehicles could be used to ease the pressure on cost for the Council.

35. 8 comments were provided in response to Recommendation 2 and have been tagged as ‘positive’, ‘negative’, or ‘other’. Comments often include multiple topics and therefore may fall under more than one category (for example, a mix of positive and negative comments):

Positive comments, or support for the proposed changes	0
Negative comments, or concerns about the proposed changes	4
Other comments, neutral view, considerations or suggestions	4

36. The 4 negative comments were generally around the proposals to introduce a parental contribution or concerns related to SEND families already being financially disadvantaged and how this would add to the pressure. They also commented that they do not feel it should be means tested as it is not fair or in the interests of the

most disadvantaged. Our mitigation factors around the introduction of a parental contribution are detailed in paragraph 34 of this report.

37. **56% of respondents either strongly agreed or agree to the proposal for Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market (Recommendation 3).**

To what extent do you agree, or disagree, with Proposal Three?	Responses	Percentage
Strongly disagree	5	19%
Disagree	0	0%
Neither agree nor disagree	4	15%
Agree	11	41%
Strongly agree	4	15%
Don't know	3	11%

38. When asked about the reasons for their answers, respondents commented on the flexibility for parents who already have suitable Motability vehicles to transport their children. Respondents also commented that they thought this was a good idea as long as it is not forced upon families.

39. Other respondents were concerned that offering PTB’s would shift the responsibility onto the parent and increase stress on parents with SEND children. They felt the Council is better equipped to negotiate and plan provision, whilst others felt PTB’s won’t solve transport market issues.

40. **Mitigations:**

- PTBs would be introduced as an option for parents who are eligible for transport assistance. The parent would not be obliged to accept a PTB, and the arrangement would only be put in place where it is agreed between the Council and the parent as the best means of providing transport arrangements.
- The Council would explore a PTB at the request of a parent, school or where the Council thinks it could be suitable. A PTB may be suitable for families who already have an adapted vehicle for their SEND child and is able to transport them to school.
- The service is developing a PTB offer to parents which incorporates the existing option to offer a parental mileage allowance (PMA). Many local authorities already use PTB’s and have well established processes. We will network with our colleagues in other authorities to design an offer that will be suitable for the Council and our families. In addition to this, we will work with our colleagues in Children’s Social Care regarding processes already in place for payments to reach families who are already receipt of a personal budget for care packages.

Scrutiny Committee

41. School Transport activity and costs were considered at Policy and Scrutiny Committee for Children's Services, Education and Skills on 7th September 2023. Consideration was given to the report which outlined the trends in school transport activity and the plans underway to manage associated costs. The committee were asked to support the savings proposals, and to seek support from the Government in recognising the increasing number of children with special educational needs (and the additional funding required for those transport costs). The chairman agreed to write to the Minister in seeking support from the Government to delegate responsibility for setting school transport policies to local authorities.

Financial / Budget Implications

42. School transport spend was just over £4.3 million for the 2022/23 financial year, with expenditure rising by 10% from £3.9 million in the previous financial year. School Transport expenditure is forecast to be £4.4 million at 2023/24 year end, with a budget gap of £400,000.
43. Post 16 Transport cost the Council £763K in the 2022/23 financial year. It is forecast that expenditure will be £731.5K for the 2023/24 financial year.
44. The proposal to introduce a parental contribution forms part of the School Transport savings programme for the 2024-25 financial year.

Recommendation 1: Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.

45. Based on the current cohort of (169 students) Option 1 (flat rate charge) would generate a possible income of £62,700 per academic year. This is taking into account a third of children who have been identified as possibly qualifying for a waiver due to their family being on a low income. If the Council were to continue to absorb the increased cost of transport arrangements, this would impact and reduce the limited resources available for other essential services for vulnerable children. The savings would have to be found from other areas within the Council.
46. There are no financial/ implications impacted by recommendation 2.

Recommendation 3: for Personal Transport Budgets (PTB) to be available to families where a child or young person's needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market.

47. Personal Transport Budgets features in the School Transport Transformation savings plan with a targeted saving on £40,000. PTB's are used in many other local authorities and have been proven to deliver a saving compared to contracted transport.

Legal Implications

48. Local authorities have a duty to prepare and publish annual Post 16 Transport Policy Statement. The statement must be published on the Isle of Wight Council's website by 31 May each year for implementation in September of the following academic year.

Equality and Diversity

49. Participants of the consultation were asked to 'describe what, if any, impact the Policy for School Transport provision may have on you, people you know, or your organisation, group or business'. Many of the comments raised referred to the impact of a charge being imposed.
50. Participants of the consultation who described the impact of the Policy were then asked if the impact they had mentioned "relate to any of the following characteristics or issues." Based upon the 20 respondents who answered this question, the following groups were selected:

Changes to policy impacting on characteristics or issues:	Responses	Percentage
Age	8	20%
Sex	1	3%
Disability	12	30%
Sexual orientation	0	0%
Gender reassignment	0	0%
Poverty	5	13%
Marriage and/or civil partnership	0	0%
Rurality	7	18%
Pregnancy and/or maternity	0	0%
Environmental impact	2	5%
Race	0	0%
Religion or belief	0	0%
Don't know	3	8%
None of these	2	5%

51. An Equalities Impact Assessment (Appendix 3) has been produced which also highlights that there is a potential impact for the forementioned characteristics of age, disability, poverty and rurality in the event the recommended changes to the Policy are approve.

Impacts and mitigations are described within the assessment, and include:

Age: The impact on age identified here is in respect to the legislative requirements and the subsequent considerations made by Isle of Wight Council when deciding on the support necessary in relation to travel and transport to facilitate a young person's attendance at their place of education. As a young person becomes a Post 16 learner, the Council considers transport support is only necessary if it is essential to enable them to attend their programme of study. If the young person is able to access other forms of travel, support/funding, and has the available means to access their education setting, then they would be expected to use these in the first instance.

In the public consultation, there was also a theme of respondents not being aware of statutory transport ending at 16 years and discretionary transport for Post 16 students with special educational needs and disabilities, being chargeable by the Council.

Mitigation: Where transport is necessary to facilitate attendance for children with special educational needs and disabilities, the Council will provide transport assistance. Each young person will be considered on a case-by-case basis to ensure provision reflects actual need with the contribution waived for learners from families in receipt of income-based benefits or who are on a low income.

Disability: The vast majority of young people over the age of 16 in education will attend placements which are accessible from their home address. However, where a young person or a family member (with responsibility for the young person) has Special Educational Need and Disability (SEND) or disability this may make accessing an education placement difficult or impossible without the Council providing support with travel/transport arrangements. The proposed policy change concerns provision for this cohort of learners (and their families) recognises the potential impacts on this protected characteristic.

The Council will ensure support is available if it is considered necessary in order for the young person to attend their education placement / training. Where possible and where appropriate, the Council will support young people to use public transport and make their own journeys independently and will expect parents to provide transport assistance. In the public consultation, Disability was the most frequent impact named by respondents. Respondent comments included that transport for SEN students should be free at 16+.

Mitigation: The Council recognises that families may need a transport service to ensure that students 16+ with special educational needs or disabilities can access a place that is suitable for their needs and so do offer a transport service, under discretionary powers. Department for Education guidance allows local authorities to request a parental contribution. This can be paid in instalments on a termly or monthly basis if required. The Post 16 2024 Policy will allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Poverty: In the public consultation, affordability was named as the most frequent reason for respondents explaining their reasons for views on the proposed introduction of a parental contribution and policy wording updates.

In the public consultation, affordability was named as the most frequent reason for respondents explaining their reasons for views on the proposed introduction of a parental contribution and policy wording updates.

Mitigation: This has been considered by the Council, and the contribution rate would be waived for families in receipt of certain benefits. Families with exceptional circumstances would also be able to apply for a discretionary waiver or reduction in parental contributions. Based on the current cohort of children it is believed that at least a third of children would be eligible for the waiver due to their income.

Rurality: Families living in rural areas often face a longer journey in terms of distance and journey times to access Post 16 provision. Public transport may be a more restricted offer. The longer journey and restricted public transport may limit families' capacity to support their child's travel. As journeys from rural areas will tend to be longer, the cost of providing transport for young people from rural areas are greater on average.

Mitigation: Where transport is necessary to facilitate attendance, the Council will provide transport assistance. Each young person will be considered on a case-by-case basis, including the proposed journey and any limitations on infrastructure, to ensure provision reflects actual need. The Post 16 Policy will continue to allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

Property Implications

52. There are no Property implications in relation to the recommendations in this report.

Options

53. **Option 1 – All recommendations to be approved.** This option would align our Post 16 Statement/Policy with Department for Education national guidance² and other local authorities. This option is the preferable recommendation as the Council is not required to provide funded Post 16 transport. Continuing to fully fund Post 16 transport provision places additional pressures on Council expenditure and Transformation savings. **This is the recommended option.**
54. Option 2 – Recommendations 2 and 3 only to be approved. This option would align our Post 16 Statement/Policy with Department for Education guidance and also explore alternative ways of providing transport assistance for those students who may not ordinarily be able to travel via public transport. However, this option would result in the Council still fully funding SEND pupils in Post 16 education, when we are not required to do so. This will continue to impact on the service's budget and increase budget pressures across the Council. This option would also result in the Council being part of the minority of other local authorities who do not charge. 57% of 75 local authorities asked do request a parental contribution. In addition, 15% of local authorities are either currently reviewing or looking to review their policies to introduce a charge.
55. Option 3 – Recommendation 2 only be approved. The option would align our Post 16 Statement/Policy with Department for Education guidance however alternative ways of providing transport will not be explored, which will likely increase the cost of bespoke provision (e.g. taxis). Also, this option would result in the Council still fully funding SEND pupils in Post 16 education when there is not a requirement to do so, continuing to impact on the service's budget and increase budget pressures across the Council.

² [DfE Post 16 transport and travel support to education and training](#)

56. Option 4 – all recommendations rejected. This option would result in the Council policy not aligning with DfE guidance and would also result in the Council still fully funding transport provision for SEND pupils in Post 16 education, when there is not a requirement to do so, continuing to impact on the service’s budget and increase budget pressures across the Council.

Risk Management

57. The proposed changes relating to aligning/updating Isle of Wight Council Post 16 Transport Policy with DfE guidance for local authorities ensures the policy is compliant and up to date.
58. Recommendation one features in the School Transport service transformation programme and may deliver savings if approved. If not approved, it will be difficult to achieve these savings. In addition, the School Transport service expenditure may continue to rise as demand rises. To mitigate this, the service would need to explore further workstreams to continue with the transformation work required to control future spend.

Evaluation

59. The Council has considered the view expressed through the public consultation. The decision has to be a carefully balanced consideration of all factors, including the responses to the consultation, the viability of the service and the importance of the Council operating within its budget. Post 16 Transport for children with special educational needs or disabilities is not statutorily required to be fully funded, which is placing additional cost pressures on the Council budget.

Appendices Attached

60. **Appendix 1** – Draft Post 16 Statement/Policy
61. **Appendix 2** – Summary of Feedback from Consultation
62. **Appendix 3** – Equality Impact Assessment

Background Papers

63. [Department of Education guidance on Post 16 Transport and Travel Support to Education and Training](#)

Contact Point: Ashley Jefferies, Service Manager: Access & Resources
☎ 821000 e-mail: Ashley.Jefferies@iow.gov.uk

ASHLEY WHITTAKER
Strategic Director of Children’s Services

CLLR JONATHAN BACON
*Cabinet Member for Children’s Services,
Education and Corporate Functions*

Isle of Wight Council

**Post-16 Transport Policy Statement
2024 -2025**

Final Draft - Pre Cabinet Sign Off

Post 16 Transport Policy Statement – Academic Year 2024 - 2025

Transport policy statement for young people aged 16-18 in further education, continuing learners aged 19 and those young people aged 19 – 24 (inclusive) with learning difficulties and/or disabilities

Department Responsible: School Transport

Contact Details: 01983 823870

Document first release: TBC

CONTENTS

Section	Description
1	INTRODUCTION
2	TRANSPORT AND TRAVEL SUPPORT
	- Concessionary tickets for young people from public transport services
3	TRAVEL SUPPORT FROM SCHOOLS AND COLLEGE
	- The 16-19 Bursary Fund
	- Young Parent / Care to Learn
4	LOCAL AUTHORITY SUPPORT
	- LA support for learners <u>without</u> special educational needs or a disability
	- LA support for learners <u>with</u> special educational needs or a disability
5	REIMBURSEMENT OF CHARGES
6	LA SUPPORT IN OTHER CIRCUMSTANCES
7	APPLYING FOR LA TRANSPORT SUPPORT
	APPENDIX 1 Criteria to determine eligibility
	APPENDIX 2 School Transport - Review/Appeals Process

1. INTRODUCTION

Students are now required to be in education, employment or training until their 18th birthday, which could involve staying in full-time education in school/college, starting an apprenticeship or traineeship, or spending 20 hours or more a week working or volunteering while in part-time education or training. There has not, however, been any change to statutory school age which ends at the end of the academic year in which the student turns 16.

Local authorities do not have a general duty to provide free or subsidised Post 16 travel support but may decide to do so. The local authority has a duty to prepare and publish an annual transport policy statement specifying the arrangements for the provision of transport or other support that the authority considers it necessary to make to facilitate the attendance of all persons of sixth form age receiving education or training (the 'sixth form age duty').

'Sixth form age' refers to those young people who are over 16 years of age but under 19 or continuing learners who started their programme of learning before their 19th birthday (years 12,13,14).

Local authorities also have a duty to encourage, enable and assist young people with learning difficulties / disabilities to participate in education and training, up to the age of 25.

This policy uses the term 'Post 16' to include both learners of sixth form age and those with learning difficulties / disabilities up to the age of 25.

This policy document specifies the support that Isle of Wight Council (the council) considers necessary to facilitate the attendance of Post 16 learners receiving education or training. The local authority recognises that families may need a transport service to ensure that Post 16 students special educational needs and disabled students can access a place that is suitable for their needs and so do offer, under discretionary powers, a transport service that requires an annual parental contribution.

Education or training refers to learning or training at a school, further education institution, a council maintained or assisted institution providing higher or further education, an establishment funded directly by the Education Skills Funding Agency, learning providers delivering accredited programmes of learning which lead to positive outcomes and are funded by the council, for example, colleges, charities and private learning providers

All young people carrying on their education Post 16 must reapply for travel support (**Add application link once finalised**).

2. TRANSPORT AND TRAVEL SUPPORT

Bus discounts from Southern Vectis

Southern Vectis offer a range of discounts available for students up to the age of 19. Students aged 19+ can also benefit from 25% discount of fares providing they hold a valid NUS card.

For further information please visit www.islandbuses.info

Students who hold a English National Concessionary Bus Pass issued by the Isle of Wight Council, eligible on the basis of disability, may travel free at peak times, 7 days a week on any network bus.

For further details on how to apply for an English National Disabled Bus Pass please visit <https://www.iow.gov.uk/transport-and-parking/transport/public-transport/concessionary-travel-on-the-isle-of-wight/>

Train services

Island Line railway operates between Ryde Pier Head and Shanklin, serving Smallbrook Junction, Brading, Sandown and Lake stations along the way operated by South Western Railway.

South Western Railway provide a selection of discounted fares by purchasing the following railcards, which are also valid outside of term time:

- 16-17 Saver Railcard (you can get up to 50% off certain fares and season tickets)
- 16 – 25 Railcard (you can get up to 1/3 off selected fares)
- Disabled Persons Railcard (you can get up to 1/3 off selected fares, plus 1/3 off for a companion when travelling together)

For further information on the application process for the above railcards please visit www.southwesternrailway.com

Wightlink Ferry Service (*Operating between Fishbourne and Ryde to Portsmouth, and Yarmouth to Lymington*)

Students aged between 16 - 18 years can purchase a season ticket for travel to and from the mainland for just over half the normal adult price.

For further information please visit the Wightlink website as detailed below www.wightlink.co.uk

Red Funnel Ferry (*Operating between East Cowes and West Cowes to Southampton*)

Red Funnel season tickets allow students who aged 16 - 18 years and in full time education at a mainland college to travel on a reduced ticket rate.

To apply for a season ticket or find out further information on please visit www.redfunnel.co.uk

Hovertravel Ferry Service (*Operating between Ryde and Southsea*)

Hovertravel offer a Academic Flyer ticket for students in full time education travelling across the Solent on a daily basis.

For further information please see the Hovertravel website as detailed below. <http://www.hovertravel.co.uk>

3. TRAVEL SUPPORT FROM SCHOOLS AND COLLEGES

3.1 In addition to the support available from the Council, Post 16 providers may also provide financial support towards transport costs for certain students such as young parents, those from low income families, those at risk of being Not in Education, Employment or Training (NEETs). This is determined by the provider and is often based on how they have locally determined to use 'hardship' funds.

3.2 The 16 to 19 Bursary Fund provides financial support to help young people overcome specific barriers to participation so they can remain in education.

There are 2 types of 16 to 19 bursaries:

1. A vulnerable bursary of up to £1,200 a year for young people in one of the defined vulnerable groups below:
 - In care
 - Care leavers
 - in receipt of Income Support, or Universal Credit in place of Income Support, in their own right
 - in receipt of Employment and Support Allowance or Universal Credit and Disability Living or Personal Independence Payments in their own right
 - discretionary bursaries which institutions award to meet individual needs, for example, help with the cost of transport, meals, books and equipment.
2. Discretionary bursaries which institutions award to meet individual needs, for example, help with the cost of transport, meals, books and equipment.

To be eligible for the discretionary bursary young people must:

- be aged 16 or over but under 19 at 31 August 2024 or
- be aged 19 or over at 31 August 20xx and have an Education, Health and Care Plan (EHCP)
- be aged 19 or over at 31 August 2024 and continuing on a study programme they began aged 16 to 18 ('19+ continuers')
- be studying a programme that is subject to inspection by a public body which assures quality (such as Ofsted), the provision must also be funded by either a Government funding agency or the local authority.

Schools and college are responsible for managing both types of bursary. Young people who want to apply for support from the bursary fund should contact their chosen school or college to make an application.

Further information can be found at www.gov.uk by searching for Post 16 bursaries.

Young Parents / Care to Learn

If you are a young parent under 20, Care to Learn can help pay for your childcare and related travel costs, up to £160 per child per week, while you're learning.

Care to Learn can help with the cost of:

- childcare, including deposit and registration fees
- a childcare 'taster' session (up to 5 days)
- keeping your childcare place over the summer holidays
- taking your child to the childcare provider

For more information, please visit <https://www.gov.uk/care-to-learn/how-to-claim>

4. LOCAL AUTHORITY (LA) SUPPORT

LA support for young people without special educational needs or disabilities

4.1 The Council provides no free or subsidised transport for Post 16 mainstream students in further education.

LA support for learners with special educational needs or a disability

4.2 The local authority will provide travel assistance for Post 16 (age 16 – 25) students with special educational needs or disability. To deliver this service in the 2022/23 financial year, it cost the council £733k. A parental contribution towards the cost of this transport will be required which will increase by Consumer Price Index (CPI) each academic year. The charging schedule is detailed below:

Annual charge	Termly charge
£570	£190

Transport will normally only be offered if the student has an Education, Health and Care Plan (EHCP) or if the student has a disability which means they require transport arrangements to be provided, but will not automatically be offered to those students. The student or their parent/s will need to apply for transport and provide evidence to support the request. The evidence must demonstrate that it is necessary for the local authority to provide transport to

facilitate attendance, and evidence that without transport assistance, the student will be unable to attend the educational placement.

When assessing an application for transport assistance, the local authority will refer to the criteria set out in Appendix 1.

- 4.3** Students who have been assessed and are eligible for travel assistance will be allocated transport or travel assistance appropriate to their assessed needs. In some cases, families may be offered the option of a Personal Transport Budget (PTB) which allows families to arrange transport for the student themselves. The local authority will take into consideration any cost to the council which exceeds the cost of arranging the transport and will make a best value assessment based on the specific need of the student.
- 4.4** Some students with complex and/or severe needs are placed in a mainland residential special school or college because there is no appropriate provision available locally. Such students will receive transport at the start and end of each term, half term and at other school/college closures. Any additional transport will be the responsibility of parents/carers. Transport will be subject to the parental contribution charge as detailed in paragraph 4.2.
- 4.5** Transport is not offered to or from points other than the students registered school or college and the home address.
- 4.6** The expectation is that students will share transport and the drop off and collection arrangements are made in line with the school/college start and finish times. Transport is not able to take into consideration individual student's timetables and where appropriate, the transport arrangement may include a waiting time at the start and/or end of the day.
- 4.7** Independent Travel Training may be offered to eligible students with parent's consent. Readiness to complete Independent Travel Training would be outlined in the EHCP or agreed by the local authority following a discussion with the school or college and parents. Once an eligible student has successfully completed Independent Travel Training, their travel arrangements will be reviewed.
- 4.8** The home address will be that at which the student resides and spends the majority of their time. Occasionally a student will have more than one address, for example, because they live with parents who have different addresses. In this situation, the home address used for determining transport will be the one at which the student spends most of their time including weekends and school holidays as well as during the week. Where the student spends equal time at two addresses, parents must nominate one address as the home address for transport even if both addresses are eligible for transport assistance. Parents must let the local authority know if the student's home address changes and will be asked to provide evidence of this if it affects entitlement to transport assistance. When the student lives at the other address, they will not qualify for any transport arrangements other than the one provided from the home address.

- 4.9** The local authority may provide assistance with transport to education providers based on the mainland however students would still need to meet the criteria as detailed in Appendix 1
- 4.10** The same criteria as set out in Appendix 1 apply for students attending post 16 training providers. Students in apprenticeships with employed status do not qualify for any assistance with travel costs.
- 4.11** Students who apply and are granted local authority transport assistance are expected to comply with the [School Transport Code of Good Practice](#).

5. REIMBURSEMENT OF THE CHARGE

If travel assistance is no longer required part way through a term, a partial reimbursement of the charge may apply, provided that all tickets/passes have been returned and are received within the timescales stated in the table below. When calculating a reimbursement for tickets/passes received after the first day of a term an administrative charge of £60 will apply. The following levels of refund will be payable after the administration charge has been taken:

Length of time ticket/pass has been used	Refund due
Up to 4 weeks	75%
4 to 8 weeks	50%
Over 8 weeks	0%

No reimbursement will be paid during the summer term.

If a student has specialised arrangements i.e a taxi arrangement, we will be unable to offer a reimbursement of costs at any point during the academic year.

6. LA SUPPORT IN OTHER CIRCUMSTANCES

- 6.1** If a young person (16-19 years old) is not in education, employment or training (NEET), they may be entitled to financial support with travel costs associated with efforts to engage in education, employment or training. Such assistance is made available through travel tokens issued in advance of their travel. These tokens can be used for travel from their home address to the Isle of Wight Council's Island Futures Team or to a Post 16 provider. Travel tokens are available through the Island Futures Team who can be contacted via email at island.futures@iow.gov.uk or by calling them on 01983 823888¹.

7. APPLYING FOR LOCAL AUTHORITY TRANSPORT SUPPORT

Information to be added at a later date once arrangements for applying have been determined.

¹ The discretionary offer is subject to local funding which is determined by 31 March each year.

Appendix 1

Criteria applied to determine eligibility for Transport Assistance (Post 16)

1. The following criteria applies to all students:

The local authority will provide travel assistance for full-time Post 16 (age 16 – 25) students with special educational needs or disability, providing they meet the following criteria:

- The student has an Education, Health and Care plan (EHCP) with a named school/s or educational setting/s
- The education establishment is considered to be the nearest suitable placement from their home address which offers a course or programme which is able to meet the special educational needs of the student concerned.
- The education establishment is over three miles from their home address, measured by the nearest available walking route

In some cases, transport may be provided even if the educational establishment is located within walking distance as set out above if it is deemed necessary, to facilitate the student's attendance. This will be determined on a case-by-case basis and may take into account, among other factors, the following:

- The student's ability to walk
- The student's need to be accompanied by an adult

2. The following criteria applies additionally to student's aged 16 or 17 in September 2024:

The local authority expects that parents and carers take responsibility for facilitating their child's attendance in education where they are able to do so. Families/applications may apply for transport and explain their circumstances which makes support from the local authority with transport necessary to enable their child to attend their place of education or training. All requests for transport will be considered on a case-by-case basis.

If deemed eligible to transport assistance, a parental contribution towards transport as set out in paragraph 4.2 will normally apply.

When a student's parent/s are in receipt of the following benefits the parental contribution charge will be waived.

- Income Support
- Income-based Jobseekers Allowance
- Income-related Employment Support Allowance
- Support under Part VI of the Immigration and Asylum Act 1999
- The guaranteed element of State Pension Credit

- Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190)
- Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit
- Universal Credit (provided you have an annual net earned income of no more than £7,400)

Families with a low income but not in receipt of the above benefits, there the imposition of the charge would reduce their income to around £16,190; or those with exceptional circumstances, may apply for a discretionary waiver or reduction in charge.

3. The following applies additionally to student's who are:

- aged 18 when the transport starts in September 2024 or
- already 18 at the time of application or 19 or
- over and continuing on a course that they started before their 19th birthday

There will be no expectation that a parent will assist with their adult child's transport arrangement, although parents who wish to do will be welcome to support their adult child's transport arrangement.

If deemed eligible to transport assistance, a parental contribution towards transport as set out in paragraph 4.2 will normally apply.

When a student's parent/s are in receipt of the following benefits the parental contribution charge will be waived.

- Income Support
- Income-based Jobseekers Allowance
- Income-related Employment Support Allowance
- Support under Part VI of the Immigration and Asylum Act 1999
- The guaranteed element of State Pension Credit
- Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190)
- Working Tax Credit run-on-paid for 4 weeks after you stop qualifying for Working Tax Credit
- Universal Credit (provided you have an annual net earned income of no more than £7,400)

Families with a low income but not in receipt of the above benefits, there the imposition of the charge would reduce their income to around £16,190; or those with exceptional circumstances, may apply for a discretionary waiver or reduction in charge.

4. The following applies to students aged 19- 25 and starting a new course:

If deemed eligible to transport assistance under the criteria set out in section 1 and the student requires specialist provision to be arranged by the local authority due to their disability, no contribution towards the cost of transport will be required.

If deemed eligible to transport assistance under the criteria set out in section 1 and the student does not require specialist provision, a contribution towards transport as set out in paragraph 4.2 will apply.

Final Draft - Pre Cabinet Sign Off

Appendix 2

School Transport - Review/Appeals Process

Parents who wish to challenge a decision about:

- The suitability of the transport arrangements offered to their child;
- their child's eligibility;
- the distance measurement in relation to statutory walking distances; and
- the inherent safety of the route in accordance with the Road Safety GB guidelines
- other exceptional circumstances

may do so via email to transport.info@iow.gov.uk or in writing to, School Transport, County Hall, High Street, Newport, Isle of Wight, PO30 1UD. Parents should indicate their reasons for challenging the decision using the categories above.

In the first instance a case will be reviewed by a Senior Officer within the School Transport Service.

In cases against refusal of a transport service there may be a further appeal to an Independent Appeal Panel made up of one or more Senior Officers outside of the School Transport Service. Members of the Panel will have an understanding of the school transport Policy and legislative framework and will make decisions on appeals against offers of transport.

Stage one: Review by a Senior Officer

A parent has 20 working days from receipt of the local authority's school transport decision to make a written request asking for a review of the decision.

The written request should detail why the parent believes the decision should be reviewed using the categories above. They should give details of any personal and/or family circumstances the parent believes should be considered when the decision is reviewed.

Within 20 working days of receipt of the parent's written request a senior officer will review the original decision and send the parent a detailed written notification of the outcome of their review, setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;

- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- any other agencies or directorates that were consulted as part of the review.

Where they have upheld the original decision, they should also explain how the parent may escalate their appeal to stage two of the process.

Stage two: Review by an independent appeal panel, where it applies.

A parent has 20 working days from receipt of the local authority's stage one written decision notification to make a written request to escalate the matter to stage two.

Within 40 working days of receipt of the parents request an independent appeal panel will consider written and verbal representations from both the parent and officers involved in the case and give a detailed written notification of the outcome (within 5 working days), setting out:

- whether they have upheld the local authority's original decision;
- why they reached that decision;
- how the review was conducted (including the standard followed e.g. Road Safety GB);
- the factors considered in reaching their decision;
- information about any other directorates and/or agencies that were consulted as part of the review; and
- information about the parent's right to put the matter to the Local Government and Social Care Ombudsman (see below).

The independent appeal panel will be made up of one or more members who will be independent of the original decision making process (but are not required to be independent of the local authority) and suitably experienced (at the discretion of the local authority), to ensure a balance is achieved between meeting the needs of the parents and the local authority, and that road safety requirements are complied with and no child is placed at unnecessary risk. Members will be assigned by Democratic Services.

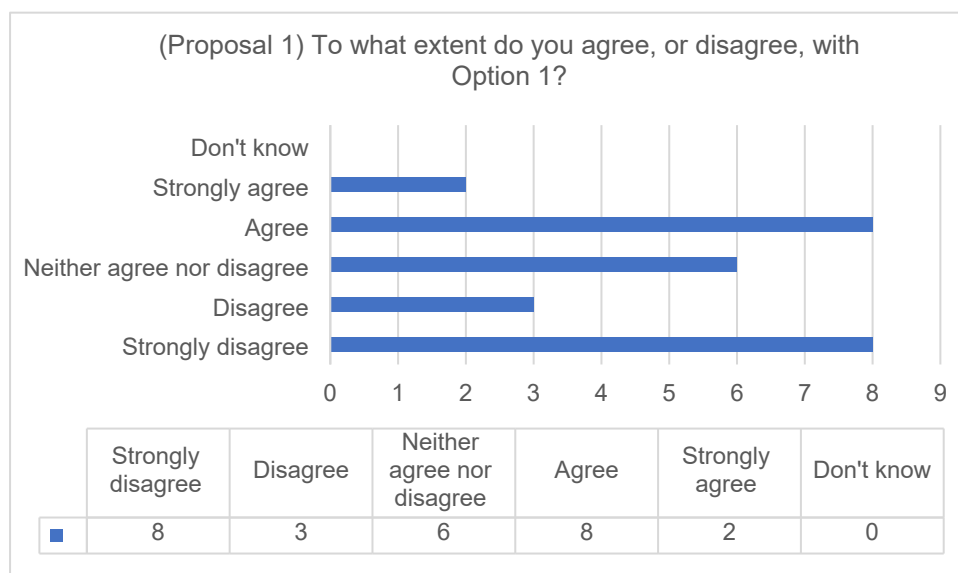
Local Government and Social Care Ombudsman There is a right of complaint to the Local Government and Social Care Ombudsman, but only if complainants consider that there was a failure to comply with the procedural rules or if there are any other irregularities in the way the appeal has been handled. If the complainant considers the decision of the independent panel to be flawed on public law grounds, the complainant may also apply for judicial review.

This page is intentionally left blank

Post 16 Transport Policy Consultation Feedback

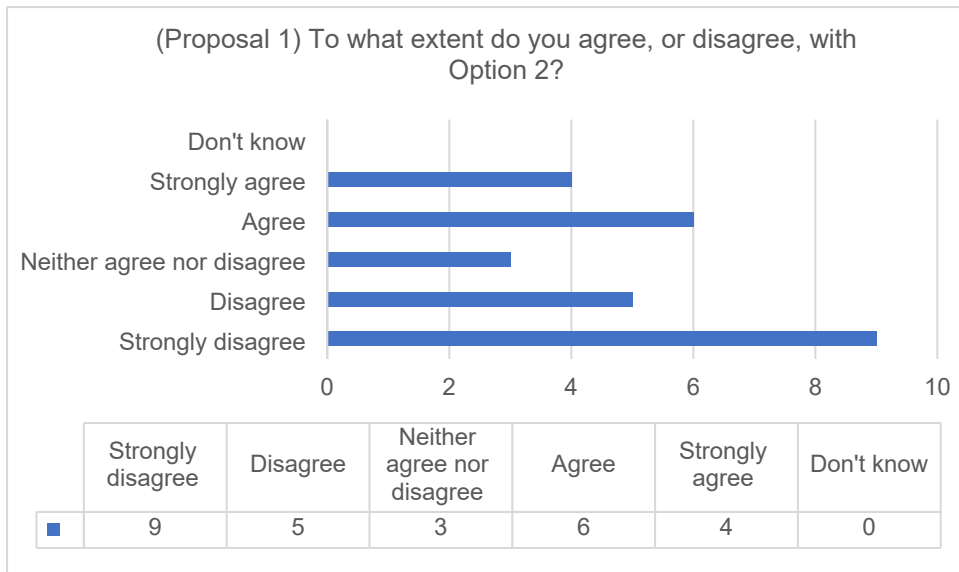
To what extent do you agree, or disagree, with Option 1: to introduce a flat rate annual parental contribution, with inflation-linked increases also being applied in future years?

(Proposal 1) To what extent do you agree, or disagree, with Option 1?	Responses	Percentage
Strongly disagree	8	30%
Disagree	3	11%
Neither agree nor disagree	6	22%
Agree	8	30%
Strongly agree	2	7%
Don't know	0	0%



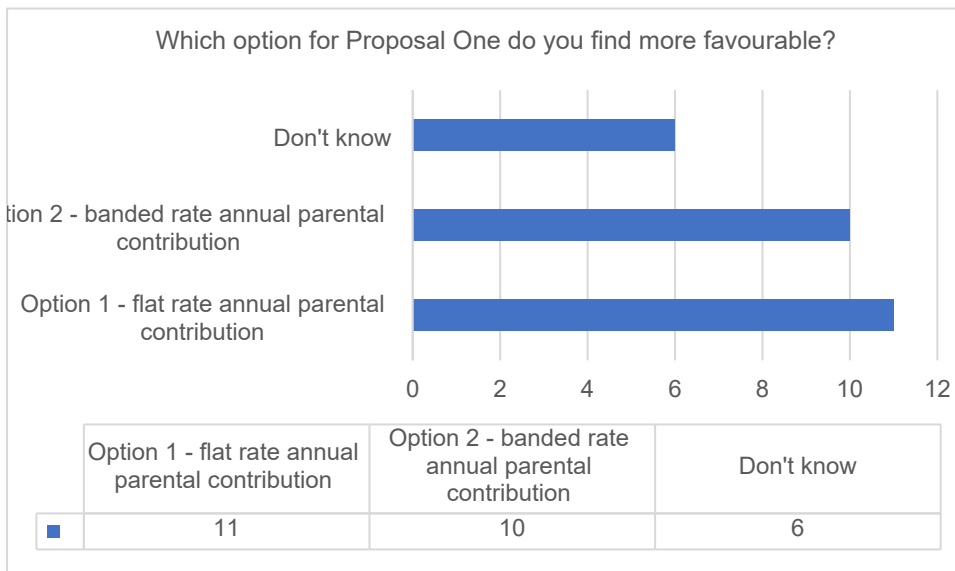
To what extent do you agree, or disagree, with Option 2: to introduce a banded rate annual parental contribution, with inflation-linked increases also being applied in future years?

(Proposal 1) To what extent do you agree, or disagree, with Option 2?	Responses	Percentage
Strongly disagree	9	33%
Disagree	5	19%
Neither agree nor disagree	3	11%
Agree	6	22%
Strongly agree	4	15%
Don't know	0	0%



Which option for Proposal One do you find more favourable?

Which option for Proposal One do you find more favourable?	Responses	Percentage
Option 1 - flat rate annual parental contribution	11	41%
Option 2 - banded rate annual parental contribution	10	37%
Don't know	6	22%



If you would like to explain the reason(s) for your answer please do so below.

Option 2 seems fairer
None of these. My husband and I both work but financially we. Could not do this
I strongly believe that post-16 EHCP students SHOULD NOT pay for their transport costs to their places of education. But if IWC decide that they should in order to create a revenue stream for themselves, then Option 2 is much fairer than Option 1.

This proposal could adversely impact YP with SEND. The contributions proposed are not affordable even for a family which isn't considered low income. Option 2 may also inhibit access to choice for vulnerable YP.
A double decker can seat about 70-90 passengers. Assuming they seat 70 and are 75% full the suggestion is that it costs the council $0.75 \times 70 \times £5186 = £272,265$ per year per bus to run twice a day over 190 days in the year. No wonder the IoW council has no money left if they negotiate contracts like that. Fuel is about £10-20k per year, bus driver salary <£25k (£13/hr), depreciation 10yr flatline £15k per year, insurance & maintenance £10k per year = £70k add a 30% gross margin for profit and overheads arrives at ~£100k leaving £172k unaccounted... No consideration has been given to additional uses of the asset other than for use on school journeys. This indicates the full cost of an annual school bus service should be near £2,000 per seat for a 40 mile round trip route.
I would not want to see any charge brought in. There will always be families close to qualifying for assistance who, once again, will have to pay for services they can't afford. Families of children with disabilities face additional costs and day-to-day challenges and this would be one more burden they don't need. Families may discourage the very children most in need of continuing support to cease with their education owing to additional costs.
Unnecessary charge on parents of Children with Special Needs. Reduce/scrap all Tory Councillor allowances.
I think instead of pushing any charges onto the families even more so then there have been over the last few years, maybe it needs to be placed upon how much overall income is going into houses per family etc - there are lots of people playing the system atm and I don't think that is fair to the ones who are struggling.
I think this only on the condition that those on lower incomes do not have to pay
All children no matter their background should be supported including up to the age of 18
The banded charge would disadvantage those who live further away.
Children should apply and go to schools closest to them.. schools need to be better so there isn't children wanting to go to schools further away because they are better! If so the parents should take the hit not the local authority!
Cost of living difficult enough without extra expenses.

If you have any feedback on the changes to the Policy, please explain these here.

Please see my earlier thoughts.
SEND group need to be prioritised for transport arrangements and this should not be linked to means testing, which tends not to be efficient, fair or in the interests of the most disadvantaged. Families with SEND children are already financially disadvantaged and need to earn more than those without special needs just to have the same standard of living, according to the Childhood trust's report. We are already disproportionately affected and transport costs will only add to the problem.
I dont think parents should be charged to get their children to post 16 education. I think it will result in families and students not being able too access educational facilities which can have a huge knock on effect of their social and emotional skills and mental health Help for low income families won't help families who have had mortgage increases and cost of living going up. We don't have extra money.
This would be superfluous if you were not to change the funding policy.
I understand that cuts need to be made but by doing certain ones you are pushing people into more poverty. When it seems the Rich are getting richer

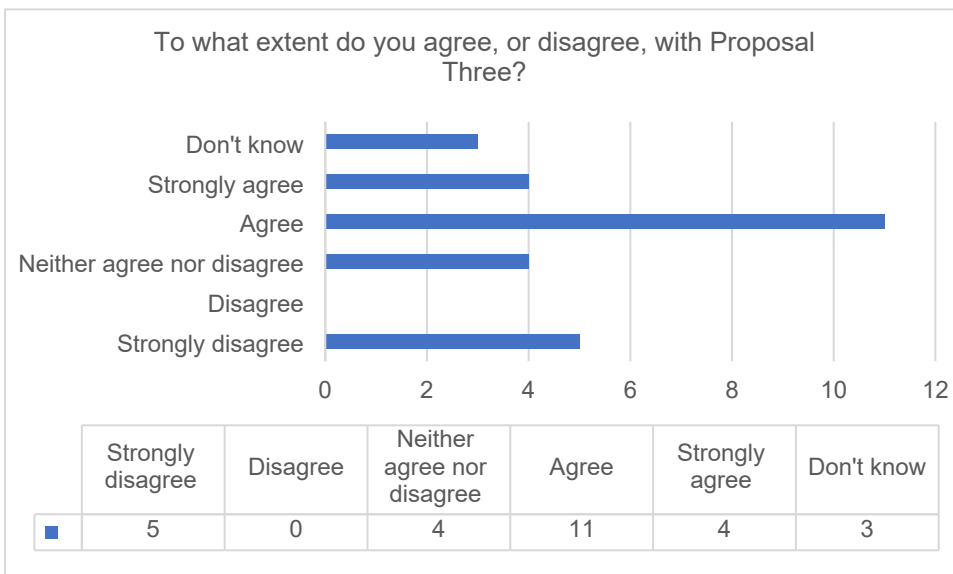
Parents pay enough general taxes already.

Children should walk or take the bus! The Council pays too much for people that fake disabilities and take note of those that really are disabled and not dam right lazy!

The proposed charges would greatly impact upon families already struggling. I would point out that many families are in possession of Mobility Vehicles for their children surely if they used them for the purposes intended costs could be kept down considerably.

To what extent do you agree, or disagree, with Proposal Three: For Personal Transport Budgets (PTB) to be available to families where a child or young person’s needs or circumstances mean that suitable transport is difficult to find, or not available at all, in the local operator market?

To what extent do you agree, or disagree, with Proposal Three?	Responses	Percentage
Strongly disagree	5	19%
Disagree	0	0%
Neither agree nor disagree	4	15%
Agree	11	41%
Strongly agree	4	15%
Don't know	3	11%



If you would like to explain the reason(s) for your answer please do so below.

PTBs decided on a case by case basis sounds like a good idea.

As long as it's not forced upon families and remains optional.

I fail to see how this will help anyone if services are 'not available at all'! Personal budgets put the burden on families to secure provision, when the Local Authority has a department that is better able to negotiate and plan for provision.

Doesn't solve the issue

I think a lot of single parents and families with disabilities etc or children with learning difficulties do really benefit from having school transport and it's a real help to the families and school children - however some do not need the help and can easily drive thier children to school and push the system and cause problems

All children up to the age of 18, should public transport available to them to complete their schooling where circumstances require such assistance.

The idea of a personal budget is acceptable, and not being forced to accept one is also helpful. What happens when transport is shared? If one family accept, the other doesn't? What happens if transport is shared - would parental contribution be halved/percentage? In general the system could work better if the tender for the transport was arranged earlier and enough warning was given to parents/carers about the next academic years arrangements or even looked at longer term for the whole time the child is in their particular school.

If a registered disability is documented then fine but not just lame excuses

This would be helpful for those with their own Mobility Vehicles as it would help with the fuel costs and the suitable transport would already be available

Please describe what, if any, impacts the Policy for Post 16 Transport provision on the Island may have on you, people you know, or your organisation, group or business.

A lot of people I know would struggle to find alternative transport especially if there is more than one child from the same families traveling this too would be for making financial contributions. My husband and I both work but would not be able to make these payments we will have two children travelling on school transport come this September so that could be nearly 3.000 pounds I would need to find but from where

My child has an EHCP, is PMLD and will need assisted transport to SEND education for many years post-16.

The impact on these proposals will be significant.

YP in rural areas such as the IOW should not be worse off financially because they may need to travel further to access education and training provision than their peers in urban areas. Proposal 1, option 2 would not support this idea.

There also needs to be a proper independent travel training scheme available on IOW, like there is in Hampshire, to support and enable those who may be able to travel on public transport independently.

The IOW transport policy statement also needs to set out the Local Authority's policy for travel to neighbouring Local Authority areas for YP with SEN, as that does not seem clear currently.

Support from Local Authorities should be targeted towards SEN - a reduction in contribution for this group would be appropriate, yet it seems this policy consultation and the school transport policy consultation are proposing SEN families pay the same in travel contribution as non-SEN families paying for discretionary spare seats. This does not seem fair and, I believe, needs re-evaluating. Surely, SEN families should be paying a reduced rate?

Ultimately, the introduction of parental contribution is going to put further strain on Island SEN families who are already struggling, at a time when the transition to a new setting is highly fraught with stress for the YP and their family. However, if a charge has to be introduced then a flat annual fee seems the fairest solution but will a lower contribution than proposed.

It will leave families who most need support struggling with getting their young people to educational provision. It would be a challenge to meet the cost of transport for my young person.

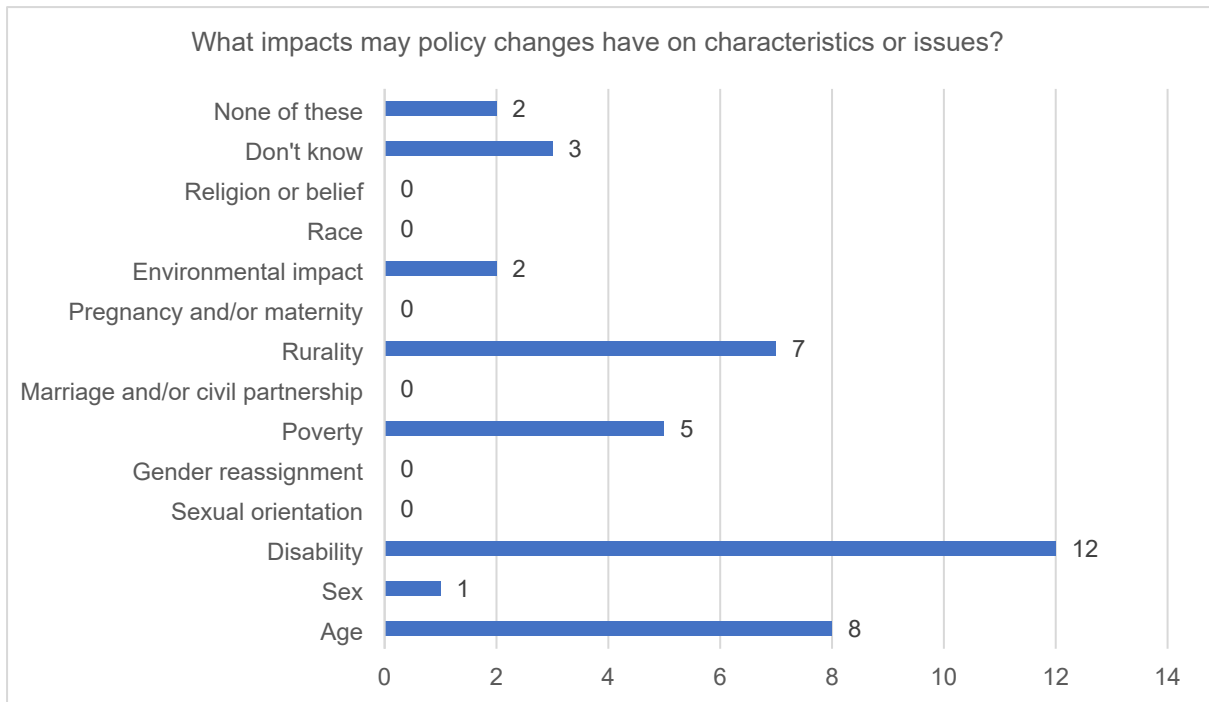
Unnecessary charge & further discrimination towards parents of children with special needs.

I have two post 16 students with EHCP's. They are legally required to still be in education over the age of 16 now and have to go to somewhere that can meet their needs - which isn't necessarily close by (A local 6th form for example is not appropriate as they are in

specialist education working to a lower level). I believe having to make a contribution per child, if you have more than one child will be practically impossible, meaning one child misses out?!
I depend on my child bus to school as I myself do a school run with my taxi and in order for me to earn the bus taking my son to school is paramount. However I absolutely would be happy to pay for this - but I'm not sure overall people would be. Maybe at the prices you are potentially saying.
It is crucial that this age group are able to get around the island and access the education and services they need. An absolute priority.
I am retired and my children have flown the nest many years ago. However, as commented previously all children irrespective of their background and age should have the ability of using subsidised transport as required to enable them to complete their schooling.
The legibility for free school transport.
My daughter has medical needs the transport escorts can not deal with due to rules and training. I therefore have to take her to school and back .she is post 16
A true disability should count nothing else no other factor should be allowed it's appalling how we bow down to sheer patheticness
Does the Independent Travel Training carry on for the post 16 young students.

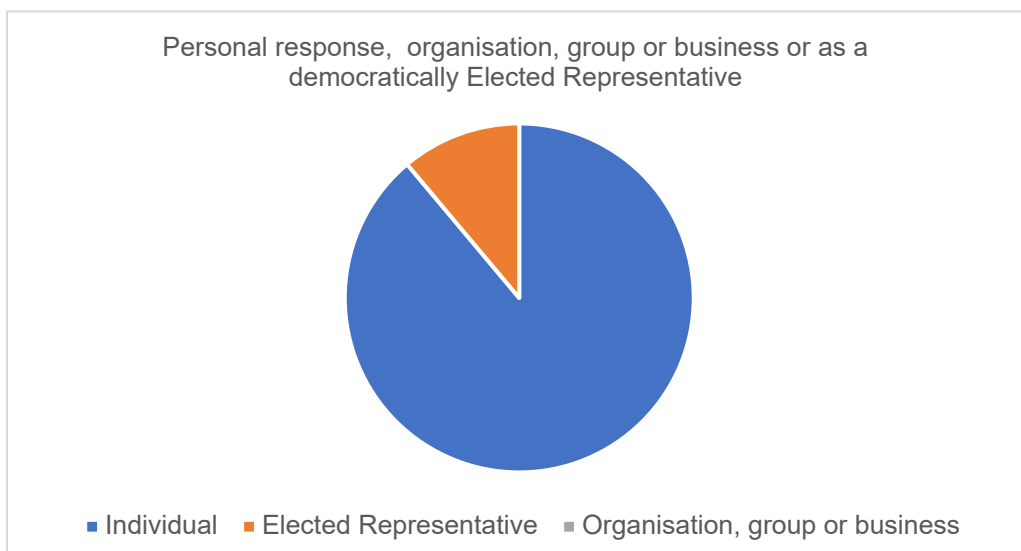
Please indicate below if the impacts you have mentioned above relate to any of the following characteristics or issues:

Changes to policy impacting on characteristics or issues:	Responses	Percentage
Age	8	20%
Sex	1	3%
Disability	12	30%
Sexual orientation	0	0%
Gender reassignment	0	0%
Poverty	5	13%
Marriage and/or civil partnership	0	0%
Rurality	7	18%
Pregnancy and/or maternity	0	0%
Environmental impact	2	5%
Race	0	0%
Religion or belief	0	0%
Don't know	3	8%
None of these	2	5%



Is this a personal response, or are you responding on behalf of an organisation, group or business or as a democratically Elected Representative?

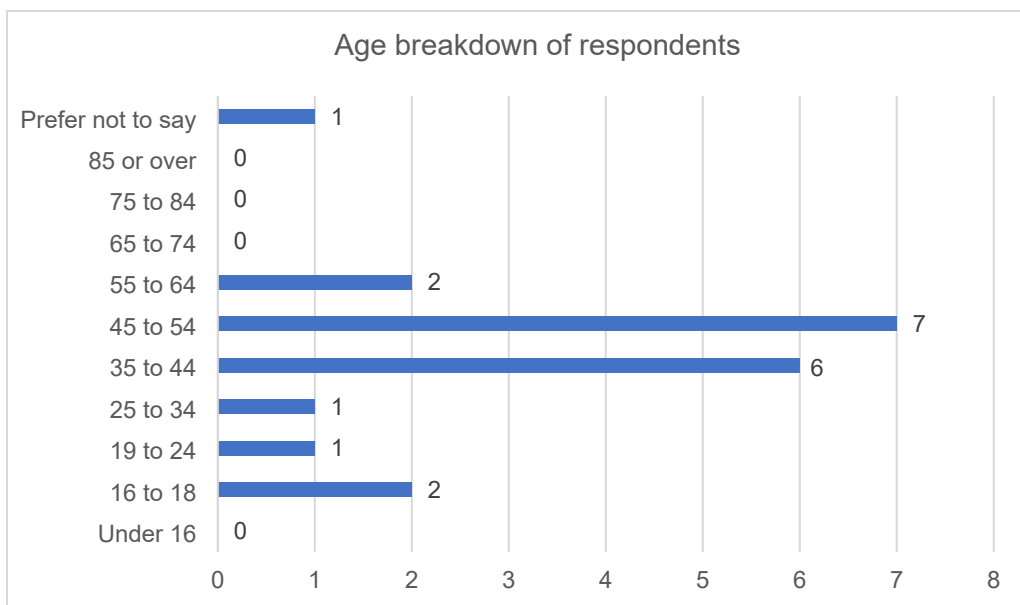
Personal, organisation or democratically Elected Representative	Responses	Percentage
Individual	24	89%
Elected Representative	3	11%
Organisation, group or business	0	0%



What was your age on your last birthday?

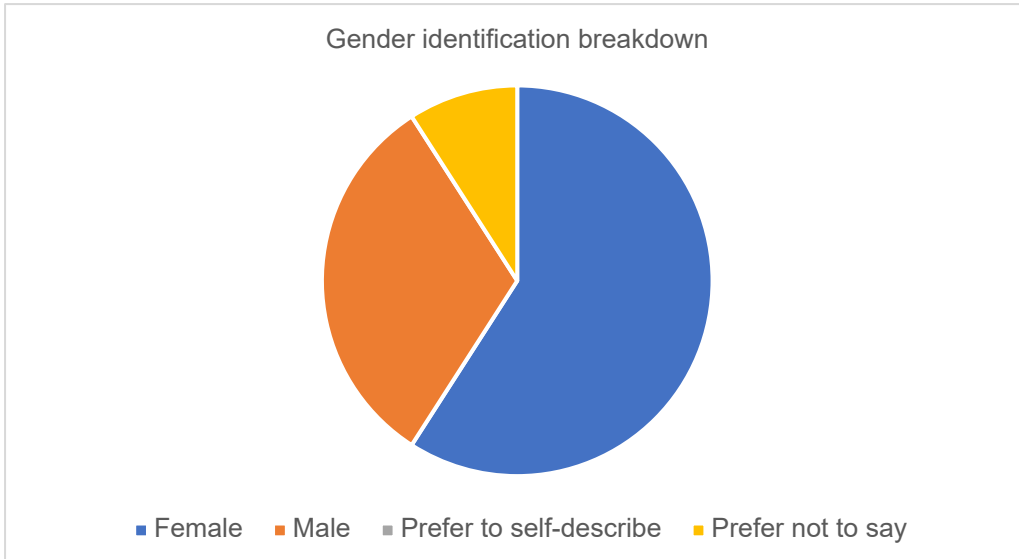
Age breakdown	Responses	Percentage
---------------	-----------	------------

Under 16	0	0%
16 to 18	2	10%
19 to 24	1	5%
25 to 34	1	5%
35 to 44	6	30%
45 to 54	7	35%
55 to 64	2	10%
65 to 74	0	0%
75 to 84	0	0%
85 or over	0	0%
Prefer not to say	1	5%



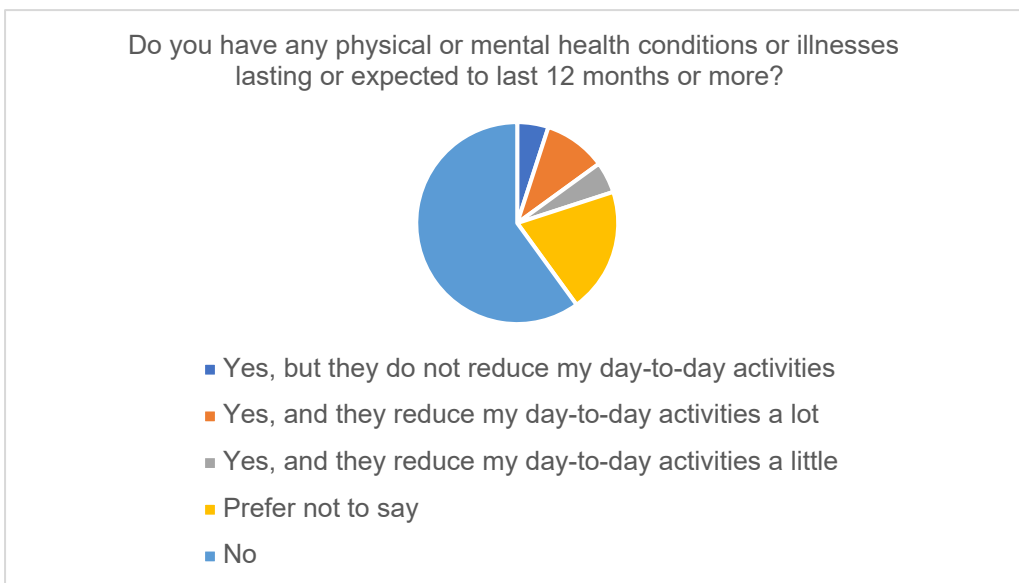
Which of the following best describes your gender?

Gender identification breakdown	Responses	Percentage
Female	13	59%
Male	7	32%
Prefer to self-describe	0	0%
Prefer not to say	2	9%



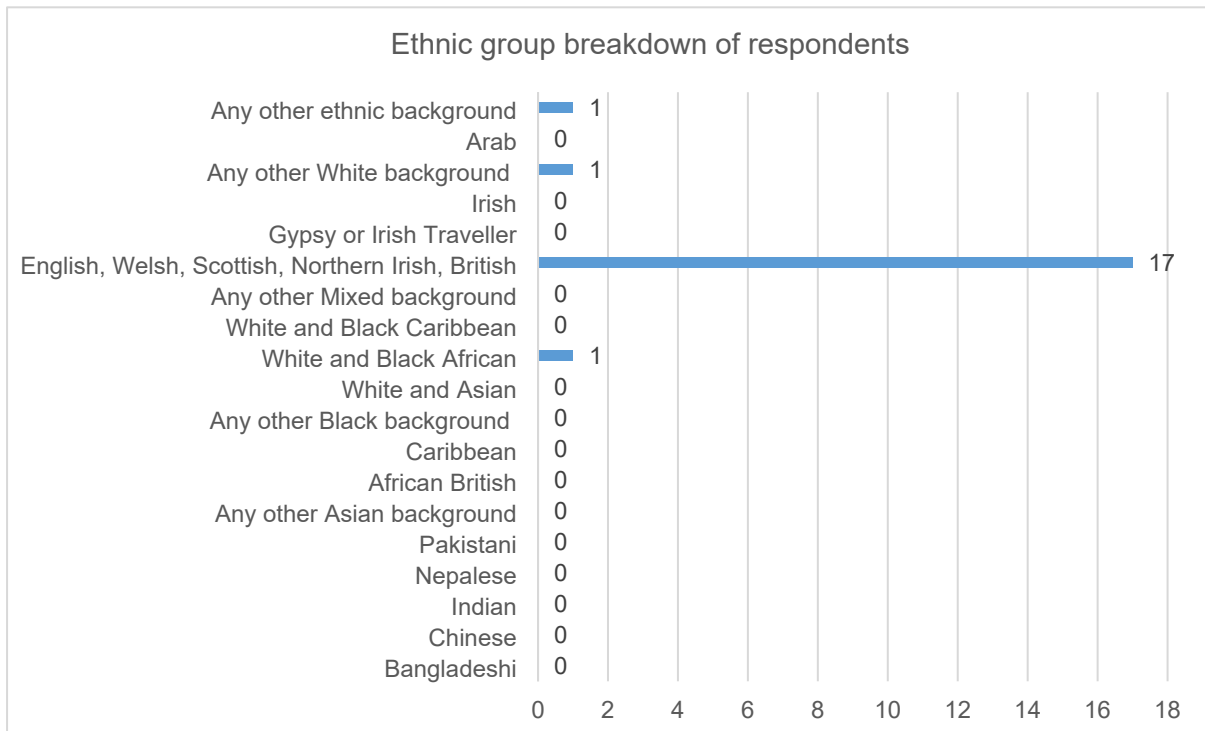
Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?	Responses	Percentage
Yes, but they do not reduce my day-to-day activities	1	5%
Yes, and they reduce my day-to-day activities a lot	2	10%
Yes, and they reduce my day-to-day activities a little	1	5%
Prefer not to say	4	20%
No	12	60%



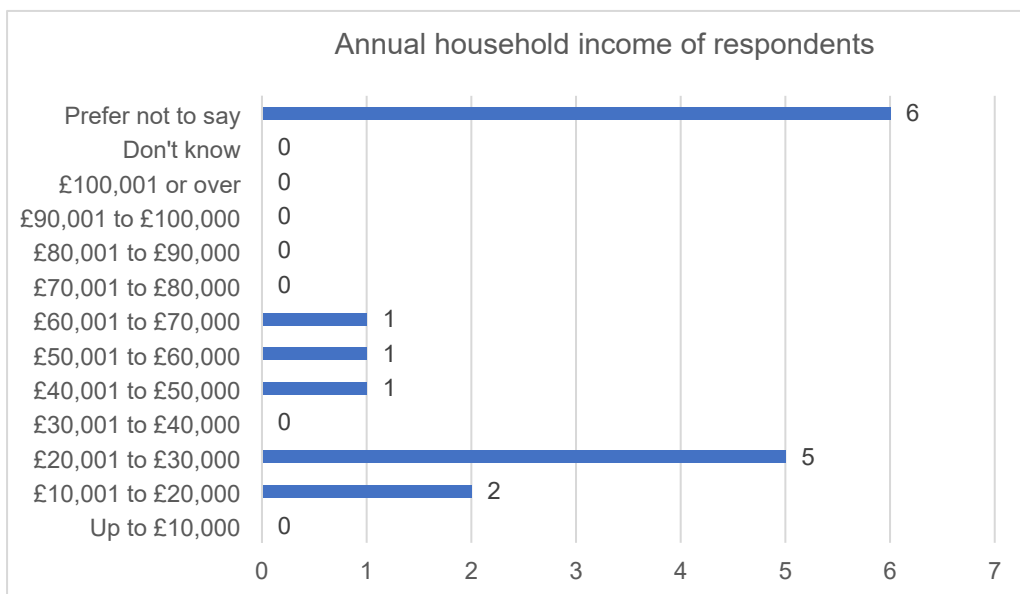
What is your ethnic group?

Ethnic group breakdown of respondents	Responses	Percentage
Bangladeshi	0	0%
Chinese	0	0%
Indian	0	0%
Nepalese	0	0%
Pakistani	0	0%
Any other Asian background	0	0%
African British	0	0%
Caribbean	0	0%
Any other Black background	0	0%
White and Asian	0	0%
White and Black African	1	5%
White and Black Caribbean	0	0%
Any other Mixed background	0	0%
English, Welsh, Scottish, Northern Irish, British	17	85%
Gypsy or Irish Traveller	0	0%
Irish	0	0%
Any other White background	1	5%
Arab	0	0%
Any other ethnic background	1	5%



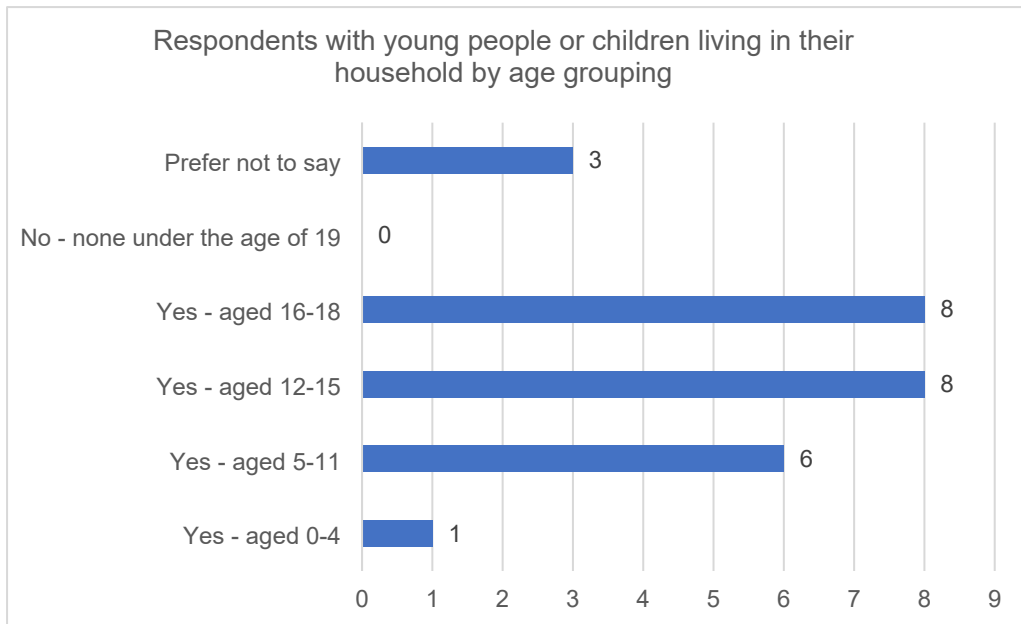
What is your total annual household income, from all sources, before tax and other deductions?

What is your total annual household income, from all sources, before tax and other deductions?	Responses	Percentage
Up to £10,000	0	0%
£10,001 to £20,000	2	13%
£20,001 to £30,000	5	31%
£30,001 to £40,000	0	0%
£40,001 to £50,000	1	6%
£50,001 to £60,000	1	6%
£60,001 to £70,000	1	6%
£70,001 to £80,000	0	0%
£80,001 to £90,000	0	0%
£90,001 to £100,000	0	0%
£100,001 or over	0	0%
Don't know	0	0%
Prefer not to say	6	38%



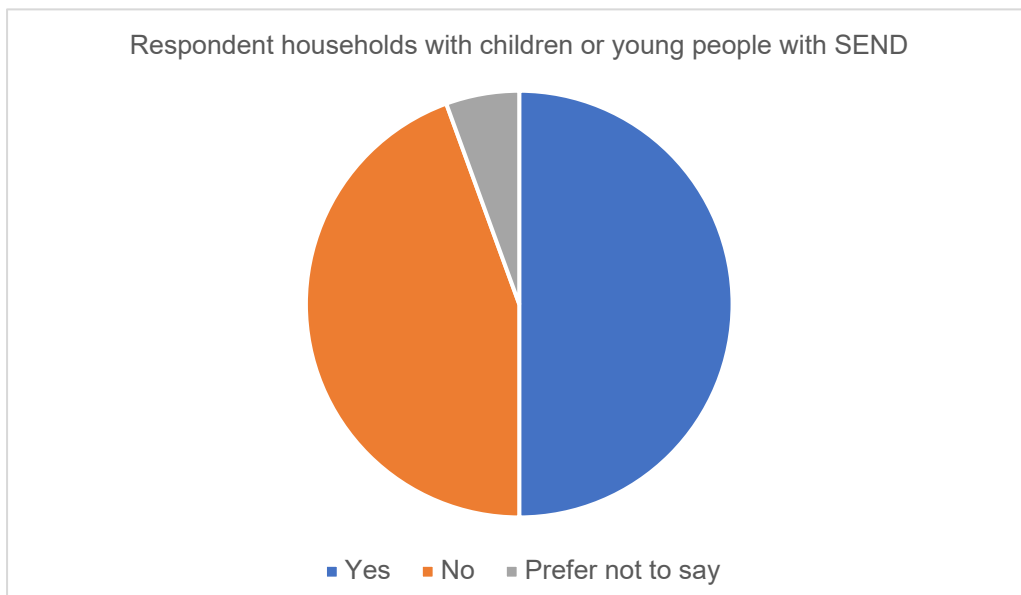
Are there any children or young people under the age of 19 living in your household (including yourself)?

Are there any children or young people under the age of 19 living in your household (including yourself)?	Responses	Percentage
Yes - aged 0-4	1	4%
Yes - aged 5-11	6	23%
Yes - aged 12-15	8	31%
Yes - aged 16-18	8	31%
No - none under the age of 19	0	0%
Prefer not to say	3	12%



Do any of the children or young people under the age of 19 living in your household have special educational needs or disabilities (SEND)?

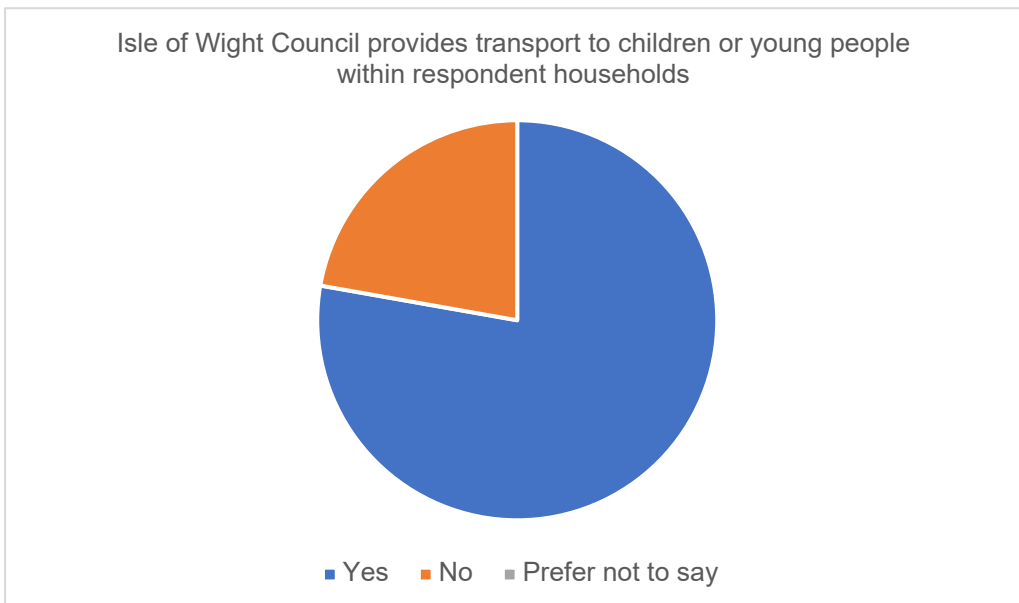
Do any of the children or young people under the age of 19 living in your household have special educational needs or disabilities (SEND)?	Responses	Percentage
Yes	9	50%
No	8	44%
Prefer not to say	1	6%



Do any of the children or young people under the age of 19 living in your household currently receive School or Post-16 Transport provided by the Isle of Wight Council?

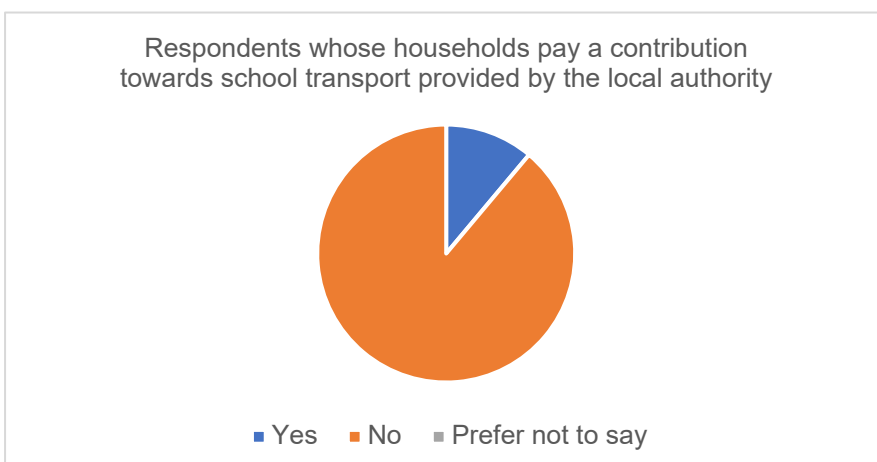
Transport provided by the Isle of Wight Council?	Responses	Percentage
--	-----------	------------

Yes	7	78%
No	2	22%
Prefer not to say	0	0%



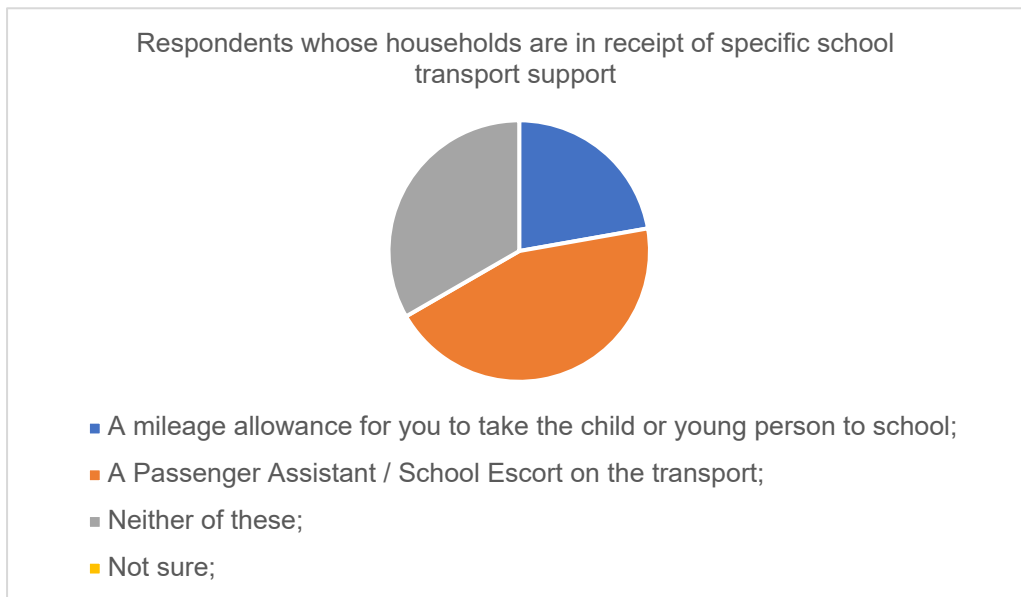
Do you currently pay a contribution towards the School Transport provided by The Isle of Wight Council?

Do you currently pay a contribution towards the School Transport provided by The Isle of Wight Council?	Responses	Percentage
Yes	1	11%
No	8	89%
Prefer not to say	0	0%



Does the School Transport support you currently receive from The Isle of Wight Council include any of the following?

Does the School Transport support you currently receive from The Isle of Wight Council include any of the following?	Responses	Percentage
A mileage allowance for you to take the child or young person to school;	2	22%
A Passenger Assistant / School Escort on the transport;	4	44%
Neither of these;	3	33%
Not sure;	0	0%



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:	
Abbie Cook, Home to School Transport Project Officer	
Directorate and Team/School Name:	
School Transport	
Name, aim, objective and expected outcome of the programme/ activity:	
<p>Name: Proposed changes to the Post 16 Transport Policy Statement</p> <p>Aim: To align the Post 16 Statement with national DfE guidance and to introduce a parental contribution.</p> <p>Objective: To provide clear guidance for families of Post 16 students who may require transport to facilitate their attendance in further education.</p> <p>Expected outcome: For all recommendations detailed in the Cabinet Paper to be approved to allow the transformation of the School Transport Service and align with DfE guidance and other local authorities.</p>	
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 (<i>check whether the original decision was equality impact assessed</i>)	Yes
Removal of a policy/strategy/service/system function proposal	
Commencing any project/programme	

Equality and Diversity considerations

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

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>)
<p>Age (restrictions/difficulties both younger/older)</p>	<p>Proposal one - Negative – Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.</p> <p>Proposal two – Positive – To reword and update the Council’s Post 16 policy</p> <p>Proposal three – Positive – Introduction of Personal Travel Budgets</p>	<p>The impact on age identified here is in respect to the legislative requirements and the subsequent considerations made by Isle of Wight Council when deciding on the support necessary in relation to travel and transport to facilitate a young person’s attendance at their place of education.</p>	<p>Our proposals do not discriminate against protected characteristics regardless of age.</p>	<p>In the public consultation, there was a theme of respondents not being aware of statutory transport ending at 16 years and discretionary transport for Post 16 students with special educational needs and</p>	<p>The proposals are underpinned by statutory guidance issued by the DfE. Where transport is necessary to facilitate attendance for children with special educational needs and disabilities, the Council will provide transport assistance. Each young person will</p>	<p>None identified.</p>	<p>The policy and process to apply will be available on the Isle of Wight Council website.</p>	<p>It is recognised that they and their families/carers would be affected by the recommendations with regards to age as a protected characteristic. The age-related nature of the service is required by law.</p>

As a young person becomes a Post 16 learner, the Council considers transport support is only necessary if it is essential to enable them to attend their programme of study. If the young person is able to access other forms of travel, support/funding, and has the available means to access their education setting, then they would be expected to use these in the first instance.

disabilities, being chargeable by the Council. The new draft statement is written in line with DfE guidance using a template provided by the DfE. It is hoped that this new format will set out clearly the local authorities responsibilities as well as the young person and their families, if necessary.

be considered on a case-by-case basis to ensure provision reflects actual need with the contribution waived for learners from families in receipt of income-based benefits or who are on a low income.

Personal Transport Budgets would be something that gives more flexibility to children and families although it is anticipated that it will only be an option for some families.

Changes to the Post 16 statement is anticipated to be positive as the changes would ensure it is up to date, relevant to the service and easy to understand.

<p>Disability a) Physical b) Mental health</p> <p>Page 304 must respond to both a) & b)</p>	<p>Proposal one - Negative – Introduce an annual parental contribution, with inflation-linked increases also being applied in future years.</p> <p>Proposal two – Positive – To reword and update the Council’s Post 16 policy</p> <p>Proposal three – Positive – Introduction of Personal Travel Budgets</p>	<p>No</p>	<p>Our proposals do not discriminate against protected characteristics regardless of disability.</p>	<p>In relation to introduction of a parental contribution, some respondents commented on the impact on SEND families with the cost of living rises. Based on the current cohort, data suggests that at least a third would qualify under the low income criteria therefore the contribution would be waived for these young people and their families.</p> <p>Some respondents were concerned that offering PTB’s would shift the responsibility on to the parent to find transport provision. The Council and parents</p>	<p>The Council will ensure support is available if it is considered necessary in order for the young person to attend their education placement / training. Where possible and where appropriate, the Council will support young people to use public transport and make their own journeys independently and will expect parents to provide transport assistance. The Council recognises that families may need a transport service to ensure that students 16+ with special educational needs or disabilities can access a place that is suitable for their needs and so do offer a transport service, under</p>	<p>None identified</p>	<p>The policy and process to apply will be available on the Isle of Wight Council website.</p>	<p>The proposed policy change concerns provision for this cohort of learners (and their families) recognises the potential impacts on this protected characteristic.</p>
---	--	-----------	--	--	--	------------------------	--	--

would need to mutually agree that a PTB would be suitable for the family. For example, a family may have a suitable vehicle to transport their young person and are able to transport them to school. In addition, it would not be mandatory to accept a PTB and the parent would need to be in agreement.

discretionary powers.
Department for Education guidance allows local authorities to request a parental contribution. The Post 16 2024 Policy will allow for parental contribution charges to be waived when parents/ carers are on a low income, in receipt of certain benefits or if the student is in receipt of free school meals. Families with exceptional circumstances can also apply for a discretionary waiver or reduction in parental contributions.

PTBs will disproportionately affect Children and Young people with disabilities and their families. The change will mean that children, young people

					<p>and their families with disabilities who are suitable for a PTB will have more flexible options for their transport arrangements.</p> <p>There is no identified impact regarding updating and aligning school transport policy with updated DfE statutory guidance based on disability.</p>			
<p>Race (Including ethnicity and nationality)</p>	Neutral	NO		No concerns have been raised through the consultation.	There is no identified impact based on race and therefore the impact has been assessed as neutral.			
<p>Religion or belief (different faith groups/those without a faith)</p>	Neutral	No		No concerns have been raised through the consultation.	There is no identified impact based on religion or belief and therefore the impact has been assessed as neutral.			
<p>Sex (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)</p>	Neutral	No		No concerns have been raised through the consultation.	There is no identified impact based on sex and therefore the impact has been assessed as neutral.			
<p>Sexual orientation</p>	Neutral	No		No concerns have been	There is no identified impact			

(is your language inclusive of LGB groups?)				raised through the consultation.	based on sexual orientation and therefore the impact has been assessed as neutral.			
Pregnancy and maternity	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on pregnancy and maternity therefore the impact has been assessed as neutral.			
Marriage and Civil Partnership	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on marriage and civil partnership and therefore the impact has been assessed as neutral.			
Gender reassignment	No impact	No		No concerns have been raised through the consultation.	There is no identified impact based on gender reassignment and therefore the impact has been assessed as neutral.			

Page 307

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.

H. Review

How are you engaging people with a wide range of protected characteristics in the development, review and/or monitoring of the programme/ activity? Through a formal consultation which lasted 28 days, in line with DfE guidance. Following a decision at Cabinet on 9th May, new policy and processes will communicated out to families via schools/colleges.

Date of next review:

H. Sign-off

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

Name: Ashley Jefferies
Date: 28/03/24

Legal sign off & date:

Name: Judy Mason
Date: 03/04/2024



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	SUPPORT FOR LOCAL COMMUNITIES - HOUSEHOLD SUPPORT FUND (5)
Report of	CABINET MEMBER FOR ADULT SOCIAL CARE AND PUBLIC HEALTH

Executive Summary

1. The purpose of this report is to outline the proposed approach to the Department for Work and Pensions (DWP) Household Support Fund (HSF) extension across the Isle of Wight. This report seeks approval from Cabinet for the mechanism to allocate grant funding to organisations in support of vulnerable households and community groups for this financial year in accordance with the conditions of the HSF.
2. Approval of the initiatives described in this report will enable vulnerable Island residents and community groups to be supported with the rising cost of living, financial pressures and to build both individual and community resilience for local people.

Recommendation

That Cabinet approves the following:

3. (a) To approve allocation of Household Support Funding and distribution in accordance with the process outlined in Appendix 1 and 2 to this report; and
4. (b) delegate approval to the Director of Adult Social Care and Housing, to allocate the Household Support Fund (including the reallocation of any underspend) to recipients that meet the criteria. This will ensure that the allocation of the funding meets the approvals set out in this report, the Isle of Wight Council can rapidly adapt the approach to ensure that local needs are met.

Background

Household Support Fund (5)

8. On 6th March 2024, the Government announced another extension to the Household Support Fund as targeted financial support for those in need over the first six months of the 2024/2025 financial year. Guidance and grant determinations were confirmed on 26th March 2024. Although this has been announced as an extension, unallocated funds from previous grant rounds are unable to be carried forward due to a change in the spend criteria, namely the reduction of the grant period from twelve months to six, and the addition to provide the ability to complete an in-depth evaluation are now included within the allowed criteria of the administration allocation.
9. The £421million Household Support Fund is being distributed through County and Unitary Councils and the objective of the fund is to provide crisis support to vulnerable households in most need with the cost of essentials to meet immediate needs and help those struggling to afford household essentials including energy and water bills, food and wider essentials. In exceptional cases of genuine emergency, it can additionally be used to support housing costs where existing housing support schemes do not meet this exceptional need.
10. Councils can use its discretion on how to identify and support those most in need, taking into account a wide range of information. Whilst immediate needs should be prioritised, Authorities are encouraged to use the Fund to provide support that has a long-term sustainable impact, for example household items which would reduce bills in the long-term. Subject to the considerations around advice services, this can include support with income maximisation through advice and signposting to benefit, debt and employment services.
11. The Department for Work and Pensions, the government department that is providing the funding, expects top tier local authorities to administer the scheme and provide direct assistance to vulnerable households setting out guidance and considerations in terms of types of support categories referred to above. In doing it so, it should work with local services which may include local charities.
12. Rather than focus on one specific vulnerable group, Authorities should use the wide range of data and sources of information at their disposal to identify and provide support to a broad cross section of vulnerable households in their area.
13. The Isle of Wight's share of the Household Support Fund is £1,131,576 to be spent between 1st April 2024 and 30th September 2024. Funds should be spent or committed before 30 September 2024 and cannot be carried over for future usage.
14. The Household Support Fund is similar to previous DWP funding through the Covid Winter Grant and the Covid Local Support Grant, administered by IWC and known as the former connect4communities programme.
15. The allocation and distribution proposal for the latest allocation of the Household Support Fund can be found at Appendix 1 and 2 to this report.

Corporate Priorities and Strategic Context

16. This project links to the Economic Recovery aspect of the Corporate Plan 2021-2025, addressing poverty and working towards reducing the number of residents who are living in poverty.
17. The recommendations also help to meet the Corporate Plan aspirations relative to strategic partnerships and Covid-19 recovery of addressing poverty and inequalities in the Island's most deprived areas and improving the Island's resilience to wellbeing relative to its position when national lockdown ended in July 2021.
18. The proposed delivery plan would also help to address the Corporate Plan aspirations around strategic finance, transformational change, and corporate resources by providing greater support to those on low incomes.
19. Relative to the Corporate Plan aspirations around adult social care and public health, approval of the recommendations would link to placing the health and wellbeing of residents at the centre of what we do and support the development of a co-produced Island Anti-Poverty strategy.

Responding to climate change and enhancing the biosphere

20. The Household Support Fund has a target to help low-income households manage energy costs through use of measures such as insulation, efficient LED lighting, draught proofing and provision of Air Fryers. Reducing energy use via these measures will also help to decrease carbon emissions from households. However, a precise estimate of emissions reductions cannot be given at this stage and will need to be assessed further as the programme progresses.
21. Through our work with established community pantries and additional pantries coordinating their activities through the Island Food Partnership Network we will help to explore opportunities to reduce the Island's food waste, working with Island supermarkets and food providers to promote the re-distribution of unused edible food.



Economic Recovery and Reducing Poverty

- 22. The project links to the Economic Recovery aspect of the Corporate Plan 2021-2025, addressing poverty and working towards reducing the number of residents who are living in poverty.
- 23. The primary purpose is to provide support to local residents in need. The council have devised schemes that will deliver rapid benefit for Island residents through Third Party Organisations (TPO's) to help with the cost of food, utility costs and wider essentials.

Impact on Young People and Future Generations

- 24. Allocation of the grant funds in line with the allocation and distribution processes should have a positive impact on reducing child poverty. Over the past rounds of Household Support Fund grants a reduction has been seen of around 500 households in the number of those meeting eligibility of the largest food voucher scheme compared to those meeting that same criterion in January 2022. Whilst

not all these households will be those with children, a number will be young families with children.

25. We have consistently supported the Island's Care Leaver cohort as Corporate Parents as part of our Local Offer to care leavers through this funding. The support provided to these young people is benefiting not only the Care Leavers themselves, but also their children.

Corporate Aims

26. The Corporate Plan is underpinned by the purpose to work with and support the Island's community, finding ways to help it to satisfy its needs independently or to provide services directly where necessary. In doing so the approach to this scheme set out in the recommendations support the core values of the corporate plan:
 - (a) **Becoming community focused** – putting the needs of our residents first by recognising that some are faced with poverty and cost of living challenges that requires both crisis support and sustainable support
 - (b) **Working together** – engagement with range of community partners to make the most of opportunities to help communities to help themselves. Looking at the means and ways to develop emergency support and sustainable solutions with funds available
 - (c) **Being effective and efficient** – Seeking to use our limited resources wisely and maximise the effect of funding available to aid our communities needs and required responses, while enabling community support to innovate and respond
 - (d) **Being fair and transparent** – Making decisions based on data and evidence of need in an open and accountable way through administration of the criteria to aid access to funding that can best serve the Island people's needs and how to sustain these through initial funding opportunities that may seed fund.

Consultation and Engagement

27. We have, in past rounds of the Household Support grant funding allocation processes held a number of stakeholder consultation meetings, both with internal Council colleagues as well as Town, Parish and Community council representatives, Citizens Advice IOW, Schools, Community and Voluntary Organisations to determine the wider need of specific cohorts and how best to utilise the funding. The output of these consultation meetings continues to shape the proposals for the Household support Fund.
28. In addition to these meetings, engagement has been undertaken with the existing community pantries to ascertain the required level of onward funding and considerations. A recent grant round consideration meeting was held 25th March 2024 with Aspire representing the community pantry network; voluntary sector and the Island Food Strategy Network; Citizens Advice as crisis support; Adult Social Care; Childrens Services; Footprint Trust; Southern Housing and the Revenues and Benefits Service, to review and discuss potential ongoing support needs from the new funding guidance. Other stakeholders were invited but unable to attend but offered the opportunity for written consultation of

considerations and needs.

29. Ongoing consultation will continue to aid shaping of specific grant needs for any funding rounds in terms of the Isle of Wight offer for these grant funds.

The IOW Offer Household Support Fund

36. It is recommended that Cabinet approve the Household Support Fund grant funding pot of £1,131,576 to be divided into the categories set out within Appendix 1.
37. The DWP criteria provides ability to support third party provisions that is intended to be applied through the proposed grant prospectus approach devised for the Household Support Fund.
38. As can be seen within Appendix 1, the allocation categories can be summarised as:
 - (a) Top Up Food Voucher scheme for those in crisis need
 - (b) Local Council Tax Support recipients eligible to a one-off food voucher of £25 per household
 - (c) Help Through Crisis grants to aid range of emergency need and support
 - (d) Community Pantries to aid reach within the community and build their sustainable model
 - (e) Community Grants to develop local initiatives where community and voluntary groups along with Town, Parish and Community Councils can apply for funding to support the community with food and fuel projects.
 - (f) Administration costs to oversee, and coordinate the prospectus, grant applications, reporting and grant monitoring arrangements.
39. Community organisations will be proactively approached and encouraged to apply for a proportion of the funds, along with those working with support from Town, Parish and Community Councils to encourage match-funding opportunities and how the support will be sustainable moving forward, after the end of the grant period.

Financial / Budget Implications

43. The Household Support Fund is provided from central DWP allocation of funds and the way these are intended to be distributed is set out within Appendix 1.

Administration and Communication Costs

44. The Household Support Fund allocation includes reasonable administration costs to enable local authorities to deliver the scheme and it is therefore permitted for IWC (and partners) to deduct estimated administration costs from the total allocation (guided at 5%) to determine the amount remaining.
45. IWC is seeking to minimise administration costs and funding of up to £68,333 from Household Support Fund will be top sliced from the IWC grant allocation to cover centralised administration costs which will include staff costs for overseeing the Household Support Fund and administration support, communications and marketing over the course of the HSF scheme.

46. A similar consideration will be applied to any grant applications by Third Party Organisations for administration costs towards the delivery of their schemes.

Legal Implications

47. Councils are limited to the use of the Household Support Fund within the restrictions of the DWP grant guidance, and must demonstrate compliance with these conditions with any such awards and use of funds.
48. All funding granted to third party organisations (including schools, colleges, and early years providers) will be supported by a grant agreement setting out the conditions of the funding as well as reporting requirements.
49. Third party organisations will be required to report to the Council on how they have spent the funding provided, in line with the relevant grant criteria set out in the appendices to this report.
50. Allocation of funding will be monitored to ensure spend remains compliant with the terms of the grant and delivers best value for the council.
51. Any data returns required in relation to the Household Support Fund will be completed as required.
52. One further level of detail that needs to be captured, where possible, is the number of individual households we have assisted. It is thought best to monitor this by individual organisation and then collated centrally.
53. Discussions with Procurement continue to establish the appropriate routes to market for sourcing required vouchers. The current provision expired on 31 March 2024 for new voucher awards, and it has been indicated that a waiver cannot be applied to extend this. This means a new procurement tender is being developed to aid this continued need.

Equality and Diversity

54. Consultation has been undertaken with community and voluntary organisations, town, parish and community council representatives, school representatives, internal council departments, and Citizens Advice IOW.
55. An Equalities Impact Assessment has been completed and is included as Appendix 3 to this report. The results can be summarised that no negative impacts on the protected characteristics are expected from the provisions being recommended within the documents.

Property Implications

57. There are no property implications associated with this funding due to the nature of the grant conditions.

Options

58. The options available to Cabinet are as follows:
- a) To approve allocation of Household Support Funding and distribution in accordance with the process outlined in Appendix 1 and 2 of this report; and
 - b) Delegate approval to the Director of Adult Social Care and Housing, to allocate the Household Support Fund (including the reallocation of any underspend) to recipients that meet the criteria. This will ensure that the allocation of the funding meets the approvals set out in this report, the Isle of Wight Council can rapidly adapt the approach to ensure that local needs are met.
 - c) Not to approve the recommendations proposed in this report but recommend an alternative delivery plan.
 - d) Not to approve the recommendations proposed in this report and to agree no further delivery of the Household Support Fund.

Risk Management

- 59. To mitigate risk of fraud as much as possible, we will ensure that any funded schemes are devised based on closed-loop vouchers or tangible items, as opposed to awarding cash or bank transfers.
- 60. Community and Voluntary Organisations along with Charities, Town, Parish, and Community Councils must apply for funding, detailing the delivery of the project, estimated beneficiaries and eligibility criteria. The application will follow the process outlined in this report and if approved, a grant agreement confirming grant instructions will be issued before funds are released.
- 61. Intermittent checks will be undertaken by the council to ensure grant conditions are being followed, and audits carried out at the end of the grant period.
- 62. There is a risk that if Cabinet do not approve the proposed delivery plan that Isle of Wight residents will not be supported with the rising cost of living, and the number of local people living in poverty will increase.
- 63. As with the granting of other discretionary schemes, the programme will only be delivered in line with the identified grant conditions.
- 64. There is a risk that when the funding provided by DWP stops for HSF, residents that have become reliant on the support will find themselves unable to afford basics. Encouraging match funding from the Town, Parish and Community Council's to aid their local communities' needs will aid the mitigation of this risk slightly, provided they are willing to review financial contributions, as they will be able to continue past the end of the fund, as is the intention with community pantries. In addition, Pantries are asked to seek additional grants from alternative sources that could aid them beyond any ending of current funding arrangements as the IWC cannot guarantee what levels of support may be offered in the future.

Evaluation

65. The proposed delivery plan is similar to schemes delivered through earlier rounds of the Household Support Fund, which has shown residents feel supported with the immediate benefit. We are aware that local residents do run the risk of becoming dependent on the vouchers, which is why an additional focus on building resilience is of increasing importance.
66. Providing financial assistance to local community groups through the grant funding now available, which provides a diversity in the offer and alternative forms of support will help to provide longer-term and more sustainable support for the Island.

Appendices Attached

67. Appendix 1 – allocation and distribution proposal for round 5 of the Household Support Fund.
68. Appendix 2 – Draft HSF Grant Process
69. Appendix 3 – Equalities Impact Assessment

Background Papers

70. This paper is based on the Department for Work and Pensions Household Support Fund (1 April 2024 to 30 September 2024) Final Guidance document. A link to the document can be found [1 April 2024 to 30 September 2024 Household Support Fund guidance for county councils and unitary authorities in England – GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/1-april-2024-to-30-september-2024-household-support-fund-guidance-for-county-councils-and-unitary-authorities-in-england)

Contact Point: Ian Lloyd, Strategic Manager for Partnership & Support Services,
☎ 821000 ext 8964 e-mail ian.lloyd@jow.gov.uk

LAURA GAUDION
*Director of Adult Social Care and
Housing*

CLLR DEBBIE ANDRE
*Cabinet Member for Adult Social Care
and Public Health*

This page is intentionally left blank

Appendix 1 – HSF Allocations of Funds

Isle of Wight Household Support Fund	
Component	Funding Allocation (£)
Top-up Food Voucher Scheme <ul style="list-style-type: none"> Up to 2 x £25 food vouchers available to those in crisis through Isle of Wight Council partners (including council directorates who may support people in crisis), 	200,000.00
A one-off £25 food voucher for up to 10,000 households in receipt of Local Council Tax Support.	250,000.00
Grant to Help Through Crisis (Linking in with existing commissioned channels to further aid reach via determined processes e.g. Living Well and Early Help provision in partnership with Aspire and Citizens Advice IW) for Open Access to Individuals for utility support, energy efficient white goods and crisis food support.	150,000.00
Community Pantries (new and existing)	130,000.00
Community Grants	200,000.00
Administration costs (1 st April 24 to 30 th November 2024 to complete returns and closure of scheme)	68,333.00
<i>Sub-Total</i>	<i>998,333.00</i>
Contingency to aid with any anti-poverty identified needs and other schemes identified through grant award process.	133,243.08
Total Plan	1,131,576.08

This page is intentionally left blank

INVITATION TO APPLY FOR FUNDING FROM HOUSEHOLD SUPPORT FUND

Grants Available:

The Isle of Wight Council Adult Social Care and Housing Needs Directorate invites applications for grants to support residents with the cost of living for food, utilities, and wider essentials.

The period of the grant shall cover expenditure from 1st April 2024 – 30th September 2024

Who Can Apply?

Applications can be made by any organisation / Council department including:

- Town, Parish, and Community Councils
- Education establishments
- Community Interest Companies
- Charities
- Registered Community or Voluntary Organisations.
- Faith groups

What are we looking for?

We are able to fund applications that meet the following criteria:-

- support households in the most need, particularly those not eligible for other Government support, with immediate support linked to food, utilities or wider essentials
- seed-funding for a sustainable project linked to food, utilities or wider essentials
- Administration costs (at a maximum of 5%) which would cover staffing, advertising, other publicity to raise awareness of the scheme, printing application forms, small IT changes etc.

Examples could be

- Direct support to reduce utility debt
- Energy reduction equipment such as draught excluders, thermal curtains
- Domestic insulation, boiler repairs
- Energy efficient essential white goods
- Cookery sessions for residents of all ages
- Providing immediate support with food essentials

This is not an exhaustive list and we welcome grant applications with innovative ideas for supporting Island residents

Applications should also be aligned to Household Support Fund guidance and show that recipients are eligible for support.

Criteria

Applicants can request consideration of any spend that meets the identified criteria from 28th May 2024

Where projects are requesting funding for activity which has previously been covered by the Household Support Fund Grant your application needs to evidence that this grant funding has been fully utilised

Applicants will need to have appropriate measures in place to ensure that the measures identified do not compromise the safety of the people accessing support throughout the project.

What expenditure is not covered by this grant?

The grant must not be used for:

- Expenditure incurred prior to 1st April or after 30th September 2024
- Activities for which the local authority has already earmarked or allocated expenditure – unless the provider is able to appropriately evidence that this funding has been exhausted and the activity undertaken will avoid duplication of funding.
- Activities which do not support the primary purpose of the Department for Work and Pensions' Household Support Fund.
- Cash awards / bank transfers to residents
- Capital purchases
- Utility costs or extensive hire / property rental costs.

How to apply for funding:

1. Complete all sections of the **Application form** (attached) together with any supporting documentation you wish to submit.
2. Make sure that the form is fully signed by the applicant.
3. Return the form and any other supporting documents by email to:

hsf@iow.gov.uk

You **MUST** ensure that the email title reads: “**APPLICATION FOR GRANT FUNDING –HOUSEHOLD SUPPORT FUND** ” and also states the name of the person/organisation applying for the funding.

Application Process and Timescales:

- Applications will be accepted between the period 28TH May 2024 – 14th June 2024
- All funding awarded must be spent by 30th September 2024 and evidence of that spend provided to the council – a reporting document will be provided.
- Any amount of the grant not spent or allocated by 30th September 2024 must be returned to the council

- Panel meetings to consider applications will take place on 20th June 2024. Applicants will need to ensure that forms are received by the deadline for their application to be considered
- Applicants will be contacted within one week of Panel meeting to inform them of the outcome. Some applicants may be asked to provide more detail or amend aspects of their project in order to meet the funding criteria.
- Successful applicants will be required to sign a Funding Agreement which outlines the terms and conditions of the grant. This will usually be within one week of the final decision
- Grants will be paid in full upon completion of Funding Agreement

How will the applications be assessed?

Each application will be assessed on its own merit.

Each application will be acknowledged upon receipt, and then checked by a member of the Panel to ensure that it is complete, and suitable to be scored by the Grants Panel.

At this stage we may come back to the applicant(s) to request further information. If the application meets the basic requirements it will then be considered at the Grant Panel meeting.

If there are insufficient monies remain in the fund to meet the applications submitted, grants will be awarded according to need; value for money and proposed impact.

The Panel reserves the right to consider reducing the value of awards offered in order to support a larger number of applications

Other Important Information:

How payments will be made?

Payments will be made directly into the organisation's bank account.

How projects will be monitored?

The Isle of Wight Council's Adult Social care and Housing Needs directorate is committed to supporting the delivery of high quality experiences and outcomes for those we serve. To do this we will monitor the quality of the activities we fund, using a range of means which are appropriate to the individual projects.

Following award all successful applicants will need to:

- evidence the expenditure and provide original receipts
- evidence the impact/outcomes achieved
- Submit quarterly returns as to the number and form of support provided, as required by the Department for Work and Pensions. These returns are due on 9th July 2024 (for the period 1st April – 30th June) and 10th October 2024 (for the period 1st April – 30th September) and will take the form of a completed spreadsheet detailing:

- How much will be used to provide direct support to households with children
- How much will be used to provide direct support to households with pensioners
- How much will be used to provide direct support to households with a Disabled person
- How much will be used to provide direct support to other types of households, including individuals.
- How much will be used directly to fund food and energy support, along with wider essentials.
- How much will be used to fund advice linked to the scheme.
- How much will be spent via vouchers, or tangible items.
- How much will be spent via an application-process, or proactive support.
- How much funding you have shared with Third Party Organisations to deliver on your behalf*
 - * deliverable through town, parish and community councils only.

The information must be completed as figures and not percentages.

For more information about the funding available, or if you have any queries or concerns about requirements, please contact:

Laura Hales – Household Support Fund Project Manager

Laura.Hales@IOW.gov.uk

Part B

INVITATION TO APPLY FOR FUNDING TO OPEN A COMMUNITY PANTRY FROM THE HOUSEHOLD SUPPORT FUND

Grants Available:

The Isle of Wight Council Adult Social Care and Housing Needs Directorate invites applications for grants to seed fund a Community Pantry from the Household Support Fund.

The period of the grant shall cover set up and expenditure for the initial 6-month period with funding provided prior to 30th September 2024.

Who Can Apply?

Applications can be made by local community groups including

- Town, Parish, and Community Councils
- Education establishments
- Community Interest Companies

- Charities
- Registered Community or Voluntary Organisations.
- Faith groups

What are we looking for?

We are able to consider applications for seed-funding requests to open a Community Pantry in areas of deprivation.

Examples could be

- Shanklin
- Northwood
- Rural areas

Criteria

Applicants can request set-up costs and initial running costs for a six-month period, that meets the identified criteria. Applications will be considered from 10th June 2024.

Costings can include purchases of fridges / freezers (if required) along with shelving, rental of premises, staffing and utility costs along with the provision of food.

What expenditure is not covered by this grant?

The grant must not be used for:

- Expenditure incurred prior to 1st April or after 30th September 2024
- A new provision where a community pantry is already established
- Capital expenditure

How to apply for funding:

4. Complete all sections of the **Application form** (attached) together with any supporting documentation you wish to submit.
5. Make sure that the form is fully signed by the applicant.
6. Return the form and any other supporting documents by email to:

hsf@iow.gov.uk

You MUST ensure that the email title reads: “**APPLICATION FOR COMMUNITY PANTRY FUNDING –HOUSEHOLD SUPPORT FUND** ” and also states the name of the person/organisation applying for the funding.

Application Process and Timescales:

- Applications will be accepted between the period 10th June 2024 – 31st August 2024

- All funding awarded must be spent or allocated by 30th September 2024 and evidence of that spend provided to the council – a reporting document will be provided.
- Any amount of the grant not spent or allocated by 30th September 2024 must be returned to the council
- Panel meetings to consider applications will take place within 1 week of receipt of the application. Applicants will need to ensure that forms are received by the deadline for their application to be considered
- Applicants will be contacted within one week of the panel meeting to inform them of the outcome. Some applicants may be asked to provide more detail or amend aspects of their project in order to meet the funding criteria.
- Successful applicants will be required to sign a Funding Agreement which outlines the terms and conditions of the grant. This will usually be within one week of the final decision
- Grants will be paid in full upon completion of Funding Agreement

How will the applications be assessed?

Each application will be assessed on its own merit.

Each application will be acknowledged upon receipt, and then checked by a member of the Panel to ensure that it is complete, and suitable to be scored by the Grants Panel.

At this stage we may come back to the applicant(s) to request further information. If the application meets the basic requirements it will then be considered at the Grant Panel meeting.

The Panel reserves the right to consider reducing the value of awards offered in order to support a larger number of applications

Other Important Information:

How payments will be made?

Payments will be made directly into the organisation's bank account.

How projects will be monitored?

The Isle of Wight Council's Adult Social care and Housing Needs directorate is committed to supporting the delivery of high-quality experiences and outcomes for those we serve. To do this we will monitor the quality of the activities we fund, using a range of means which are appropriate to the individual projects.

Following award all successful applicants will need to:

- evidence the expenditure and provide original receipts
- evidence the impact/outcomes achieved
- Submit quarterly returns as to the number and form of support provided, as required by the Department for Work and Pensions. These returns are due on 9th July 2024 (for the period 1st April – 30th June) and 10th October 2024 (for the period 1st April – 30th September) and will take the form of a completed spreadsheet detailing:

- How much will be used to provide direct support to households with children
- How much will be used to provide direct support to households with pensioners
- How much will be used to provide direct support to households with a Disabled person
- How much will be used to provide direct support to other types of households, including individuals.
- How much will be used directly to fund food and energy support, along with wider essentials.
- How much will be used to fund advice linked to the scheme.
- How much will be spent via vouchers, or tangible items.
- How much will be spent via an application-process, or proactive support.
- How much funding you have shared with Third Party Organisations to deliver on your behalf*
* deliverable through town, parish and community councils only.

The information must be completed as figures and not percentages.

For more information about the funding available, or if you have any queries or concerns about requirements, please contact:

Laura Hales – Household Support Fund Project Manager

Laura.Hales@IOW.gov.uk

This page is intentionally left blank

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:	
Laura Hales, Household Support Fund Project Manager	
Directorate and Team/School Name:	
Adult Social Care and Housing Needs	
Name, aim, objective and expected outcome of the programme/ activity:	
Name: Household Support Fund and Community Capacity & Resilience Fund Aim: To support households in the most need with the cost of living. Objective: To reduce the strain on the finances of individual households Expected outcome: A reduction in the number of Island households living in poverty.	
Reason for Equality Impact Assessment (tick as appropriate)	
This is a new policy/strategy/service/system function proposal	New grant round, and new funding
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>)	
Removal of a policy/strategy/service/system function proposal	

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>)
<p>Page 330</p> <p>Age (restrictions/difficulties both younger/older)</p>	<p>Neutral – The scheme relates to everyone irrespective of protected characteristics.</p>	<p>No</p>	<p>The service is delivered equally to all sections of the community and therefore available to all groups of protected characteristics. In practice, the service users relate to everyone.</p>	<p>Maintaining the ability of both users with protected characteristics (as well of those without) to have access to appropriate support being enabled through use</p>	<p>Applications are based on submission of evidence of need and reach within the community to aid all residents that meet a need of support</p>	<p>None identified</p>	<p>Stakeholder engagement with those working within the community and for whom impacted residents approach will liaise and capture needs of support to shape the support</p>	<p>N/A</p>

				of funds available that meet criteria. The use of these schemes provides some capacity to support residents who experience crisis			provisions required	
Disability a) Physical b) Mental health (must respond to both a & b)	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	As above	As Above	None identified	As above	N/A
Race (including ethnicity and nationality)	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A
Religion or belief (different faith groups/those without a faith)	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A
Sex (Including Trans and non-binary – is your language inclusive of	Neutral – The scheme relates to everyone irrespective of	No	As above	N/A	As above	None identified	As above	N/A

trans and non-binary people?)	protected characteristics.							
Sexual orientation (is your language inclusive of LGB groups?)	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A
Pregnancy and maternity	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A
Marriage and Civil Partnership	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A
Gender reassignment	Neutral – The scheme relates to everyone irrespective of protected characteristics.	No	As above	N/A	As above	None identified	As above	N/A

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.

H. Review

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

Engagement is made with each lead person of Third Party Organisations, regardless of protected characteristic; support is available to all Island residents.

Date of next review: 1st April 2025

H. Sign-off

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

Name: Ian Lloyd

Date: 25/4/2024

Legal sign off & date: Judy Mason

Name:

Date: 26/04/2024

This page is intentionally left blank



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	ADOPTION OF THE ‘HEALTH CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)’
Report of	CABINET MEMBER FOR PLANNING, COASTAL PROTECTION AND FLOODING

Executive Summary

1. The purpose of this report is to consider the adoption of the ‘Health Contributions Supplementary Planning Document (SPD)’ following a consultation exercise undertaken by the Isle of Wight Council.
2. The draft SPD outlines how the Hampshire and Isle of Wight Integrated Care Board (ICB) decide what improvements to health infrastructure may be needed as a result of development proposals on the Island. These improvements would be for infrastructure only (e.g. new or extended health premises) and not health services (e.g. more GPs).
3. The draft SPD then identifies how the amount of money a developer may have to pay towards these improvements is worked out and also what size of new development may have to pay.
4. If adopted, the council, in partnership with the Hampshire & IOW ICB, will be able to start collecting financial contributions towards new or extended health infrastructure from qualifying development.

Recommendation

- | |
|--|
| <ol style="list-style-type: none"> 5. To adopt the ‘Health Contributions Supplementary Planning Document’ attached as Appendix 1; and 6. To delegate any final editorial and presentational changes to the supplementary planning document to the Strategic Manager for Planning. These changes will not alter the meaning of the document and will be restricted to grammatical, presentational and typographical errors. |
|--|

Background

7. To better integrate planning and health across the Island and to help plan efficiently for health infrastructure, the Isle of Wight Council is working in partnership with the NHS Hampshire & Isle of Wight Integrated Care Board (ICB) to facilitate the collection of financial contributions towards primary care infrastructure from qualifying development, where necessary.
8. A number of other areas in England, including Devon, Somerset and Hampshire, already collect contributions towards primary care infrastructure using the methodology set out within this SPD and the NHS Hampshire & Isle of Wight ICB, working in partnership with Isle of Wight Council, now wishes to implement the same approach on the island.
9. Policy DM22 of the Island Plan Core Strategy (adopted March 2012) outlines that *'the council will work in partnership with other public sector providers to ensure that development provides high quality infrastructure commensurate to the scale of development and the needs of different communities across the island.'* The policy also states that the council will *'collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development'*.
10. The threshold for considering a request for a contribution towards health provision on the Island has initially been set at all proposals for a net increase of 20 dwellings or more. This will be kept under review post adoption of the SPD.
11. The SPD sets out that evidence relating to occupancy rates, current patient list sizes, size and space standards and cost guidance will be used to calculate whether contributions are required. Section 7 of the SPD details the methodology that the ICB will use to determine the level of financial contribution a development would be required to make. Any such contributions would be secured through a planning obligation that forms part of the planning permission.

Corporate Priorities and Strategic Context

12. The [Corporate Plan 2021 - 2025](#) sets out the Council's key areas for action, aspirations and key activities. The specific key areas for action and aspirations relevant to the Health Contributions SPD are set out in detail below.

Responding to climate change and enhancing the biosphere

13. The Climate and Sustainable Development Impact Assessment has been carried out with the results shown in the graphic overleaf. The provision of new or extended healthcare facilities in close proximity to where residents live will help reduce the need to travel and offer sustainable access to healthcare services.



Economic Recovery and Reducing Poverty

14. Providing new or improved healthcare facilities that meets the needs of Island residents is a key tool in helping to address health inequalities and poverty reduction.

Impact on Young People and Future Generations

15. The provision of new or improved healthcare facilities that meets the needs of Island residents will have a positive impact on young people and future generations by providing essential healthcare facilities for residents to access. The nationally recognised Family Hubs on the Island provide a one-stop shop for families and young people across a range of services including health services, health visiting, midwifery, occupational therapy and mental health. The co-location of health services in Family Hubs provides an opportunity for further development and enhancement using contributions collected via this SPD.

Corporate Aims

16. The Corporate Plan 2021 - 2025 sets out the council’s key areas for action, aspirations and key activities. Once adopted the Health Contributions SPD will play a role in helping the Council achieve the following specific aspirations:

- (1) We will ensure that we listen to people. We will do so by holding

consultations in which we will have a proper discussion with residents about issues

- (6) Prioritise dealing with health inequalities and the resulting poverty highlighted during the pandemic
- (16) Place the health and wellbeing of residents at the centre of all we do
- (27) All council decisions must be considered with regard to their impact on young people and future generations
- (40) Promote people-oriented place planning for town centres
- (43) Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel

Consultation and Engagement

17. In line with regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's [Statement of Community Involvement](#), the local planning authority undertook a 6-week consultation on the draft SPD (which is longer than the minimum statutory requirement for such a consultation). This took place from Friday 16 February 2024 until Tuesday 2 April 2024.
18. A total of twelve responses were received, including from three town, parish and community councils, seven from local residents and two from statutory bodies (Historic England & Natural England) albeit neither of these had any specific comments to make.
19. The comments received have not resulted in any changes to the draft document that was put out for public consultation.

Scrutiny Committee

20. The proposed adoption of the Health Contributions SPD is being considered by Corporate Scrutiny Committee on 7 May 2024 and any recommendation(s) from Corporate Scrutiny will be reported verbally to the Cabinet meeting.

Financial / Budget Implications

21. It is considered that there will be no direct financial / budget implications arising from adoption the Health Contributions SPD. Any funds collected will be passed to the NHS for the provision of primary healthcare facilities.

Legal Implications

22. Supplementary planning documents should be prepared only where necessary and in line with paragraph 153 of the National Planning Policy Framework (NPPF).
23. If adopted the SPD will add further detail to the policies already in the Island Plan Core Strategy. The SPD will be a formal document that will be a material consideration in planning decisions, but not part of the development plan.
24. The content of the SPD differs from that covered in the provision sought in R.(on the application of The University Hospitals of Leicester NHS Trust) v Harborough

DC [2023] EWHC 263 (Admin) as the SPD only facilitates contributions towards primary healthcare infrastructure rather than seeking to bridge any NHS funding gap by facilitating contributions towards NHS services, which the aforementioned judgement rejected.

Equality and Diversity

25. 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.
26. A stage one equality impact assessment (EqIA) has been undertaken in connection with the proposed SPD (see Appendix 3).
27. It is considered that the SPD itself will not have a negative impact on any of the protected characteristics. This is because the status of the document is such that higher level policy and legislation is also required to be considered as part of the determination of any planning application, which would take account of our legal duties under equality legislation.

Property Implications

28. It is considered that there will be no direct property implications, although any decisions over the future of council owned land will need to consider relevant planning policy that would include the SPD once adopted

Options

29. The options are set out as follows:
 - a) To adopt the Health Contributions Supplementary Planning Document attached as Appendix 1; and
 - b) To delegate any final editorial and presentational changes to the draft supplementary planning document to the Strategic Manager for Planning. These changes will not alter the meaning of the document and will be restricted to grammatical and typographical errors; or
 - c) To further amend and then adopt the Health Contributions Supplementary Planning Document; or
 - d) To not adopt the Health Contributions Supplementary Planning Document;

Risk Management

30. The main risk of not adopting the Health Contributions SPD is that the local planning authority will not be able to use the guidance within the document as a

material consideration when determining planning applications. This would mean that financial contributions from qualifying development could not be collected when making planning decisions. By adopting the Health Contributions SPD this risk is mitigated as far as reasonably practicable

Evaluation

31. The draft SPD outlines how the Hampshire and Isle of Wight Integrated Care Board (ICB) decide what improvements to health infrastructure may be needed in particular areas of the Island. The document also sets out how the ICB will use evidence relating to the following to calculate whether contributions are required:
 - the capacity of existing health facilities in an area
 - current patient list sizes
 - size and space standards for new health facilities
 - the cost of building new health facilities
32. The draft SPD then identifies how the amount of money a developer may have to pay towards these improvements is worked out and also what size of new development may have to pay.
33. The adoption of the Health Contributions SPD will result in the council being able to use the guidance within the document, which aligns closely with key Corporate Plan objectives, as a material consideration when making planning decisions.

Appendices Attached

34. Appendix 1: Health Contributions SPD
35. Appendix 2: Summary of consultation responses
36. Appendix 3: Stage one equality impact assessment (EqIA)

Background Papers

37. Island Plan Core Strategy: [Microsoft Word - Core Strategy - Mar 2012.doc \(iow.gov.uk\)](#)
38. [Supplementary Planning Document consultations \(iow.gov.uk\)](#)
39. Contact Point: James Brewer, Planning Team Leader Policy & Delivery
☎ 821000 extension 8567 e-mail james.brewer@iow.gov.uk

COLIN ROWLAND
Strategic Director, Community Services

COUNCILLOR PAUL FULLER
Cabinet Member for Planning, Coastal Protection and Flooding



**Isle of Wight
Council**

Isle of Wight Council Health contributions

**Draft Supplementary Planning
Document (SPD)**

in partnership with



Hampshire and Isle of Wight



Document information

Title: Health Contributions Draft Supplementary Planning Document

Status: Final document to adopt

Current version: 3

Author: James Brewer, Planning Policy Manager

Planning Services

james.brewer@iow.gov.uk

Consultation: 6 week public consultation on draft as outlined in IWC Statement of Community Involvement (SCI)

Approved by:

Approval date:

Next review: After adoption of new local plan

Version history

Version	Date	Description
Version 1	19.10.23	First draft (JB)
Version 2	21.11.23	Second draft (JB)
Version 3	18.4.24	Final draft (JB)

Contents

Document information	2
Contents.....	3
Introduction	4
Planning policy – national and local	6
Evidence: Occupancy rates.....	7
Evidence: Current patient list sizes	8
Evidence: Size and space standards	9
Evidence: Cost guidance.....	10
How will contributions be calculated?.....	12
Requesting contributions.....	16

1.0 Introduction

- 1.1 To better integrate planning and health across the island and to help plan efficiently for health infrastructure, the Isle of Wight Council is working in partnership with the NHS Hampshire & Isle of Wight Integrated Care Board (ICB) to facilitate the collection of financial contributions towards primary care infrastructure from qualifying development, where necessary.
- 1.2 In May 2023, NHS England published their '**Delivery plan for recovering access to primary care**'¹ which included the following measure to assist building capacity so that GP practices can offer more appointments from more staff than ever before:

'Change local authority planning guidance this year to raise the priority of primary care facilities when considering how funds from new housing developments are allocated.'

- 1.3 A number of other areas in England, including Devon, Somerset and Hampshire, already collect contributions towards primary care infrastructure using the methodology set out within this SPD and the NHS Hampshire & Isle of Wight ICB, working in partnership with Isle of Wight Council, now wishes to implement the same approach on the island.
- 1.4 Any approach to calculate and request financial contributions is required to be in accordance with Regulation 122 of the Community Infrastructure Regulations and paragraph 57 of the National Planning Policy Framework (NPPF). This ensures that any contributions are only sought where they meet the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 1.5 This Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.

¹ [NHS England » Delivery plan for recovering access to primary care](#)

- 1.6 In order to ensure that requests for health contributions on the island meet the tests set out above, the method of calculating contributions mirrors that which is used in the other counties referenced in paragraph 1.3 and has successfully been defended in appeal situations². This will be achieved through using:
- Occupancy rates including the expected population increase;
 - Current patient list sizes;
 - Size and space standards; and
 - Cost guidance.
- 1.7 The SPD outlines the reasoning for each area of evidence listed above being used to help identify where contributions are required and the method used to calculate them.
- 1.8 It is important to note that any contributions collected would be for healthcare infrastructure only (e.g. new or extensions to physical premises) and not services (e.g. more GPs).**
- 1.9 The SPD was adopted on xx May 2024 following a decision by Cabinet on 9 May 2024. The SPD will be used as a material consideration in the determination of planning applications.

² [Reference: APP/Q3305/W/22/3311900 \(planninginspectorate.gov.uk\)](https://www.planninginspectorate.gov.uk/applications/APP/Q3305/W/22/3311900)

2.0 Planning policy – national and local

National Planning Policy Framework (September 2023)

- 2.1 Paragraph 34 of the NPPF covers development contributions and requires Local Plans to set out the contributions expected from development. Health is listed as one of the ‘other infrastructure’ types where contributions may be needed.

Island Plan Core Strategy 2012

- 2.2 Policy DM22 of the Island Plan Core Strategy (adopted March 2012) outlines that **‘the council will work in partnership with other public sector providers to ensure that development provides high quality infrastructure commensurate to the scale of development and the needs of different communities across the island.’**
- 2.3 The policy also states that the council will **‘collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development’.**
- 2.4 Paragraphs 8.25 to 8.27 of the Core Strategy detail the various types of infrastructure that new development may be expected to contribute to and Table 8.3 clearly identifies healthcare infrastructure as one of the types that contributions may be collected for.

3.0 Evidence: Occupancy rates

3.1 The first stage of calculating an appropriate contribution is to calculate the expected increase in population to be generated by development. This can be achieved through using average occupancy rates taken from the ONS Household Projections data³. The most recent occupancy rates available for reference across Hampshire and the Isle of Wight are outlined in Table 1.

Table 1: Average occupancy rates (persons per household) across Hampshire and Isle of Wight (ONS Household projections 2023)

Area	Average occupancy rate
Basingstoke and Deane Borough Council	2.35
East Hampshire District Council	2.35
Eastleigh Borough Council	2.35
Fareham Borough Council	2.30
Gosport Borough Council	2.23
Hart District Council	2.48
Havant Borough Council	2.28
<i>Isle of Wight Council</i>	2.09
New Forest District Council	2.20
Portsmouth City Council	2.34
Southampton City Council	2.43
Test Valley Borough Council	2.38
Winchester City Council	2.37

³ [Household projections for England - Office for National Statistics](#)

4.0 Evidence: Current patient list sizes

- 4.1 NHS England and Integrated Care Boards (ICBs) hold data on the locations of catchment areas and the capacity of and current patient list sizes of GP surgeries across the Isle of Wight. At the point of consultation with healthcare providers during the planning application process, the Hampshire & Isle of Wight ICB will be able to provide the surgery capacity and patient list sizes for the catchment(s) within which proposed development is located.
- 4.2 Contributions will be sought only where the population generated by the proposed development is unable to be accommodated within the existing surgery capacities.**
- 4.3 It is important to be clear that contributions will not be sought to address existing over-capacity issues that may be identified.
- 4.4 Any proposed changes to the number of GP practices across the island are carefully considered by the ICB and notwithstanding the dynamic nature of primary care (with specific reference to practice mergers and closures), any contributions will be proportionally related to the identified development relative to the practice(s) catchment area(s).

5.0 Evidence: Size and space standards

- 5.1 NHS England use widely accepted 'size and space standards' which set out the appropriate size of GP premises (m² Gross Internal Area) in relation to the number of patients to be accommodated at the premises. These standards are given in Table 2. The table also shows the corresponding Gross Internal Area per patient (in m²).
- 5.2 Although existing GP surgeries may not comply with the space standards set out, as the most recent guidance⁴ was published in 2013 when many existing surgeries had already been developed, the evidence-based standards are used within this methodology to determine the Gross Internal Area (dependent on the number of existing patients and the number of patients to be generated) to which developments will be required to contribute.

Table 2: NHS size and space standards

Number of patients	Gross Internal Area (GIA)	GIA per patient
0 - 2,000	199m ²	0.1m ²
2,001 - 4,000	333m ²	0.08m ²
4,001 – 6,000	500m ²	0.08m ²
6,001 – 8,000	667m ²	0.08m ²
8,001 – 10,000	833m ²	0.08m ²
10,001 – 12,000	916m ²	0.08m ²
12,001 – 14,000	1000m ²	0.07m ²
14,001 – 16,000	1083m ²	0.07m ²
16,001 – 18,000	1167m ²	0.06m ²
18,001 or over	1250m ²	0.06m ²

⁴ The size standards have been produced by the NHS as part of a document entitled 'Premises Principles of Best Practice Part 1 – Procurement and Development'. The space standards are used with Health Building Note 11-01 which is used within this methodology to determine costs.

6.0 Evidence: Cost guidance

- 6.1 When calculating the cost of providing new healthcare premises, historically the Healthcare Premises Cost Guide (HPCG) that was published by the Department of Health (2010)⁵ provided a cost per square metre for building and engineering services for different healthcare premises based on real, built schemes based on overall gross internal area.
- 6.2 Table 3 below identifies the 2010 HPCG costs per m² for 'Facilities for primary and community care services' (as covered by Health Building Note 11-01). Costs are based on new-build, two-storey premises operating independently on a greenfield site. These costs were based on a MIPS Index (Median Index Of Public Sector) score of 480 at the time. The MIPS Index was used for many years in the capital planning of health projects by the Department of Health.

Table 3: Healthcare premises costs

Type	2010 HPCG (based on MIPS index of 480) per m ²			
	Public space	Staff space	Clinical space	Overall space
Primary care	£2,060	£1,820	£2,160	£2,040
Extended Primary Care	£1,870	£1,650	£2,210	£1,990
Community Hospital	£1,840	£1,620	£2,440	£2,200

- 6.3 The MIPS index upon which these figures were reported is no longer published. In lieu of this, it is recommended by the Department for Business Innovation and Skills (now the Department for Business, Energy and Industrial Strategy) that the PUBSEC (*Public Sector Non-Residential*) Index should be used as an alternative. The conversion factor⁶ from MIPS to PUBSEC is 2.778.
- 6.4 The latest 2023 BCIS published PUBSEC Index level is 303 which is a 75.4% increase from the 2010 index level. Updated costs per m² adjusted from the HPCG 2010 figures and using the PUBSEC index are therefore presented in Table 4 overleaf.

⁵ [Healthcare premises cost guides.pdf \(publishing.service.gov.uk\)](#)

⁶ [Microsoft Word - TPINotesforBIS.doc \(publishing.service.gov.uk\)](#)

Table 4: Adjusted healthcare premises costs

Type	Adjusted HPCG (based on PUBSEC index of 303) per m2			
	Public space	Staff space	Clinical space	Overall space
Primary care	£3,612	£3,192	£3,788	£3,577
Extended Primary Care	£3,279	£2,893	£3,875	£3,490
Community Hospital	£3,227	£2,841	£4,279	£3,858

- 6.5 GP surgeries are included within the HPCG under the ‘Primary Care’ category. Although the HPCG identifies between different types of specific spaces (i.e. public, staff and clinical), it is unlikely that, at the time of requesting contributions prior to the development securing planning permission, any detail will be known as to how the space required would need to be split between these types. Therefore, it is considered most appropriate for calculations to be based upon the ‘Overall Space’ cost as highlighted in orange in Table 4.
- 6.6 The overall space costs per m2 will be reviewed and if necessary, updated annually based on the most recently available and published PUBSEC index level.

7.0 How will contributions be calculated?

- 7.1 As set out in the previous sections, evidence relating to occupancy rates, current patient list sizes, size and space standards and cost guidance will be used to calculate whether contributions are required, and if so how much, using the following methodology. Table 5 overleaf demonstrates how each step of the methodology works using a simple worked example.
- 7.2 Taking each step in turn, **Step 1** is to determine the expected increase in population to be generated by a development, so the number of dwellings proposed should be multiplied by the average occupancy rate identified in Table 1.
- 7.3 Once the expected population increase has been identified, **Step 2** is to add this to the relevant current GP patient list to give an overall expected patient size list post development. In the case of a single standalone application for development, if the expected post development patient list size is within the existing capacity of the relevant surgery, then a contribution will not be sought.
- 7.4 In cases where an application forms part of a wider allocated site, existing capacity will be shared proportionately, and contributions may be sought to reflect this – see ‘Table 6 Worked example 2’ for further information on such situations. Similarly, if a development is located within the catchments of more than one surgery, the patient list sizes will be considered as a whole, and any contributions, should they be required, will be apportioned by the NHS ICB.
- 7.5 For **Step 3**, using the expected patient size list, the appropriate space requirement per new patient can be identified from the data within Table 2. The space requirement per new patient can then be multiplied by the expected population increase to give the total space (m²) required.
- 7.6 Finally, for **Step 4** the total space (m²) required can then be multiplied by the premises cost identified from the data in Table 4 to give the final developer contribution calculation.

Table 5: Worked example 1

<p>Example 1: A residential development on the Isle of Wight of 33 dwellings, within the catchment of a GP surgery which has a total capacity for 3,363 patients and a current patient list size of 6,545. The surgery is therefore already over capacity by 3,182 patients (197% of capacity)</p>	
Step 1	<p>Calculate the increased population from this development: No. of dwellings (33) x Average occupancy rate (2.09) = population increase of 69</p>
Step 2	<p>Calculate the new GP List size: Current GP patient list (6,545) + Population increase (69) = expected patient list size 6,614 If expected patient list size (6,614) is less than the existing capacity (3,363) a contribution is not required otherwise continue to step 3. Continue to step 3</p>
Step 3	<p>Calculate the additional GP space required to support this development: The expected m2 per patient for this size practice = 0.08m2 Population increase (69) x space requirement per patient (0.08m2) = total space (m2) required = 5.52m2</p>
Step 4	<p>Calculate the total contribution required: Total space required (5.52m2) x premises cost (£3,577 – see Table 4) = financial contribution £19,745.04 (equivalent to £598.34 per dwelling)</p>

- 7.7 In more complex cases where an allocation is likely to come forward in multiple applications across a period of time, or where multiple allocations are located within a single catchment, spare capacity (frozen at the point of receipt of the first application for the relevant allocation(s)) will be shared proportionately between applications to reflect the number of additional dwellings within each application or across each allocation.
- 7.8 For example, if an allocation were to come forward over three separate applications for equal numbers of dwellings, each application would receive one third of the existing spare capacity upon receipt of the first application. The developer(s) would be expected to pay contributions for any additional patients generated above this irrespective of the order or timings of the applications. Capacity will be considered and accounted for upon receipt of a planning application (or, in the case of multiple consents making up an allocation, receipt of the first application). Table 6 overleaf provides a worked example of such a situation.

Table 6: Worked example 2

<p>Example: A residential development of 500 dwellings as part of an overall allocation or site of 1,500 dwellings. The existing GP surgery has capacity for 5,000 patients and the current patient list size is 4,400. The surgery has spare capacity for 600 patients.</p>	
<p>The allocation is expected to be covered by two planning applications: one for 1,000 dwellings (A) and one for 500 dwellings ((B)</p>	
Step 1	<p><i>Calculate the increased population from this development:</i> No. of dwellings x Average occupancy = population increase A: 1,000 x 2.09 = 2,090 B: 500 x 2.09 = 1,045 Total: 3,135</p>
Step 2	<p><i>Calculate the new GP List size:</i> Current GP patient list (4,400) + Population increase (3,135) = expected patient list size 7,535 (2,535 over capacity)</p>
Step 3	<p>Share the existing spare capacity (frozen at the point of receipt of the first application for the allocation/site) proportionately between the applications: Spare capacity: 600 patients A: 1,000 dwellings = two thirds of allocation/site: two thirds of spare capacity = 400 patients B: 500 dwellings = one third of allocation/site: one third of spare capacity = 200 patients</p>
Step 4	<p>Deduct the proportion of spare capacity from the population increase for each application: A: 2,400 – 400 = 2,000 B: 1,200 – 200 = 1,000</p>
Step 5	<p><i>Calculate the additional GP space required to support each application:</i> The expected m2 per patient for this size practice = 0.08m2 A: Population increase (2,000) x space requirement per patient (0.08m2) = total space (m2) required = 160m2 B: Population increase (1,000) x space requirement per patient (0.08m2) = total space (m2) required = 80m2</p>

Step 6

Calculate the total contribution required:

A: Total space required (160m²) x premises cost (£3,577 – see Table 4) = financial contribution

£572,320 (£572.32 per dwelling)

B: Total space required (80m²) x premises cost (£3,577 – see Table 4) = financial contribution

£286,160 (£572.32 per dwelling)

8.0 Requesting contributions

When?

- 8.1 **Contributions will be sought on all qualifying applications from the date of adoption onwards** in accordance with the evidence and calculations contained within this document.

What development qualifies?

- 8.2 The threshold for considering a request for a contribution towards health provision on the island has initially been set at **all proposals for a net increase of 20 dwellings or more**. This will be kept under review post adoption of the SPD and in advance of the Draft Island Planning Strategy moving to submission and examination stages.

What if a site can accommodate a new healthcare facility?

- 8.3 The SPD and requirement for contributions looks solely at the expansion of existing GP surgeries in areas where capacity is needed and does not account for situations where the provision of an entire new surgery is required, or where provision will be included within the development of a building for wider community use.
- 8.4 In such instances where on site provision or expansion is to be provided, negotiations will need to be take place between the Hampshire & Isle of Wight ICB, the Local Planning Authority and the developer.

Questions

- 8.5 Any questions or queries over the content of this SPD should be directed to:
planning.policy@iow.gov.uk

Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Pursuant to regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The draft SPD outlines how the Hampshire and Isle of Wight Integrated Care Board (ICB) decide what improvements to health infrastructure may be needed in particular areas of the Island. These improvements would be for infrastructure only (e.g. new or extended health premises) and not health services (e.g. more GPs).

The consultation ran from Friday 16 February 2024 until Tuesday 2 April 2024. A total of 12 representations were received and the summary of comments can be found below, together with a response from the LPA and also identifying any changes to the draft SPD as a result.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
Statutory Consultees							
Natural England - Sharon Jenkins	HC02			✓		Whilst we welcome this opportunity to give our views, the topic of this Health Contributions SPD does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.	No comments noted.
Historic England – Guy Robinson	HC12			✓		We do not have any comments on the draft SPD.	No comments noted.

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
Parish/Town Councils							
Newchurch Parish Council	HC03	✓				At its meeting on 19 th February Newchurch Parish Council welcomed the production of this document.	Support Noted.
Northwood Parish Council	HC04	✓				Northwood Parish Council considered the Draft Health Contributions SPD consultation when they met last night and are in support of it.	Support Noted.
Newport and Carisbrooke Community Council	HC05				✓	<p>Whilst the document makes developers responsible for healthcare facilities, it does not make developers responsible for hiring more personnel, which means this document wouldn't increase staffing of healthcare facilities and instead would just financially contribute towards them.</p> <p>Whilst this is a good starting point, members are still concerned.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Comment noted. This Draft Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The Isle of Wight Council is working in partnership with the NHS Hampshire & Isle of Wight Integrated Care Board (ICB) to facilitate the collection of financial contributions towards</p>

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
						<p>A large number of healthcare facilities on the island are currently based in older buildings, which would not be possible to extend, and this financial contribution could force these facilities to move and buy bigger premises to function.</p> <p>These facilities should stay local and be accessible to local people rather than potentially move to larger sites that need to be accessed by vehicle or public transport.</p>	<p>primary care infrastructure from qualifying development, where necessary. Any approach to calculate and request financial contributions is required to be in accordance with Regulation 122 of the Community Infrastructure Regulations and paragraph 57 of the National Planning Policy Framework (NPPF), ensuring contributions are sought within the guidelines.</p> <p>Comment noted. The Draft SPD and requirement for contributions looks solely at the expansion of existing GP surgeries in areas where capacity is needed and does not account for situations where the provision of an entire new surgery is required, or where provision will be included within the development of a building for wider community use.</p> <p>In such instances where on site provision or expansion is to be provided, negotiations will need to take place between the Hampshire & Isle of Wight ICB, the Local Planning Authority and the developer.</p>

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
						Newport and Carisbrooke Community Council have a NEUTRAL view of this consultation.	
Public Comments							
Carole Cusack	HC01				✓	<p>Ability to require developers to contribute to local health facilities under Section 106 or as a Community Interest Levy has been in place for many years.</p> <p>If the council is purely looking to formalise this process then this should only be implemented where additional NHS facilities/services are required (which is likely to be in all cases).</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Comment noted. Although the council has had the facility (under Policy DM22 of the Island Plan Core Strategy) to collect health contributions under section 106 agreements, a definitive cost figure has never been available.</p> <p>The draft Health Contributions SPD identifies a figure per patient (provided by the NHS Hampshire & Isle of Wight Integrated Care Board). With this figure in place, the draft SPD can facility Policy DM22.</p>
John Ash	HC06	✓				As someone who has been involved in planning and development of new and expanding towns, I fully support the proposals.	Support noted.

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
						Could I also suggest that something similar be proposed for education and community facilities.	Financial contributions for education are sought from developers. As part of the planning process, developers are asked to provide a financial contribution towards education facilities that are required as a result of a new housing being built. Information about adopted SPDs can be found on the website .
Lesley Stannard	HC07				✓	<p>Accept that there is an urgent need for more affordable housing on the Island, though GP surgeries already at breaking point.</p> <p>Careful thought must be given to how more Doctors are to be recruited to serve an ever increasing population before permission is given to build any more housing.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Comment noted. To better integrate planning and health across the island and to help plan efficiently for health infrastructure, the Isle of Wight Council is working in partnership with the NHS Hampshire & Isle of Wight Integrated Care Board (ICB) to facilitate the collection of financial contributions towards primary care infrastructure from qualifying housing development, where necessary.</p> <p>This Draft Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p>

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
Frances Turan	HC08				✓	<p>The council already has the power to levy a surcharge on new developments in order to mitigate its impact on local amenities, or improve local conditions. This council should enforce the powers it already has and ensure that all planning agreements are fully enforceable before granting permission. Many developers propose schemes to enhance their proposals, only to renege on their promises once building is underway.</p> <p>General Practitioners are paid per patient. Additional housing will automatically generate a greater income for their business. Of course, there is a shortage of GPs on the island, but this proposal does not address the issue of staffing levels.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>The ability for Local Planning Authorities to adequately fund monitoring and enforcement is noted.</p> <p>Although the council has had the facility (under Policy DM22 of the Island Plan Core Strategy) to collect health contributions under section 106 agreements, a definitive cost figure has never been available. The draft Health Contributions SPD identifies a figure per patient (provided by the NHS Hampshire & Isle of Wight Integrated Care Board). With this figure in place, the draft SPD can facility Policy DM22.</p> <p>Comment noted. This Draft Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p>
Julie Newell	HC09				✓	<p>I cannot see how it will improve our medical care, or relieve the burden on existing medical services.</p>	<p>General comment did not result in a change to the content of the document.</p>

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
						Surely the Council should use its powers to ensure that all private housing developments enhance the surrounding area with regards to lessening their impact and improving the infrastructure in order to actually benefit local residents.	<p>Comment noted. Proposed development and any impacts on the surrounding area is considered at the planning application stage.</p> <p>The Draft SPD does go some way in helping to improve infrastructure. The requirement for contributions looks at the expansion of existing GP surgeries in areas where capacity is needed.</p>
Martin Bilson	HC10	✓			✓	I endorse your idea of health centres - Doctors / Dentists/ Physiotherapists/ Podiatrists etc but there also needs to be some way of attracting these health professionals to the Isle of Wight as currently there are insufficient to meet the needs of the residents. Also schools need improving to attract these professionals with families to settle and stay on the Isle of Wight or some way of funding private education ?	<p>General comment did not result in a change to the content of the document.</p> <p>Support noted. This comment is outside the remit of the draft SPD. The draft SPD can only address financial contributions for health care to facilitate planning policy DM22 of the Island Plan Core Strategy.</p>
Gabrielle Allen	HC11				✓	I can only speak from experience, which is not	General comment did not result in a change to the content of the document.

Appendix 2: Draft Health Contributions Supplementary Planning Document (SPD) consultation comments 2024.

Representation	Number	Support	Object	No Comments	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD
						<p>good, where builders apply for permission to build on green land without any clear understanding of the need for more doctors in the local surgery, more dentists & improved hospital services. They need to talk to the local people & visit these facilities to find out what is actually there.</p>	<p>Comment noted. The Draft SPD and requirement for contributions looks solely at the expansion of existing GP surgeries in areas where capacity is needed.</p>

Equality Impact Assessment: Health Contributions SPD

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:

James Brewer, Planning Policy Manager

Directorate and Team/School Name:

Communities

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

Name: Health Contributions SPD

Aim: The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.

Objective: To collect financial contributions towards primary healthcare infrastructure improvements.

Expected outcome: The expected outcome of the SPD is that once adopted, it will be a material consideration in planning decisions and where relevant, in partnership with the Hampshire & IOW Integrated Care Board, financial contributions will lead to improvements to healthcare facilities.

Reason for Equality Impact Assessment (tick as appropriate)

This is a **new** policy/strategy/service/system function proposal



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>
<p>Page 366</p> <p>Age (restrictions/difficulties both younger/older)</p>	<p>Positive</p>	<p>The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy.</p> <p>The collection of financial contributions towards improved primary healthcare infrastructure could provide opportunities for equality in this group and for this reason this has been noted.</p>						

<p>Disability a) Physical b) Mental health (must respond to both a & b)</p>	<p>Positive</p>	<p>The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy.</p> <p>The collection of financial contributions towards improved primary healthcare infrastructure could provide opportunities for equality in this group (a & b) and for this reason this has been noted.</p>
<p>Race (including ethnicity and nationality)</p> <p>Page 35</p>	<p>Positive</p>	<p>The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy.</p> <p>The collection of financial contributions towards improved primary healthcare infrastructure could provide opportunities for equality in this group and for this reason this has been noted.</p>
<p>Religion or belief (different faith groups/those without a faith)</p>	<p>No impact</p>	<p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.</p>
<p>Sex (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)</p>	<p>No impact</p>	<p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.</p>
<p>Sexual orientation (is your language inclusive of LGB groups?)</p>	<p>No impact</p>	<p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.</p>

<p>Pregnancy and maternity</p>	<p>Positive</p>	<p>The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy.</p> <p>The collection of financial contributions towards improved primary healthcare infrastructure could provide opportunities for equality in this group and for this reason this has been noted.</p>
<p>Marriage and Civil Partnership</p>	<p>No impact</p>	<p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.</p>
<p>Gender reassignment</p>	<p>Positive</p>	<p>The Health Contributions Supplementary Planning Document (SPD) sets out a robust, evidence-based methodology for deciding what the required health infrastructure improvements may be in a particular area of the island and then identifies how the level of developer contributions that would be required towards those improvements will be calculated.</p> <p>The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM22 of the Island Plan Core Strategy.</p> <p>The collection of financial contributions towards improved primary healthcare infrastructure could provide opportunities for equality in this group and for this reason this has been noted.</p>

Page 368

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.

H. Review

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

The Health Contributions SPD has been subject to an equalities impact assessment which demonstrates that no negative impacts on the protected characteristics are expected from the document. Negative impacts are also not expected to arise from the act of adopting the Health Contributions SPD and using as a material consideration in planning applications.

The SPD was subject to public consultation in line with the relevant planning legislation and the Council's Statement of Community Involvement. Future reviews of the SPD will be subject to the same consultation requirements.

Date of next review: After adoption of a new local plan

H. Sign-off

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

Name: *Ollie Boulter*

Date: 18 April 2024

This page is intentionally left blank



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	ADOPTION OF THE 'SUSTAINABLE DRAINAGE SYSTEMS SUPPLEMENTARY PLANNING DOCUMENT (SPD)'
Report of	CABINET MEMBER FOR PLANNING, COASTAL PROTECTION AND FLOODING

Executive Summary

1. The purpose of this report is to consider the adoption of the 'Sustainable Drainage Systems (SuDS) Supplementary Planning Document (SPD)' following a consultation exercise undertaken by the Isle of Wight Council.
2. Sustainable Drainage Systems, or SuDS, are a way to manage surface water by copying the way that rainwater drains in a natural landscape. The SuDS SPD outlines the design principles required to deliver SuDS on the Isle of Wight and provides advice on integrating SuDS within any new development.
3. The SuDS SPD is primarily intended for practical use by those looking to undertake development of any scale, as well as designers of surface water drainage systems. The guide is relevant to all those involved in the masterplanning, design, approval, construction and maintenance of new development. It can also be used by anyone looking to find out more about SuDS.
4. The SPD is intended to assist developers and property owners to deliver SuDS which:
 - prevent and reduce surface water flooding;
 - have clear responsibilities for future maintenance and management;
 - are appropriate to the island, its geology and hydrology;
 - deliver social, environmental and financial benefits;
 - aim to meet a range of sustainability and place-making objectives.
5. If adopted, the council will be able to use the SPD as a material consideration in planning decisions and require new development to integrate SuDS as part of the design process to help manage surface water in a way that has a positive impact on flooding.

Recommendation

6. To adopt the 'Sustainable Drainage Systems (SuDS) Supplementary Planning Document' attached as Appendix 1; and
7. To delegate any final editorial and presentational changes to the supplementary planning document to the Strategic Manager for Planning. These changes will not alter the meaning of the document and will be restricted to grammatical, presentational and typographical errors.

Background

8. Sustainable Drainage Systems (SuDS) help to manage flood risk to homes, businesses, roads and services on the Isle of Wight. They control the amount of rainfall and pollutants which flow off paved surfaces, and enter the island's rivers, and eventually the sea.
9. Well-designed SuDS also contribute to our resilience to climate change, and provide habitats for native wildlife on the island. They also provide places for communities to meet, play, exercise and enjoy nature.
10. Surface water drainage should be one of the first aspects considered when assessing whether a site is suitable for development, or when considering works to an existing property. This allows the design of effective drainage strategies, which maximise the benefits of SuDS to people and the environment.
11. The Core Strategy includes policies DM2 'Design Quality for New Development' and DM14 'Flood Risk', both of which seek to ensure that the design of new development is responsive to the environment (DM2) and that development reduces the risk of flooding (DM14).
12. The SuDS SPD provides detailed guidance that expands on the policy wording in DM14 and sets out the Council's expectations for SuDS designs on the Island in the form of the Isle of Wight SuDS Design Standards (Section 5 and Appendix A of the SPD), and provides guidance on how to meet these. A validation checklist is provided for major development (Appendix D of the SPD), and for non-major and minor development, standing advice is provided. The SPD confirms that the Isle of Wight Council expects *all* development proposals to include SuDS.
13. Where appropriate, the SPD defines local technical design standards for the Isle of Wight, where these go beyond national standards. However, the document is not intended as a detailed design guide. The CIRIA SuDS Manual C753 (2015) is recommended for this purpose, and relevant chapters of the manual, and other reference documents are signposted throughout the SPD.
14. The Council will use the new guidance to ensure that surface water drainage is managed appropriately and in accordance with national standards and industry best practice for SuDS, as well as the latest national and local planning policy.

Corporate Priorities and Strategic Context

15. The [Corporate Plan 2021 - 2025](#) sets out the administration's key areas for action, aspirations and key activities. The specific key areas for action and aspirations relevant to the SuDS SPD are set out in more detail below.

Responding to climate change and enhancing the biosphere

16. The Climate and Sustainable Development Impact Assessment has been carried out with the results show in the graphic overleaf. The provision of sustainable drainage features on new development will assist in removing surface water from the combined sewer system and make a positive contribution to reducing flooding across the island and managing surface water in a more resilient and resourceful way.



Impact on Young People and Future Generations

17. The provision of SuDS in new development that helps to reduce the amount and impact of surface water flooding will have a positive impact on young people and future generations by improving the natural environment and making the island infrastructure safer.

Corporate Aims

18. The Corporate Plan 2021 - 2025 sets out the corporate aspirations and key activities. Once adopted the SuDS SPD will play a role in helping the Council achieve the following specific aspirations:
- (1) We will ensure that we listen to people. We will do so by holding consultations in which we will have a proper discussion with residents about issues
 - (16) Place the health and wellbeing of residents at the centre of all we do
 - (27) All council decisions must be considered with regard to their impact on young people and future generations
 - (45) Embed both the biosphere and the climate change strategy into policy, including the island plan, advanced by appropriate action plans. All council decisions are to have regard to the biosphere and climate change strategy

Consultation and Engagement

19. In line with regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's [Statement of Community Involvement](#), the local planning authority undertook a 6-week consultation on the draft SPD (which is longer than the minimum statutory requirement for such a consultation). This took place from Friday 26 January 2024 until Friday 8 March 2024.
20. A total of thirty one responses were received from a wide range of stakeholders including local residents, town, parish & community councils and statutory consultees such as the Environment Agency and Historic England.
21. The comments received have resulted in some revisions to the draft document that was put out for public consultation, and details of these changes can be found in Appendix 2 to this report.
22. It is welcome and positive that support for the document was provided by Southern Water, Island Rivers Partnership, Surfers Against Sewage, Environment Agency and Natural England, all of whom play a vital role in reducing and mitigating against flooding.

Scrutiny Committee

23. The proposed adoption of the SuDS SPD is being considered by Corporate Scrutiny Committee on 7 May 2024 and any recommendation(s) from Corporate Scrutiny will be reported verbally to the Cabinet meeting.

Financial / Budget Implications

24. It is considered that there will be no direct financial / budget implications arising from adoption of the SuDS SPD.

Legal Implications

25. Supplementary planning documents should be prepared only where necessary and in line with paragraph 153 of the National Planning Policy Framework (NPPF).
26. If adopted the SPD will add further detail to the policies already in the Island Plan Core Strategy. The SPD will be a formal document that will be a material consideration in planning decisions, but not part of the development plan.

Equality and Diversity

27. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
28. A stage one equality impact assessment (EqIA) has been undertaken in connection with the proposed SPD (see Appendix 3).
29. It is considered that the SPD itself will not have a negative impact on any of the protected characteristics. This is because the status of the document is such that higher level policy and legislation is also required to be considered as part of the determination of any planning application, which would take account of our legal duties under equality legislation.

Property Implications

30. It is considered that there will be no direct property implications, although any decisions over the future of council owned land will need to consider relevant planning policy that would include the SPD once adopted

Options

31. The options are set out as follows:
 - a) To adopt the Sustainable Drainage Systems (SuDS) Supplementary Planning Document attached as Appendix 1; and
 - b) To delegate any final editorial and presentational changes to the draft supplementary planning document to the Strategic Manager for Planning. These changes will not alter the meaning of the document and will be restricted to grammatical and typographical errors; or
 - c) To further amend and then adopt the Sustainable Drainage Systems (SuDS) Supplementary Planning Document; or
 - d) To not adopt the Sustainable Drainage Systems (SuDS) Supplementary Planning Document;

Risk Management

32. The main risk of not adopting the Sustainable Drainage Systems (SuDS) SPD is that the local planning authority will not be able to use the guidance within the document as a material consideration when determining planning applications. This would mean that development would come forward without consideration of integrating Sustainable Drainage Systems into the design process at the earliest possible stage.

Evaluation

33. The draft SPD outlines the design principles required to deliver SuDS on the Isle of Wight and provides advice on including SuDS within any new development. The SPD is intended to assist developers and property owners to deliver SuDS which:
- prevent and reduce surface water flooding;
 - have clear responsibilities for future maintenance and management;
 - are appropriate to the island, its geology and hydrology;
 - deliver social, environmental and financial benefits;
 - aim to meet a range of sustainability and place-making objectives.
34. The adoption of the Sustainable Drainage (SuDS) SPD will result in the council being able to use the guidance within the document, which aligns closely with key Corporate Plan objectives, as a material consideration when making planning decisions.

Appendices Attached

35. Appendix 1: Sustainable Drainage Systems (SuDS) SPD
36. Appendix 2: Summary of consultation responses and changes to the Draft SPD
37. Appendix 3: Stage one equality impact assessment (EqIA)

Background Papers

38. Island Plan Core Strategy: [Microsoft Word - Core Strategy - Mar 2012.doc \(iow.gov.uk\)](#)
39. [Supplementary Planning Document consultations \(iow.gov.uk\)](#)
40. Contact Point: James Brewer, Planning Team Leader Policy & Delivery
☎ 821000 extension 8567 e-mail james.brewer@iow.gov.uk

COLIN ROWLAND
Strategic Director, Community Services

COUNCILLOR PAUL FULLER
Cabinet Member for Planning, Coastal Protection and Flooding

Isle of Wight Sustainable Drainage Supplementary Planning Document

Final Draft

April 2024

Isle of Wight Council



Table of Contents

1	Introduction	6
1.1	Purpose of this document	6
1.2	How to use this document	7
2	Overview and Context	9
2.1	What are SuDS and why use them?	9
2.2	What are the benefits of using SuDS?	9
2.3	What type of developments?	10
2.3.1	What are the keys to the successful design and implementation of SuDS?	10
2.4	How can SuDS support other legislation and policies?	10
2.5	Biodiversity Net Gain	11
2.6	How does the SuDS SPD fit in with other SuDS guidance?	11
2.7	Changes to SuDS approval	12
3	Characteristics of the Isle of Wight	13
3.1	Topography	13
3.2	Soils	14
3.3	Geology	14
3.4	Coastal geomorphology and landsliding	15
3.5	Landscape	16
3.6	Habitat and biodiversity	16
3.7	Historic environment	17
3.8	Nutrient pollution vulnerability	18
3.9	Rainfall	18
3.10	Hydrogeology and water resources	18
4	SuDS design and the planning process	22
4.1	Overview	22
4.2	Who to consult?	24
4.3	Major development	25
4.3.1	Pre-application	25
4.3.2	Masterplanning	25
4.3.3	Outline application	25
4.3.4	Full application	26
4.3.5	Reserved matters	26
4.3.6	Discharge of conditions	26
4.3.7	Phased developments	27
4.4	Non-major / Minor development	27
4.4.1	Non-major development	27
4.4.2	Minor development	28
4.4.3	Standing advice for Non-major and Minor Development	28
4.5	Other development	30
4.6	Applications to pave front gardens	31
4.7	Consent for works to watercourses	31
5	Isle of Wight SuDS design standards	33
5.1	Principle 1: Control the quantity of runoff to manage flood risk	33
5.1.1	Discharge destination	33
5.1.2	Runoff rates and volumes	33
5.1.3	Flood risk within the development	33
5.2	Principle 2: Manage the quality of runoff to prevent pollution	33
5.3	Principle 3: Create and sustain better places for nature	35
5.4	Principle 4: Create and sustain better places for people	35

5.5	Principle 5: Climate change resilience	35
5.6	Principle 6 : Coastal stability	35
5.7	Principle 7: Adoption, maintenance and construction	35
6	Planning for construction, adoption and maintenance	36
6.1	Construction	36
6.1.1	Planning for construction	36
6.1.2	During construction	36
6.1.3	After construction	37
6.2	Adoption	37
6.3	Maintenance	38
6.3.1	Designing for maintenance	38
6.3.2	Maintenance and operation plan	39
7	Overcoming challenges in delivering SuDS on the Isle of Wight	40
7.1	Introduction	40
7.2	Flood Risk	40
7.2.1	Fluvial and tidal flood risk	40
7.2.2	Surface water and ordinary watercourse flood risk	41
7.2.3	Groundwater flood risk	41
7.2.4	Discharges to groundwater and Source Protection Zones (SPZ)	41
7.3	Receiving surface waters	42
7.4	Protected habitats	42
7.5	Topography	42
7.5.1	Flat site	42
7.5.2	Steep site	42
7.6	Coastal stability and landslide risk	43
7.7	Contaminated land	44
7.8	Low permeability	44
7.9	High permeability	44
7.10	Limited space	45
7.11	Brownfield sites	45
7.12	Commercial sites	45
7.13	Industrial sites / high pollution risk	46
7.14	Health and safety considerations	46
7.15	Affordability	46
8	Retrofitting SuDS	48
8.1	Considerations for retrofitting SuDS	48
8.1.1	In the home	48
8.1.2	In the community	50
8.2	Case studies	50
8.2.1	Sandown Pathfinder Scheme	50
8.2.2	SuDS in schools	51
8.3	Useful information	53
A	Appendix A: Guidance on Isle of Wight Local SuDS Design Standards	54
B	How SuDS can support other legislation and policies	I
C	Maps	I
D	Validation checklist	II
	References	III

List of Figures

Figure 1-1: User guide to the Isle of Wight SuDS SPD	8
Figure 3-1: Topography of the Isle of Wight	13
Figure 3-2: Bedrock geology of the Isle of Wight	15
Figure 3-3: Environmental designations on the Isle of Wight	17
Figure 3-4: Sources of flood risk (source: JBA Consulting)	20
Figure 4-1: Overview of the SuDS delivery process	23
Table 4-2: Consents required for works to watercourses	32
Figure 8-1: Installed slow-drain water butt in Havenstreet (source: Southern Water)	51
Figure 8-2: A swale at Nettlestone Primary School (source: Southern Water)	52
Figure 8-3: Raingarden planter at Nettlestone Primary School (source: Southern Water)	52

Abbreviations

AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
BRE	Building Research Establishment
BSI	British Standards Institution
CCMA	Coastal Change Management Area
CDM	Construction Design and Management Regulations
CIRIA	Construction Industry Research and Information Association
Defra	Department for Environment, Food and Rural Affairs
EMS	European Maritime Site
FRA	Flood Risk Assessment
ICE	Institute of Civil Engineers
IPS	Island Planning Strategy
IoWC	Isle of Wight Council
km	Kilometres
LFRMS	Local Flood Risk Management Strategy
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
MCZ	Marine Conservation Zone
m	Metres
mm	Millimetres
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
NVZ	Nitrate Vulnerable Zone
RSPB	The Royal Society for the Protection of Birds
SAB	SuDS Approving Body
SAC	Special Area of Conservation
SFRA	Strategic Flood Risk Assessment

SPA	Special Protection Area
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
UNESCO	United Nations Educational, Scientific and Cultural Organization
UV	Ultraviolet
WFD	Water Framework Directive
WwTW	Wastewater Treatment Works

1 Introduction

Sustainable Drainage Systems (SuDS) help to manage flood risk to homes, businesses, roads and services on the Isle of Wight. They control the amount of rainfall and pollutants which flow off paved surfaces, and enter the island's rivers, and eventually the sea. Well-designed SuDS also contribute to our resilience to climate change, and provide habitats for native wildlife on the island. They also provide places for communities to meet, play, exercise and enjoy nature.

Surface water drainage should be one of the first aspects considered when assessing whether a site is suitable for development, or when considering works to an existing property. This allows the design of effective drainage strategies, which maximise the benefits of SuDS to people and the environment.

Early engagement and consultation on surface water drainage with the relevant bodies at pre-application stage is also key to reducing the risk of design conflicts and planning objections. This includes Isle of Wight Council (as Local Planning Authority and Lead Local Flood Authority), Island Roads, the Environment Agency, and Southern Water.

Isle of Wight Council expects all development proposals to include SuDS. This Supplementary Planning Document (SPD) sets out the Council's expectations for SuDS designs on the island, in the form of the Isle of Wight SuDS Design Standards (Section 0 and Appendix A), and provides guidance on how to meet these. A validation checklist is provided for major development (Appendix D), and for non-major and minor development, standing advice is provided in Section 4.4.3.

1.1 Purpose of this document

The SuDS SPD introduces the concept of SuDS, and outlines the design principles required to deliver SuDS on the Isle of Wight. It provides advice on integrating SuDS within any development and delivering the multiple benefit drainage systems expected within the Isle of Wight.

This guidance is primarily intended for practical use by those looking to undertake development of any scale, as well as designers of surface water drainage systems. However, the guide is also relevant to all those involved in the masterplanning, design, approval, construction and maintenance of new development. It can also be used by anyone looking to find out more about SuDS.

As an unitary authority, the Isle of Wight Council acts as the Lead Local Flood Authority and Local Planning Authority for the island. In its role as Lead Local Flood Authority (LLFA), the Council is responsible for managing the risk of flooding from surface water, groundwater and Ordinary Watercourses (all watercourses not classified as Main Rivers) and is statutory consultee to the planning system on surface water drainage matters.

The Council will use the new guidance to ensure that surface water drainage is managed appropriately and in accordance with national standards and industry best practice for SuDS, as well as the latest national and local planning policy.

The SPD is intended to assist Isle of Wight Council, developers and property owners to deliver SuDS which:

- manage surface water flood risk;
- are appropriate to the island, its geology and hydrology;
- deliver social, environmental and financial benefits;
- aim to meet a range of sustainability and place-making objectives;
- are clearly presented at planning stage, enabling an efficient review and approval process; and

- have clear responsibilities for future maintenance and management.

Where appropriate, the SPD defines local technical design standards for the Isle of Wight, where these go beyond national standards. However, this document is not intended as a detailed design guide. The CIRIA SuDS Manual C753 (2015) is recommended for this purpose, and relevant chapters of the manual, and other reference documents are signposted throughout this SPD.

Finally, the document outlines the planning and approval process, and provides checklists and advice to ensure that planning requirements are clear and accessible (Section 4).

1.2 How to use this document

This document is designed to be read in its entirety. However, some sections may be more relevant to particular users.

Figure 1-1 provides suggested sections for different users to focus on.

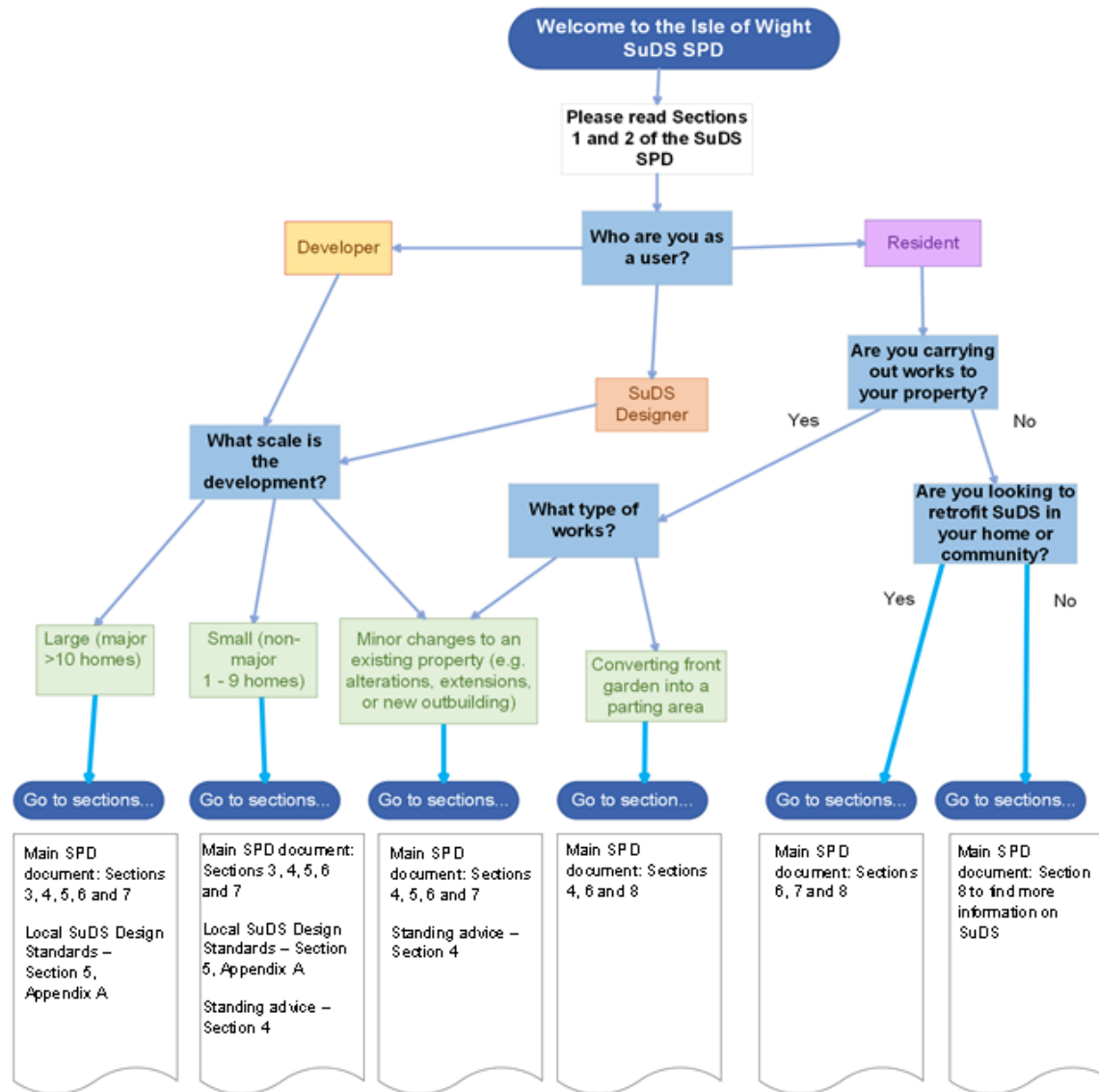


Figure 1-1: User guide to the Isle of Wight SuDS SPD

2 Overview and Context

2.1 What are SuDS and why use them?

Sustainable Drainage Systems, or SuDS, are a way to manage surface water by mimicking the way that rainwater drains in a natural landscape. Traditionally, rain falling on roads, roofs and pavements has been collected in underground pipes and transferred as quickly as possible to the nearest sewer or river. However, this has contributed to flooding and pollution within rivers.

SuDS aim to **slow the flow** of water, by:

- **Source control** – intercepting rain close to where it falls on roads, roofs and pavements
- **Re-using water** – collecting rainwater and re-using it in homes and buildings
- **Allowing water to soak (Infiltration)** – allowing rain to soak into the ground
- **Moving water (Conveyance)** – moving water along the ground surface
- **Storing water (Attenuation)** – storing water on the surface in ponds and basins

There are a wide range of SuDS components which either reuse water, allow water to soak into the ground, move water or store water. A SuDS system has several interconnected components which form part of a management train. The management train should begin with managing rainwater as close to where it falls as possible ('source control').

"The SuDS approach involves slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk, and reducing the risk of that runoff causing pollution. This is achieved by capturing, infiltrating, slowing, storing, conveying and treating runoff on site and, where possible, on the surface rather than underground. Water then becomes a much more visible and tangible part of the built environment, which can be enjoyed by everyone."

The SuDS Manual C753 p.19 (CIRIA, 2015)

2.2 What are the benefits of using SuDS?

The primary benefits of SuDS are often seen as managing water quantity and quality. SuDS techniques help to manage flooding during storms and also naturally filter pollution (such as silt and petrol), preventing it from entering rivers and the sea.

However, well-designed SuDS provide a host of social, environmental and financial benefits for residents and developers. They create spaces for wildlife and places for people to enjoy, and make developments more resilient to climate change. As a result, SuDS features can contribute to a range of site requirements, including Biodiversity Net Gain, habitat corridors, climate change adaptation and nutrient neutrality.

"Surface water is a valuable resource and this should be reflected in the way it is managed and used in the built environment. It can add to and enhance biodiversity, beauty, tranquility and the natural aesthetic of buildings, places and landscapes and it can help make them more resilient to the changing climate."

The SuDS Manual C753 p.19 (CIRIA, 2015)

Aside from the statutory requirement for SuDS within major development, there are many benefits for developers in integrating well-designed SuDS, to help meet several requirements for a site:

- Ensure national and local planning policy requirements are met

- Use multi-functional SuDS features to **meet several planning policy requirements within the same area of the site** (e.g. biodiversity, amenity, green infrastructure, flood risk, drainage)
- Avoid delays in the planning process and reduce risk of drainage systems needing re-design at a late stage
- Manage flood risk and reduce damage to property both on-site and off-site
- Contribute to providing habitats and meeting Defra **Biodiversity Net Gain requirements** for new developments
- **Improve water quality** in environmentally designated sites (Ramsar, SAC, SSSI) and contribute to Water Framework Directive (WFD) targets required by Natural England and the Environment Agency, as well as nutrient neutrality requirements
- Reduce drinking water and garden watering demand (through **water-re-use**)
- Well-designed SuDS are cheaper and easier to maintain than 'traditional drainage'. **Management costs can be saved**, as maintenance can be carried out as part of standard landscape contracts
- Providing green spaces, which benefit the **health** and **wellbeing** of communities
- Contribute to making developments attractive places to live, which can **increase premiums on property values**

2.3 What type of developments?

This guidance demonstrates that SuDS can be incorporated into **all types** of development, and is intended to encourage SuDS uptake down to permitted development scale:

- Residential, commercial, industrial and mixed developments
- Greenfield and brownfield (previously developed) sites
- Major development (where the LLFA has a statutory consultee role)
- Minor development types (including extensions, conservatories and driveways)
- Permitted development
- Other development (minerals and waste, schools)
- Refurbishments of existing developments (SuDS retrofitting)
- Existing public open space and streetscapes (SuDS retrofitting)

2.3.1 What are the keys to the successful design and implementation of SuDS?

This guidance provides a starting point for the design of a successful SuDS scheme. The key elements of this are:

- Early consultation with Isle of Wight Council
- Integrate SuDS into the design **from the beginning**
- Ensure opportunities for multiple benefits are realised
- Agree or develop adoption strategy for all forms of SuDS to be used on the site
- Consider the operation and maintenance requirements of the whole drainage system

2.4 How can SuDS support other legislation and policies?

Where SuDS are designed to provide multiple benefits, they can help developments meet the objectives of a range of requirements set out in legislation, national planning policy and Local Plan policies.

The National Planning Policy Framework (NPPF) states that SuDS are a requirement for major developments in England, and where possible they should provide multifunctional benefits (paragraphs 173, 175).

The Local Plan for the Isle of Wight, the Island Planning Strategy (IPS), is used to guide development on the island. The Island Plan Core Strategy was adopted in 2012 and sets out the planning policy framework up to 2027. The Draft IPS is currently being prepared to cover the next 15 years, and SuDS will support any existing policies rolled forward into the new Local Plan.

As mentioned in Section 2.2, multi-functional SuDS can also help to meet multiple mandatory requirements for sites, such as Biodiversity Net Gain, nutrient neutrality and WFD requirements.

See Appendix B for details of how SuDS can contribute to meeting these requirements.

2.5 Biodiversity Net Gain

Biodiversity Net Gain (BNG) as a mandatory requirement came into effect on the 12 February 2024 for all Town and Country Planning Act developments. Additionally, since 2 April 2024 BNG was made a requirement for non-major developments. This statutory requirement is intended as a mechanism to ensure that development proposals demonstrate and ultimately deliver a minimum of 10% gain in biodiversity value (compared to the pre-development baseline). As such, BNG requirements should be considered early in the development process, proposed strategies can also be discussed with the Isle of Wight planning authority prior to submission of a planning application using the pre-application advice service.

Well-designed above ground SuDS features such as swales, bioretention areas, wetlands, and intensive green roofs (such as roof gardens) can offer opportunities to create high quality blue-green corridors which promote habitat connectivity and therefore confers biodiversity benefits. SuDS design should consider how SuDS on a development site can link to existing or planned locally priority habitats (see Section 7.4 for more information on protected habitats). The CIRIA SuDS Manual provides considerable guidance on how biodiversity benefits of SuDS feature can be enhanced. Standard 3b of the SuDS standards in Section A.8 of Appendix A also outlines how proposed SuDS are expected to deliver biodiversity benefits.

2.6 How does the SuDS SPD fit in with other SuDS guidance?

The SuDS SPD builds upon the Defra Non-Statutory Technical Standards for Sustainable Drainage Systems (Defra, 2015). This sets out high level standards for managing flows and volume of runoff, flood risk within the development, as well as the structural integrity, maintenance and construction of SuDS. It should be noted that Defra is currently reviewing and **recommending updates to the standards**. If adopted, the proposals would bring the standards in line with current best practice in the CIRIA SuDS Manual, including greater focus on the water quality, amenity and biodiversity benefits of SuDS.

Where appropriate, the SPD defines local technical design standards for the Isle of Wight where these go beyond national standards. However, this document is not intended as a detailed design guide, and the CIRIA SuDS Manual C753 (2015) is recommended for this purpose. The SuDS Manual should be considered alongside accompanying CIRIA guidance, including on the construction of SuDS¹, and use of SuDS to reduce nitrogen² and phosphorous³ in surface water runoff. Other national design guidance for SuDS is

1 CIRIA (2017) Guidance on the construction of SuDS (C768). Available at: Item Detail (ciria.org)

2 CIRIA (2023) Using SuDS to reduce nitrogen in surface water runoff (C815F). Available at: Item Detail (ciria.org).

3 CIRIA (2022) Using SuDS to reduce phosphorous in surface water runoff (C808F). Available at: Item Detail (ciria.org)

available, as produced by the Institute of Civil Engineers (ICE) and the British Standards Institution (BSI). The Susdrain website also provides a helpful resource.

2.7 Changes to SuDS approval

In January 2023, Defra announced a decision to implement Schedule 3 of the Flood and Water Management Act 2010 in England. This will introduce a new framework and national standards for the approval and adoption of SuDS in England, and will make Unitary and County Councils SuDS Approving Bodies. It will also remove the automatic right for surface water drainage to connect into the public sewer system. The UK Government is currently considering how Schedule 3 will be implemented. This SuDS SPD will be updated once these details are available.

3 Characteristics of the Isle of Wight

The Isle of Wight lies off the south coast of mainland England and covers an area of approximately 380km² (38,016 hectares) and has a coastline of 57 miles in length. The largest town on the island is Ryde, but Newport, the second largest town by population, is the administrative centre. The population on the island has increased by 1.5%, from around 138,300 in 2011 to 140,400 in 2021⁴. Residents are joined by up to 2 million tourists each year.

3.1 Topography

The chalk geology forms the highest elevations in the south and centre of the landscape, with the highest point on the island reaching a maximum elevation of 242m AOD at St Boniface Downs in the south east. The topography falls away from the chalk uplands towards the river valleys and coastline, where it reaches sea level.

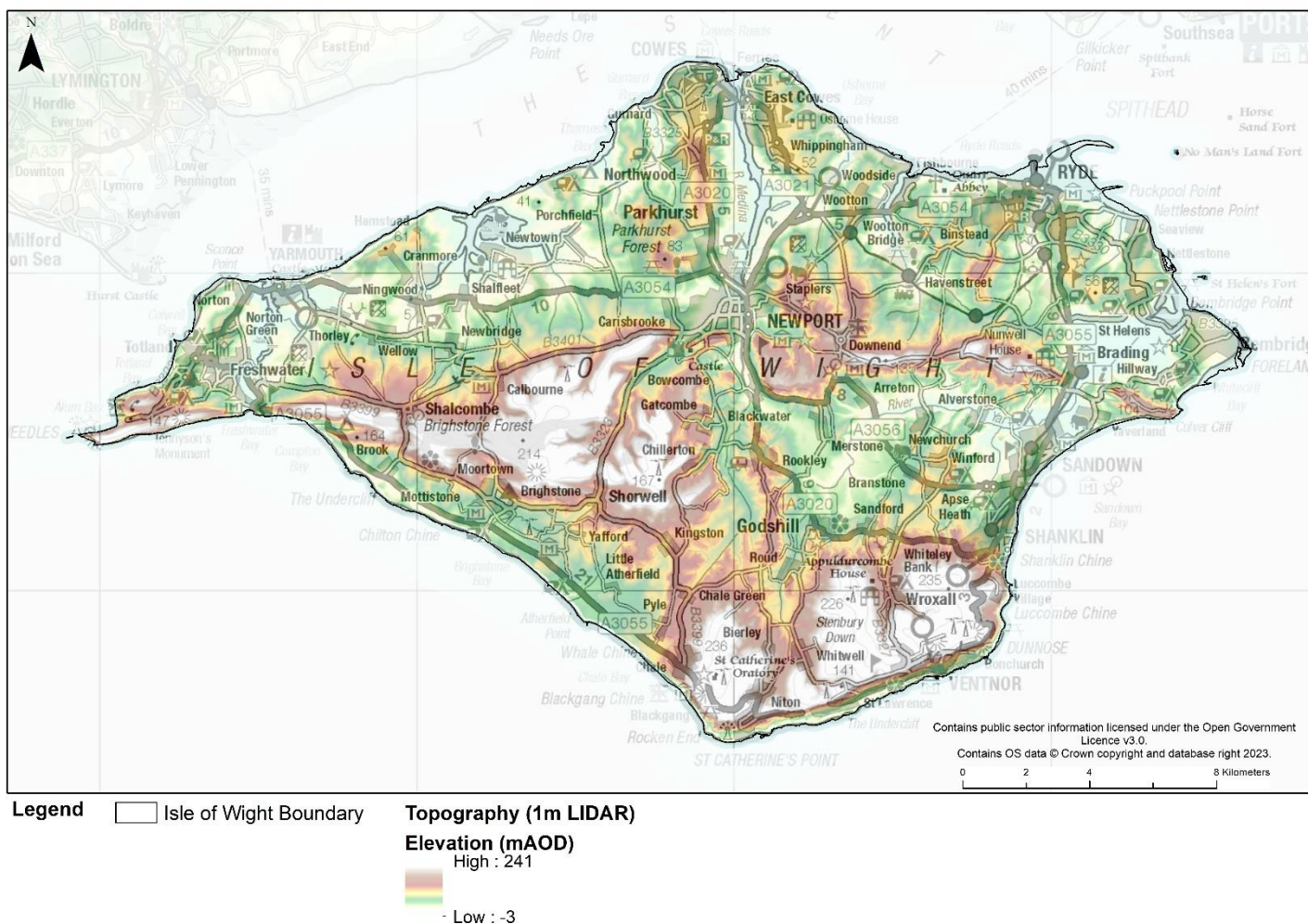


Figure 3-1: Topography of the Isle of Wight

⁴ Isle of Wight Council (2022) Isle of Wight population figures. Available at: Isle of Wight population figures (iow.gov.uk)

3.2 Soils

Soils in the northern half of the island are base-rich, loamy and clayey. These are seasonally wet and slightly acid. Clay produces heavy soils and where it occurs inland, it mostly supports pasture. These give way to shallow lime-rich soils over chalk or limestone as the underlying bedrock changes along the central ridge. The southern half of the island has mainly freely draining, slightly acid, loamy soils which support distinctive vegetation, as well as some further clays. The light sand soils provide some of the best arable land on the island.

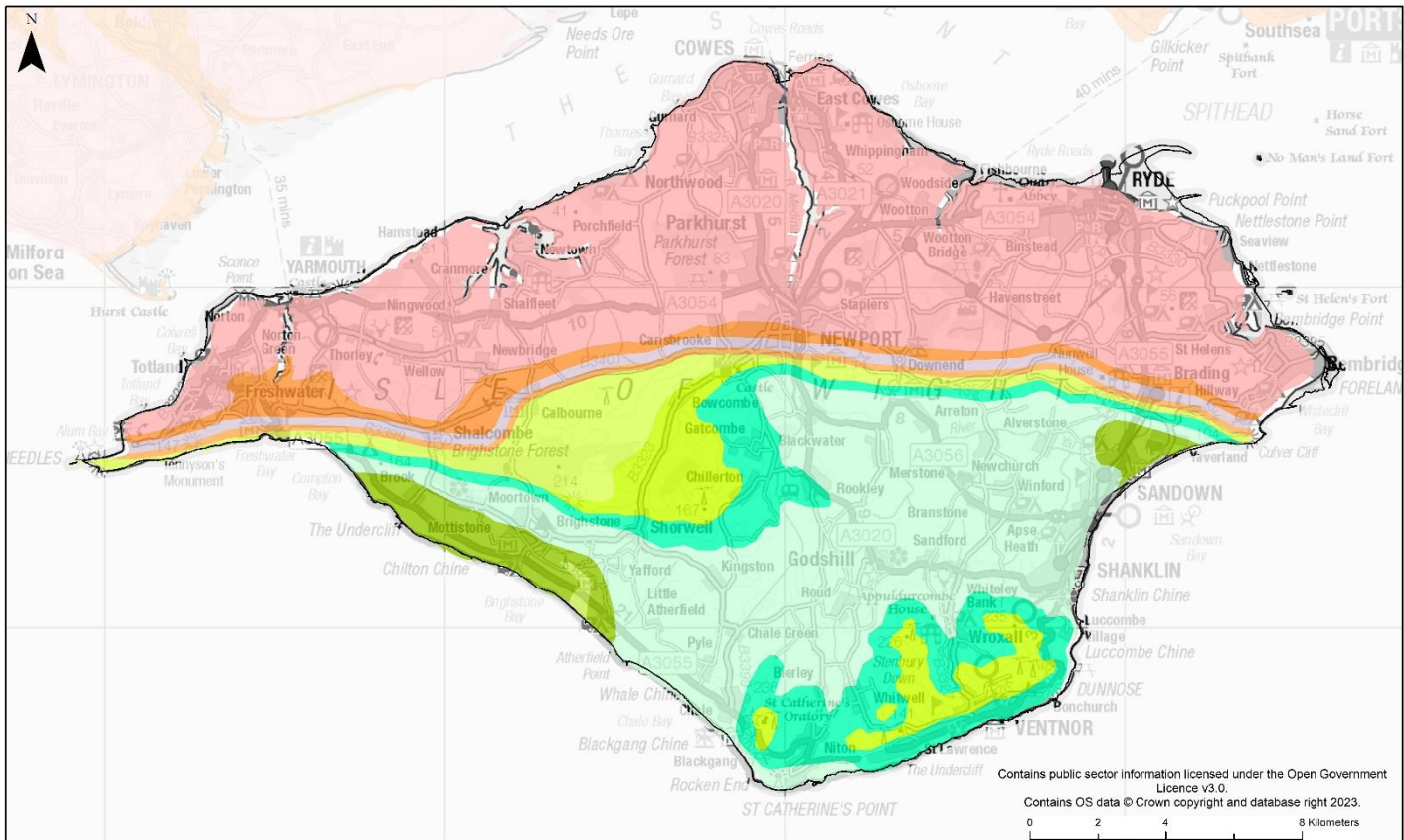
3.3 Geology

The Isle of Wight has a diverse bedrock geology (Figure 3-2). Chalk is the most dominant landform, with a central chalk ridge running from the eastern point at Culver to the western point at The Needles. A second area of chalk downland is located in the south, above the towns of Shanklin and Ventnor and the villages of Niton, Whitwell and Wroxall. Inland areas of chalk correspond with undulating land and often include steep-sided dry valleys.

North of the central chalk ridge, the bedrock is formed of Hamstead Member clays, sands and silts. This geology is also associated with the low-lying cliffs along the north west coast of the island (Hamstead Heritage Coast), the tidal inlets of the Western Yar, Newtown Creek, Kings Quay, Wootton Creek and the wetlands inland at Thorness Bay.

Immediately to the south of the central chalk downs, a band of Lower Sandstone runs from Compton in the west to Yaverland in the east. These rolling hills are often the location of spring lines.

Due to the varied geology of the island, site-specific assessments and ground investigations are required to determine the underlying geology, in order to inform drainage designs. Relevant guidance on standards and best practice for site ground investigations includes the UK Specification for Ground Investigations and the BS 5930 Code of practice for ground investigations.



Legend

- Isle of Wight Boundary
- Bedrock geology**
- BRACKLESHAM GROUP AND BARTON GROUP (UNDIFFERENTIATED) - SAND, SILT AND CLAY
- THAMES GROUP - CLAY, SILT, SAND AND GRAVEL
- LAMBETH GROUP - CLAY, SILT, SAND AND GRAVEL
- SOLENT GROUP - CLAY, SILT AND SAND
- GREY CHALK SUBGROUP - CHALK
- WHITE CHALK SUBGROUP - CHALK
- GAULT FORMATION AND UPPER GREENSAND FORMATION - MUDSTONE, SANDSTONE AND LIMESTONE
- LOWER GREENSAND GROUP - SANDSTONE AND MUDSTONE
- WEALDEN GROUP - MUDSTONE, SILTSTONE AND SANDSTONE
- WEALDEN GROUP - SANDSTONE AND SILTSTONE, INTERBEDDED

Figure 3-2: Bedrock geology of the Isle of Wight

3.4 Coastal geomorphology and landsliding

The town of Ventnor and its surrounding villages along the Undercliff and parts of the Cowes and Gurnard headland are built on pre-existing landslide features, which have implications for these towns and their communities. On the south coast of the Isle of Wight, the Ventnor Undercliff is the largest urbanised landslide complex in north-western Europe, and parts of the area are affected by ground movement. In both areas there is the potential for landslide reactivation. These two zones are marked on the [Isle of Wight Council Draft Island Planning Strategy map](#).

Along the coastline of the island, areas likely to be affected by coastal change over the next 100 years are defined by a Coastal Change Management Area (CCMA), also shown on the [Isle of Wight Council Draft Island Planning Strategy map](#). There is a presumption against new development within the CCMA, to limit the risk to people (see Draft Island Planning Strategy Policy EV16). However, where development is required, a sustainable approach to flood risk and coastal erosion management must be demonstrated.

Within known areas of potential ground instability and coastal landslide risk, groundwater has a significant influence on ground stability. The recharge of groundwater by soakaways and the leakage of sewers and surface water drainage systems is potentially the most

destabilising activity associated with development⁵. Therefore, SuDS features which encourage infiltration of rainfall into the ground are not acceptable within the two zones of potential landslide reactivation. Similarly, the CCMA also typically precludes the use of soakaways, and therefore measures which encourage infiltration into the ground are also considered to be unacceptable within the CCMA. Instead, surface water from development sites in these areas should be discharged into existing watercourses, or should employ the use of adequately lined and sealed surface water drainage systems (see Standard 6a in Section A.8 of Appendix A). Section 7.6 outlines the main design considerations for developments in areas with coastal stability and landslide risk.

3.5 Landscape

Over half of the island (191km²) was designated as an Area of Outstanding Natural Beauty (AONB) in 1963. The discontinuous AONB area is made up of five land parcels across the island.

A rural island, 80% of its land area is devoted to agriculture, including sheep rearing on the downs and heath 'rangelands', dairy farming on the lower-lying land, and pockets of arable farming and forestry elsewhere. North of the central chalk ridge the soils become wetter and heavier, leading to more grazing land and woodland in these areas.

The coast of the island includes wide sandy shorelines, particularly on the east side of the island, as well as at steep cliffs to the west and south.

3.6 Habitat and biodiversity

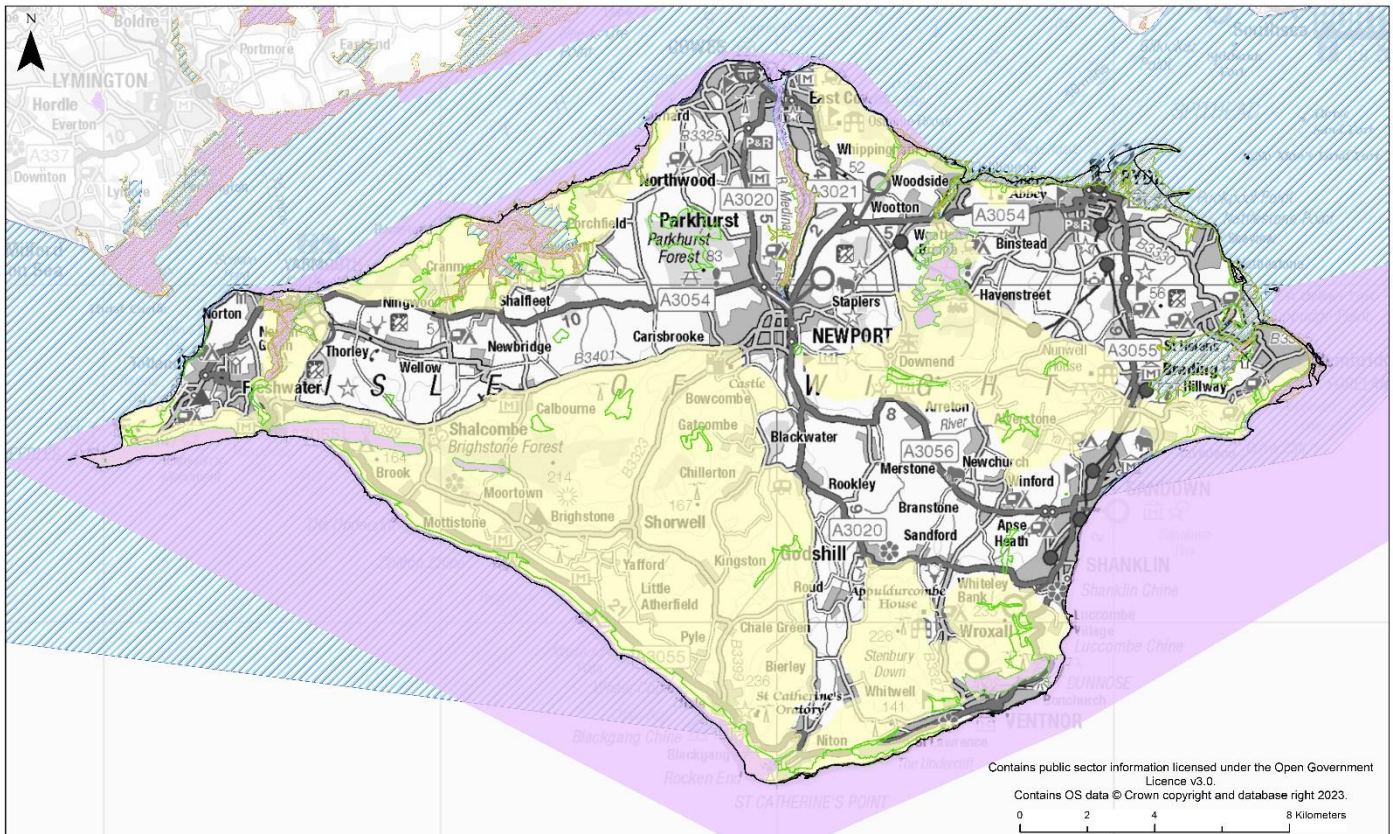
In 2019, the Isle of Wight was awarded UNESCO Biosphere Reserve status, to reflect the balanced relationship between people and the natural environment.

The chalk grasslands, cliffs and estuaries on the island support rich habitats and species. As an island, there are also stable populations of native animals which are rare on the mainland, including red squirrels, dormice, bats and water voles⁶. Above-ground, vegetated SuDS provide opportunities to create habitats which support these native species.

The international designations on the coastline alone include Special Areas of Conservation (SAC), European Maritime Site (EMS), Marine Conservation Zones (MCZ), Special Protection Areas (SPA) and Ramsar sites (Figure 3-3).

5 Geomorphological Services Limited (1991) Coastal Landslip Potential Assessment: Isle of Wight Undercliff, Ventnor. Available at: Ventnor Undercliff and Cowes to Gurnard (iow.gov.uk)

6 Isle of Wight Council (2023) Go Wild on Wight. Available at: Go Wild on Wight: Biodiversity on the Isle of Wight



Legend

- Isle of Wight Boundary
- SAC
- SSSI
- Ramsar Sites
- SPA
- AONB

Figure 3-3: Environmental designations on the Isle of Wight

3.7 Historic environment

The historic environment includes listed buildings, historic landscapes, monuments of national interest, and buried archaeological sites. Sufficient consideration should be given during design to any possible impacts of a SuDS scheme, the required mitigation and opportunities to enhance the historic environment. For instance, proposed infiltration should not compromise buried archaeological remains or historic buildings. However, the presence of heritage assets does not preclude the possibility of development. Good design with adequate regard for the choice of appropriate materials and links to existing blue-green spaces can allow development to both retain and make a beneficial contribution to the historic environment. The CIRIA SuDS Manual C753 (2015) outlines where some of the opportunities for betterment can be realised in historic environments, an example may include the use of appropriately designed rainwater harvesting features adjacent to historic buildings.

Developers should identify the presence of heritage assets early in the planning process and consult the LLFA to ensure they are given the opportunity to advise on proposed site drainage. Information and advice on when consent for works needs to be sought can be obtained from the Isle of Wight Council’s Archaeology and Historic Environment Service and from the Historic England website. The National Heritage List for England should also be consulted, which is the official register of nationally designated assets. Undesignated

heritage assets are recorded by the Council in the Heritage Gateway's Historic Environment Record for the Isle of Wight.

3.8 Nutrient pollution vulnerability

A large percentage of Isle of Wight AONB is designated as a Nitrate Vulnerable Zone (NVZ) under the Nitrates Directive 1991, which covers most of the Chalk and Lower Greensand areas. The Directive aims to reduce current and future nitrate water pollution.

Natural England has advised that there are high levels of nitrogen and phosphorus input causing eutrophication in the marine designated sites in the Solent (SPAs and SACs). The nutrients are understood to originate from agricultural sources and wastewater from existing and new housing, as well as other development.

As a result, any proposed development which uses Wastewater Treatment Works (WwTW) which discharge into the Solent designated sites and/or waterbodies that subsequently discharge into these designated sites, will need to demonstrate no adverse effects by achieving nutrient neutrality. Conversely, development which connects to a WwTW that does not discharge into the Solent does not need to demonstrate nutrient neutrality.

Isle of Wight Council has produced a position statement⁷ that requires all planning applications that involve a net increase of residential units, to demonstrate that their development would not cause harm to the Solent protected sites, as a result of drainage that would result in a net increase in nutrients. SuDS can play a role in mitigating excess nutrients produced within surface water runoff on development sites, though this is a lesser contribution of nutrients than effluent discharge in separate sewer systems. However, in areas with combined sewers reducing overall surface water runoff contributions to the sewer network through SuDS can be beneficial in mitigating effluent discharges and their associated nutrient loads from storm overflows. SuDS can also be effective at managing polluting runoff from roads and highways. The role of SuDS in addressing storm overflows and their impacts is recognised in the Government's **Storm Overflows Discharge Reduction Plan** published in August 2022. CIRIA guidance on using SuDS to manage nitrogen² and phosphorous³ should be consulted when designing SuDS in areas of nutrient pollution.

3.9 Rainfall

The Isle of Wight is sunniest place in the UK, and is dry by UK standards, with an average annual rainfall of 900-1000mm. A shift in the seasonal pattern of rainfall is expected as a result of climate change, with summers becoming drier on average than at present and winters becoming wetter. The number of days experiencing rainfall in summer and winter will decrease and increase respectively, but the intensities of extreme rainfall in both seasons are expected to increase. SuDS provide an opportunity to harvest rainwater for re-use during drier weather, as well as storing runoff during storm events.

Current Government guidance recommends that an uplift of 25% (Central) to 45% (Upper end) should be applied to **peak rainfall estimates for the 1% Annual Exceedance Probability (AEP) (1 in 100-year) event** on the Isle of Wight. This accounts for the increase in rainfall intensity expected by the 2070s (years 2061 to 2125)⁸. Isle of Wight Council expects that the latest available upper end allowance is used within design rainfall calculations (see Standard 1d in Section 5 and Appendix A).

3.10 Hydrogeology and water resources

7 Isle of Wight Council (2021) Isle of Wight Council Position Statement: Nitrogen neutral housing development. Available at: 2981-IWC-Position-Statement-Nitrates-2021.pdf (iow.gov.uk)

8 Environment Agency (2022) Isle of Wight Management Catchment peak rainfall allowances. Available at: Climate change allowances for peak rainfall in England (data.gov.uk)

The island has three principal rivers. The River Medina flows northwards into the Solent, the Eastern Yar (the island's largest river) flows north eastwards to Bembridge Harbour, and the Western Yar flows from Freshwater Bay to the estuary at Yarmouth.

The majority of the watercourses flow in a northerly direction, fed by runoff from steep topography on the island, and drain into estuaries on the northern shores of the island. However, the Chines are home to a series of streams which can rise from the chalk bedrock and flow southwards.

Due to the western Solent being narrower than the eastern Solent, the north coast of the island has four high tides each day, with a double high tide every twelve and a half hours. During these high tides, the ability of watercourses and drainage systems to drain is restricted (further details in 0).

The Isle of Wight is classified at 'serious water stress', with the chalk aquifer providing one of the main resources for the island's water supply. The total water abstraction for public supply on the Isle of Wight is approximately 16.5 million litres per day, split between 23% river water, 47% groundwater and 30% transfers from the mainland. The Eastern Yar provides the largest abstractions and the main aquifers on the Isle of Wight are the Chalk, the Upper Greensand and the Lower Greensand, all found within Isle of Wight AONB. SuDS features such as soakaways, rainwater harvesting systems, and infiltration SuDS (in areas with suitable underlying geology) can support the recharge of groundwater which supplies aquifers. Rainwater harvesting systems can also be designed to conserve and treat rainwater for reuse, minimising the use of potable water for grey water applications (such as flushing toilets).

Flood risk

A significant number of properties on the island are at risk of flooding from multiple sources (coastal, river, surface water, groundwater, sewers – see

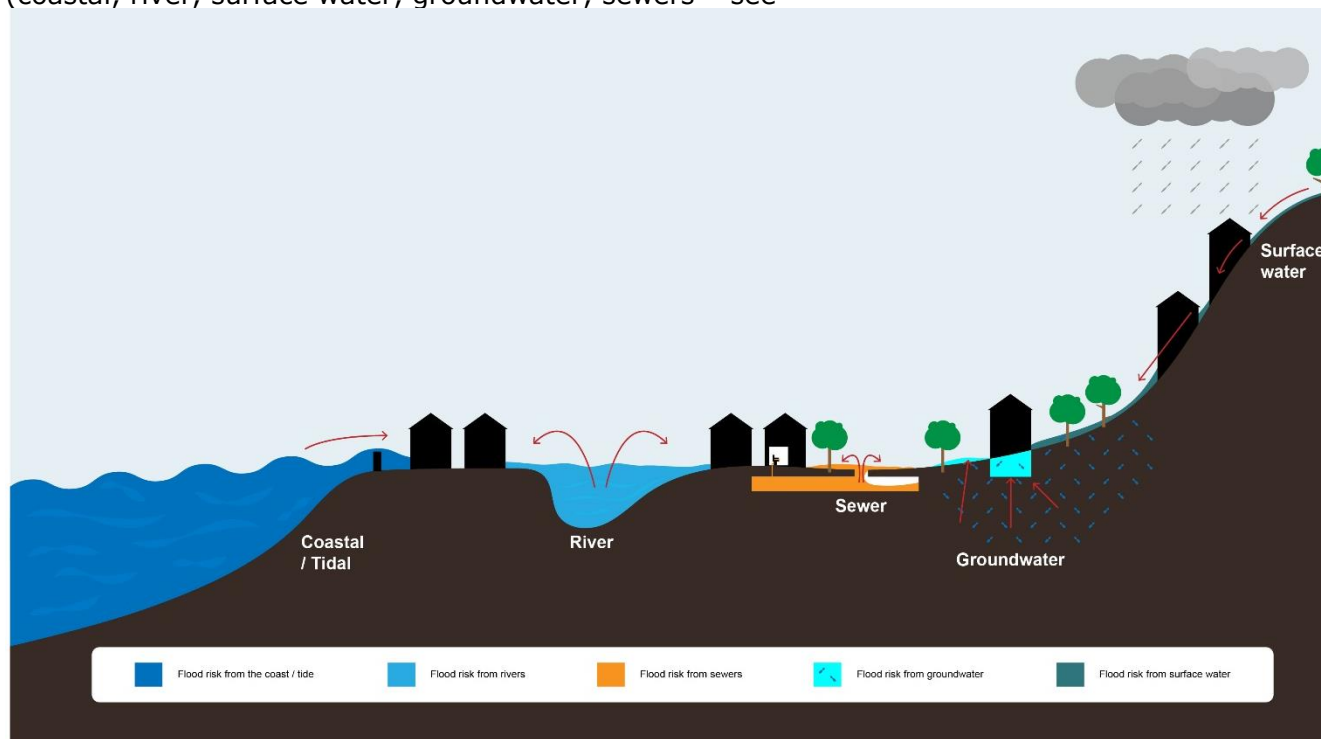


Figure 3-4). Wetter winters and more intense storms are likely to occur with climate change, making flooding more frequent and more severe.

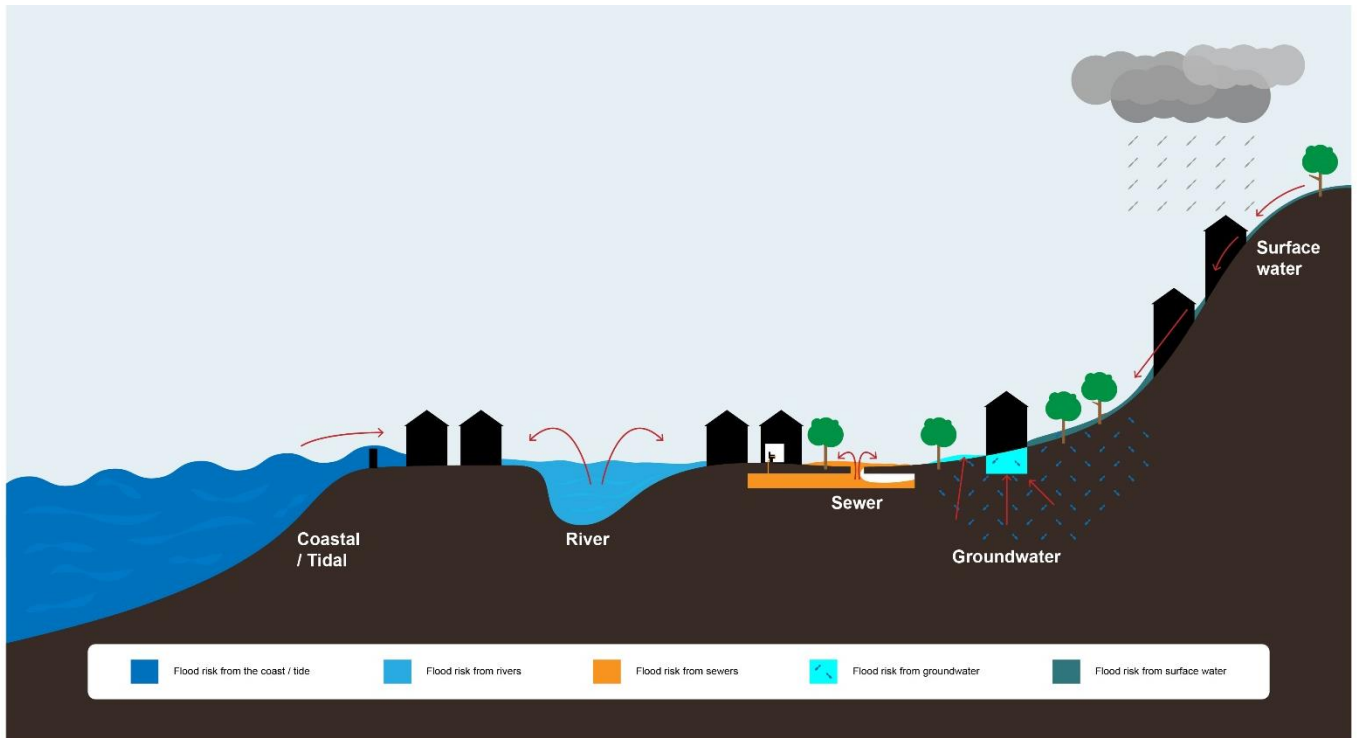


Figure 3-4: Sources of flood risk (source: JBA Consulting)

The primary sources of flood risk on the Isle of Wight are considered to be from rivers and the sea. Large areas of the coast and estuaries are at risk of tidal flooding, including parts of Ryde, Cowes and East Cowes, Sandown and Yarmouth. Fluvial flood risk is concentrated in the northern portion of the island where the majority of the watercourses are located. Tidal conditions have a significant influence on fluvial flood risk, particularly in Ryde, Freshwater and Newport⁹.

Surface water flood risk is high in urbanised areas of the island, where runoff forms on paved surfaces and the capacity of drainage systems can be exceeded by heavy rainfall⁹. Many of the older sewer networks within towns are combined systems, which receive both sewage and surface water. The sewer capacity can be exceeded during heavy rainfall, resulting in diluted, but untreated, effluent being discharged into watercourses and the sea during heavy rainfall, to reduce the risk of sewage flooding to property. By controlling the rate and volume of surface water entering the combined sewer network, SuDS can improve existing flood risk and water quality.

A combination of a system of rias (sunken or flooded estuaries) and the complex tidal regime of the Solent (with double or dual peak high tides) can lead to tidal water blocking the discharge of watercourses, drainage infrastructure and surface water, in a process known as tide locking. Flood risk on the island often occurs due to a combination of high tides and a fluvial or surface water flood event occurring at the same time. This causes water levels to rise within channels and drainage structures and can lead to exceedance of capacity. Increases to sea level as a result of climate change will impact areas that are tidally influenced. This will affect future flood risk in these tidally influenced areas, particularly from fluvial and surface water flooding. Where discharge from a site is proposed to an area of tidal influence, the potential for tide locking and its impact on drainage and storage potential should be considered as part of any scheme.

⁹ Environment Agency (2009) Isle of Wight Catchment Flood Management Plan. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/293850/Isle_of_Wight_Catchment_Flood_Management_Plan.pdf

Groundwater flooding is considered to present a less significant risk to the island than tidal, fluvial or surface water flooding. The Isle of Wight Strategic Flood Risk Assessment (SFRA) identified that groundwater flooding is usually linked to, and contributes to, fluvial flooding, with limited groundwater flooding having occurred in the Lower Eastern Yar. However, due to the variable geology on the island, a site-specific assessment of groundwater levels is required to inform drainage designs.

Significant flood events have occurred in recent years, notably in Autumn 2023, Winter 2000 – 2001, Winter 2013/14 and Summer 2021. In 2000, prolonged rainfall led to high river levels, which coincided with frequent tide-locking. Gurnard, Cowes, Newport, Ryde and Seaview all experienced flooding as a result of high river, groundwater and tidal levels. In 2021, an extreme and intense rainfall event exceeded the capacity of surface water drainage and combined sewer systems. Internal property flooding occurred in Ryde, Binstead, Bembridge and Monktonmead.

4 SuDS design and the planning process

4.1 Overview

Since April 2015, SuDS have been a statutory requirement on all major development, and are approved through the planning system, with the LLFA acting as a statutory consultee to the Local Planning Authority (LPA).

This means SuDS are required for:

- residential developments of 10 dwellings or more,
- residential developments of 0.5 hectares or more,
- developments where the building floor space to be created is 1,000 square metres or more,
- developments on sites with an area of 1 hectare or more,
- winning and working of minerals or the use of land for mineral-working deposits,
- waste developments.

However, since then, updates to the National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (NPPG) (2022) have strengthened the requirement.

Isle of Wight Council expects SuDS to be considered within all developments, regardless of their scale.

This section provides guidance on the level of detail which should be provided to support SuDS designs in different types and scales of development (as summarised in Figure 4-1).

The CIRIA SuDS Manual (Section 7) provides in depth, step-by-step guidance on the design process. This section outlines how these design stages correspond with the planning process on the Isle of Wight.

The key steps in the planning process for SuDS are as follows¹⁰:

- Pre-application
- Planning negotiation and decision-making on outline and detailed design
- Final planning approval for construction
- Adoption and maintenance of SuDS
- Planning inspection and enforcement action of SuDS construction and maintenance

Further policies on SuDS and green infrastructure are set out in the Environment Policies (Section 4) of the Isle of Wight Local Plan.

Following enactment of Schedule 3 of the Flood and Water Management Act in England, it is anticipated that SuDS approval will be undertaken by the LLFA as the SuDS Approving Body (SAB) in a separate process to the planning system, as is currently the case in Wales.

This section of the guidance will be updated following implementation of Schedule 3.

¹⁰ Potter, K., Vilcan, T. (2020) Managing urban flood resilience through the planning system: insights from the 'SuDS-face'. Philosophical Transactions of the Royal Society A: Mathematical, Physical and Engineering Sciences. Available at: [Managing urban flood resilience through the English planning system: insights from the 'SuDS-face' | Philosophical Transactions of the Royal Society A: Mathematical, Physical and Engineering Sciences \(royalsocietypublishing.org\)](https://royalsocietypublishing.org/journal/rsta)

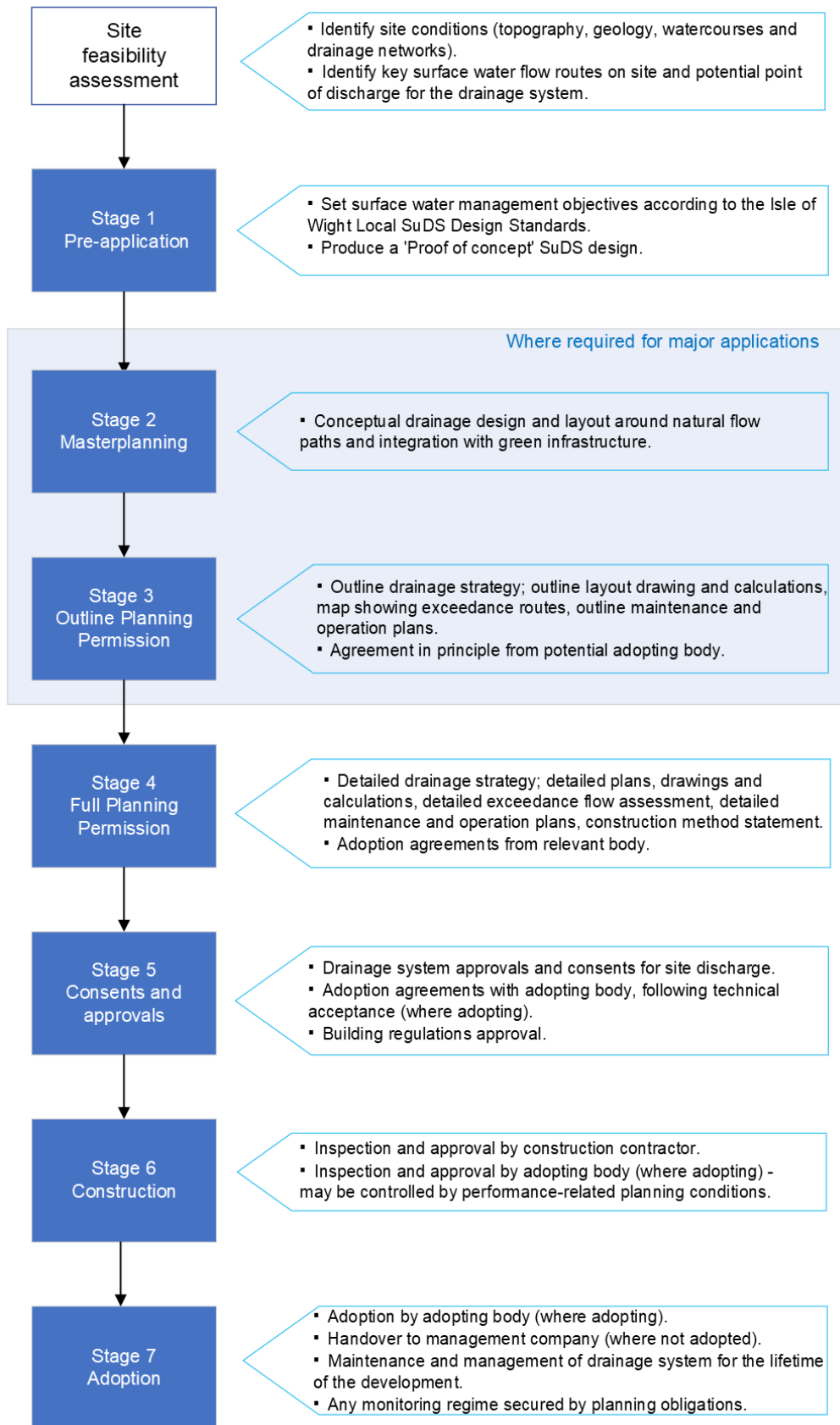


Figure 4-1: Overview of the SuDS delivery process

4.2 Who to consult?

Statutory consultees must be consulted where appropriate conditions apply, as shown in Table 4-1.

Table 4-1: Statutory consultees for planning applications

Organisation	Role	When to consult	How to consult
Isle of Wight Council	Lead Local Flood Authority	Consult on SuDS design and flood risk from Ordinary Watercourses, surface water and groundwater. Statutory consultee on surface water drainage proposals for all major developments Applications to discharge into a watercourse would require an Ordinary Watercourse Consent	The LLFA does not have a formal pre-application process. However, it welcomes early discussions with developers around surface water drainage and flood risk relating to major developments. Please complete a pre-application advice form to arrange this.
	Local Planning Authority	On planning applications for all types of development.	Details on how to apply for pre-application advice or planning permission can be found on the Isle of Wight Council website.
Southern Water	Sewerage undertaker	Early consultation with Southern Water and the Local Planning Authority will be required before developing the site layout or masterplan (plan showing the general layout of key elements on the site). To ensure a viable drainage strategy, Southern Water must be contacted before submitting a planning application. This will allow agreement of any connections and discharge rates into the public sewer network, as well as adoptable SuDS design standards.	Complete a wastewater pre-planning enquiry application form and email it to developerservices@southernwater.co.uk .
Island Roads	Highways Authority	Consult if SuDS will impact on adopted public highways or if discharge of surface water to highway drainage is proposed. Statutory consultee engaged where a development proposal has an impact on the highway network.	Details on how to book pre-application advice can be found on the Development Control pages of the Island Roads website , or by emailing developmentcontrol@islandroads.com
Environment Agency	Executive non-departmental public body sponsored by Defra	Consult on flood risk within Flood Zones 2 and 3, discharge of surface water to Main Rivers, Critical Drainage Areas and infiltration in Source Protection Zones.	Please read the Environment Agency's Standing Advice on flood risk , before consulting them. Pre-application advice service Flood Risk Activity Environmental Permits for works to a Main River

Whilst not compulsory, consultation with other organisations and groups is beneficial, to gain further understanding of the implications and considerations in planning for SuDS. Recommended non-statutory consultees include:

- Hampshire and Isle of Wight Wildlife Trust
- Island Rivers Partnership hosted by Natural Enterprise
- The Royal Society for the Protection of Birds (RSPB)
- Local communities - Parish Councils, community flood groups etc.

4.3 Major development

4.3.1 Pre-application

Engaging with the approving authorities at the pre-application stage clarifies the requirements and is expected in a full planning application for a particular site. This can minimise delays in the planning approval process, as less time is spent amending drainage designs at the outline and full planning stages.

The Isle of Wight Council, as LPA and LLFA, encourages the use of pre-application advice for all developments.

Information required

Designers and developers should check the Isle of Wight SuDS design standards (see Section A.8 of Appendix A) at an early stage to understand what is expected of SuDS on the island.

A 'proof of concept' SuDS plan and statement will be prepared, to inform the pre-application discussions. Once agreed in principle, this plan can then be used to guide the site masterplan and detailed drainage design.

Early consideration should be given to:

- Identification of site characteristics which present opportunities and constraints for SuDS (topography, infiltration potential, coastal stability, discharge destinations, local habitats, flood risk, adoption arrangements etc.). The **Island Core Strategy** map provides a useful resource.
- Seeking advice and surveys from professionals from relevant disciplines (ecologists, landscape architects, archaeologists, drainage engineers etc.)

4.3.2 Masterplanning

For larger developments, a masterplan will be necessary. Seeking advice from the LPA, LLFA, Southern Water and Island Roads early in the masterplanning process will help to avoid costly issues or redesigns at a later stage. Considering SuDS at this stage also maximises the financial benefits of SuDS, such as cheaper drainage construction costs and a potentially more desirable development.

Information required

At this stage, the conceptual design and layout will be determined, designing SuDS around natural flow paths, low points and catchments.

SuDS will be integrated with multifunctional green spaces and the road network, with prevention and source control SuDS integrated into building designs. Land uses should be clustered to manage pollution.

4.3.3 Outline application

An outline planning application is used to determine whether a development is likely to be approved by the planning authority. The aim is to secure approval in principle, before a fully detailed proposal is submitted.

Information required

An outline drainage strategy, plans and drawings must be provided. The LLFA must be satisfied that the drainage proposals are viable and will meet the Isle of Wight local SuDS standards, national SuDS standards and planning policy.

As well as managing the quantity of surface water, the strategy must also demonstrate how the site will meet Isle of Wight standards on water quality, biodiversity, climate change, coastal stability, amenity, health and safety (see Section 0 and Appendix A). It must also set out an agreement in principle for who will adopt and maintain the SuDS, and an outline Maintenance and Operation Plan.

4.3.4 Full application

A full planning application seeks complete approval for a development proposal.

Information required

A detailed drainage strategy, plans and drawings must be provided. This will include detailed design of the layout, dimensions and performance of the proposed SuDS system and components, and detailed design of exceedance routes. The LLFA must be satisfied that the drainage proposals are viable and will meet the Isle of Wight local SuDS standards, national SuDS standards and planning policy.

The strategy must fully evidence how the site will meet Isle of Wight standards on water quantity, water quality, biodiversity, climate change, coastal stability, amenity, health and safety. It must also set out an agreement for who will adopt and maintain the SuDS, a detailed Maintenance and Operation Plan and a Construction Method Statement.

A ground investigation must be undertaken in advance of a full planning application, to sufficiently inform the detailed drainage strategy.

4.3.5 Reserved matters

Where outline planning has previously been approved, a reserved matters application can be made within three years, to deal with any outstanding details. These details typically include the layout, scale and appearance of the development.

Work cannot begin on site until all reserved matters have been approved.

Information required

Any reserved matters relating to SuDS will require information to be provided at the same level of detail as a Full Application. Where all or parts of the SuDS system are to be adopted, approval in writing of the design from the adopting body must be submitted.

4.3.6 Discharge of conditions

Where conditional planning approval has been granted for a site, an application is required to submit further details, to discharge these conditions.

Details requested at the discharge of conditions stage often centre around construction, operation and maintenance of the SuDS network. However, other conditions may be applied depending on the application and the site.

Information required

Examples of Discharge of conditions requirements:

- Confirmation of proposed methods for treating surface water runoff (including the first 5mm of rainfall)
- Consent from relevant authority, where connection of discharge to a waterbody/sewer is proposed
- For phased developments, proposed delivery and construction phasing plans

- Full construction, operation and maintenance schedules for the proposed SuDS features
- Documented evidence of confirmed adoption arrangements with the adopting authority

Where all or parts of the system are to be adopted, approval in writing of the design from the adopting body must be submitted before the discharge of conditions.

Any discharge of conditions relating to SuDS will require information to be provided at the same level of detail as a Full Application. See Section 6.2 for more information on the arrangements for the adoption of SuDS.

4.3.7 Phased developments

Phased developments are those which are constructed in several stages, often over many years. This can be a challenge for installing SuDS, as consistency in approach must be maintained from the outline drainage strategy for the entire site to the phase-scale detailed drainage design.

Drainage design for each phase of the development should meet the wider drainage strategy for the whole site, as agreed in the approved outline application. If the drainage design changes between outline approval and the detailed design for a development phase, surface water calculations and drawings will need to be re-submitted for planning approval.

Any changes to the design must not impact on its quality in terms of water quantity, water quality, climate change, biodiversity, coastal stability, amenity, health and safety, or ease of maintenance.

Information required

At site-level strategic outline planning stage:

- Details of planned phasing of development, with SuDS in earlier stages of development sized to accommodate later development phases
- Specified limits to surface water runoff rates and volumes for each phase of development
- Details on sequencing of SuDS during construction phases, to manage surface water runoff and limit sediment erosion during each development phase (see Isle of Wight SuDS local standard Principle 7)

At phase-scale individual planning application stage:

- Use of surface water runoff rates and volumes agreed at outline planning stage
- Clear integration of the SuDS scheme with the site-wide outline drainage strategy, as well as completed and proposed development phases

4.4 Non-major / Minor development

The impact of non-major and minor development on flood risk and surface water drainage issues is often underestimated. The successive growth of small developments within a catchment can have a large cumulative impact on surface water runoff rates and volumes, as well as flood risk on downstream communities.

SuDS can and should be incorporated in all developments, including smaller developments and extensions/renovations.

Isle of Wight Council as LLFA is not a statutory consultee on surface water drainage for minor development. However, standing advice for non-major and minor development is provided in Section 4.4.3.

4.4.1 Non-major development

Major development is defined under the Town and Country Planning Order 2015 as: residential development of ten or more dwellings (or a site area of 0.5 hectares or more), a building where the floor space is 1,000m² or more, development with a site area of 1 hectare or more, and waste and minerals development.

'Non-major development' is defined within the Flood Risk and Coastal Change NPPG as any development falling below the threshold of major development. For example, a planning application for eight dwellings, an office building creating 750 square metres of floor space, or a development with a site area of 0.4 hectares.

There are many benefits to using SuDS rather than traditional drainage in a new development and it is strongly encouraged. SuDS may also help in meeting many other Local Plan policies and requirements for a development, such as Biodiversity Net Gain.

4.4.2 Minor development

In relation to flood risk, "minor development" is defined within the **Flood Risk and Coastal Change NPPG**. In this context, minor development means:

- Minor non-residential extensions (industrial/commercial/leisure): with a floorspace of less than 250 square metres
- Alterations: development that does not increase the size of buildings (e.g. alterations to external appearance)
- Householder development: for example, sheds, garages, games rooms etc. within the curtilage of the existing dwelling, in addition to physical extensions to the existing dwelling itself. This excludes creating a separate dwelling within the curtilage of the existing dwelling (e.g. subdividing houses into flats)

Much of the advice relating to space-restricted developments (see Section 7.10) can also be applied to minor development and renovations. There are opportunities to install on-site surface SuDS in any small project. For example green roofs and trees can add biodiversity value on small areas, and areas of hardstanding can be fitted with permeable paving or gravel to slow runoff and improve water quality. Other suitable features include slow-release water butts which redirects roof runoff into a tank with an elevated drain, this allows excess water to drain slowly towards the drainage system.

4.4.3 Standing advice for Non-major and Minor Development

The expectation is that all developments on the Isle of Wight will aim to include high quality SuDS and provide some form of betterment to existing conditions. The inclusion of SuDS has many benefits and will also help to meet many other local policies.

Applicants are required to provide Isle of Wight Council, as Local Planning Authority, with a surface water drainage management plan which demonstrates how surface water from the development will be disposed of in a manner that does not increase flood risk elsewhere, in accordance with the principles of SuDS. The applicant is advised to refer to the Isle of Wight Local SuDS Design Standards, particularly those relating to water quantity (Principle 1). To achieve this, we recommend the inclusion of source control components (such as rainwater re-use/harvesting, green roofs, rain gardens, trees, permeable paving). Existing flow routes and drainage features within the site should be identified and preserved (e.g. ditches, seasonally dry watercourses, historic ponds).

Surface water drainage should also aim to enhance the water quality, biodiversity, climate change resilience and amenity of the site. Clear justification and evidence are required to prove that inclusion of SuDS within non-major or minor development "would be inappropriate" (NPPF paragraphs 173 and 175). The NPPG for Flood Risk and Coastal Change states that where cost is included as a reason for not including SuDS, information

must be provided to allow comparison of lifetime costs between SuDS and a conventional public sewer connection.

This must include the opportunity costs of providing land for drainage components, as well as the maintenance and operating costs.

4.5 Other development

As well as residential and commercial developments, SuDS should also be implemented to manage surface water in other types of development. This includes:

- **Schools**

- Schools provide excellent opportunities to incorporate SuDS which deliver benefits for learning and play.
- SuDS bring many benefits to schools, including water re-use, cost savings, flood risk management, pollution control and aesthetic improvements, as well as being an education and play resource. SuDS in schools which incorporate standing water into the design should incorporate child safety barriers and warning signs, without detracting from the function and amenity value of the feature.
- Health and safety concerns are often identified as constraints for delivering SuDS in schools. However by using effective and creative designs, safety can be incorporated into SuDS designs, without detracting from the amenity value of the features.
- New schools on the Isle of Wight must incorporate SuDS into the site design, following the Local SuDS Design Standards and national standards. Redevelopment plans for existing schools also explore opportunities to retrofit SuDS features, particularly where flooding or restricted sewer capacity issues exist.

- **Minerals and waste**

- Minerals and waste development is classified as major development under the Town and Country Planning Act (1990). It is therefore subject to the same SuDS requirements as major residential or employment sites.
- The Island Planning Strategy Waste and Minerals is used to determine waste and minerals planning applications on the Isle of Wight.
- As stated in the NPPG (Paragraph 215) mineral deposits have to be worked where they are found, and there is no scope for relocation. Sand and gravel extraction is defined as 'water-compatible development' in NPPF Annex 3, acknowledging that these deposits are often in flood risk areas. However, mineral working should not increase flood risk elsewhere and sites need to be designed, worked and restored accordingly.
- Mineral workings can be large and may provide opportunities for applying sequential working and restoration. This can be designed to reduce flood risk by providing flood storage and attenuation. Most mineral development will involve the management of water, whether in terms of de-watering or consumption (such as washing, or dust mitigation). All such activities should minimise water consumption, flood risk (both on and off site) and poor water quality. Site restoration is also likely to present biodiversity enhancement, including through the management of water features.
- As set out in the [National planning policy for waste \(Appendix B\)](#)¹¹, potential waste management sites must consider the proximity of vulnerable surface water and groundwater bodies. For landfill or land-raising, geological conditions and the behaviour of surface water and groundwater should be assessed, both for the site under consideration and the surrounding area. The

¹¹ Department for Levelling Up, Housing & Communities and Ministry of Housing Communities & Local Government (2014) National planning policy for waste. Available at: National planning policy for waste - GOV.UK (www.gov.uk)

suitability of locations subject to flooding, and consequent issues relating to the management of potential contamination risk to water quality, will also need particular care.

4.6 Applications to pave front gardens

The paving of front gardens with hardstanding is strongly discouraged, as it has a significant cumulative impact on flooding and pollution of watercourses, as well as putting pressure on the local highway drainage systems and sewer networks.

Planning permission is required for proposals to cover more than 5 square metres of a front garden with hardstanding, which do not provide for the surface water to run to a permeable area. Planning permission is not required if:

- A new or replacement driveway of any size uses permeable (or porous) surfacing, such as gravel, permeable block paving, or porous asphalt; or
- Rainwater from the driveway is directed to a lawn or border, to drain naturally.

Applying for planning permission requires completing an application form, providing plans (which must be to scale) and paying a fee.

Proposals which include creating new vehicle access to the front garden will require application for a [Section 171 agreement](#) from Island Roads.

For further guidance see [UK Government guidance on permeable surfacing for front gardens](#)¹² and [Royal Horticultural Society guidance on permeable paving](#)¹³.

4.7 Consent for works to watercourses

Consenting is a separate process to planning applications.

Consents are required:

- Where discharge into a watercourse, water body is proposed
- Before piping/culverting or obstructing a watercourse, whether permanent or temporary
- If as part of the construction of development, works are planned to any watercourse
- For repairs to certain existing structures and maintenance works

The requirement for consent from the relevant authority applies, even if planning permission has been granted. Consents should be considered at an early stage. For information, see the [UK Government Guidance](#) on works to watercourses.

Table 4-2 identifies the authority to contact for different watercourse consents. There is a presumption against the culverting of open watercourses, except for access, and for connecting surface water drainage from new development into the highway drainage system.

¹² UK Government (2009) Guidance on the permeable surfacing of front gardens. Available at: [Guidance on the permeable surfacing of front gardens - GOV.UK \(www.gov.uk\)](#)

¹³ Royal Horticultural Society (2023) Front gardens: permeable paving. Available at: [Front gardens: permeable paving / RHS Gardening](#)

Table 4-2: Consents required for works to watercourses

Watercourse or drainage system	Consent required	Seek consent from:
Main river	Flood Risk Activity Permit	Environment Agency
Ordinary watercourse (all other ditches, drains or streams)	Land Drainage Consent	Isle of Wight Council (Lead Local Flood Authority)

5 Isle of Wight SuDS design standards

This section provides an overview of the seven principles for SuDS design on the Isle of Wight, which are underpinned by a series of standards. Detailed guidance on how to meet each of the SuDS standards is provided in Appendix A.

5.1 Principle 1: Control the quantity of runoff to manage flood risk

5.1.1 Discharge destination

Standard 1a: Discharge must be prioritised according to the following discharge hierarchy:

- a) Rainwater re-use and recycling
- b) Shallow infiltration
- c) Discharge to surface water body (watercourse¹⁴, lake, sea)
- d) Discharge to surface water sewer

Discharge to a combined sewer will only be permitted as a last resort where all other options have been robustly demonstrated not to be possible. In these circumstances, surface water inputs to the network should be reduced, and the remainder attenuated as much as possible. Any new surface water inputs from major housing or commercial development to the wastewater network should also be offset by removing rainwater connections elsewhere in the catchment, for example through retrofitting SuDS as set out in Section 8.1 of this document. This is to ensure that new development does not contribute to increased occurrence of storm overflows.

5.1.2 Runoff rates and volumes

Standard 1b: For all developments, the peak allowable discharge rate from the development to any surface water body or sewer for the 1 in 1-year, 1 in 30-year and 1 in 100-year rainfall event must never exceed the peak greenfield runoff rate for the same event. In some cases, it may be necessary to restrict rates further depending on local requirements.

Standard 1c: For all developments, the runoff volume from the development to any surface water body or sewer in the 1 in 100-year, 6-hour rainfall event must never exceed the greenfield runoff volume for the same event (with an allowance for future climate change and urban creep)

5.1.3 Flood risk within the development

Standard 1d: The drainage system must be designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur on any part of the site for a 1 in 30-year rainfall event. Any flooding within a 1 in 100-year plus climate change rainfall event must be retained within the site boundary, and no flooding occurs in any part to any building or utility plant within the development.

Standard 1e: Flows resulting from rainfall in excess of a 1 in 100 year plus climate change rainfall event, OR from overtopping or failure of a SuDS feature, must be managed in downstream SuDS components or designated exceedance routes that minimise the risks to people and property.

5.2 Principle 2: Manage the quality of runoff to prevent pollution

Standard 2a: SuDS must prevent runoff from leaving the site during everyday rainfall events (up to 5mm).

14 Subject to Flood Risk Activity Permit or Ordinary Watercourse consent from relevant consenting authority.

Standard 2b: A SuDS management train approach must be followed to ensure that surface water discharged from the development does not adversely impact the quality of receiving waters.

5.3 Principle 3: Create and sustain better places for nature

Standard 3a: SuDS designs must maximise the use of vegetated SuDS features for storage and conveyance across the site.

Standard 3b: SuDS designs must contribute to meeting local and national policy on biodiversity.

5.4 Principle 4: Create and sustain better places for people

Standard 4a: SuDS designs must maximise multi-functional use of space on the site.

Standard 4b: SuDS must be safe for residents and operators.

5.5 Principle 5: Climate change resilience

Standard 5a: SuDS designs must contribute to ensuring new developments are resilient to climate change for the lifetime of the development.

5.6 Principle 6 : Coastal stability

Standard 6a: SuDS designs must not exacerbate coastal erosion or landsliding, or have an adverse effect upon the stability of cliffs or areas of known ground instability on the Isle of Wight.

5.7 Principle 7: Adoption, maintenance and construction

Standard 7a: SuDS must be adopted and maintained for the lifetime of the development.

Standard 7b: Surface water runoff must be managed during the construction phase.

6 Planning for construction, adoption and maintenance

6.1 Construction

SuDS are no more difficult to construct than traditional piped drainage systems. However, the construction of SuDS requires care and a contractor with a good understanding of their purpose and function. This is particularly important for the phasing of SuDS within the multiple stages of construction typical of larger development sites.

The [CIRIA Guidance on the Construction of SuDS](#) should be consulted in the design and construction of all SuDS on the Isle of Wight.

6.1.1 Planning for construction

Before construction of SuDS can take place, full details are needed of the site conditions, and the design details of each component. This must include how the construction of SuDS fits into wider construction works on the site.

A Construction Method Statement must be prepared and approved by the LLFA at the detailed design stage, before SuDS construction works can commence. The method statement should identify the potential constraints and requirements for constructing SuDS on the site.

The Construction Method Statement should contain the following:

- Who will be responsible for construction
- How and when SuDS will be built, in relation to the overall site construction programme, including phasing of development
- Evidence that works will be completed early in the process, and a proposed strategy for sediment control and site drainage during construction
- If not possible, evidence must be provided that sufficient remediation of SuDS features will take place after construction
- Consideration of ecological and water quality impacts
- Emphasis of the differences between traditional construction activities
- Constraints on site works and how other works will be coordinated with SuDS
- A clear process of as-built SuDS inspections and sign off, which could be controlled by performance-related planning conditions

See the pre-construction checklist within [Section 6.2 of the CIRIA C768 Guidance on the construction of SuDS](#) for full details of what needs to be considered before constructing SuDS.

6.1.2 During construction

During the construction of SuDS, site management practices should be put in place, to prevent costly damage and re-building of SuDS features. Care should also be taken during construction to avoid negative impacts on areas of ground instability.

The phasing of construction works and management of site activities are critical to the performance and success of SuDS features. As best practice, SuDS should be completed early and isolated from areas of ongoing construction, while the rest of the site works are underway.

Site Management

The following aspects should be considered when managing the construction of SuDS on a development site:

- Appropriately phasing SuDS into development.

- Allows surface water generated during construction phase to be managed on site.
- Prevents damage to below-ground structures.
- Isolates the SuDS features from areas of 'live' construction on the site, to avoid damage.
- Keeps site access and material storage areas, which may cause damage, away from SuDS features.
- Managing runoff both on and off-site
 - On steeper slopes, check dams should be used to manage the velocity of runoff on the site, to prevent erosion.
 - Temporary features, like basins and swales, can be created to accommodate the runoff generated on the site during the construction phases.
- Pollution control
 - Construction must meet the regulatory requirement of discharged water from the site being free from silt and pollutants.
 - If SuDS are used to drain site runoff during construction, they must later be remediated, to remove silt and pollutants.
- Managing soils and controlling sediment erosion
 - Compaction of soils designated for SuDS by heavy machinery should be avoided.
 - To control erosion, grassy SuDS either need to have vegetation established, or to be covered by erosion control mats and blankets, before they are used.
 - Reducing erosion prevents silt from entering other parts of the system.

Inspection

SuDS should be inspected by the adopting body at agreed points during construction, to confirm that the built features meet the approved design.

Where significant variations are discovered on site (e.g. changes in levels, changes in materials, changes in the sequence of works) they should be reviewed by the original SuDS designer, to determine how this will affect the design performance.

See [Susdrain Construction Guidance](#) for further information.

6.1.3 After construction

Handover inspection and sign-off

After construction, the adopting body or management company should arrange inspections of the work, prior to adoption. An as-built topographic survey of the system should be completed after construction.

Reviewing the performance of SuDS

Like all drainage systems, SuDS components should be regularly inspected, monitored and maintained in line with agreed method statements, to ensure efficient operation and prevent failure.

6.2 Adoption

For SuDS to be effectively managed and maintained, clear arrangements need to be in place to specify which organisation is responsible. Adoption arrangements are key to the feasibility of a drainage strategy, and can significantly influence the design and location of SuDS features within a development site.

As a result, agreement on which organisation will have responsibility for adoption and maintenance of SuDS should be discussed with the Local Planning Authority and Lead Local Flood Authority. This should be agreed at the pre-application stage of the planning process.

All proposed discharge rates and volumes must be agreed with Isle of Wight Council, as Lead Local Flood Authority, before reaching an adoption agreement with any organisation.

The developer may arrange for adoption and maintenance to be undertaken by one of the following parties, where appropriate:

- Private management company
 - Often arrangements are made for a private management company to take on the responsibility for maintenance of SuDS and the public spaces on developments.
 - A detailed maintenance and operation plan must be in place to establish how the private management company will manage the SuDS components. It will also specify how often maintenance works will be carried out.
- Southern Water
 - Since 1st April 2020, water companies have been able to adopt certain SuDS features as part of the surface water sewer network, under the [Water UK Sewerage Sector Guidance](#).
 - Early consultation with Southern Water and the Local Planning Authority will be required, before developing the site layout or masterplan and making a planning application. As with conventional piped systems, the right to discharge must be secured by the developer and transferred to the water company on adoption.
 - See [Southern Water Outline Guidance for SuDS](#) for further details.
- Island Roads
 - As Highways Authority, Island Roads considers the adoption of SuDS features which accept runoff from the highway alone.
 - Where SuDS drain runoff from roofs or other areas of hardstanding in addition to the highway, they are currently not considered for adoption.

Where SuDS components are proposed on land within private ownership (such as property driveways or gardens), the developer will be expected to include provision within the deeds of the property which ensures that the SuDS features remain in situ throughout the lifetime of the development.

6.3 Maintenance

The maintenance and adoption of SuDS should be considered at the pre-application stage of a development. It is important to consider **who** will manage the SuDS features, and **how** they will maintain them.

Maintenance of SuDS should be simple and practical. Management of SuDS features within a site by multiple organisations is not an efficient use of resources.

Further detail can be found in the [Susdrain Maintenance of SuDS and Maintenance and Adoption Factsheet](#) resources.

6.3.1 Designing for maintenance

Maintenance is critical to effectiveness and success of SuDS, for example ensuring that the system drains effectively, and the created habitats sustain wildlife. These requirements should be considered from the outset of the design process, and cover the lifetime of the development.

Piped networks and underground features, particularly involving deep excavation, should be avoided, through early consideration of operational and maintenance requirements. Shallow surface features are preferred, with easily visible inlets and outlets where problems can be easily identified and systems designed to prevent blockages.

Further detail is provided under the Isle of Wight Local SuDS Design Standards (Principle 7) and within the [Susdrain Maintenance and Adoption Factsheet](#).

6.3.2 Maintenance and operation plan

All outline and full planning applications for major developments on the Isle of Wight must provide a Maintenance and Operation Plan. This will demonstrate that the proposed SuDS can be easily and safely maintained by the adopting organisation. A maintenance plan must comply with the Isle of Wight Local Design Standards, as set out in Principle 7. Note that different adopting authorities, such as Southern Water, may have additional maintenance design requirements for adoptable SuDS.

A Maintenance and Operation Plan should be at an appropriate level of detail for the planning stage including:

- Details of the required regular, occasional, emergency, and remedial maintenance activities for all SuDS features on the site. The plan should be tailored to the actual SuDS features planned for the site and how they should be maintained in the specific setting of the development. The feature-specific maintenance tables in Chapter 32 of the CIRIA SuDS Manual can be used to inform the plan, but simply reproducing them is not acceptable
- Estimated costs for the specified maintenance activities
- Details of any maintenance activities required over the first 5 years to aid establishment
- Locations of access points for maintenance of the SuDS features
- Identification of a specified management authority for each SuDS feature for the lifetime of the development and details of adoption arrangements
- Where multiple maintenance organisations are identified, details of how maintenance plans will be coordinated, to maintain performance of the SuDS network
- Emergency maintenance following a catastrophic failure of SuDS features
- Details of how the maintenance plans will be communicated effectively to residents. This should include:
 - What SuDS features are present
 - How they work
 - What defects to look out for
 - Who to contact in the event of a problem

Further guidance including a sample maintenance plan and inspection checklist (Appendix B) can be found in [Chapter 32 of the CIRIA SuDS Manual](#). However, this is a guide only and the maintenance plan is likely to differ from one site to another. Careful consideration is required to ensure that the maintenance plan is site-specific.

7 Overcoming challenges in delivering SuDS on the Isle of Wight

7.1 Introduction

SuDS can be implemented on any development site. Certain site conditions may require adjustments to the design or the type of components used, but even the most challenging sites must integrate SuDS in some form. Development proposals will be regarded favourably for maximising benefits and including multi-use features, not just focussing on water quantity. Previously developed, or 'brownfield' sites, provide an opportunity to significantly improve the amenity and biodiversity value of the land, and its resilience to climate change, through the use of SuDS.

The following sections provide guidance on the most commonly raised site constraints and demonstrate how they can be overcome with good planning and design.

7.2 Flood Risk

Flood risk can come from various sources: fluvial (river) flooding, tidal, pluvial (surface water) flooding, sewer systems, high groundwater levels and climate change. Despite the challenges which flooding can cause for development, it can also provide opportunities. Understanding the causes and impacts of flooding on a site can allow natural flow paths and flood extents to be harnessed and incorporated into the design.

Details of flood risk across the island can be found within the [Isle of Wight SFRA](#).

7.2.1 Fluvial and tidal flood risk

Advice should be sought from the Environment Agency regarding flood risk from the sea and fluvial flood risk on Main Rivers, and from the LLFA for fluvial risk from Ordinary Watercourses. A Flood Risk Assessment should be completed where necessary to ensure that the site is safe and does not increase flood risk elsewhere (e.g. compensation for loss of floodplain storage).

The NPPF and Isle of Wight SFRA provide full details of managing flood risk within development. The SFRA also outlines the criteria for sites requiring a site-specific Flood Risk Assessment (FRA).

SuDS design considerations:

- Storage for runoff from the development in extreme events should be located out of the fluvial and coastal floodplain.
- Floodplain areas can provide treatment for more frequent events, so long as floodplain capacity is not reduced. The effects of modelled fluvial and tidal water levels, frequency, duration and velocities on performance of SuDS components, and the risk of damage by erosion should be considered.
- Where discharge from a site is proposed to an area of tidal influence, the potential for tide locking and its impact on drainage and possible storage should be considered as part of any scheme.
- Design for a high groundwater table.
- Consider maintenance implications of silt and sediment deposition from a flood event.
- Design attenuation SuDS with a sufficient drain-down time (to half-empty within 24 hours) following a storm event to allow for it to receive runoff from subsequent events.

7.2.2 Surface water and ordinary watercourse flood risk

Advice should be sought from Isle of Wight Council regarding flood risk from surface water and Ordinary Watercourses. Surface water flood risk may be identified using the [Environment Agency Risk of Flooding from Surface Water map](#). Flood risk from Ordinary Watercourses not shown in the Environment Agency Flood Zones map may also be indicated by this surface water mapping.

The identification of local surface water flood risk should not be a constraint, as well-designed SuDS can improve flood risk both on and off the site.

SuDS design considerations:

- Assess and design for additional surface water flows and volumes entering the site.
- Design for natural drainage pathways - existing surface water flow routes should be identified and integrated into the exceedance design for the site.
- Communication and collaboration with neighbouring land owners and stakeholders.

7.2.3 Groundwater flood risk

Site investigations, informed by local flooding incidents and Isle of Wight Council flood reports, should be undertaken to identify if the site is prone to high groundwater levels. Infiltration testing and groundwater monitoring should be undertaken on sites identified as at high risk throughout the winter months, and should take into account the wetness of the winter and also historic groundwater levels. High groundwater levels during extreme wet periods may render infiltration SuDS ineffective and pose a direct pollution risk to groundwater. If levels are very high, groundwater may enter the SuDS feature and reduce the storage capacity and structural integrity of the design.

SuDS design considerations:

- The base of an infiltration system should be located at least 1m above the likely maximum water table. Groundwater quality protection must be considered for infiltration SuDS where the seasonal water table is high.
- Avoid locating below-ground features such as tanks below the maximum groundwater level, as pressure loads are likely to be high.
- Shallow surface features such as swales, ponds and permeable pavements can be lined with an impermeable layer, to isolate SuDS from groundwater.

Advice should be sought from the LLFA regarding areas at risk. On-site ground investigations are required prior to the design and construction of infiltration SuDS or deep storage features.

7.2.4 Discharges to groundwater and Source Protection Zones (SPZ)

The quality of discharges to groundwater are regulated by the Environment Agency. The document '[The Environment Agency's approach to groundwater protection](#)' gives details of their position statements, and supports the use of a SuDS management train approach.

SPZs are designated to protect drinking water supply aquifers from pollution. For development in an SPZ1 which proposes infiltration SuDS for anything other than clean roof drainage, the Environment Agency will require a risk assessment to demonstrate that pollution of groundwater will not occur. **There are 15 SPZ1s on the Isle of Wight.**

The Source Protection Zone map can be found at <http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx>.

SuDS design considerations:

- Shallow surface features such as basins, swales, ponds and permeable paving can be lined with an impermeable layer to prevent infiltration.
- Additional treatment stages or proprietary treatment systems to improve water quality before infiltration can be provided.

7.3 Receiving surface waters

When planning a new outfall to a watercourse, or works to the bed or banks of a channel, a consent will be required.

Works within 8m of a designated Main River will require a [Flood Risk Activity Permit from the Environment Agency](#).

For all other watercourses, an Ordinary Watercourse Consent may be required from Isle of Wight Council as the LLFA. Approval will be dependent on the impacts on adjacent land owners and future maintenance of the watercourse.

An Environmental Permit is not currently required to discharge uncontaminated runoff from public roads and small parking areas to surface water bodies, if it has been treated by a SuDS system.

SuDS design considerations:

- Provision of additional treatment stages or proprietary treatment systems to improve water quality.

7.4 Protected habitats

There are large numbers of designated sites and watercourses on the Isle of Wight, and SuDS designers should be aware of their species and habitat needs.

Developments within an SSSI Impact Risk Zone should liaise with Natural England, as receiving waters are likely have environmental designations (SSSI, SAC etc.). SSSI Impact Risk Zones and all other environmental designation areas can be viewed on the [Natural England website](#). The Local Planning Authority is required to consult Natural England within these areas.

7.5 Topography

7.5.1 Flat site

SuDS rely on gravity to transfer water around the site and meet outlet levels without being affected by downstream water levels, meaning flat sites can be problematic.

SuDS design considerations:

- Green roofs, rainwater capture and reuse and permeable paving can be used as normal on flat sites
- Keep water on the surface and use conveyance methods of kerbs, shallow rills and swales.
- Design should be based on small sub-catchments with storage and conveyance managed close to source. Hydraulic head will build up locally and push water out of the system.
- The LLFA does not accept of the use of pumps in SuDS design, because they are not a sustainable solution. If it is not possible to design a solution without using pumping, then this is considered an exception.

7.5.2 Steep site

Steep slopes (>5%) can generate high flow velocities and pose problems of water by-passing drainage features, scour, erosion and in severe cases health and safety issues.

Permeable paving becomes ineffective on steep gradients, and infiltrated water can re-emerge further downslope, causing slope instability.

SuDS design considerations:

- Green roofs, rainwater capture and reuse can be used as normal on steep sites.
- Features such as permeable paving, bioretention areas, swales and wetland can be terraced or designed to follow contours.
- Design should be based on small sub-catchments with storage and conveyance managed close to source.
- Erosion protection can be provided for steep conveyance features such as waterfalls, stones set into the bed of channels etc.
- Check dams can be placed in swales to slow velocities.
- Geotechnical investigations should be undertaken to make sure that infiltration will not cause instability.

7.6 Coastal stability and landslide risk

The Coastal Change Management Area (CCMA) identifies areas likely to be affected by coastal change over the next 100 years, and on the Isle of Wight there are also two further areas of potential risk from future ground instability and landslides, including the town of Ventnor and its surrounding villages along the Undercliff, and parts of Cowes and Gurnard. Within known areas of potential ground instability and coastal landslide risk, groundwater has a significant influence on ground stability. The recharge of groundwater by soakaways and the leakage of sewers and surface water drainage systems is potentially the most destabilising activity associated with development¹⁵. Therefore, SuDS features which encourage infiltration into the ground are not acceptable within the zones of potential landslide risk and also considered to be unacceptable in the CCMA (see Standard 6a in Section A.8 of Appendix A). Instead, surface water from development sites should be discharged into existing watercourses, or adequately lined and sealed surface water drainage systems.

SuDS design considerations:

- Engage early with Isle of Wight Council LPA, LLFA and Coastal Geomorphology officers to discuss constraints at the site.
- SuDS features must not use infiltration and must be lined to prevent ingress of surface water into the underlying geology.
- Drainage strategies should allow adequate collection of surface water at the base of any slopes or areas of hardstanding, to prevent water from ponding in localised areas.
- Drainage systems should be designed to run parallel to, rather than across, landslide units.
- Pipework should be designed to tolerate some ground movement. For example, rigid pipes with flexible joints, embedded in a granular fill material suitable for flexible pipes, to reduce the risk of pipe fracture.
- Seek early advice from a geotechnical professional.

¹⁵ Geomorphological Services Limited (1991) Coastal Landslip Potential Assessment: Isle of Wight Undercliff, Ventnor. Available at: Ventnor Undercliff and Cowes to Gurnard (iow.gov.uk)

7.7 Contaminated land

There are no sites on the island that have been identified as “contaminated land” within the terms of The Environmental Protection Act 1990. However, the following guidance should be applied in the event that contaminated sites are identified in future.

Water infiltrating through affected soils can mobilise contaminants and pose a pollution risk to groundwater. Excavation and disposal of contaminated soils is expensive, and SuDS may compromise remediation measures in place to protect residents from contamination. However contaminated land will not be accepted as a reason to exclude SuDS.

Once the location and depth of contamination has been established, SuDS designs can be adapted to prevent mobilisation of contaminants, for example by restricting infiltration to uncontaminated areas, and to avoid creating pathways for pollutants to enter surface water or groundwater.

SuDS design considerations:

- Green roofs and rainwater capture and reuse can be used as normal on contaminated sites
- Seek early advice from a geo-environmental professional so that drainage design and remediation strategies for contamination can be integrated (e.g. capping layer can be extended beneath SuDS).
- Suitability of infiltration systems will depend on testing the leaching potential of contaminants. Infiltration may be possible at depth, below the contaminated layer. Alternatively, contaminated soil around soakaways can be removed and replaced.
- If infiltration is not possible, shallow surface features such as basins, swales, ponds and permeable pavements can be lined with an impermeable layer to prevent infiltration.
- Materials should be assessed for durability when exposed to contaminants (as for any other construction material in this situation).
- Use of shallow surface features can reduce the need to excavate contaminated ground

7.8 Low permeability

Soils/geology with low permeability are often cited as a reason not to include SuDS, but in reality, almost all SuDS components can still be used, with some modifications.

SuDS design considerations:

- All SuDS except infiltration systems can be used on low permeability sites. Above ground components should be used to provide the required attenuation and treatment.
- Greenfield runoff rates tend to be high on low permeability geologies, so attenuation requirements should be more manageable.
- Permeable paving may require an underdrain.
- Infiltration may be possible at greater depth below a low permeability soil layer. The Environment Agency should be consulted on deep infiltration systems to ensure they will not have an adverse effect on groundwater.

7.9 High permeability

Large areas of the south of the island are underlain by chalk geology. There is a potential for infiltration systems to cause solution of chalk over time, leading to sink holes or settlement of foundations at infilled solution features.

SuDS design considerations:

- Seek early advice from a geo-technical professional.
- Place infiltration features at sufficient distance from foundations.

7.10 Limited space

It may be perceived that site profitability will be reduced by the land-take associated with larger surface SuDS such as swales and ponds/wetlands. Brownfield developments in particular, may be restricted in terms of space or existing infrastructure.

There are a range of space-efficient SuDS techniques. Source control is a key concept, and opportunities can be maximised where strategic SuDS design is considered at an early stage and all available public and private space is utilised (e.g. verges, small pockets of grass or paving). Incorporating SuDS into landscaping can significantly enhance the amenity value of brownfield sites for residents. High density housing will not be accepted as a reason to exclude SuDS.

Design considerations:

- Green roofs, rainwater capture and reuse, infiltration systems, permeable paving, bioretention areas, tree pits and micro-wetlands are all possible on space-restricted sites.
- Non-trafficked paved areas can be made permeable (pavements/footpaths, parking).
- Rills, channels and depressions can be built into the hardscape and planted to provide water features.
- Swales, filter strips, ponds and large wetlands are less suitable.
- Access to existing underground infrastructure, such as utilities, will need to be considered in the design.

7.11 Brownfield sites

Brownfield sites are often targeted for redevelopment on the island, but there is a perception that they are unsuitable for SuDS. In contrast, SuDS which deliver multiple benefits are of particular importance on these sites, where they can help to manage existing flood risk and water quality issues, and contribute towards regeneration of urban areas. Existing brownfield sites also often provide niche habitats for invertebrates, which can be enhanced by incorporating vegetated SuDS features, such as green roofs.

The majority of SuDS components can be adapted to suit the requirements of brownfield sites, including contaminated land, space constraints, and compacted soils with poor infiltration potential.

Design considerations (see also design considerations for 0: Contaminated Land, 7.8: Low Permeability and 7.10: Limited Space):

- Permeable paving can be used to replace areas of hardstanding. Hard landscaped depressions, ponds and rills can be used to provide both storage and attractive features for people and wildlife.
- Use of shallow surface features can reduce the need to excavate contaminated ground or areas congested with below-ground services.
- Existing drainage infrastructure can be reused, subject to condition and capacity.

7.12 Commercial sites

SuDS must be used to manage surface water on commercial sites such as retail parks and business parks, for the lifetime of the development. SuDS offer a number of advantages to commercial developments including making them more attractive to customers and businesses; helping them to meet minimum environmental standards; making them

resilient to climate change; encouraging wildlife and biodiversity; and providing savings on heating and cooling and maintenance costs.

Design considerations:

- Green roofs, rainwater capture and reuse, infiltration systems, permeable paving, bioretention areas, tree pits and micro-wetlands are all possible on commercial sites.
- Green roofs on large commercial buildings provide insulation and absorb ultraviolet (UV) radiation, reducing heat in summer and retaining heat in winter. They also protect the roof membranes from UV radiation, increasing their lifespan.
- Large roofs are also an opportunity for rainwater harvesting and re-use.
- Large car park areas provide opportunities for permeable paving and filter strips to treat pollution, but also vegetated surface features such as swales and tree pits which bring multiple benefits.
- Ponds and wetlands can provide attractive amenity spaces for workers and customers.

7.13 Industrial sites / high pollution risk

Care must be taken when designing SuDS for some commercial and industrial sites, particularly where storage, handling or use of hazardous substances occurs (such as for example, garage forecourts, coach and lorry parks/turning areas and metal recycling/vehicle dismantling facilities).

Design considerations:

- Runoff from 'safe' areas (e.g. roofs or car parks) should be separated and drained through SuDS.
- SuDS such as swales, permeable paving and bioretention areas can be lined if there is a risk of contamination.
- Runoff from areas with a high risk of contamination from hazardous substances should be separated, contained and dealt with as industrial waste.
- Discharges of surface water run-off to ground at pollutant storage sites are likely to require an environmental permit from the Environment Agency. The site will be subject to risk assessment and provision of acceptable effluent treatment.

7.14 Health and safety considerations

Designers have responsibilities under the Construction (Design and Maintenance) Regulations 2015 (CDM) to eliminate, reduce or control foreseeable risks during construction, maintenance and use of a structure.

As SuDS are no more hazardous than natural waterbodies, health and safety concerns are not accepted as a reason for their exclusion in development. Potential health and safety risks can be overcome through good SuDS design, and should be balanced against the benefits for health and well-being. Public perception of risk can be addressed through community engagement and education.

7.15 Affordability

The costs of SuDS are generally lower than conventional piped and tanked drainage (Defra, 2011). Where SuDS are integrated into the design at an early stage, they become part of the above-ground landscaping and building design, and there is less need for expensive hard-engineered solutions, such as over-sized pipes and underground storage.

Full lifetime costs should be taken into account. SuDS have low maintenance costs over their lifetime, with surface features like swales able to be maintained within landscape maintenance contracts. However, the costs of replacing/refurbishing permeable paving can be high.

The multiple benefits of SuDS should not be underestimated when assessing costs and benefits, as they can make SuDS schemes attractive to other organisations, who may be able to offer partnership funding opportunities and engage local communities.

SuDS design considerations:

- Consider SuDS design at an early stage and consult with all stakeholders to identify funding opportunities.
- Prioritise source control and surface systems to avoid hard engineered and deep excavated solutions.
- Choose low maintenance designs, which can be maintained under standard landscaping contracts.
- Deal with waste on-site.
- Involve the community in maintenance.
- Fully assess the wider benefits when evaluating a SuDS scheme (e.g. CIRIA SuDS Manual Table 35.1, CIRIA B£ST Evaluation Tool)

8 Retrofitting SuDS

Drainage and sewer networks have a limited capacity. One of the challenges as towns grow and intense rainfall happens more often, is that these drainage systems can become overwhelmed, and cause flooding. Pipe networks can be upgraded to increase their capacity, but this is a very costly solution.

An alternative solution is to use SuDS to disconnect the existing drainage system from sewers or highway drains, and to direct it into a watercourse, or allow it to infiltrate into the ground. Community level retrofit SuDS schemes can also help alleviate pressure on combined sewer systems thereby reducing the likelihood and frequency of sewer spills. Retrofit SuDS are recognised as a significant component of Southern Water's Clean River and Seas Plan for the Solent¹⁶.

Where SuDS are incorporated after the initial development of an area, or are used to improve the existing drainage situation, this process is known as 'SuDS retrofitting'.

This can be achieved at a range of scales, for example, rainfall from the downpipe of a house can be diverted into a green roof or raingarden, rather than the sewer system. During redevelopment of a town centre, runoff from pavements and roads can be drained into swales or permeable paving, rather than into an overloaded highway drainage network. Alternatively, runoff from a larger urban area could be diverted into a new storage area in a park.

8.1 Considerations for retrofitting SuDS

Opportunities to retrofit SuDS are most likely to be realised when they are considered early in any redevelopment or renovation plans. This may require close cooperation between developers, planners and risk management authorities, and could involve joint funding. For example, retrofitting a public area upstream of a development site could help to manage surface water runoff entering the site and enhance the existing neighbouring street-scene.

Retrofitting SuDS provides an opportunity not only to remove rainfall from the sewer network, but also to remove concrete and hard surfaces. This helps to create green spaces and to make public spaces in towns and cities better places for people and wildlife to live.

When planning redevelopment or refurbishment which will not significantly change a site layout, consider opportunities to:

- Remove existing surface water connections from foul or combined sewers. This can also enable capacity within the foul or combined sewers to allow additional foul flows;
- Replace old, impermeably paved surfaces with permeable paving surfaces or connect them to new filter drains or bioretention areas as part of re-landscaping; and
- Where front gardens are being converted for parking, use features such as pervious paving and raingardens to provide parking space without causing additional runoff onto the road.

Care should also be taken to avoid inappropriate retrofitted measures that would prevent effective drying and shorten the life of buildings. For instance, traditional buildings are at risk from flooding and need to dry out slowly when flood events occur.

8.1.28.1.1 In the home

Everyone can play a role in bringing SuDS to the Isle of Wight, for example by:

- Replacing paved surfaces with grassy and permeable ones, which allow water to soak through e.g. permeable paving or gravel on driveway;
- Fitting SuDS on property, where possible e.g. water butts, rainwater harvesting, green roofs, rain gardens; and

- Incorporating SuDS when refurbishing or extending a property, or build a new property.

8.1.38.1.2 In the community

Communities can act together to push for good quality SuDS in new developments, as well as identifying opportunities to retrofit SuDS into public spaces by:

- Taking an interest in development within the area, and becoming involved with any community engagement events for new developments;
- Identifying locations which might benefit from retrofit SuDS e.g. parks, car parks, public seating areas;
- Raising ideas to the local authority, wildlife organisations, or trying to implement them as a group; and
- Monitoring the maintenance of SuDS in your community and identifying when/where there are issues.

8.2 Case studies

8.2.1 Sandown Pathfinder Scheme

The Sandown Pathfinder Scheme aims to use a range of techniques to manage storm overflows and surface water flooding in the catchment, which covers more than 90% of the population of the island. A range of solutions are being trialled, including retrofit SuDS to slow and reduce the flow of water entering the combined sewer system.

Measures include managing the roof drainage from 25 large buildings, installing thousands of slow-drain water butts (Figure 8-1) on homes in Gurnard/Cowes, installing raingarden planters in businesses, schools and community sites, and working with Island Roads to create greener roadside drainage features¹⁶.

The project is being delivered by Southern Water's Clean Rivers and Seas Task Force in partnership with Isle of Wight Council, the Environment Agency and Island Roads¹⁷.

16 Southern Water (2023) The Solent – Isle of Wight pathfinder project. Available at: The Solent - Isle of Wight pathfinder project (southernwater.co.uk)

17 Southern Water (2023) Residents learn more about how Southern Water is tackling storm overflows on the Isle of Wight. Available at: <https://www.southernwater.co.uk/the-news-room/the-media-centre/2023/february/residents-learn-more-about-how-southern-water-is-tackling-storm-overflows-on-the-isle-of-wight>



Figure 8-1: Installed slow-drain water butt in Havenstreet (source: Southern Water)

8.2.2 SuDS in schools

A joint initiative between Southern Water and the Department of Education is supporting Isle of Wight schools in adopting SuDS to manage their risk of flooding and reduce the impact of heavy rainfall on sewer systems¹⁸. This has included the installation of features such as swales (see Figure 8-2: A swale at Nettlestone Primary School (source: Southern Water) and raingarden planters (see Figure 8-2) which are able to both hold and slow the flow of rainwater across roofs and hardstanding play areas. This controls the rate and volume of surface water entering the sewer network, which reduces the likelihood of sewer flooding and storm water releases into rivers and the sea.

More than 40 schools across the Isle of Wight have participated so far, with 50 more schools signed up for the next phase of the project. This project is part of the work being undertaken by the **Southern Water Clean Rivers and Sea Taskforce**, which is focussed on significantly reducing storm overflows across its regions through innovative approaches, such as nature-based solutions. This project recognises the value that community SuDS can have on reducing flood and pollution incidents, as well the wider environmental, social and climate adaptation benefits that can be realised through well-designed SuDS. To meet these aims, the project also places an emphasis on partnership working between businesses, schools and councils.

¹⁸ On the Wight (2023) Isle of Wight schools partner up with Southern Water to combat flooding risks. Available at: [Isle of Wight schools partner up with Southern Water to combat flooding risks \(onthewight.com\)](https://onthewight.com)



Figure 8-2: A swale at Nettlestone Primary School (source: Southern Water)



Figure 8-3: Raingarden planter at Nettlestone Primary School (source: Southern Water)

8.3 Useful information

For more information on retrofitting SuDS see:

- [Susdrain: Combining urban design & SuDS.](#)
- [Local Government Association: Retrofit SuDS.](#)
- [CIRIA: Retrofitting to Manage Surface Water \(C713\)](#)
- [ICE: SuDS Route Maps \(Retrofitting\)](#)
- [Urban Design London - Designing Rain Gardens: A Practical Guide](#)
- [UK Rain Garden Guide](#)
- [Royal Horticultural Society - Front gardens: permeable paving](#)
- [Royal Horticultural Society - How to green your grey front garden](#)
- [Royal Horticultural Society - Managing water in gardens](#)
- [Environment Agency - Guidance on the permeable surfacing of front gardens](#)
- [Homebuilding and Renovating - Green Roofs: Types, Costs & Installation](#)
- [Isle of Wight Council – Driveway document](#)
- [Royal Horticultural Society - Green roofs](#)
- [Livingroofs.org](#)
- [WWT - Gardening for wetlands – adding a wetland to your garden](#)

Appendices

A Appendix A: Guidance on Isle of Wight Local SuDS Design Standards

B How SuDS can support other legislation and policies



Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
National								
Flood and Water Management Act (FWMA) (2010)	Established Lead Local Flood Authorities (LLFAs), giving them responsibility for managing the risk of flooding from surface water, groundwater and Ordinary Watercourses (often described as 'local flood risk'). Schedule 3 of the FWMA introduces changes to the legislation relating to SuDS. These changes have not yet been enacted.	✓	✓					
National Flood and Coastal Erosion Risk Management Strategy (Defra, 2020)	'Climate resilience places' (Strategic objective 1.4) - Risk Management Authorities to use nature-based solutions (including SuDS), and improve the environment through investments in flood and coastal resilience. 'Today's growth and infrastructure resilience in tomorrow's climate' (Strategic objective 2.1) - all new development will contribute to making place resilient to flooding and climate change.	✓	✓		✓		✓	
Flood and Coastal Erosion Risk Management Strategy	The Environment Agency will work with the Association of Sustainable Drainage Authorities to support lead local flood authorities to promote best practice in incorporating sustainable drainage	✓	✓		✓		✓	

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
Road Map to 2026	systems for new development.							
UK Climate Change Risk Assessment (2022)	Priority Risk Area 7: Risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings. Emphasises role of urban planting and landscaping in providing shade and reducing the future risk of overheating in the built environment.	✓				✓	✓	
National Planning Policy Framework (NPPF) (MHCLG, 2021)	Section 8. Promoting healthy and safe communities <i>Para 92(c): "enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure"</i>					✓	✓	✓
	Section 11. Conserving and enhancing the natural environment. <i>"Contribute to conserving and enhancing the natural environment and reducing pollution"</i>			✓	✓		✓	

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
	<p>Section 14. Meeting the challenge of climate change, flooding and coastal change.</p> <p>Para 154: <i>"New development should...avoid increased vulnerability to the range of impacts arising from climate change...ensure that risk can be managed through suitable adaptation measures, including through the planning of green infrastructure."</i></p>	✓	✓		✓		✓	
	<p>Section 14. Meeting the challenge of climate change, flooding and coastal change.</p> <p>Para 169: <i>"Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate".</i></p> <p><i>Requirements for SuDS to take account of LLFA advice, have minimum operational standards and lifetime maintenance arrangements in place, and provide multiple benefits.</i></p>		✓				✓	
	<p>Section 15. Conserving and enhancing the natural environment</p> <p>Para 174(e) <i>"Development should, wherever possible, help to improve local environmental conditions such as air and water quality".</i></p>			✓			✓	

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
Planning Practice Guidance: Flood Risk and Coastal Change (2022)	All four pillars of SuDS now need to be met.	✓	✓	✓	✓	✓	✓	
	Clear requirement for 'SuDS Strategy' within planning applications for major development.						✓	
	Wider SuDS benefits acknowledged e.g. cooling, carbon sequestration, biodiversity net gain etc.	✓			✓			
Town and Country Planning (Development Management Procedure) (England) Order (2015)	Designates Isle of Wight Council, as LLFA, to be a statutory consultee on surface water drainage proposals for all major developments.		✓				✓	
Environment Act (2021)	Sets out the opportunity for Local Authorities to prepare local nature recovery strategies, detailing the priorities for recovering or enhancing biodiversity in the area				✓			

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
25 Year Environment Plan (2019)	Sets out UK government reform of environmental management, following exit of the European Union. Mitigating and adapting to climate change identified as key to managing pressures on the environment.	✓						
	Chapter 1 Policy 5 (Reducing risks from flooding and coastal erosion) includes 'ii - Putting in place more sustainable drainage systems', to be achieved in partnership by the risk management authorities.		✓					
	Chapter 3 Policy 3 (Greening our towns and cities) includes 'i - Creating more green infrastructure'.				✓			
	Chapter 3 Policy 1 (Helping people improve their health and wellbeing by using green spaces) includes 'ii - Promoting health and wellbeing through the natural environment' and Policy 2 (Encouraging children to be close to nature, in and out of school) includes 'i - Helping primary schools create nature-friendly grounds'.						✓	✓

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
EU Water Framework Directive (2000)	Improving the water quality of receiving waters such as rivers, streams and groundwater is an obligation under the WFD. Local targets are outlined in the Thames River Basin Management Plan (RBMP) (2009, draft - 2022)			✓				
Wildlife and Countryside Act (1981) (as amended)	Legislation which protects animals, plants and habitats in the UK. Under the Act, WBC has a duty to consult Natural England on any planning applications which may negatively impact on a SSSI.				✓		✓	
Conservation of Habitats and Species Regulations (2017)	Regulations which identify and conserve European designated sites and protected species. Careful management of impacts on water quality and biodiversity is a key consideration for SuDS close to European sites.			✓	✓			
Natural Environment and Rural Communities Act (2006)	IoWC has a duty to conserve, restore and enhance biodiversity. Section 41 identifies Habitats and Species of Principal Importance for Biodiversity in England.				✓			

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
Green recovery of the economy and society after COVID-19 (UK Government, 2022)	UK Government plans for a resilient recovery from the impacts of the Covid-19 pandemic, which includes using nature-based solutions to tackle the linked challenges of public health, climate change and biodiversity.	✓			✓	✓		
National Model Design Code (MHCLG, 2021)	Provides guidance on the production of design codes, guides, and policies for developments. Highlights the importance of planting and landscape features to provide shading, habitats, cooling, air quality improvements and carbon sequestration, as well as attractive places to live and work.	✓			✓		✓	
Health and Social Care Act (2012)	Established Council Health and Wellbeing Boards and strategies.					✓		
Regional								
Water Resources Management Plan for 2020-2070	Outlines plan to sustainably secure water supply for the next 50 years. On Isle of Wight, there is an aim for 'better use of existing water'. Also identifies action to implement nitrate reduction measures at water sources on the Isle	✓	✓	✓				

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
	of Wight.							
Drainage and Wastewater Management Plan – Level 1 Regional DWMP (Isle of Wight)	Identifies aim to work in partnership with Local Authority, developers, catchment partnerships and community groups, to separate rainwater from foul and combined systems using SuDS. Also outlines aims for Southern Water to adopt SuDS and work on SuDS retrofit projects in urban areas.	✓	✓	✓				
Position Statement Nitrates (2022)	For all planning applications that involve a net increase of residential units, the IWC requires the applicant to demonstrate that their development would not cause harm to the Solent protected sites as a result of drainage that would result in a net increase in nutrients. Emerging technologies / innovative solutions such as SuDS and wetlands can reduce the level of nutrients, although quantifying this to the degree required to secure compliance is not mature. No development shall take place until a scheme for the drainage and disposal of surface and foul water from the			✓				

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
	development hereby permitted, has been submitted to and approved in writing by the Local Planning Authority.							
Local								
IoW Strategic Flood Risk Assessment (2010)	For larger developments, the Council requires the management of surface water and the associated green infrastructure to become an integral part of the masterplanning process and the development design. Aspiration to see surface water runoff rates and volumes reduced from the current condition on previously developed sites.		✓	✓	✓		✓	
IoW Area of Outstanding Natural Beauty Management Plan (2019-2024)	AONB is easily accessed, having the ability to play a positive part in the health and wellbeing of the whole local community. Semi-natural habitats are identified as providing a valuable resource in managing the speed at which water moves through the landscape reducing flooding. Opportunities for the management of rainwater, including uptake of sustainable drainage, are identified.	✓	✓		✓	✓		✓

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
Biodiversity Action Plan/Habitat Action Plan (2000-2005)	Habitat Action Plans provide a framework for conserving and enhancing biodiversity on the IoW. The Action Plan for each habitat identifies objectives and targets which SuDS should aim to meet.				✓			
IoW Health and Wellbeing Strategy (2018-2021)	Promotes sustainability, positive mental health and wellbeing, as well as promoting physical activity for children and older people. Green spaces are identified as contributing to personal wellbeing.				✓	✓	✓	
Playing Pitch Strategy (2020)	References the importance of drainage systems in managing waterlogging and poor drainage of sports fields to improve the facilities.		✓					
Open Space Assessment (2020)	Open spaces are required to achieve multiple benefits, including as health and wellbeing and climate change mitigation and adaptation. Wherever possible IoW Council should look to open spaces to deliver multiple functions, including: recreation, green travel routes, shading from the sun, connectivity for wildlife, as well as water interception, infiltration and storage.	✓	✓	✓	✓	✓	✓	

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
IoW Catchment Flood Management Plan (2009)	Identifies SuDS as a way to manage flood risk from new development within the Lower River Medina and Gurnard Luck sub-area.	✓	✓				✓	
Isle of Wight Shoreline Management Plan (2011)	Objectives include supporting an integrated approach to spatial planning, contributing to sustainable communities and development, and seeking opportunities to enhance the natural environment (e.g. through habitat creation). Considers future impacts of coastal erosion, sea flooding and landslides.	✓	✓		✓	✓	✓	✓
West Wight Coastal Flood and Erosion Risk Management Strategy (2016)	Environmental mitigation / improvement – including managed realignment and habitat creation.	✓	✓		✓			
Infrastructure delivery plan (2018)	References the expectation within the emerging Island Planning Strategy for development to integrate on-site sustainable drainage systems.	✓	✓				✓	

Legislation / policy	Implications	SuDS benefit						
		Climate change resilience	Managing flood risk	Improve water quality	Enhance biodiversity and green infrastructure	Provide amenity, health and well-being	Enable sustainable development	Improve historic environment and landscape character
IoW Housing Strategy (2020)	Supports opportunities to use development to conserve and enhance local landscape, biodiversity and access to green space.				✓	✓	✓	
Island Planning Strategy (2021 - draft)	Emerging Local Plan policies require reduction and management of post-development runoff. Long term management and maintenance of SuDS must be demonstrated. Specific policies within the Monkton Mead catchment area (EV15) require the SuDS management train to be applied.	✓	✓	✓			✓	✓
Local Flood Risk Management Strategy (2023 - draft)	Sets out the Council's short and long term approach to managing flood risk from local sources, including surface water flood risk. SuDS can contribute to achieving the action plan for the strategy.	✓	✓				✓	✓

C Maps

C.1 Fluvial and tidal flood risk

C.2 Surface water flood risk

C.3 Groundwater flood risk

D Validation checklist

References

- Apostolaki, Stella (2003) *An assessment of the Social Impacts of SUDS in the UK*. Available at: https://www.susdrain.org/files/resources/evidence/HRW_social_impact_summary.pdf
- Bradley, J, Haygarth, P, Stachyra, K, Williams, P (2022) *Using SuDS to reduce phosphorus in surface water runoff (C808F)*. London: CIRIA. Available at: https://www.ciria.org/ci/iCore/Store/StoreLayouts/Item_Detail.aspx?iProductCode=C808F
- Bray, B., Gedge, D., Grant, G., Leuthvilay, L. (2023) *Rain Garden Guide*. Available at: <https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf>
- British Standards Institution (2013) *Code of practice for surface water management for development sites*. Available at: <https://knowledge.bsigroup.com/products/code-of-practice-for-surface-water-management-for-development-sites?version=standard>
- Campbell, R (2015) *Sustainable Drainage Systems (SuDS) maintenance and adoption options (England)*. Available at: https://www.susdrain.org/files/resources/fact_sheets/09_15_fact_sheet_suds_maintenance_and_adoption_options_england_.pdf
- CIRIA (2023) *CIRIA BEST Tool*. Available at: <https://www.ciriabest.com/>
- Department for Communities and Local Government (2009) *Guidance on the permeable surfacing of front gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf
- Department for Environment, Food and Rural Affairs (2015) *Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems*. Available at <https://assets.publishing.service.gov.uk/media/5a815646ed915d74e6231b43/sustainable-drainage-technical-standards.pdf>
- Department for Environment, Food & Rural Affairs (2021) *Recommendations to Update Non-Statutory Technical Standards for Sustainable Drainage Systems (SuDS) - WT15122*. Available at: <https://randd.defra.gov.uk/ProjectDetails?ProjectID=20287&FromSearch=Y&Publisher=1&SearchText=WT15122&SortString=ProjectCode&SortOrder=Asc&Paging=10#Description>
- Department for Environment, Food & Rural Affairs (2022) *Climate Change Allowance*. Available at: <https://environment.data.gov.uk/hydrology/climate-change-allowances/rainfall>
- Department for Environment, Food & Rural Affairs (2022) *MAGIC*. Available at: <http://magic.defra.gov.uk/MagicMap.aspx>
- Department for Levelling Up, Housing & Communities (2023) *The National Planning Policy Framework*. London: Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf
- Digman, C, Ashley, R, Balmforth, D, Balmforth, D, Stovin V, Glerum, J (2012) *Retrofitting to manage surface water (C713)*. London: CIRIA
- Entec UK Limited (2010) *Isle of Wight Strategic Flood Risk Assessment*. Available at: <https://iwc.iow.gov.uk/documentlibrary/download/strategic-flood-risk-assessment>
- Environment Agency (2009) *Isle of Wight Catchment Flood Management Plan*. Worthing West Sussex: Environment Agency. Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/293850/Isle_of_Wight_Catchment_Flood_Management_Plan.pdf
- Environment Agency (2009) *Isle of Wight Catchment Flood Management Plan*. Available at <https://www.gov.uk/government/publications/isle-of-wight-catchment-flood-management-plan>
- Environment Agency (2018) *The Environment Agency's approach to ground water protection, Version 1.2*, Bristol: Environment Agency. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/692989/Environment-Agency-approach-to-groundwater-protection.pdf

Environment Agency (2022) *Isle of Wight Management Catchment peak rainfall allowances*. Available at: [Climate change allowances for peak rainfall in England \(data.gov.uk\)](https://data.gov.uk)

Graham, A. Day, J., Bray, B., Mackenzie, S. (2019) *Sustainable drainage systems: Maximising the potential for people and wildlife*. Available at: [1563785657-wwt-rspb-sustainable-drainage-systems-guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/821117/1563785657-wwt-rspb-sustainable-drainage-systems-guide.pdf).

Hampshire & Isle of Wight Wildlife Trust (2023) *Nature Recovery Network*. Available at: <https://www.hiwwt.org.uk/nature-recovery-network>

Houses of Parliament Parliamentary Office of Science & Technology (2016) *Green Space and Health*. Available at: <https://researchbriefings.files.parliament.uk/documents/POST-PN-0538/POST-PN-0538.pdf>

Illman, S and Wilson, S (2017) *Guidance on the construction of SuDS*, London: CIRIA

Institution of Civil Engineers (2018) *SuDS Route Maps, ICE and ACO Guide to Effective Surface Water Management*. Available at: <https://www.ice.org.uk/media/awdl3hs1/ice-aco-suds-route-map-booklet-feb2018.pdf>

Isle of Wight Council (2023) *Core Strategy Proposal Map*. Available at: <https://iwc.maps.arcgis.com/apps/webappviewer/index.html?id=7e7cfe1b75c3460e91320a9dbb7f5639>

Island Roads (1980) *Construction of vehicle crossing over footways and verges highways act 1980 (Section 171)*. Available at: https://islandroads.com/wp-content/uploads/2022/04/Vehicle-Dropped-Crossing-Application-Form-v1_2022.pdf

Island Roads (2019) *Development Control*. Available at: <https://islandroads.com/our-highway-service/managing-the-roads/development-control/>

Isle of Wight Council (2010) *Level 1 Strategic Flood Risk Assessment*. Available at: [Draft Island Planning Strategy \(iow.gov.uk\)](https://www.iow.gov.uk)

Isle of Wight Council (2011) *Plans and strategies: Isle of Wight Shoreline Management Plan*. Available at: <https://www.iow.gov.uk/environment-and-planning/coastal-management/shoreline-management-plan-strategies-and-schemes/plans-and-strategies/>

Isle of Wight Council (2015) *Ordinary Watercourse Consent Protocol - March 2015*. Available at: [iow.iow.gov.uk/azservices/documents/2821-Ordinary-Watercourse-Consent-Protocol-IWC-March-2015.pdf](https://www.iow.gov.uk/azservices/documents/2821-Ordinary-Watercourse-Consent-Protocol-IWC-March-2015.pdf)

Isle of Wight Council (2016) *Isle of Wight Local Flood Risk Management Strategy 2016*. Available at: <https://iwc.iow.gov.uk/documentlibrary/view/iw-local-flood-risk-management-strategy-2016>

Isle of Wight Council (2016) *Plans and strategies: West Wight Coastal Flood and Erosion Risk Management Strategy 2016*. Available at: <https://www.iow.gov.uk/environment-and-planning/coastal-management/shoreline-management-plan-strategies-and-schemes/plans-and-strategies/>

Isle of Wight Council (2018) *Isle of Wight Infrastructure Delivery Plan*. Available at: <https://www.iow.gov.uk/azservices/documents/2981-2018.10.26-IoW-IDP-.2.pdf>

Isle of Wight Council (2021) *Isle of Wight Council Position Statement: Nitrogen neutral housing development*. Available at: [2981-IWC-Position-Statement-Nitrates-2021.pdf \(iow.gov.uk\)](https://www.iow.gov.uk/azservices/documents/2981-IWC-Position-Statement-Nitrates-2021.pdf)

Isle of Wight Council (2021) *Draft Island Planning Strategy July 2021 version*. Available at: <https://iwc.iow.gov.uk/azservices/documents/2981-Draft-Island-Planning-Strategy-July-2021.pdf>

Isle of Wight Council (2021) *Emerging Island Planning Strategy: Isle of Wight Housing Strategy 2020 - 2025*. Available at: <https://www.iow.gov.uk/environment-and-planning/planning/local-plan/emerging-island-planning-strategy/>

- Isle of Wight Council (2021) *Mission Zero Climate and Environment Strategy 2021-2040*. Available at: <https://www.iow.gov.uk/azservices/documents/2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf>
- Isle of Wight Council (2022) *Isle of Wight Health and Wellbeing Strategy (2022 to 2027)*. Available at: <https://iwc.iow.gov.uk/documentlibrary/view/isle-of-wight-health-and-wellbeing-strategy-2022-27>
- Isle of Wight Council (2022) *Isle of Wight population figures*. Available at: <https://www.iow.gov.uk/news/Isle-of-Wight-population-figures>
- Isle of Wight Council (2023) *Go Wild on Wight*. Available at: <https://www.wildonwight.co.uk/>
- Isle of Wight Council (2023) *Pre-application advice*. Available at: <https://www.iow.gov.uk/environment-and-planning/planning/planning-applications/pre-application-advice/>
- Isle of Wight Council (2023) *The Isle of Wight Biodiversity Action Plan*. Available at: <http://www.wildonwight.co.uk/publications/haps/index.html#:~:text=The%20Isle%20of%20Wight,%20habitat%20Action%20Plans.%20The,These%20plans%20link%20with%20national%20Habitat%20Action%20Plans>
- Islington Council and Robert Bray Associates Limited (2011) *Comparative costing for surface water sewers & SuDS*. London: Department for Environment, Food & Rural Affairs Available at: http://www.susdrain.org/files/resources/evidence/defra_suds_costings_housing_islington.pdf
- Livingroofs.org (2023) *The UK's Leading Independent Green Roof Website*. Available at: <https://livingroofs.org/>
- Local Government Association (2023) *Retrofit SuDS*. Available at: <https://www.local.gov.uk/retrofit-suds>
- Morton, Stephen (2016) 'Greenspace, mental wellbeing and sustainable communities', *UK Health Security Agency*, 9 November. Available at: <https://ukhsa.blog.gov.uk/2016/11/09/green-space-mental-wellbeing-and-sustainable-communities/>
- National Infrastructure Planning (2012) *The process*. Available at: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>
- Natural England (2023) *Interactive mapping at your fingertips*. Available at: <http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx>
- Planning Advisory Service (2023) *Biodiversity Net Gain for Local Authorities*. Available at: <https://www.local.gov.uk/pas/topics/environment/biodiversity-net-gain-local-authorities>
- Plodowski, Anna (2018) *Sustainable drainage systems (SuDS) latest guidance*. Available at: <https://www.ice.org.uk/engineering-resources/best-practice/sustainable-drainage-systems-latest-guidance>
- Potter, K., Vilcan, T. (2020) 'Managing urban flood resilience through the planning system: insights from the 'SuDS-face''. *Philosophical Transactions of the Royal Society A: Mathematical, Physical and Engineering Sciences*. Available at: <https://royalsocietypublishing.org/doi/10.1098/rsta.2019.0206>
- Pullen, T., Gedge, D. (2021) 'Green Roofs: The Ultimate Guide', *Homebuilding & Renovating*. May 21. Available at: <https://www.homebuilding.co.uk/green-roofs/>
- Royal Horticultural Society (2023) *Front gardens: permeable paving*. Available at: <https://www.rhs.org.uk/garden-design/permeable-paving>
- Royal Horticultural Society (2023) *Green roofs*. Available at: <https://www.rhs.org.uk/advice/profile?pid=289>
- Royal Horticultural Society (2023) *How to green your grey front garden*. Available at: <https://www.rhs.org.uk/advice/how-to-green-your-grey-front-garden>

- Royal Horticultural Society (2023) *Managing water in your garden*. Available at: <https://www.rhs.org.uk/science/gardening-in-a-changing-world/water-use-in-gardens/managing-water-in-gardens>
- Southern Water (2023) *Clean Rivers and Sea Task Force*. Available at: <https://www.southernwater.co.uk/our-performance/storm-overflows/clean-rivers-and-seas-task-force#:~:text=The%20Task%20Force%20is%20responsible,overflows%20between%20now%20and%202030.>
- Southern Water (2019) *Water Resources Management Plan 2020-70*. Available at: <https://www.southernwater.co.uk/our-story/water-resources-management-plan/water-resources-management-plan-2020-70>
- Southern Water (2023) *Draft Water Resource Management Plan 2024*. Available at: <https://www.southernwater.co.uk/our-story/water-resources-management-plan/our-draft-water-resources-management-plan>
- Southern Water (2023) *'Isle of Wight schools partner up with Southern Water to combat flooding risks'*, 23 October. Available at: <https://onthewight.com/isle-of-wight-schools-partner-up-with-southern-water-to-combat-flooding-risks/>
- Southern Water (2023) *Outline Guidance Sustainable Drainage Systems (SuDS)*. Available at: <https://www.southernwater.co.uk/media/4532/suds-outline-guidance.pdf>
- Southern Water (2023) *Residents learn more about how Southern Water is tackling storm overflows on the Isle of Wight*. Available at: <https://www.southernwater.co.uk/the-news-room/the-media-centre/2023/february/residents-learn-more-about-how-southern-water-is-tackling-storm-overflows-on-the-isle-of-wight>
- Southern Water (2023) *Sewer diversion*. Available at: <https://www.southernwater.co.uk/our-services/sewer-diversion>
- Southern Water (2023) *The Solent – Isle of Wight pathfinder project*. Available at: *The Solent - Isle of Wight pathfinder project* (southernwater.co.uk) <https://www.southernwater.co.uk/our-performance/storm-overflows/pathfinder-projects/the-solent-isle-of-wight-pathfinder-project>
- Southern Water (2023) *Wastewater Connection*. Available at: <https://www.southernwater.co.uk/our-services/sewer-connection>
- Southern Water (2023) *Wastewater pre-planning enquiry*. Available at: https://www.southernwater.co.uk/media/6637/5275a_wastewater_preplanning_enquiryform_1a_1apr22-1.pdf
- Susdrain (2023) *Combining urban design & SuDS*. Available at: <https://www.susdrain.org/delivering-suds/retrofitting/retrofitting-in-the-urban-environment/combining-urban-design-and-suds.html>
- Susdrain (2023) *Construction*. Available at: <https://www.susdrain.org/delivering-suds/using-suds/delivery/construction.html>
- Susdrain (2023) *Maintenance*. Available at: <https://www.susdrain.org/delivering-suds/using-suds/adoption-and-maintenance-of-suds/maintenance/index.html>
- Susdrain (2023) *Rainwater harvesting*. Available at: <https://www.susdrain.org/delivering-suds/using-suds/benefits-of-suds/rainwater-harvesting>
- Susdrain (2023) *Water quality management benefits*. Available at: <https://www.susdrain.org/delivering-suds/using-suds/benefits-of-suds/water-quality-management.html>
- The Isle of Wight AONB Partnership (2018) *Isle of Wight Area of Outstanding Natural Beauty Management Plan 2019-2024*. Available at: <https://static1.squarespace.com/static/62c40ffd6a09b762cf963e1c/t/63779baf9153315ebb535edb/1668783033237/aonb+management+plan+web.pdf>

- UK Government (1981) *Wildlife and Countryside Act 1981*. Available at: <https://www.UK Government/ukpga/1981/69/contents>
- UK Government (2009) *Guidance on the permeable surfacing of front gardens*. Available at: <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>
- UK Government (2010) *Schedule 3 of the Flood and Water Management Act*. Available at: <https://www.UK Government/ukpga/2010/29/schedule/3>
- UK Government (2017) *The Conservation of Habitats and Species Regulations 2017*. Available at: <https://www.UK Government/uksi/2017/1012/contents/made>
- UK Government (2017) *The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017*. Available at: <https://www.UK Government/uksi/2017/407/contents/made>
- UK Government (2018) *Developers: get environmental advice on your planning proposals*. Available at: <https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals>
- UK Government (2021) *Environmental Act 2021*. Available at: <https://www.UK Government/ukpga/2021/30/contents/enacted>
- UK Government (2022) *Flood risk activities: environmental permits*. Available at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>
- UK Government (2022) *Flood risk and coastal change*. Available at: <https://www.gov.uk/guidance/flood-risk-and-coastal-change>
- UK Government (2022) *Flood risk assessments: climate change allowance*. Available at: <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>
- UK Government (2022) *Review individual flood risk assessments: standing advice for local planning authorities*. Available at: <https://www.gov.uk/guidance/flood-risk-assessment-local-planning-authorities>
- UK Government (2023) *25 Year Environment Plan*. Available at: <https://www.gov.uk/government/publications/25-year-environment-plan>
- UK Government (2023) *Biodiversity metric: calculating the biodiversity net gain of a project or development*. Available at: <https://www.gov.uk/guidance/biodiversity-metric-calculate-the-biodiversity-net-gain-of-a-project-or-development>
- UK Government (2023) *Biodiversity net gain*. Available at: [https://www.gov.uk/government/collections/biodiversity-net-gain#:~:text=Biodiversity%20net%20gain%20\(%20BNG%20\)%20is,than%20it%20was%20before%20development](https://www.gov.uk/government/collections/biodiversity-net-gain#:~:text=Biodiversity%20net%20gain%20(%20BNG%20)%20is,than%20it%20was%20before%20development)
- UK Government (2023) *Check if the activity is on a main river*. Available at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits#check-if-the-activity-is-on-a-main-river>
- UK Government (2023) *Check if you need permission to do work on a river, flood defence or sea defence*. Available at: <https://www.gov.uk/permission-work-on-river-flood-sea-defence>
- UK Government (2023) *Check the long term flood risk for an area in England*. Available at: [http://watermaps.environment-agency.gov.uk/wiyby/wiyby.aspx?&topic=ufmfsw" \ | "x=357683&y=355134&scale=2](http://watermaps.environment-agency.gov.uk/wiyby/wiyby.aspx?&topic=ufmfsw)
- UK Government (2023) *Groundwater protection position statements*. Available at: <https://www.gov.uk/government/publications/groundwater-protection-position-statements>
- Water UK (2023) *Sewage Sector Guidance - approved documents*. Available at: <https://www.water.org.uk/sewage-sector-guidance-approved-documents>
- Waterfowl and Wetlands Trust (2023) *Gardening for wetlands*. Available at: <https://www.wwt.org.uk/discover-wetlands/gardening-for-wetlands>

Wilson, S and Davies, O (2017) *Maintenance of SuDS*. Available at:

https://www.susdrain.org/files/resources/fact_sheets/05_17_fact_sheet_maintenance.pdf

Wood Environment & Infrastructure Solutions Limited (2018) *Isle of Wight Level 1 SFRA*. Available at: <https://www.iow.gov.uk/azservices/documents/2981-Draft-Isle-of-Wight-Level-1-SFRA-2Part2.pdf>

Woods Ballard, B, Wilson, S, Udale-Clarke, H, Illman, S, Scott, T, Ashley, R, Kellagher, R (2015) *The SuDS Manual (C753)*, London: CIRIA

Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) consultation comments 2024.

Pursuant to regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The draft SPD outlines the design principles required to deliver Sustainable Drainage Systems, or SuDS on the Isle of Wight along with advice on including SuDS within any new development.

The consultation ran from Friday 26 January 2024 until Friday 8 March 2024. **A total of 30 representations** were received and the summary of comments can be found below, together with a response from the LPA and also identifying any changes to the draft SPD as a result **(where changes are referenced these are in bold in the final column on the right of the table).**

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
Statutory Consultees							
Environment Agency- Laura Lax	SuDS07	✓				Welcome the positive and proactive approach that is proposed to ensure that SuDS are an integral part of new development that should be thought about at the earliest possible stages.	Comment noted. General comment did not result in a change to the content of the document.
Natural Enterprise- Carol Flux	SuDS09	✓			✓	Thoroughly endorse the documents Request two small amendments:	Comment noted. General comment did result in a change to the content of the document and change made to text in paragraph 4.2.

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>Para. 4.2 Please can you amend 'Island Rivers' to 'Island Rivers Partnership hosted by Natural Enterprise www.islandrivers.org.uk .</p> <p>Principle 5.3- if there is a chance of mentioning an avoidance of invasive non-native species this would be useful. I appreciate that they are covered by 'national and local policy on biodiversity' but they have such a love of wet areas it would be good to highlight.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>This point is covered by national and local policy on biodiversity. SuDS designs must contribute to meeting local and national policy on biodiversity as set out in Standard 3b, Principle 3 of paragraph 5.3.</p>
Southern Water-Charlotte Mayall	SuDS20	✓			✓	<p>With regard to sections 1 (Introduction) and 4.1 (SuDS design and the planning process), Southern Water supports the council's expectation that SuDS is considered for all new development.</p> <p>We would encourage a requirement that in every circumstance as a minimum some form of on-site surface water mitigation is mandated, such as slow drain water butts, even in cases where other</p>	<p>Support noted.</p> <p>Comment did result in a change to the content of the document. On site surface SuDS are mentioned in several locations in the document, Section 7 in particular. Section</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>forms of SuDS, or drainage to a nearby watercourse, is not possible.</p> <p>We also support section 4.6 which includes the council's proposals to resist paving over front gardens with impermeable paving, and the requirement for planning permission for anything over 5m².</p> <p>In section 5.1.1 which outlines the hierarchy for discharge of surface water, we request that '(e) discharge to combined sewer network' is removed as an option from the list and that the following text is added; <i>'Discharge to a combined sewer will only be permitted as a last resort where all other options have been robustly demonstrated not to be possible. In these circumstances, surface water inputs to the network should be reduced, and the remainder attenuated as much as possible. Any new surface water inputs from major</i></p>	<p>4.4.2 now has explicit reference to slow release water butts</p> <p>Support noted.</p> <p>Comment noted and change made to the content of the document as per the request.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<i>housing or commercial development to the wastewater network should also be offset by removing rainwater connections elsewhere in the catchment, for example through retrofitting SuDS as set out in 8.1 of this document. This is to ensure that new development does not contribute to increased occurrence of storm overflows'.</i>	
Historic England- Guy Robinson	SuDS25				✓	<p>Welcome links made between sustainable drainage and the historic environment.</p> <p>The column in Appendix B of the SPD that identifies a SuDS benefit to “Improve historic environment and landscape character”. NB: we suggest adding a tick in this column to the “Island Planning Strategy” and “Local Flood Risk Management Strategy”; both strategies have a heritage resonance.</p> <p>Inclusion of “Conservation of landscape and heritage” within</p>	<p>Comment noted.</p> <p>Comment noted and amendment made.</p> <p>General comment did not result in a change to the content of the document.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>the validation checklist (Appendix D).</p> <p>Recommend adding a short subsection in section 3 on the Island's historic environment. Sustainable drainage systems need to be designed so that they do not impact on archaeological remains.</p> <p>Also, as a precursor to the more detailed content in section 3, the SPD could include a line in section 2. For example, in section 2.2 on page 8: "As a result, SuDS features can contribute to a range of site requirements, including Biodiversity Net Gain, habitat corridors, climate change adaptation, and nutrient neutrality and the preservation of archaeological remains."</p>	<p>A validation checklist is provided for major development (Appendix D), "Conservation of landscape and heritage" is included under 'Evidence required' section of the validation checklist. For non-major and minor development, standing advice is provided in Section 4.4.3.</p> <p>General comment did result in a change to the content of the document. Brief paragraph on the historic environment included in Section 3.7 of the draft SPD.</p> <p>General comment did not result in a change to the content of the document. Comment noted. The SPD required drainage plans at various levels of detail at all stages of the planning process and for Major Applications early consideration should be given to seeking advice and surveys from professionals from relevant disciplines (including archaeologists). Brief paragraph on the historic environment included in Section 3.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						Traditional buildings are at risk from flooding and need to dry out slowly when flood events occur. In section 8 we advise adding a line in section 8.1 that helps to avoid unintended consequences from retrofitting SuDS e.g. "Traditional buildings are at risk from flooding and need to dry out slowly when flood events occur. Care should be taken to avoid inappropriate retrofitted measures that would prevent effective drying and shorten the life of traditional buildings."	General comment did result in a change to the content of the document. Line added in section 8.1 that helps to avoid unintended consequences from retrofitting SuDS.
Natural England-Emma Taylor	SuDS30			✓		Natural England has no further comments on the documents, it's very detailed which we welcome.	No comment noted.
Isle of Wight Council							
Rebecca Loader-Archaeology and Historic Environment Service	SuDS26				✓	The implementation of Sustainable Draining Systems has the potential for significant impact on the historic environment, particularly on	Comment noted. The SPD required drainage plans at various levels of detail at all stages of the planning process and for Major Applications early consideration should be given to seeking advice and surveys from

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>below ground archaeology and paleoenvironmental deposits, which are generally invisible and undesignated.</p> <p>Consideration of the historic environment should be factored in when designing schemes.</p> <p>It is helpful that the SPD requires drainage plans at various levels of detail at all stages of the planning process.</p> <p>As always, we would recommend consultation with the Council's Archaeology and Historic Environment Service at the earliest opportunity. I wonder if Section 3 of the guidance should include a brief paragraph on the historic environment.</p>	<p>professionals from relevant disciplines (including archaeologists).</p> <p>Comment noted. General comment did result in a change to the content of the document. Brief paragraph on the historic environment included in Section 3.7 of the draft SPD.</p>
Parish/Town Councils							
Sandown Town Council- Cllr Jenny Hicks	SuDS01				✓	Better drainage, gully initiatives and ditching of land to prevent flooding onto roads, flooding of	General comment did not result in a change to the content of the document.

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						businesses and homes should be a feasible solution.	Sustainable Drainage Systems, or SuDS, are a way to manage surface water by mimicking the way that rainwater drains in a natural landscape. The aim , to slow the flow of water reducing the risk of flooding and runoff causing pollution.
Shanklin Town Council- Town Clerk	SuDS14			✓		Members noted the consultation document and resolved that members would comment individually if they so wished.	Noted.
Northwood Parish Council- Parish Clerk	SuDS18	✓			✓	Support the proposal of the Draft SuDS SPD provided it can be put into practice. Confirmation that the existing SuDS requirements are being fully complied with in all relevant large scale developments applications.	General comment did not result in a change to the content of the document. Outside the remit of this draft SPD. However, the draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act – the key to making something mandatory and it then becoming a success is the funding that goes alongside it. So the ability for LPAs to adequately fund monitoring and enforcement is key. The Planning Service will review the comments made. They will consider if any

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						When the draft SuDS SPD comes into effect that the new rules would be applied retrospectively to all applications that have not yet been determined.	changes need to be made to the document. The Draft SPD will then be taken to Cabinet in May 2024 where Councillors will be asked to formally adopt the SPD. If they are adopted the SPDs will be used as a material consideration when determining planning applications at this point.
Newport and Carisbrooke Community Council-Clerk	SuDS19	✓				Members pleased policy has been brought forward and that is covers water retention. Whilst a positive policy, members are concerned that some SuDS may not work long term, as they would require maintenance. This needs to be taken into consideration. Members would like to request a further briefing on this.	Support noted. General comment did not result in a change to the content of the document. The SPD is intended to assist IWC, developers and property owners to deliver SuDS which have a clear responsibilities for future maintenance and management. Noted.
Cowes Town Council-Town Clerk	SuDS23				✓	Building control need to monitor carefully to ensure this complies. P17-35 of the document relates to Flood risk. The breakwater situation needs to be looked at	General comment did not result in a change to the content of the document. Comment noted. Building Control are aware of the Draft SPD and will provide feedback. Comment noted. This is part of a wider issue and outside the control of the draft SPD.

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>as the breakwater has changed the tide in the Medina which could result in a flood risk for East Cowes. There is also a silting issue in the Medina meaning things do not flow away.</p> <p>P39 - there is contaminated land at the Medina, be aware of this as this used to be a land fill site. Concern around contaminated land next to water.</p>	<p>Comment noted.</p>
Wootton Bridge Parish Council- Cllr Alistair Dolan	SuDS28				✓	<p>Fully support any attempts to regulate the way rain water enters our waste water system.</p> <p>The SuDs (Sustainable Drainage) report must compliment the bigger picture of Sewerage Infrastructure changes to avoid overwhelming and resultant discharge into the seas off our coastline.</p>	<p>General comment did not result in a change to the content of the document. Noted.</p> <p>Comment noted. Southern Water as sewerage undertaker is a statutory consultee for planning applications as detailed in Table 4.1 of the draft SPD. To ensure a viable drainage strategy, Southern Water must be contacted before submitting a planning application. This will allow agreement of any connections and discharge rates into the public sewer network, as well as adoptable SuDS design standards.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						Soakaways already full. Rainwater already appears as standing water in the garden. This is apparent on both sides of Palmers Road. So where are we supposed to put this excess water? Piping into the sea avoiding the Sewerage network according to the report is cost prohibitive- you would have to agree. Porous concrete/ tarmac is one coping method that developers could use.	Comments noted.
Fishbourne Parish Council- Cllr Sarah Talbot	SuDS29	✓			✓	I applaud and share the ideology of this document. I note that it states it is there to "encourage" developers to include Suds in their designs. It should be mandatory that these systems are incorporated in any developments, and that enforcement should be in place to ensure this is done.	General comment did not result in a change to the content of the document. Comment noted. The IWC now expects SuDS to be considered in all new development. The draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act – the key to making something mandatory and it then becoming a success is the funding that goes alongside it. So the ability for LPAs to adequately fund monitoring and enforcement is key.

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
Public Comments							
Celia Williams	SuDS02				✓	Development of greenfield site for the development of 9 housing – Steyne Road. No wonder flooding getting worse.	<p>General comment did not result in a change to the content of the document.</p> <p>Since April 2015, SuDS have been a statutory requirement on all major development, and are approved through the planning system. Paragraph 4.1 of the Draft SuDS SPD -January 2024, set out major development requirement for SuDS (and includes the requirement for residential developments of 10 dwellings or more).</p> <p>However, since then, updates to the National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (NPPG) (2022) have strengthened the requirement. The Isle of Wight Council (IWC) now expects SuDS to be considered within all developments, regardless of their scale and this requirement is set out in the Draft SuDS SPD.</p> <p>Sustainable Drainage Systems, or SuDS help to manage flood risk to homes, businesses, roads and services on the Isle of Wight. They control the amount of rainfall and pollutants which flow off paved surfaces, and enter the island's</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
							rivers, and eventually the sea. Well-designed SuDS also contribute to our resilience to climate change, and provide habitats for native wildlife on the island. They also provide places for communities to meet, play, exercise and enjoy nature.
Keith Herbert	SuDS03				✓	<p>Welcome publication of the SuDs SPD.</p> <p>Rather than expectation of consideration of SuDS. Expectation and consideration are flexible terms that fall short of mandatory.</p> <p>Concern over current level of resources in the planning department to permit/adopt new SuDS.</p>	<p>Comment noted.</p> <p>General comments did not result in a change to the content of the document.</p> <p>Since April 2015, SuDS have been a statutory requirement on all major development, and are approved through the planning system.</p> <p>The Draft SPD has taken account of up to date requirement. Updates to the National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (NPPG) (2022) have strengthened the requirement for SuDS. The IWC now expects SuDS to be considered in all new development.</p> <p>The draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act – the key to making something mandatory and it then becoming a success is the funding</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>Could document link to other Council drivers such as LNRS, BNG, Net Zero etc.</p> <p>The LLFA should use this document to improve the drainage of the highway network and not just new development.</p> <p>SuDS should become mandatory in all highway schemes, regeneration schemes and works on Council property. The Isle of Wight Council should look to install sustainable drainage at every opportunity.</p>	<p>that goes alongside it. So the ability for LPAs to adequately fund monitoring and enforcement is key.</p> <p>Paragraph 2.2 discusses the benefits of using SuDS. SuDS features can contribute to a range of site requirements, including Biodiversity Net Gain, habitat corridors, climate change adaption and nutrient neutrality. Further text added on BNG in Section 2.5.</p> <p>Section B lists other policies and legislation SuDS can support. The list can be found on page I of the document. Link to Biodiversity Net Gain can be found in the References.</p> <p>Comment noted. The Draft SuDS has taken account of up to date requirements and made clear in the document that the IWC now expects SuDS to be considered in all new development.</p> <p>Comment noted. The document sets out requirements for residential and commercial development. SuDS should also be implemented to manage surface water in other types of development, this includes schools, mineral and waste development, consent for works to watercourses.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>Welcome clarification that planning permission is required to pave 5m2.</p> <p>Documents could improve water quality around Isle of Wight beaches. Could allow stormwater connections from development into its highway network.</p>	<p>Comment noted.</p> <p>Comment Noted. The document does talk about a process known as 'SuDS retrofitting'. Where SuDS are incorporated after the initial development of an area, or are used to improve the existing drainage situation.</p> <p>By using SuDS to disconnect the existing drainage system from sewers or highway drains, and to direct it into a watercourse, or allow it to infiltrate into the ground is an alternative solution. Although it is recognised this may not be an appropriate solution in all cases.</p>
Keith Herbert	SuDS04				✓	<p>My understanding of Schedule 3 of the Flood and Water Management Act is that SuDS would be mandatory for all new developments. This would not allow the expectation of consideration referenced in this draft policy. Should schedule 3 be implemented in England in its current form, I do not feel this</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Changes to SuDS approval: In January 2023, Defra announced a decision to implement Schedule 3 of the Flood and Water Management Act 2010 in England. This will introduce a new framework and national standards for the approval and adoption of SuDS in England, and will make Unitary and County Councils SuDS Approving Bodies. It will</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						draft policy would be compliant with the legislation.	also remove the automatic right for surface water drainage to connect into the public sewer system. The UK Government is currently considering how Schedule 3 will be implemented. This SuDS SPD will be updated once these details are available. Above information is taken from paragraph 2.6 of this document.
Chani Courtney	SuDS05				✓	<p>Outstanding work</p> <p>2.5 references the circa manual for design consultations. As this is an expensive resource for smaller island based business to obtain, how will the council facilitate access to this document?</p> <p>3.3 Statement of site specific assessments is this relating to core samples for small excavated strips on proposed sites? How will these results be recorded and shared to prevent additional load and delays for contractors implementation?</p> <p>3.4 Says what is not acceptable fairly for the CCMA, I appreciate the section referenced in the</p>	<p>Noted.</p> <p>The Council are unable to make this document freely accessible.</p> <p>A link has been added to BS and ICE guidance on ground investigations.</p> <p>Beyond the scope of the SPD to address this.</p> <p>Comment noted and further text added accordingly.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>appendix A and 7.6 shows a great and expansive list of acceptable alternatives, but the wording in the main text doesn't fairly link your hard work in the appendix towards positive solutions.</p> <p>3.7 If effluent discharge has the higher capacity for increased nitrate load, perhaps labouing the link between slowing the flow at all levels of catchment using SUDs could have been laboured here again as the link was so well made in section 2.</p> <p>3.9 Misses an opportunity to show that SUDs could play a part in helping water sink into aquifers outside of the CCMA and again as you pointed out in a previous section provide a water resource for gardens with storage. Perhaps even bring in grey water SUDs as a thought here.</p> <p>4.3.1 Will there be an approved list of these relevant professionals and what would</p>	<p>Comment noted and further text added accordingly.</p> <p>Comment noted and further text added accordingly.</p> <p>The Council are unable to recommend commercial businesses.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>be the process to be listed if there were a directory of some kind?</p> <p>4.3.2 The LLFA must be satisfied that the drainage proposals are viable and will meet the Isle of Wight local SuDS standards, national SuDS standards and planning policy. How will you achieve this?</p> <p>4.3.6 Please reference 6.2 here.</p> <p>4.4.2 Amazing and accessible section. Could slow release water butts be added?</p> <p>5.1.1, Why is d not about highways line surface water rather than sewer?</p> <p>6.1 Will the council run training courses for contractors, developers and estate agents to ensure this level of care?</p> <p>6.1.2 Will this be harder to achieve in winter? Will that be taken into account with planning consent timetable?</p>	<p>Issue will be covered in the revised Local Flood Risk Management Strategy (LFRMS).</p> <p>Reference added.</p> <p>Reference added.</p> <p>Highways lines will often feed into surface water sewers (where these are separate to foul) – 5.1.1 is about where SuDS discharge to and surface water sewers are the destination referred to here rather than highways lines.</p> <p>This will be resource dependant and is outside the scope of the SPD.</p> <p>Appropriate site management will need to be addressed in construction method statement, which would normally be conditioned as part of any planning permission.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>6.3.1 How will these ongoing maintenance listings be made available to the public and parish/ town councils?</p> <p>8. Yes!! Please link to lower use of combined sewage overflows and lower risk of pollution sources entering the Solent. Aware you have already made this point elsewhere.</p> <p>8.2 Great to see Southern work, but there are other contractors and examples on the island that could have been used in addition.</p>	<p>Comment noted – this will depend on how the council are expected to manage the implementation of Schedule 3 of the F&WMA.</p> <p>Reference and link added.</p> <p>Comment noted. Further examples can be referenced on the website and in future iterations of the SPD.</p>
Paul Mitchell	SuDS06				✓	<p>It is recommended the requirement for householder applications is removed.</p> <p>Who is going to Police this?</p> <p>If householder applications must remain, perhaps they should apply to large extensions</p>	<p>General comments did not result in a change to the content of the document.</p> <p>The draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act – the key to making something mandatory and it then becoming a success is the funding that goes alongside it.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						(say over 75 or 100m2 for example).	So the ability for LPAs to adequately fund monitoring and enforcement is key.
Christine Priest	SuDS08				✓	Recommend all future housing collects and recycles rain water. Legislation required.	<p>General comment did not result in a change to the content of the document.</p> <p>Since April 2015, SuDS have been a statutory requirement on all major development, and are approved through the planning system.</p> <p>Updates to the National Planning Policy Framework (NPPF) (2021) and Planning Practice Guidance (NPPG) (2022) have strengthened the requirement for SuDS.</p> <p>The Draft SPD has taken account of up to date requirements and now expects SuDS to be considered in all new development.</p> <p>The draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act.</p>
David Millar	SuDS10	✓			✓	Supportive of SuDS	<p>Support noted.</p> <p>General comments did not result in a change to the content of the document.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>Implementing SUDS needs proactive action to ensure private dwellings are supporting this issue.</p> <ol style="list-style-type: none"> 1. Make the paving of a front or side garden with impermeable material subject to planning permission. 2. Any front or side garden which has had, or plans to have, over 40% impermeable paving should be subject to a significant percentage increase in council tax. 3. A dwelling on a bus route, or with double yellow lines outside, should be allowed an exception from the tax increase but only so far as permitting 40% of the garden, or hardstanding for one car, whichever is the less. 	<p>Comment noted. The draft SPD is a bit of a pre-cursor to what government have promised – which is for SuDS to become mandatory for all new development through the implementation of Schedule 3 of the Flood & Water Management Act.</p> <p>As well as residential and commercial developments, SuDS should also be implemented to manage surface water in other types of development.</p> <p>Section 4.6 of the draft SPD does address- Applications to pave front gardens. “The paving of front gardens with hardstanding is strongly discouraged, as it has a significant cumulative impact on flooding and pollution of watercourses, as well as putting pressure on the local highway drainage systems and sewer networks”. The section goes on to say, “ Planning permission is required for proposals to cover more than 5 square metres of a front garden with hardstanding, which do not provide for the surface water to run to a permeable area”.</p> <p>Types of development signalling a percentage increase in council tax is outside the remit of this draft SPD.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
Martin Rayner	SuDS11				✓	Put back ponds. Most have been filled in or silted up.	<p>General comment did not result in a change to the content of the document.</p> <p>Comment noted. Paragraph 2.1 of the draft SPD discussed what SuDS are and the benefits of using them. SuDS aim is to slow the flow of water and one way of doing this is through storing water on the surface in ponds and basins (also known as attenuation). Paragraph 4.4.3 mentions existing flow routes and drainage features within the site. These should be identified and preserved (e.g. ditches, seasonally dry watercourses, historic ponds).</p>
John Bayliss	SuDS12				✓	Less building and hard surfaces. With higher sea levels due to global warming and the island slowly dissolving only a concrete wall around the island and a great big pump might help ???	<p>Noted. General comment did not result in a change to the content of the document.</p>
Jeanie	SuDS13				✓	<p>Roadside ditches to deal with run-off water are no longer maintained.</p> <p>Regular road drain cleaning does not appear to be</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Although these points are noted, they are not discussed in the draft SPD. The SuDS SPD introduces the concept of SuDS, and outlines the design principles required to deliver SuDS</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>happening. The camber of some roads exasperates the situation.</p> <p>The Island systems cannot support continuous house building and resultant waste water, we should limit house building and resident rights as in Jersey.</p>	<p>on the Isle of Wight. It provides advice on integrating SuDS within any development and delivering the multiple benefit drainage systems expected within the Isle of Wight.</p>
Angie Mee	SuDS15				✓	<p>A few things to considering:</p> <p>How much SuDS cost? If properties have room for them? Maintenance and associated costs of SuDS?</p>	<p>General comment did not result in a change to the content of the document.</p> <p>The NPPG for Flood Risk and Coastal Change states that where cost is included as a reason for not including SuDS, information must be provided to allow comparison of lifetime costs between SuDS and a conventional public sewer connection. This must include the opportunity costs of providing land for drainage components, as well as the maintenance and operating costs. SuDS can bring many benefits including cost savings.</p> <p>There are a range of space-efficient SuDS techniques available where there is limited space. More detail can be found in paragraph 7.10 of the draft SPD.</p>
Carol Doe	SuDS16				✓	<p>To reduce and alleviate the risk of flooding stop allowing new</p>	<p>General comment did not result in a change to the content of the document.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						housing, particularly larger housing development on greenfield sites. When it rains run off is increased. Water runs into overloaded sewers.	<p>The subject of not allowing new housing development is outside the control of the draft SPD.</p> <p>Since April 2015, SuDS have been a statutory requirement on all major development, and are approved through the planning system.</p> <p>SuDS help to manage flood risk to homes, businesses, roads and services on the Isle of Wight. They control the amount of rainfall and pollutants which flow off paved surfaces, and enter the island's rivers, and eventually the sea. Well-designed SuDS also contribute to our resilience to climate change.</p>
Glyn Onione	SuDS17				✓	<p>Generally, an exceptionally good piece of work.</p> <p>Any water-based remediation or containment system required space, and on a development site that can mean reducing housing density to accommodate a suitably scaled SUDS.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Noted.</p> <p>There are a range of space-efficient SuDS techniques available where there is limited space. More detail can be found in paragraph 7.10 of the draft SPD.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						<p>We need more ambitious SuDS and constructed wetlands on the Island.</p> <p>These should be designed and included at the earliest stages of the planning process.</p> <p>Try and tie in biodiversity net gains and nutrient neutrality benefits into the same scheme.</p> <p>Continue as you are doing to get 'our islanders' on side and involved on a house by house basis.</p>	The following comments are noted.
Mark Page	SuDS 21				✓	<p>Obvious that Morton Common Road, will continue to flood on a regular basis.</p> <p>Building up the height of the road would solve the constant problems this flooding produces.</p>	<p>General comment did not result in a change to the content of the document.</p> <p>Comments noted. The subject of Morton Common Road is outside the control of the draft SPD.</p> <p>SuDS help to manage flood risk to homes, businesses, roads and services on the Isle of Wight. They control the amount of rainfall and pollutants which flow off paved surfaces, and enter the island's rivers, and eventually the sea. Well-designed SuDS also contribute to our resilience to climate change.</p>

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
Paul Mocroft	SuDS22	✓				I wish to record my support. SuDS should be put in as many places on the Island as possible.	Support noted.
Pete Johnstone	SuDS24	✓				In supporting this Supplementary Planning Guidance I encourage Isle of Wight Council to; Adopt the approach taken in the document. Provide sufficient staffing and financial resources to implement and manage the guidance. Ensure that developers have robust plans for the future management of funding of Sustainable Drainage Systems.	General comment did not result in a change to the content of the document. Support and comments noted.
Ben Curtis	SuDS 27				✓	The Local Planning Authority granted permission for development in Colwell, Freshwater. This included tarmac along the road from the junction with Colwell Road. The result of this was during periods of rain a constant run of surface water down the tarmac and flooding of property.	General comment did not result in a change to the content of the document. Comment noted. This is part of a wider issue and outside the control of the draft SPD. The purpose of the document is to introduce the concept of SuDS, and outline the design principles required to deliver SuDS on the Island. It provided advice on integrating SuDS within any development and delivering the

Appendix 2: Draft Sustainable Drainage Systems Supplementary Planning Document (SPD) summary of consultation comments and changes.

Representation	Number	Support	Object	No Comment	General Comment	Summary of Comments made during the consultation	Isle of Wight Council's response to the comments and changes to SPD in bold
						I request that the SPD ensures this cannot happen again.	multiple benefit drainage systems expected within all developments regardless of their scale.

This page is intentionally left blank

Equality Impact Assessment: Sustainable Drainage Systems (SuDS) SPD

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:

James Brewer, Planning Policy Manager

Directorate and Team/School Name:

Communities

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

Name: Sustainable Drainage Systems (SuDS) SPD

Aim: The Sustainable Drainage Systems (SuDS) Supplementary Planning Document (SPD) sets out the design principles required to deliver SuDS on the Isle of Wight and provides advice on including SuDS within any new development

Objective: This guidance is primarily intended for practical use by those looking to undertake development of any scale, as well as designers of surface water drainage systems. The guide is relevant to all those involved in the masterplanning, design, approval, construction and maintenance of new development. It can also be used by anyone looking to find out more about SuDS.

Expected outcome: The expected outcome of the SPD is that once adopted, it will be a material consideration in planning decisions and where relevant, all new development will incorporate SuDS into the design process from the earliest possible stage.

Reason for Equality Impact Assessment (tick as appropriate)

This is a **new** policy/strategy/service/system function proposal



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>
Age (restrictions/difficulties both younger/older)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.						
Disability a) Physical b) Mental health (must respond to both a & b)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.						

Race (including ethnicity and nationality)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Religion or belief (different faith groups/those without a faith)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Sex (Including Trans and non-binary – is your language inclusive of trans and non-binary people?)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Sexual orientation (is your language inclusive of LGB groups?)	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Pregnancy and maternity	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Marriage and Civil Partnership	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.
Gender reassignment	No impact	The SPD is required to be in general conformity with national planning policy and guidance and provides further explanatory detail to Policy DM14 of the Island Plan Core Strategy. There will be no impact on the protected characteristic.

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.

H. Review

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

The Sustainable Drainage Systems (SuDS) SPD has been subject to an equalities impact assessment which demonstrates that no negative impacts on the protected characteristics are expected from the document. Negative impacts are also not expected to arise from the act of adopting the SPD and using as a material consideration in planning applications.

The SPD was subject to public consultation in line with the relevant planning legislation and the Council's Statement of Community Involvement. Future reviews of the SPD will be subject to the same consultation requirements.

Date of next review: After adoption of a new local plan.

H. Sign-off

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

Name: *Ollie Boulter*

Date: 22 April 2024



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date	9 MAY 2024
Title	ZERO EMISSION BUS REGIONAL AREA (ZEBRA) FUND 2 PROJECT
Report of	CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT STRATEGY

Executive Summary

1. The purpose of this report is to provide an overview of the Department for Transport (DfT) funded, Zero Emission Bus Regional Area 2 (ZEBRA 2) project for the Island.
2. It is recommended that approval is given to proceed with the ZEBRA 2 project as per the submitted funding bid. The bid is for 22 electric buses operating on three routes serving, Newport, Ryde, Cowes and East Cowes, and associated charging infrastructure at Southern Vectis' depot at Nelson Road, Newport

Recommendation

3. **Option 1** - Cabinet approves delivery of the ZEBRA 2 project in line with the bid submitted and the funding awarded; and
4. **Option 1a** - to delegate authority to the Strategic Director for Place, in consultation with the Strategic Manager for Legal Services to negotiate, finalise and enter into grant funding agreements with Southern Vectis (Go South Coast Ltd) to provide electric buses and charging infrastructure in line with the ZEBRA 2 bid.

Background

5. The Isle of Wight Council has been successful in securing £4,474,045 of funding as a part of the Department for Transport's (DfT's) ZEBRA 2 programme. The focus of the latest round of the ZEBRA programme was on those Local Transport Authorities (LTA) that were not successful in the initial round of funding and that are classified as predominantly rural. On these grounds the Isle of Wight was deemed eligible and in autumn 2023, an initial Expression of Interest (EoI) setting

out the Council's intention to apply, was submitted.

6. Following on from the successful EoI a bid was developed in partnership with Go South Coast Ltd, the parent company of Southern Vectis, the local commercial bus operator. The final agreement was reached to proceed with a bid for 22 vehicles and associated charging infrastructure for the following routes:
 - (a) Southern Vectis service 1 - Newport to Cowes, via Northwood
 - (b) Southern Vectis service 5 – Newport to East Cowes via Whippingham
 - (c) Southern Vectis service 9 – Newport to Ryde via, Wootton, Fishbourne and Binstead
7. The decision to proceed with a bid for these specific routes and number of vehicles, was based on a detailed analysis of the most viable options for electric bus operations on the island. This review considered current products available on the market, the cost per vehicle, their operating range, the topography of each route, the required mileage per vehicle to operate the services, the number of vehicles required per service per day, the number of charging units required, charging times, the frequency of journeys and patronage.
8. Advice in reviewing these factors was also sought from the Go-Ahead Group centre of excellence in London. They have previously assisted operations within the city transition to zero emission fleets. Finally, all the relevant statistics were fed into the Greener Bus Tool, the output of which generates a Benefit to Cost Ratio (BCR) which helps to determine the level of return on investment when considering the funding bid.
9. It should be noted that the funding secured is a contribution towards the overall investment of circa £12,700,000 required for the new zero emission buses and infrastructure. With the difference being met by Go South Coast and a contribution of £500,000 from the Isle of Wight Council towards the charging infrastructure.
10. Support for the proposals were secured from our local MP as a requirement and support was also obtained from the Isle of Wight Bus and Rail Users Group (IWBRUG).
11. Based upon the proposed timescale set out within the bid the new all electric buses would be in operation by spring 2026.

Corporate Priorities and Strategic Context

Responding to climate change and enhancing the biosphere



11. The ZEBRA 2 project will significantly contribute to the Council's net zero ambitions. Within the Council's adopted Climate and Environment Strategy it is identified that transport is one of the key emitters of carbon and greenhouse gases on the Island. On a national level, transport emissions equate to 24% of total greenhouse gas emissions. Based on the DfT's Greener Bus Tool (which is used for calculating the impact of introduction Zero Emission Buses), over the intended 18-year lifetime of the vehicles, this project will save in the region of 28,000 tonnes of carbon and 13 tonnes of nitrogen oxides from the atmosphere. This saving is equivalent to over 262,000,000 miles driven by an average sized car with an internal combustion engine.
12. With the introduction of 22 electric buses on three of the principle local bus routes it will represent a positive step forward for the Island, with the new buses representing nearly 50% of the current local public bus service fleet.
13. It should be noted that the positive outcomes to the Island are much wider than just these three routes, as other routes will benefit from the reallocation of the newer existing ultra-low emission vehicles.

Economic Recovery and Reducing Poverty

14. The existing Southern Vectis workforce will be upskilled in the operation and maintenance of an electric vehicle fleet. This will bring new expertise and skills to

the Island. It is the intention that opportunities will be given to other local fleet operators to have the opportunity to engage with Southern Vectis and to potentially utilise the charging infrastructure at Nelson Road Depot, between the times it is required for the electric bus fleet.

Impact on Young People and Future Generations

15. It is recognised that young people are regular users of local bus services to access education, employment, healthcare provision and for socialising. Therefore, a proposal to enhance local bus service provision will directly benefit all young people currently relying upon the service. They will benefit from the investment, though improved onboard facilities, as well as the environmental benefits of zero emission vehicles.
16. In respect of future generations, they will benefit from the associated reductions in greenhouse gas emissions, reductions in air pollution and other environmental benefits in transitioning towards a zero-emission local bus operation.
17. It is an aspiration of the project, that the new charging infrastructure will support additional local bus services to be operated by zero emission vehicles and from lessons learnt, it will assist other local fleet operators to transition to zero emission vehicles.

Corporate Aims

18. The ZEBRA project aligns with the Isle of Wight Council Corporate Plan key area for action 'Responding to climate change and enhancing the biosphere' by providing an affordable, convenient and low emission transport options, which produce significantly fewer pollutants and carbon emissions than cars or vans.
19. The project supports the strategic objectives outlined in the current Local Transport Plan and will have a more significant role in the emerging Local Transport Plan 4. One such priority is the decarbonisation of transport, as it is recognised that transport is one of the main contributors locally of greenhouse gas emissions.

Consultation and Engagement

20. Engagement was undertaken with the Isle of Wight Bus and Rail User Group (IWBRUG), who represent users of existing services. They did support the proposals though would like to have seen other routes considered as well. In response it is hoped that whilst this project focuses on just three principle local bus routes on the Island, the associated charging infrastructure and through monitoring the impact of delivery of this project, that it will support further investment in the future for additional zero emissions buses on other routes.
21. Discussions were also held with Wight Community Access Limited, who operate the only electric minibuss operating on the local community based FYT bus service in the West Wight. It was hoped that we could include a request within the bid for match funding towards an additional electric minibuss for this operation. Unfortunately, it was latterly determined that this could not be included as it would not have met the strict criteria for the funding. However, the Council was able to

contribute to a new electric minibus, by utilising separate DfT funding.

22. Portsmouth City Council also provided support and advice to inform the development of the bid. This was especially useful, as they had been previously successful in their bid for ZEBRA funding via the initial round of funding.

Financial / Budget Implications

23. The Department for Transport (DfT) have awarded the Isle of Wight Council £4,474,045.00 of ZEBRA funding for the project against a full cost of circa £12,855,976.00. The initial payment of £3,513,581.00 was made at the end of the financial year 2023/24, with a further payment of £960,464.00 which will be paid by the end of financial year 2024/25.
24. This is in line with the bid application with the exception of £24,943.00 which relates to non-contestable distribution network operator (DNO) costs. This cost, if necessary, will be met within the available funding allocation and investment.
25. Southern Vectis (Go South Coast Ltd) shall be investing circa £7,881,931.00 into project to match the funding contribution from the DfT. The total vehicle capital cost is £11,312,114.00 for 22 Zero Emission Buses.
26. Additionally, the Isle of Wight Council has committed £500,000.00 of s106 and capital funding for bus infrastructure, into the project. This is specifically for the charging infrastructure at Southern Vectis' Depot, Nelson Road, Newport. It is the intention that the charging infrastructure can be used by other community groups and small electric vehicle fleet operators when not required for charging the buses.
27. The DfT ZEBRA funding shall be defrayed to Southern Vectis via a Grant Funding agreement which shall hold them to the terms of the funding and the original scope of project. The s106 and capital funding shall also be paid via a similar agreement, though with additional conditions, with a requirement that most recent ultra-low emission vehicles purchased by Southern Vectis, are allocated to routes 2 & 3.

Legal Implications

28. The grant funding agreements are to be drawn up by colleagues within Legal Service to allow the funding to be defrayed to Southern Vectis for the purposes of procuring the zero emission buses and associated charging infrastructure.
29. When public bodies provide financial assistance (including grants), they need to have regard to subsidy control laws. The council will not itself receive unlawful subsidy as it will pass the ZEBRA Grant in full to the local bus operator and as a result the subsidy control rules will not be engaged.
30. The payment of the ZEBRA grant and the additional council grant to bus operator will fall within the definition of "subsidy" which means the council must satisfy itself that the grant is consistent with the Subsidy Control Act principles.

31. Risks relating to any indirect subsidy can be mitigated by compelling operators to

tender the contracts for the buses and related infrastructure using a transparent competitive procedure.

32. The requirement for the bus operator to obtain value for money and to comply with both procurement and subsidy control roles will be included in the funding agreements. The grant funding agreements will also contain clawback provisions in the event of non-compliance alongside monitoring arrangements for funding spend and delivery of outcomes.

Equality and Diversity

33. 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.
34. It is anticipated the ZEBRA 2 project will have a positive impact on persons with 'protected characteristics, related to age and disability. In summary these positive impacts are related to the reduction in emissions and improved safety features on new buses (e.g., CCTV, accessibility improvements). Likewise the neuro diverse interior colours will benefit people who have additional needs and the provision of USB charging ports will be particularly helpful for young people.
35. The report identifies either neutral or positive impacts for other communities due to enhanced air quality due to the introduction of the all-electric fleet and the subsequent redistribution of the existing ultra-low emission fleet to serve rural areas.

Property Implications

32. There are no property implications in association with this report or decision, as the project is not related to any existing Council property and does not propose investment in any additional property.

Options

37. **Option 1** - Cabinet approves delivery of the ZEBRA 2 project in line with the bid submitted and the funding awarded; and
38. **Option 1a** - to delegate authority to the Strategic Director for Place, in consultation with the Strategic Manager for Legal Services to negotiate, finalise and enter into grant funding agreements with Southern Vectis (Go South Coast Ltd) to provide electric buses and charging infrastructure in line with the ZEBRA 2 bid.
39. **Option 2** – Not to approve proceeding with the ZEBRA 2 project as proposed. This would result in the need to re-engage with both Southern Vectis and the DfT on either a revised proposal or to advise them that we would not be proceeding with project. Any such discussions would be based on the feedback from Cabinet and in the event of a cancellation would require the Council to return the funding

received.

Risk Management

40. Southern Vectis will have full responsibility for the procurement and ownership of all vehicles and infrastructure with all risk of unaccounted price increases or unforeseen costs sitting with them. There will be only limited operator expenditure incurred prior to the procurement of vehicles and infrastructure. This relates mainly to the development of tender documentation, and the sunk costs if the project is cancelled prior to final procurement of vehicles and infrastructure. Any associated risks to the Council shall be mitigated through clear conditions of the grant funding agreement, holding Southern Vectis to the conditions of the ZEBRA fund.
41. As procurement and project delivery is being undertaken by Southern Vectis, they will own all risks related to project programme and ensuring it is delivered to the proposed timeline. The Council shall monitor these through regular engagement and monthly progress reports that will be provided to the council (stipulated in the grant funding agreement).
42. The Isle of Wight Council (not the bus operators) is accountable to DfT for the delivery of the project and the spending and monitoring of the ZEBRA grant. Failure to deliver could result in DfT seeking to reclaim funding, and/or damaging the Council's chances of success when applying for DfT funds in future. This shall be managed by close oversight and project governance arrangements that includes financial reporting. Any specific risks shall be logged and those for the Council, where appropriate shall be recorded on the service risk register.
43. Planning permissions are required for some of the charging infrastructure and depot works. As operators are responsible for the delivery of all infrastructure and depot works, they own all planning risk related to the project including any planning costs that may be incurred. Though delays to obtaining planning permissions would delay project implementation. To help mitigate this risk we shall facilitate continual engagement, provide assistance where necessary and ensure that Planning Services are involved from an early stage.
44. The legal risks of this project relate to subsidy control and are summarised in the legal implications section above. These risks will be shared by the Council and the Southern Vectis. Southern Vectis, through the proposed funding agreement, will be obliged to undertake appropriate tendering processes. Responsibility will sit with the Council to ensure that operators adhere to the agreement.

Evaluation

44. The option to proceed ZEBRA 2 project is being recommended, as it represents an significant opportunity for the Council in its efforts to decarbonise transport on the Island, in line with the Corporate objectives and the Climate and Environment strategy.
45. Once the Zero Emission Buses are in operation, residents and visitors to the Island who use the service will directly benefit from the improved-on board facilities. Likewise, the wider public will benefit from the associated improvements in air quality through zero tailpipe emissions and reduced noise against

conventional diesel vehicles.

46. It also provides an opportunity for the Island to build upon existing efforts to decarbonise transport such as the roll out of electric charging points for private vehicles as well as publicly available electric scooters and bikes.

Appendices Attached

45. Appendix 1 – ZEBRA 2 Application
46. Appendix 2 – Equality Impact Assessment
47. Appendix 3 – Climate and Sustainable Development Impact Assessment

Background Papers

48. Department for Transport ZEBRA 2 funding Guidance [Apply for zero emission bus funding \(ZEBRA 2\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/apply-for-zero-emission-bus-funding-zebra-2)
49. Contact Point: Stewart Chandler, Transport Strategy Manager, ☐ 821000 Ext 8706
e-mail stewart.chandler@iow.gov.uk

COLIN ROWLAND
Strategic Director of Community Services

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



Zero Emission Bus Regional Areas (ZEBRA) 2 Application Form

Applications to the Fund will be assessed against the criteria set out here and in the guidance document.

**Proposals must be received no later than
4pm on 15 December 2023.**

You will receive confirmation that we have received your proposal within 5 working days.

An electronic copy only of the bid including any supporting material should be submitted to BUSES@dft.gov.uk

**You must
also complete
and return a
Greener Bus Tool**
(separate document)

Enquiries about the Fund may be directed to BUSES@dft.gov.uk
Please include “**ZEBRA 2**” in the subject line for the email.

Section 1

Applicant information

This section is not scored.

Bidding authority

Isle of Wight Council

Bid Manager

Name and position of the official with overall responsibility for delivering the proposed bid.

First name

Stewart

Last name

Chandler

Position

Transport Strategy Manager

Contact telephone number

01983 821000 Ext 8706

Email address

stewart.chandler@iow.gov.uk

Postal address

Highways and Transportation

Isle of Wight Council

St Christopher House, 42 Daish Way

Newport, Isle of Wight

Postcode

PO30 5XJ

Website address for published application

www.iow.gov.uk/transport-and-parking/transport/

Section 2 – Key requirements

LTAs will need to meet a number of key requirements to be able to receive funding. **This section is not scored.**

The Department reserves the right to reject any application which does not meet all these key requirements.

Please select Yes or No.

2.1 Can you confirm you have an Enhanced Partnership in place or are following the statutory process to decide whether to implement a franchising scheme?

Yes No

2.2 Can you confirm that all vehicles will meet the enhanced accessibility standards set out in the scheme guidance?

Yes No

Please name the annex(es) which provide quotes from zero emission bus manufacturer(s).

Annexes A & B - Bus manufacturers quotes

2.3 Can you confirm that you have letters of support from the bus operator(s) as per the below?

- LTAs must provide letters of support from the bus operator(s) who will be operating the zero emission buses, with signatures from the national CEO and local area MD, committing to investing in the buses and operating them in the area for a minimum of 5 years. The national CEO or equivalent should be empowered to commit the bus operator to operating the buses and providing any required funding for the proposed scheme. LTAs do not need to provide letters of support for all operators in the area, only the operators who will be operating the zero emission buses.
- If LTAs intend to award a contract to operate the bus service where the zero emission buses will be used, they must provide evidence that bus operators will submit bids to operate the bus service. This should take the form of letters from bus operators expressing their interest in seeking to bid to operate the bus service.

Yes No

2.4 Please name the annex(es) which provide letters of support from the bus operator(s).

Annexe C - Letter of Support from Go South Coast (Southern Vectis)

2.5 Can you confirm that all ZEB Funding monies administered will take account of subsidy control obligations, this applies to any onward award of ZEBRA monies to third party organisations. Can you confirm that you have received legal advice?

Yes No

Please name the annex containing legal advice that has been obtained.

Annexe D - Subsidy Control Advice

2.6 In the case of proposals seeking funding for their battery electric proposals, can you confirm the proposal achieves a minimum low value for money using the Department's updated Greener Bus Tool?

If this has not been met the Department reserves the right to not assess the rest of the application.

Yes No

2.7 In the case of proposal for hydrogen fuel cell buses should provide evidence of costs of hydrogen fuel. In line with other funding for hydrogen transport, proposals for hydrogen fuel cell buses will need to demonstrate that by March 2025 the buses will use hydrogen sourced with either Renewable Transport Fuels Obligation (RTFO) support or hydrogen that meets the UK's draft Low Carbon Hydrogen Standard (LCHS).

Yes No

Please name the annex containing a provisional offtake contract, budget estimate, letter or email from a hydrogen fuel supplier.

Section 3 – Rural eligibility

- 3.1** If you are seeking to apply for the funding that has been initially earmarked for ZEBs in rural areas you will need to demonstrate how you meet the rural definition of ZEBRA 2. Introduce ZEBs in a rural area explain in **no more than 300 words** how the area meets the definition of rural area set out in the guidance.

LTA's not seeking to apply for this funding do not need to complete this section.

This section is not scored and will be pass/fail.

The Isle of Wight Council is a unitary authority which governs the geographical entirety of the Isle of Wight. The Isle of Wight (known locally as the Island) covers an area of 147 square miles, with a coastline that runs for 57 miles. The Island is separated from the mainland by the Solent, but is connected to the ports of Lymington, Southampton and Portsmouth by passenger and vehicle ferries. Although physically separated from the mainland, the Island influences and is influenced by the wider sub-regional, regional, national, and international context.

84 per cent of the Island is rural with over 50 per cent of the Island is designated as a Protect Landscape and 28 miles of coastline is designated as Heritage Coast. This has contributed to the Island being designated a UNESCO Biosphere.

The Isle of Wight local authority district is classified in 2021 as a 'mainly rural' area on the 6-point scale of the Local Authority Districts rural urban classification process of 2011.

Though having analysed the specific routes within the scope of the proposal through GIS assessment of communities along the proposed routes, it was identified that a high proportion of these are classed as urban as per below:

- Route 1 - 100% of communities served are classed as urban
- Route 5 - 42.6% of communities served are classed as urban
- Route 9 - 45.9% of communities served are classed as urban.

Section 4 – Bid description

- 4.1 Please complete the following fields with key information about your bid. This information should match the information that is included in the Greener Bus Tool. We suggest that section 6 is completed at the end of completing your application to ensure numbers reflect the final figures.
This section is not scored.

Total grant amount	£4,498,988.00
Local transport authority funding	£500,000.00
Other public sector funding	0
Bus operator funding	£7,784,793.00
Other private funding	0
Vehicle grant amount	£3,645,237.00
Infrastructure grant amount	£853,751.00
Total number of buses	22
Total capital cost	£12,783,782.00
Vehicle capital cost	£11,312,114.00
Infrastructure capital cost	£1,471,668.00

- 4.2 In **no more than 750 words** applicants should provide information on the project area. This should include a list of the bus routes where the ZEBs will operate and set out the location of the bus depot and/or other locations where supporting infrastructure will be located.
This section is not scored.

The project area covers the Newport, Cowes, East Cowes and Ryde geographical areas, based along the following long established local bus services as a part of the wider local bus service network operated by Southern Vectis which is the local operating company of Go South Coast Ltd These are three of principal routes of the Island's local bus network ISLAND MAP.pdf (passenger-website.com). Not only do they connect the urban communities at either end, but they also serve other rural communities along their length such as Wootton (route 9) and Whippingham (route 5).

- Route 1 - Newport to/from Cowes, via Northwood 1 - Newport to Cowes | Southern Vectis (islandbuses.info)
- Route 5 - Newport to/from East Cowes; via Whippingham 5 - Newport to East Cowes | Southern Vectis (islandbuses.info)
- Route 9 - Newport to/from Ryde, via Wootton, Fishbourne and Binstead 9 - Newport to Ryde | Southern Vectis (islandbuses.info)

Section 5 –

Assessment Criterion 1 – Strategic Case

- 5.1 Applicants should set out in **no more than 1,000 words** how they meet the case for change part of the strategic case as set out in the guidance.

Southern Vectis is the Island's sole commercial local bus operator and have been the principal operator for almost a century. The Isle of Wight Council has a very good working relationship with Southern Vectis over years regularly meet on strategic and operational matters.

In respect of the services selected, as mentioned previously, they are three of the principal routes for the Island as a whole. An indicator of which is that of the 7.17 million journeys undertaken on Southern Vectis local bus services within the year 2022/23, 2.89 million journeys were on these three routes.

The routes concerned are among the most productive and strategically important to the Island and this is reflected in their patronage levels. They directly support core socio-economic needs as well as the seasonal visitor economy. As a result, these routes justify the levels of private sector investment involved and can also be expected to achieve an economically justifiable use of public funding.

Other more rural routes of the Island's bus network were considered for inclusion within the though having reviewed the length, the frequency and topography, they were discounted. This is on the basis of the range of the vehicles when mapped against these factors and the likely need to increase the number of operational vehicles required to maintain the current timetables. This would have resulted in a much riskier and onerous operation to manage, which would not have performed as well commercially when modelled.

Technically, the three preferred routes all fall within the current capability of the preferred vehicle type, which reflects the state of the art of Battery Electric Vehicle (BEV) bus technology. These "second-generation" vehicles were not available at the time of ZEBRA1. This allows an intense inter-urban operation to be sustained on the island with BEVs without the need for costly and complex opportunity charging.

Discussions had been made with FYT Bus <https://www.fytbus.org.uk/>, who are a small community bus operator operating within the western most tip of the Island, for inclusion within the bid. Though given the scale of the operation it has been difficult to meet the requirements of the fund, therefore this element has unfortunately been excluded. It is however hoped that the Isle of Wight Council can still provide some support with their aspirations for a full zero emission operation, given that they are already operating an electric minibus with the necessary infrastructure at the depot.

Given the previous experience within the wider Go-Ahead group for the operation of BEV bus technology within its fleet operations elsewhere within England and the predominant form of zero emission buses, it made sense to adopt such an approach.

At present there is no established hydrogen supply or generation on the Island, and likewise it is not realistically achievable within the timescales of this project. Given the Island environment the complex logistics of hydrogen delivery across the Solent from the mainland would

- 5.2 Applicants should set out in **no more than 500 words** how the proposal meets the community benefit with regard to employment and training criteria set out in the guidance.

The Isle of Wight Council's Procurement Strategy which explicitly sets out our expectations of suppliers in meeting our Local Community Wealth Objectives, which includes the retention and creation of local employment opportunities.

Additionally Southern Vectis, as a part of the wider Go Ahead Group have a well-established apprenticeship and career development programme for operational and supervisory staff Apprenticeships | The Go-Ahead Group. Likewise, they offer graduate programmes for those employees who would like to take on leadership roles.

As a company they understand the importance of apprenticeships for the development of their staff to ensure they have the right skills sets to ensure an effective operation and to ensure that it can adjust to emerging technological advancements in the workplace such as BEV buses.

Beyond the upskilling of employees, Southern Vectis are intending to help inform other fleet operators, stakeholders and organisations with lessons learnt from this experience. They are willing to engage with local companies to demonstrating the technology, their approach, the required infrastructure and lessons learnt. The types of organisations in consideration are the local waste collection companies, local haulage companies, transport operators both large and small, as well as the Councils own internal Fleet Management Team.

This can be achieved through direct engagement or through local events such as the recent

- 5.3 Applicants should set out in **no more than 500 words** how the proposal meets the community benefit with regard to the supply chain criteria set out in the guidance.

As previously mentioned, the Isle of Wight Council has recently published a new Procurement Strategy with one of the four principal themes being Local Community Wealth Building.

This is an approach to local economic development which redirects wealth back into the local economy (Centre Local Economic Strategies, 2007). The Council has ambitious plans to become a Local Community Wealth Building Council which will involve working in partnership with communities and businesses to create a fair local economy, reducing poverty and inequality. At the centre of the Local Community Wealth Building approach, CLES has developed five pillars for harnessing existing resources. These pillars are:

- Plural ownership of the economy.
- Making financial power work for local places.
- Fair employment and just labour markets.
- Progressive procurement of goods and services.
- Socially productive use of land and property.

Through the strategy it is the intention that the Council will engage with anchor institutions, such as Southern Vectis, to encourage the adoption of the Community Wealth principles within their organisation. Anchor institutions are local organisations with significant spending, employment, and economic development power, which could be harnessed to bring increased benefit to our communities. As a result of their scale, anchor institutions have the power to

- 5.4 Applicants should set out in **no more than 500 words** how the proposal meets the wider decarbonisation benefits criteria set out in the guidance.

As set out the proposal supports the electrification of the busiest bus routes on the Isle of Wight, offering relatively high frequency and capacity services linking the main settlements and ferry ports with each other. This equates to a peak vehicle requirement of 22 BEV buses, with the second-choice option offers less vehicle endurance and an additional two “charging spare vehicles” would be required.

On this basis 2.5 MVa has been sought from the DNO. This is significantly above the necessary capacity of 1MVa for the ZEBRA2 bid. If successful this gives the capacity sufficient to support future electrification of the whole operation, including both extension and possible further frequency enhancements.

Whilst the current proposal does not cover a greater proportion of the whole local bus network, it is recognised that this is such an evolving space and with continual advancements in associated technology. As such it is the intention that in the associated infrastructure is future-proofed as much as possible, so that the operation can expand to other routes once range can be accommodated.

Though it should be noted that with the introduction of ZEBs to the existing Southern Vectis fleet, it does improve the overall fleets carbon emissions as all older Euro 4 vehicles can be withdrawn from service and a significant proportion of the Euro 5 vehicles as well based on the following:

Current Fleet | Revised Fleet including BEV buses

BEV Buses - 0 | BEV Buses - 22

Euro 6 - 24 | Euro 6 - 24

Euro 5 - 27 | Euro 5 - 10

Euro 4 - 4 | Euro 4 - 0

Total - 55 | Total - 56

This demonstrates that whilst the new BEV buses will be dedicated to specific routes, they would have far wider decarbonisation benefits to the Island as a whole.

As mentioned previously there are ambitions to do more, though due to the current range limitations of current vehicles available, against the length and frequency of the other routes on

5.5 LTAs must comply with the public sector equality duty (PSED – Section 149 Equality Act 2010). PSED consideration helps to ensure that people who share characteristics defined as “protected” by the Act will benefit from the scheme. The PSED also requires authorities to identify any likely negative impacts and to actively seek to remove or reduce these as far as possible.

We expect LTAs to consult with relevant stakeholders who represent people from the protected characteristic groups. Guidance on the PSED is available from the Local Government Association.

LTAs should set out in **no more than 1,000 words** how their proposal will meet the expectations of the Equality Act.

The investment in new BEV buses for the three routes will meet all of the following requirements set out within the guidance, as they will all exceed 22 passenger seats as the vehicles dedicated to these routes are low floor double deck vehicles.

- be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR)
- be compliant with the Accessible Information Regulations
- provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid.
- provide an additional flexible space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams.

Southern Vectis already take very seriously the need to make it easier for those of you with mobility, sight, or hearing difficulties to get around on our buses and use our website too. This is through such measures as:

- All websites are equipped with ‘Recite me’ technology to help the visually impaired.
- This software can also translate to many different languages.
- Large format printed timetables are available.
- All buses are low floor and easy access. With drivers trained to safely deploy the ramp when required.
- Dedicated spaces available for wheelchairs which can accommodate mobility scooters to a maximum size of 100cm in length and 60cm in width.
- The majority of vehicles are fitted with ‘next stop’ audio and visual technology.
- Digital destination boards
- Low level accessible push buttons
- Highly visible grab handles and poles.

They also operate a free ‘Helping Hand’ scheme, which provides a discreet and easy way for Southern Vectis staff to be made aware of passengers who have invisible disabilities or needs via a small yellow card, avoiding the need for verbal communication.

Likewise Southern Vectis are an age friendly operator, with drivers trained to become dementia friends and on bus floor is designed to be dementia friendly. Likewise, all drivers are trained to wait for older customers to be seated before pulling away and likewise signage is installed throughout the passenger accommodation to remind them to stay safely in their seat until the bus has fully stopped.

They also offer face to face customer service via their travel shops at the Newport Bus Station and the recently refurbished facilities at the Ryde Interchange, both of which are part of the

5.6 LTAs seeking funding for a hydrogen fuel cell bus proposal that is poor VfM will need to demonstrate their proposal is innovative to receive funding. LTAs should set out in **no more than 1,000 words** how their proposals for hydrogen fuel cell buses will provide learning to the Department and wider government that will not be obtained from existing hydrogen fuel cell bus projects.

Proposals for hydrogen fuel cell buses that are a minimum of low VfM do not need to complete this section.

N/A

Section 6 –

Assessment Criterion 2 – Value for Money

Section 6 of the application form and Greener Bus Tool will be used to assess Value for Money. This represents the ‘Economic case’ of the Five Case Model.

- 6.1** Please state the proposed VfM category of the proposal e.g. ‘low’ and the central BCR informing this e.g. ‘1.25’. The proposed value for money category for the investment proposal should reflect the central BCR, non-monetised impacts and risks and uncertainties. If the proposed VfM category has been uplifted from that implied by the central BCR, provide robust justification for this in **no more than 150 words. This should be a summary of the information provided in 6.3 and 6.4.**

The completed version of the Greener Bus Tool with the central BCR output should be provided alongside the submission along with evidence of key assumptions e.g. annual vehicle distance, estimated risk contingency amount.

The proposed VfM category is ‘medium’ with a BCR of 1.72 based on the following:

- Isle of Wight Council contribution - £500k.
- The three routes operate from 0500h – 0100h, and 0630h – 0030h on Sundays.
- Average daily operated distance per bus - 295 km/day M-F
- Vehicle average speed across the three routes - 25.5 kph
- The operation is the much higher level of service on Sunday vs weekday frequency. Service 1 and 9 operate every 15 minutes on Sundays set against 10 minutes Monday-Friday. Thus, the GBT underestimates the overall VfM.
- The bulk power supply connection costs are favourable, reflecting site location factors with available supply opposite the site, at £50,500 or £2405/vehicle.
- Estimated risk contingency, this will be fully covered by GSC if necessary, hence it is not included in the calculations.

6.2 Please outline in **no more than 500 words** evidence informing assumptions related to:

- the estimated annual vehicle distance,
- the fuel/electricity consumption scenario chosen,
- annual infrastructure maintenance costs (if an annual maintenance cost is stated in the tool),
- electricity/hydrogen costs if local evidence is used
- battery replacement costs (if the suggested values in the GBT guidance are not used) and
- a quantified risk assessment (if conducted).

If the evidence is not in a suitable format, please summarise it here and signpost where supplementary evidence has been provided i.e. in a spreadsheet or e-mail as an annex. Further detail is available in the GBT guidance on the level of detail required for input assumptions.

Attached as Annex O is the Quantified Risk Assessment

Due to the inter-urban nature of the routes, the length of each journey and frequency, it was deemed appropriate to categorise the proposal as a medium fuel/energy consumption, which generates a BCR of 1.72. The decision on the chosen category is also based upon the frequent stopping nature of the service and the congestion faced.

The estimated annual vehicle distance of 83,470 kilometres is across the three separate services and includes the proposed increased frequency on service 5.

Likewise, assumptions have been based upon the timetabled services and proposed enhancements for the three key routes, operating from 05:00 to 01:00 Mondays to Saturdays and 06:30 to 00:30 on Sundays as they do at present.

Having reviewed the vehicles required have been kept to a minimum to meet our ambitions, this is on the assumption that current operational efficiency is maintained and remaining deliverable.

The calculated average daily operated distance per bus is 295 km per day, Monday to Friday, against the guidance benchmark of 258 km per day minimum, to reach a BCR of 1. This is reflective of the longer distances due to the inter-town character of these services. Even from an internal review this was considered above the benchmark utilisation needed to secure acceptable value for money.

However, the peculiarity of these three services is the much higher level of service offered on Sundays set against the core weekday frequency. In particular on routes 1 and 9 they both operate every 15 minutes during the day on a Sunday, set against every 10 minutes Monday to Friday. Therefore, the Greener Bus Tool underestimates the overall Value for Money achieved.

The indicative bulk power supply costs (POC) for the site are exceptionally favourable, as this reflects site location factors with available supply within the proximity of Nelson Road Depot, £50,500 or £2405/vehicle. This is favourable compared with wider ZEBRA1 and industry benchmarks. Vehicle and charging infrastructure capital costs are within usual parameters.

- 6.3 Discussion of any significant impacts of the scheme which have not been estimated by the tool (non-monetised impacts) should be outlined in **no more than 500 words**. If any significant non-monetised benefits have been identified, the scale of the change needed to reach a higher VfM category should be determined, by calculating the required % increase and absolute increase in present value benefits (PVB).

The introduction of electric buses will help improve the image of local bus services as a more environmentally friendly and sustainable mode of travel. Therefore, it is anticipated that this shall attract new patronage from both residents and visitors to the Island.

This investment will also be the most significant move towards electrifying transport across the Island setting a precedence of further transport operators to follow suite. Especially with the intention of lessons being learnt shared from the roll out of BEV buses, as well as use of charging infrastructure being available for wider community.

The proposal will also benefit key areas of deprivation along the routes, though improved air quality where there is often poor health and wellbeing outcomes for residents. Likewise, they will benefit from the investment in new vehicles on these routes on which many will already rely when accessing employment, education, and healthcare.

The routes also operate through town centres; therefore, these buses will contribute to improving air quality in these key locations, helping the general environment for all. Such an approach aligns with existing projects such as High Street Historic Action Zones within Ryde and Newport, which is also being supported through Active Travel England Tranche 4 and

- 6.4 Discussion of any significant risks and uncertainties that might influence a scheme's VfM, with appropriate sensitivity tests to show the impact risks/uncertainties would have on the scheme BCR should be outlined in **no more than 500 words**. Completed GBTs with sensitivity tests should also be provided, with the file name clearly indicating which sensitivity test has been conducted. Refer to the GBT guidance for a suggested list of sensitivities.

Overall, the associated risk of the proposal is low. Though one outstanding risk at present is that South Coast Ltd are yet to receive confirmation from the DNO of the final power available from the initial offer of 2.5mva and the being able to secure it. Though this is being actively sought and upon announcement of funding we shall seek to secure the necessary power

In respect of operational range risk, this has been mitigated through choosing vehicles that Go South Coast have experience in operating and the ranges are comfortably achievable throughout the life of the batteries. This has been informed by Go Ahead groups Zero Emission Centre of Excellence based in London, who have significant experience in operating battery electric buses.

Likewise, carefully consideration has been given to the chosen routes being that they are relatively high volume and high-productivity services. Especially when balanced against the selected second-generation vehicles which offer endurance significantly in excess of types on offer to date and are not prone to weather related operational risks.

It has also been identified that this is no likelihood of an elevated risk of above average battery degradation, arising from the proposed operational regime.

Section 7 –

Assessment Criterion 3 – Grant funding per bus

The grant funding per bus criterion will form part of the financial case of the Five Case Model. LTAs must complete the grant funding per bus calculator spreadsheet which will be used to calculate a grant funding per bus score.

[Download Grant Funding Per Bus Calculator Spreadsheet](#)

Section 8 –

Assessment Criterion 4 – Deliverability

The Deliverability criterion draws together relevant aspects of the Finance, Commercial and Management Cases in the Five Case Model.

8.1 Finance Case

Together with grant funding per bus section 8.1 of deliverability will form the finance case of the Five Case Model.

- 8.1.1** LTAs should set out clearly in **no more than 1,000 words** all the sources of funding for their proposal, which should match the information included in the Greener Bus Tool. For all funding sources, except grant funding from the Government, LTAs should set out a short summary detailing the source of the funding and what approvals (e.g. investment or credit committees) are required to access the funding.

£500, 000 is being contributed by the Isle of Wight Council to the Islands Zebra 2 Fund project, specifically for the installation of the charging infrastructure. This is to reflect the wider community benefits by allowing third party use to the facilities, as previously outlined.

The majority of which is being sourced from s106 contributions, which has been approved by colleagues within Planning Services.

A small amount of further Council highways and transport capital funding is being provided.

8.1.2 LTAs seeking to use finance other than from a bus operator(s) (e.g. private, UKIB, other) should set out in **no more than 1,000 words** the finance, what further steps would be needed to secure that finance on confirmation of any grant award from the scheme, and what other alternative sources would it seek to utilise if the external finance was subsequently not available.

To formalise approval for the commencement with the ZEBRA 2 Project, as well to commit the £500,000.00 s106 and capital funding, a report shall submitted via the Isle of Wight Council's decision making process upon announcement of the ZEBRA 2 Fund application being successful.

We are confident that this funding will be available, though other capital funding will be sought internally, should this not be the case.

8.1.3 Subsidy control

LTAs should set out in **no more than 1,000 words** a summary of the legal advice that they have received on how they will comply with subsidy control rules. LTAs must attach the full legal advice as a labelled annex.

The Council has received subsidy control advice from Bevan Brittan LLP. A summary of this advice is outlined below, and a copy of the full advice note is attached to this application.

In this summary, the following terms are used:

ZEBRA Grant means the proposed funding under the ZEBRA 2 programme amounting to £4.52 million;

Additional Grant means the Council's intended contribution to the project of £500,000 from its own resources;

Grants mean the ZEBRA Grant and the Additional Grant collectively.

Award of the ZEBRA Grant from DfT to the Council

The Department for Transport (DfT), as the public authority responsible for administering public funds under the ZEBRA 2 programme, is responsible for complying with the Subsidy Control Act 2022 (SCA) in relation to the provision of the ZEBRA Grant to the Council. However, the information included in sections 5, 7 and 8 of the full legal advice note may be helpful evidence.

8.2 Commercial Case

Section 8.2 of the deliverability criterion will form the Commercial Case of the Five Case Model.

8.2.1 LTAs should set out in **no more than 1,000 words** how they will comply with the requirements on procurement set out in the guidance.

The Go-Ahead Group (GAG) is the largest operator of battery-electric buses in the UK, and one of the largest BEV fleet operators of any kind in the country. The existing UK BEV bus fleet is believed to be the largest in Europe. The group-wide transition to ZE vehicles is supported by a dedicated Zero-Emission Centre of Excellence to secure best value and minimise all forms of risk to the business.

All buses and infrastructure will be procured in accordance with the Go-Ahead Group Procurement Policy, updated June 2023. The policy requires any requirement in excess of £100,000 (cumulative and over the life of the contract) to be formally tendered by the procurement team. This means a formal tender, with agreed evaluation criteria and scoring methodology, including negotiation with the final bidders or preferred bidder.

Specifically on infrastructure, the Go Ahead Procurement Director sits on the Zero Emission Bus Centre of Excellence to ensure tenders are fair, transparent and adhere to our group policy. In terms of bus buying, we have submitted indicative pricing based on our last competitive pricing exercise. If successful, formal tenders will be run to ensure we secure the best value for the funding.

Evaluation of tenders will normally consider: Total cost of ownership (capital cost, maintenance costs, energy costs etc.); programme of deliveries; health & safety, operational performance; contractual warranties and the sustainability credentials of the offering from an environment and social perspective.

In terms of sustainability, Go Ahead has been independently assessed as operated in accordance with ISO 20400:2017 (Sustainable Procurement) and we have our own sustainable procurement policy which helps us target the key sustainability areas within our evaluation criteria.

Go Ahead currently uses the SmartSource e-tendering tool. We are introducing Oracle Fusion early next year, which will provide an end-to-end supply chain tool, which includes tendering, supplier onboarding, contract and supplier performance management. The tendering module is a cloud-based solution with much improved availability and functionality.

All assets, including fixed power supply, charging apparatus and vehicles will be owned by Go South Coast Ltd. The operating site is owned freehold by GSC in its entirety. There is no risk of fixed assets being ransomed, orphaned, or lost.

To note leaseback on batteries is proposed. This is now customary industry practice as it best secures the afterlife of the battery at optimal rates, in a much wider market that bus operators cannot effectively arbitrage.

8.2.2 Evidence of costs

LTAs should provide evidence that they, or one of their partners, has engaged with the supply chain to demonstrate reliability of costs. The Department reserves the right to reject any application which has not provided all the required quotes.

8.2.2.1 LTAs **must provide quotes from two manufacturers** for the cost of zero emission buses. LTA must also provide quotes from the manufacturers for the cost of an equivalent diesel bus. Please attach quotes in the form of a letter or email from suppliers as a separate annex(es). The annex(es) should be clearly labelled. LTAs must input the key information on these vehicles into the below table.

	Quote from preferred manufacturer	Quote from second manufacturer
Manufacturers name	[REDACTED]	
Make and Model of bus	[REDACTED]	
Number of buses in bid		
Vehicle technology (eg. Battery electric or hydrogen fuel cell)	BEV	BEV
Cost per bus (£)	[REDACTED]	
Cost of diesel equivalent (£)	[REDACTED]	
Has evidence for the cost of this bus model been provided alongside the application form?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to ZEMO ZEB certificate*	[REDACTED]	
Battery manufacturer	[REDACTED]	
Battery Installed Capacity (kWh)	472	454
Battery Usable Capacity (kWh)	415	363
Maximum zero emission range for type of route	365km	387km
Battery chemistry	Lithium-ion (NMC)	Lithium-Iron Phosphate (LFP)
Plug type	CCS2.0 DC	CCS2.0 DC
Rated charging power (kW)	150	112
Charger compatibility (eg. AC, DC or both)	DC	DC
Fuel cell manufacturer	N/A	N/A
(For hydrogen proposals) Hybridised battery size	N/A	N/A

continued overleaf

	Quote from preferred manufacturer	Quote from second manufacturer
(For hydrogen proposals) Fuel cell power rating (kW)	N/A	N/A
Total system power rating	410 kW peak 310 kW cont.	280 kW peak 230kW CONT
Hydrogen Storage Capacity (kg)	N/A	N/A
On board hydrogen Storage Pressure (bar)	N/A	N/A
Vehicle length	11.1m	10.6m
Passenger capacity (seated)	73	64
Number of PSVAR compliant wheelchair spaces	1	1
Number of additional flexible spaces	1	1
Total passenger capacity	96	81

* The Zemo Partnership (formerly Low Carbon Vehicle Partnership) have developed the Zero Emission Bus definition and test process, and a certification of compliance is provided as each bus type is tested. Bidders can find these certificates on Zemo Partnership’s website: www.zemo.org.uk/work-with-us/buses-coaches/low-emission-buses/certificates-hub

8.2.2.2 For proposals to introduce battery electric buses LTAs **must provide quotes from two suppliers** of charging infrastructure. Please attach quotes in the form of a letter or email from suppliers as a separate annex(es). The annex(es) should be clearly labelled. LTAs must input key information on charging infrastructure in the below table.

Electric	Quote from preferred manufacturer	Quote from second manufacturer
Manufacturers name	[REDACTED]	
Make and model name	[REDACTED]	
Number of charging units (charging unit with dual plug counts as one unit)	12	12
Cost per charging unit	[REDACTED]	
Has evidence for the cost of this model been provided alongside the application form?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Max Charging rate (kW)	150kW	150kW
AC or DC charger	DC	DC
Chargepoint protocol utilised	CCS2.0	CCS2.0

8.2.2.3 For proposals to introduce hydrogen fuel cell buses LTAs **must provide quotes from two suppliers** of refuelling infrastructure Please attach quotes in the form of a letter or email from suppliers as a separate annex(es). The annex(es) should be clearly labelled. LTAs must input key information on charging infrastructure in the below table.

Hydrogen	Quote from preferred manufacturer	Quote from second manufacturer
Hydrogen refuelling station (HRS) operator		
Technology provider		
Number of HRS		
Cost per HRS		
Hydrogen storage (kg)		
Dispensing pressure (bar)		
Fuelling capacity (kg/day)		
Production on-site or off-site?	<input type="checkbox"/> On-site <input type="checkbox"/> Off-site	<input type="checkbox"/> On-site <input type="checkbox"/> Off-site
(If on-site) Size of electrolyser stack		
(If off-site) Source of hydrogen: supplier and location of hydrogen supply		
Hydrogen supplier		

8.2.2.4 In **no more than 750 words** LTAs should explain how the quotes they have obtained for vehicles and infrastructure have been informed by the vehicle and infrastructure specifications they intend to introduce.

The vehicle specification and the nature of the routes to be electrified mean that operations are not significantly constrained by vehicle endurance on a single charge. Though given the inter-urban nature of services which do have to contend with frequent running, congestion and frequent stops along the routes.

The vehicle endurance reflects a 5-string battery-pack option, with enhanced energy density arising from the battery chemistry. Power rating is also at enhanced levels meaning that buses will not draw power at close to peak levels for any sustained period. The product features a 2-speed driveline to optimise power draw over urban and inter-urban operations. Route specific assessments are attached to verify this.

This specification allows us to avoid having charging spares. The second option, owing to lesser range demands an additional 2 buses as spares, thus the unit capital cost advantage is entirely obviated: £11.340m for second choice against £11.312m for the first choice.

8.2.2.5 Please provide evidence of the cost of the grid connection. This should take the form of a connection offer, budget estimate, letter or email from the Distribution Network Operator or Independent Connection Provider. If a grid connection is not needed, please explain in **no more than 750 words** why.

For the Island the Distribution Network Operator (DNO) Scottish and Southern Electric, through which they have initially proposed additional agreed capacity of 2.5MVA

The supply this is dependent upon committed DNO grid reinforcement that will have been effected by September 2025, and may take place prior at the DNOs discretion. This backstop is before the date by which the vehicles shall have been procured to meet the terms of the competition.

The total costs of the grid connection inclusive of all non contestable works to the site is £475,237.83 based on worst case scenario.

We have an initial quote as attached (Annexe M) though it is expired and on successful award we shall move to secure a new quote to secure the power required.

8.2.2.6 Proposals for battery electric buses that are not using the GBT costs for electricity should explain why and provide evidence of the cost of the electricity. Evidence should take the form of a letter or email from suppliers as a separate annex(es). This annex(es) should be clearly labelled.

8.2.2.7 Proposals for hydrogen fuel cell buses should provide evidence of costs of hydrogen fuel. Proposals for hydrogen fuel cell buses must either be sourced with Renewable Transport Fuels Obligation (RTFO) support or hydrogen that meets the UK's draft low carbon hydrogen standard. Proposals for hydrogen fuel cell buses, must provide evidence of costs of hydrogen fuel. This evidence should take the form of a provisional offtake contract, budget estimate, letter, or email from a hydrogen fuel supplier. Please attach this as a separate annex(es). This annex(es) should be clearly labelled.

8.2.2.8 LTAs that are proposing to use private finance to support their proposal they will need to provide a letter of support from the private financier. Please attach quotes in the form of a letter or email from suppliers as a separate annex(es). This annex(es) should be clearly labelled. LTAs will also need to set out in **no more than 1,000 words** what further steps would be needed to secure that finance on confirmation of any grant award scheme, and what other alternative sources would it seek to utilise if the external finance was subsequently not available.

N/A

8.3 Management Case

8.3.1 Governance

In **no more than 1,000 words** please provide reassurance that they and their partners have the capacity to deliver the project as set out in the guidance.

The Isle of Wight Council shall take the role as oversight and monitoring of the ZEBRA fund project, through existing board structures.

At the strategic level based upon primacy, the monthly monitoring reports will be with the Climate and Environment Programme Board Board. The Isle of Wight Council Leader, relevant Portfolio Holders, Directors and Strategic Managers.

This Board will include Colin Rowland, Strategic Director of Community Services as the Isle of Wight Council Senior Responsible Officer (SRO)

Though in respect of direct oversight and any necessary decision making this will be through the Enhanced Partnership Board as set out within the Isle of Wight EP Plan and EP Scheme as set out below. Though with the inclusion of Andrew Sherrington as ZEBRA Project Manager for Southern Vectis/Go South Coast:

- Isle of Wight Council Cabinet Member for Transport and Infrastructure, Highways PFI and Transport Strategy. – Cllr Phil Jordan
- Isle of Wight Council Strategic Director for Communities Services – Colin Rowland
- Isle of Wight Council Senior Officer responsible for Transport – Stewart Chandler/TBC

8.3.2 Allocating grant funding

LTAs should set out in **no more than 500 words** how they will allocate grant funding to their bus operator(s) partners. LTAs can attach draft funding agreements with bus operators as an annex.

Grant funding of the project will align with the key milestones set out within the project plan. The attached draft funding agreement (Annexe I - Draft Funding Agreement) shall be populated in full and finalised following the announcement of the successful funding bid to be shared with Go South Coast for approval.

Alongside this the aforementioned Cabinet decision shall be sought for approval to proceed with the project, as well as commit the s106 and capital funding.

This will ensure that approvals are in place and funding set aside to commit all funding at the key milestones.

8.3.3 Project plan

LTAs should provide a project plan. This should be set out in **no more than 1,500 words**. A project plan in formats like gantt charts and tables, can also be provided as a separate annex(es). These must be provided in an excel format.

The LTA will release the funding to the operator by 1st December 2024. The Operator is in a position to forward fund the costs of infrastructure delivery and charging infrastructure within the terms of the Funding Agreement with the LTA, once this Agreement is made.

Orders for buses will be placed by 1st January 2025. Given that the DNO will have provided the necessary grid reinforcement by September 2025, vehicle delivery will take place for the buses to enter service from March 2026 at the latest. Should we have further clarification that the DNO is to progress these works earlier than the currently anticipated deadline, the scope for earlier delivery will be investigated.

The order for a grid connection from the DNO will be made and order placed by the end of June 2024. Work to effect the entire connection (including contestable works on behalf of the IDNO) shall have been completed by September 2025.

The scale of capital works is such that civil engineering works is not considered to require planning permission as Material Operations under the relevant planning legislation. Go Ahead Group has sought written legal advice from Counsel on this matter which can be supplied on request. The bulk of this involves delivery of a connection under the Public Highway. Should planning permission prove necessary, an 8 week planning application preparation period and a 13 week determination period, as required by statute, can easily be allowed for within the project plan, to have been achieved by 1 November 2024. The process is considered to be low risk and the scope of an application would be such that it would be exercised by the Council as

8.3.4 Risk Management

LTAs should set out in **no more than 1,000 words** your top five risks and the actions they will take to mitigate these risks.

Managing risk is key to ensuring awareness of threats to the project, how significant they are and what measures/mitigation can be deployed appropriately via the agreed governance to achieve successful project outcomes.

The following are the top five risks, as well as mitigations, that have been identified at the initial screening of the project. This is based upon discussions with key stakeholders and previous experience of such projects through Go Ahead Group's Zero Emission Bus Centre of Excellence

Risk 1. Delays in securing grid connection

Mitigation

Early engagement has already been undertaken with the Southern and Scottish Electric (SSE) who are the local Distribution Network Operator (DNO) for the Isle of Wight. This has secured the initial quote, which outlines that 2.5MVA is available on the network for the Nelson Road Depot, Newport, against the projected 0.9MVA required for the project.

Whilst this offer has since expired, as soon as a response from the Department for Transport has been received confirming that the bid has been successful, Go South Coast Ltd will engage with the DNO for a further offer and before seeking to secure the energy required.

Risk 2. Cost Increases for ZEBS

Mitigation

Go South Coast (GSC) have already received two quotes for the vehicles required and inflation against these has been projected to the intended order date in 2025 which have been included within the over proposal cost estimates. This should ensure that there should be sufficient financial contingency.

Likewise, the Go-Ahead Group have a very good working relationship with the bus manufacturers through which they are confident to achieve the best price available for the vehicle required. GSC have referred to the ZEB Centre of Excellence and experienced buyers within the group to ensure confidence in cost estimates.

In addition, GSC have also set out the intention of the continuing to review the very fast paced marketplace for ZEBs, to ensure that any new vehicles can be benchmarked against the

8.3.5 Programme level Monitoring & Evaluation

LTAs should confirm that they will conduct the following as part of the programme-level M&E:

Participate in programme-level M&E activities as required, for example taking part in interviews or group discussion sessions: Yes No

Share relevant monitoring data in an electronic format (e.g. Microsoft Excel): Yes No

Share relevant monitoring data on a quarterly basis Yes No

Ensure relevant monitoring data is collected automatically via telematics Yes No

8.3.6 Scheme level Monitoring & Evaluation

LTAs should set out in **no more than 1,000 words** their plans for scheme-level M&E, including a logic map which sets out expected causal links between scheme inputs, outputs, outcomes and impacts:

As set out within the governance structure of the ZEBRA Fund 2 project boards will have a monthly highlight report produced using the Isle of Wight Council's Project Management Framework which will set out progress to monitor and any decisions that need to be made.

For the Isle of Wight Council, the responsibility for producing these reports will be with Stewart Chandler, Transport Strategy Manager as the project management lead. Though he will work with Andrew Sherrington as the project manager for Go South Coast in compiling the reports and providing the associated statistics.

In respect of monitoring the following measures are being proposed as minimum in line with guidance:

The ZEBs and charging infrastructure outputs will be provided by Southern Vectis on a quarterly basis during the implementation phase of the project.

- The number of ZEBs purchased.
- The number of ZEBs in operation.
- The number and type of internal combustion engine (ICE) buses replaced.
- The number (and capacity) of charging facilities introduced.

Scheme costs:

- purchase cost per ZEB – This will be reported by Southern Vectis as a one off at the point of purchase and compared to quotes.
- purchase cost per equivalent ICE bus – This will be reported by Southern Vectis as a one off at the point of purchase and compared to final purchase price of ZEB
- average operational cost (including maintenance and infrastructure) per ZEB (£ per month). – Once operational
- average operational cost (including maintenance and infrastructure) per ICE (£ per month). – Once ZEBs operational
- cost of electric or hydrogen fuelling infrastructure (upfront cost) (£) – one off at the point of commission

Data to inform analysis of carbon impacts. These will be provided by Southern Vectis on a quarterly basis once operational.

- average daily ZEB mileage
- average daily ZEB energy consumption
- average daily diesel mileage and fuel consumption for each route (baseline/comparator data)
- average ZEB well-to-wheel greenhouse gas emissions

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:	
Stewart Chandler, Transport Strategy Manager	
Directorate and Team/School Name:	
Community Services, Highways PFI and Transportation Team	
Name, aim, objective and expected outcome of the programme/ activity:	
<p>Name: Zero Emission Bus Regional Area (ZEBRA) 2 Fund Project</p> <p>Aim: To utilise the DfT ZEBRA 2 funding allocation for the Isle of Wight to contribute to the introduction of 22 zero emissions buses</p> <p>Objective: For the introduction of 22 new electric buses for operation on three principal local bus routes on the island and the associated charging infrastructure.</p> <p>Expected outcome: Through the introduction of new electric buses it will reduce the carbon emissions related to transport and improve the air quality along the routes, as well as benefit the wider Island.</p>	
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 (<i>check whether the original decision was equality impact assessed</i>)	

Removal of a policy/strategy/service/system function proposal

Commencing any project/programme

Equality and Diversity considerations

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

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? (Where it cannot be diminished, can this be legally justified?)
<p>Page 520</p> <p>Age (restrictions/difficulties both younger/older)</p>	<p>Children are particularly vulnerable and suffer disproportionately from the impact of air pollution. Children living in the area will experience lower levels of air pollution. A number of primary and secondary schools are near bus routes and will benefit from reduced air</p>	<p>No</p>	<p>The introduction of zero emission vehicles will benefit the wider public.</p> <p>Though public transport usage is nationally</p>	<p>None</p>	<p>Previous engagement with Age UK and Youth Council via the Isle of Wight Bus and Rail User Group</p> <p>JSNA and ONS Data</p>	<p>There are no specific gaps that need addressing.</p> <p>Though further engagement will be undertaken to understand</p>	<p>All information regarding this project on the websites hosted by the Isle of Wight Council and Southern Vectis we be in an accessible format.</p>	

	<p>pollution. Many of the bus routes included will be used by school children for their journeys to and from school.</p> <p>Poor air quality is also especially problematic for the elderly as their lungs are less able to filter out polluted air and air pollution is likely to aggravate existing health conditions. Studies have also highlighted links between air pollution and decreased cognitive performance.</p> <p>New buses purchased through the ZEBRA scheme will have numerous accessibility features, which will be equal to or better than the features on the vehicles being replaced.</p>		<p>higher in the age range of 17-29 than any other.</p> <p>Likewise public transport is important to persons of pensionable age as within England they are able to travel on local bus services for free outside of peak times.</p>		<p>Feedback from consultations on the draft LTP 4 (2021),</p> <p>Wight We want Survey (2017)</p>	<p>the impacts and wider evaluation of the proposal's performance.</p>	<p>Various media campaigns will be used to promote the project, by traditional methods via printed media and roadside information.</p> <p>Though in addition information shall be shared by modern approaches such as online and social media.</p>	
<p>Disability</p> <p>a) Physical</p> <p>b) Mental health</p> <p>(must respond to both a & b)</p>	<p>Improving air quality will provide positive benefits to those whose health conditions are related to cardiovascular issues and difficulties with breathing.</p>	No	<p>The proposals will benefit the wider public alongside people with these protected</p>	None	<p>Previous engagement with Age UK, Isle Access and the Isle of Wight Bus and Rail User Group public</p>	<p>There are no specific gaps that need addressing.</p> <p>Though further engagement</p>	<p>All information regarding this project on the websites hosted by the Isle of Wight Council and Southern Vectis</p>	<p>Acoustic Vehicle Alert Systems (AVAS) must be in operation on all new electric vehicle registered after July 2021 to</p>

	<p>New buses purchased through the ZEBRA scheme will have numerous accessibility features and exceed Passenger Service Vehicle Accessibility Requirements (PSVAR). This will ensure ZEB vehicles are equal to or better than the features on the vehicles being replaced. There will be room for two wheelchairs, the provision of live information and space for an assistance dog within the bus.</p> <p>A risk has been identified for many years that electric vehicles may be more difficult for visually impaired pedestrians to hear than internal combustion engine vehicles. A report prepared for the Department for Transport in 2011 looked at the data available and concluded that the measurable safety risks appear to be small, but nevertheless, mitigation is proposed (see next</p>		<p>characteristics, in a well-established 'on bus' environment which is designed to accommodate all users.</p>		<p>meetings through which there are representatives from the Isle of Wight Society for the Blind.</p> <p>JSNA and ONS Data</p> <p>Feedback from consultations on the draft LTP 4 (2021),</p> <p>Wight We want Survey (2017)</p> <p>Report of the Island Transport Infrastructure Task Force (2017)</p>	<p>will be undertaken to understand the impacts and wider evaluation of the proposal's performance.</p>	<p>we be in an accessible format.</p> <p>Various media campaigns will be used to promote the project, by traditional methods via printed media and roadside information.</p> <p>Though in addition information shall be shared by modern approaches such as online and social media.</p>	<p>address potential safety concerns for partially sighted pedestrians.</p> <p>New buses purchased under the ZEBRA scheme will be equipped with AVAS. Stakeholders will be consulted with communications planned to raise awareness and engagement will be carried out with disability user groups.</p>
--	---	--	--	--	--	---	--	---

	column) to address. this concern.							
Race (including ethnicity and nationality)	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						
Religion or belief (different faith groups/those without a faith)	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						
Sex (including Trans and non-binary – is your language inclusive of trans and non-binary people?)	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						
Sexual orientation (is your language inclusive of LGB groups?)	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						
Pregnancy and maternity	No direct impact, as the benefits realised will for all users of the services	No						

	and will not specifically positively or negatively impact people with this specific Protected Characteristic							
Marriage and Civil Partnership	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						
Gender reassignment	No direct impact, as the benefits realised will for all users of the services and will not specifically positively or negatively impact people with this specific Protected Characteristic	No						

Page 12

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.

H. Review

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

Ongoing annual surveys during and beyond the project regarding public transport will be undertaken to ensure we continue to engage and capture relevant feedback.

Date of next review: 01/04/2025

H. Sign-off

Head of Service/Director/Headteacher sign off & date:	Name: Colin Rowland, Strategic Director of Community Services Date:
Legal sign off & date:	Name: Judy Mason, Strategic Manager of Human Resources Date: 10 April 2024

This page is intentionally left blank

Isle of Wight Council Climate and Sustainable Development Impact Assessment – Scoring Rationale

Outer – United Nations Sustainable Development Goals

Area	Score	Rationale
No Poverty	3	
Zero Hunger	3	
Good health and wellbeing	4	There are clear benefits to zero emission buses on air quality, in turn will improve health outcomes in reducing the likelihood of associated medical conditions.
Quality Education	3	
Gender Equality	3	
Clean Water & Sanitation	3	
Affordable and clean energy	4	As a part of the project, it is proposed that where possible access to other fleets within the community will have an opportunity to utilise the charging infrastructure. Additionally, it is proposed that demonstrations, presentations and case studies will be developed from the lessons learnt from the roll out of zero emission buses.
Decent work and economic growth	4	The proposal benefits local employment will support jobs within the local bus service provision. Opportunities to increase local knowledge and skills in the relation to the operation of zero emission vehicles.
Industry, Innovation, and Infrastructure	3	
Reduced inequalities	3	
Sustainable cities and communities	4	All residents and visitors to the Island will benefit from this project, both in respect of the environmental benefits of zero emission buses and the investment in a fleet of new vehicles with enhanced interior specifications specifically adapted to ensure they are fully accessible.
Responsible consumption and production	3	
Climate Action	5	This project represents a significant step forward in decarbonising local public transport and very much an aspiration within the Council’s Climate and Environment Strategy.
Life below water	3	
Life on land	4	Transport has been identified as being one of the main contributors to carbon emissions on the Island. The proposal for 22 electric buses will significantly reduce the emissions related to public transport, as it accounts for almost 50% of the current Island’s bus fleet.

Isle of Wight Council Climate and Sustainable Development Impact Assessment – Scoring Rationale

Peace, justice, and strong institutions	3	
Partnerships for the Goals	4	This project supports the work of the mission zero community hubs.

Inner – Climate & Environment Strategy

Area	Score	Rationale
Transport	5	This project will make a significant impact on reducing transport related emissions, building on an increasingly integrated environmentally sustainable transport network, alongside private vehicle charging infrastructure, public electric bike and scooter schemes.
Energy	3	
Housing	3	
Environment	3	
Offset	4	Staff who already use public transport for commuting and work related travel along the three routes covered by the project, will now further offset their carbon footprint by using the electric buses.
Adaptation	3	



Cabinet Report

Purpose: For Decision

ISLE OF WIGHT COUNCIL

Date **9 MAY 2024**

Title **DISTRICT 4 TRO REVIEW**

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

1. **Executive Summary**

- 1.1. This report provides the details of recommendations for introducing new parking restrictions and making some of the existing parking restrictions enforceable in the following locations in District 4 – Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin - 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)**

That Cabinet approves all proposed parking restrictions in Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin as proposed.

3. **Background**

- 3.1. The Isle of Wight Council (IWC), as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the Island's highway.

- 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 2024 – 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 Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin in District 4, were assessed and respective proposals were designed by IR's highways engineers and TRO technician, ready for consultation at the end of last year 2023. 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, are 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 Town and Parish Councils, and Ward Councillors took place in October 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 1 December 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 29 December 2023.
- 5.3. Shortly after the end of the consultation it was brought to our attention that there was a technical error in the advertised notices for Sandown and Shanklin. The council readvertised those Notices and extended the consultation for both towns from 19 January until 16 February 2024.
- 5.4. The Authority received the following number of valid representations:
- Alverstone - 27
 - Arreton - 5
 - Newchurch - 15
 - Lake - 32
 - Sandown - 193
 - Shanklin - 78
- 5.5. The total numbers for each town are broken down by locations in Appendix 3 (Consultation results), outlining the number in support and the number of objections for each location. Please note, some representations contain support and objection at the same time i.e. partial support, hence the total number of support and objections do not always match the total number of representations for a location. A summary of all representations can be found in the Appendix 7 (Representations' summaries).

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 4 would be approx. £ 49,600 excl. VAT, and it will be covered by the Highways capital budget for 2024/25.
- 6.2. All new assets will be accrued after implementation, the estimated annual maintenance cost would be approx. £7,600 excl. VAT for the next 14 years and it will be included in the Island Roads' maintenance contract's annual payment.

7. Legal Implications

- 7.1 Traffic Regulation Orders can be made under Section 1 (1) of the Road Traffic Regulation Act 1984 where it appears to the traffic authority that it is expedient to make the order:
- (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 Any orders should be 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 must 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 If it sees fit, a traffic authority can hold a public inquiry in relation to the making of a proposed TRO. However, it must do so if:-

7.8.1 An objection has been made to the TRO which is not "frivolous or irrelevant" and the TRO prohibits the loading or unloading of vehicles in a road on any day of the week:

- (a) at all times;
- (b) before 7.00 am;
- (c) between 10.00 am and 4.00 pm; or
- (d) after 7.00 pm.

This applies where objections have not been withdrawn.

7.8.2 The TRO prohibits or restricts the passage of public service vehicles (typically buses) along a road and an objection has been made to the order by the operator of a local service, the route of which includes that road.

7.9 For the purposes of deciding whether it is necessary to hold a public inquiry, 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; or,
- (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.

7.10 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.

7.11 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 1: That all proposed parking restrictions in Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin which are subject to this report are approved as proposed. The road safety and highway engineers in Island Roads strongly advised the approval of all proposals on grounds of safety.
- 9.2. Option 2: Not to approve the restrictions Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin that are subject to this report and to abandon the proposal. 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.
- 9.3. Option 3: To approve the proposed restrictions Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin that are subject to this report with amendment. 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.

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. Appendix 6 (Rationales) contains the rationale for the making of each Order. It 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. Regulation 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. Consideration has been given to the Regulation 9 as described above; all proposed loading bans were either not objected or can be exempt in line with Regulation 9 (4)(b). Therefore, no public inquiry is needed in this occasion.

12. Appendices Attached

12.1. Appendix 1 – Plans

12.2. Appendix 2 – Public Notices

12.3. Appendix 3 – Consultation results

12.4. Appendix 4 – CSDIA form

12.5. Appendix 5 – EIA form

12.6. Appendix 6 – Rationales

12.7. Appendix 7 - Representations' summaries

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 Infrastructure,
Highways PFI and Transport Strategy*

This page is intentionally left blank

1

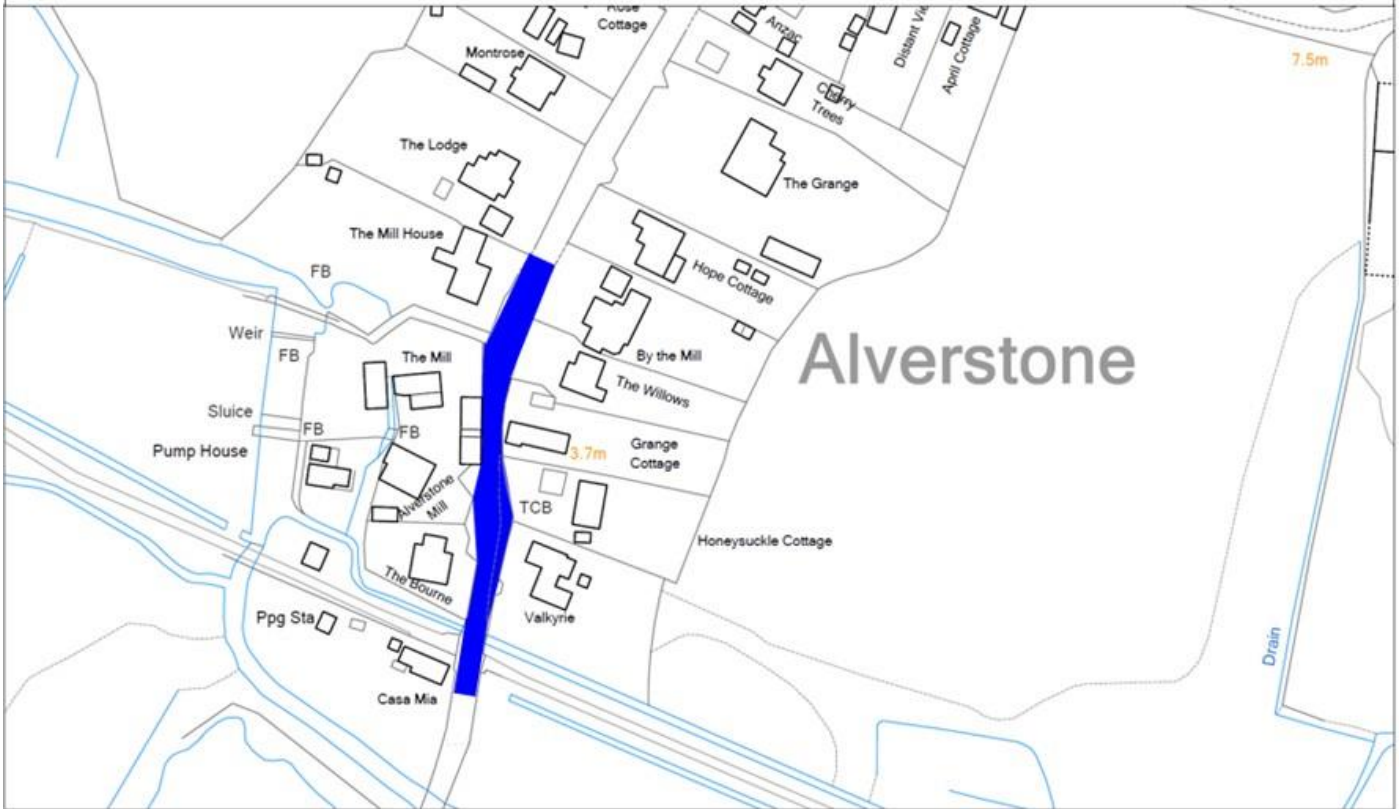
**Main Road,
Alverstone**



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

Reason: to prevent parking and improving access and safety

Note: All other restrictions will remain the same



1

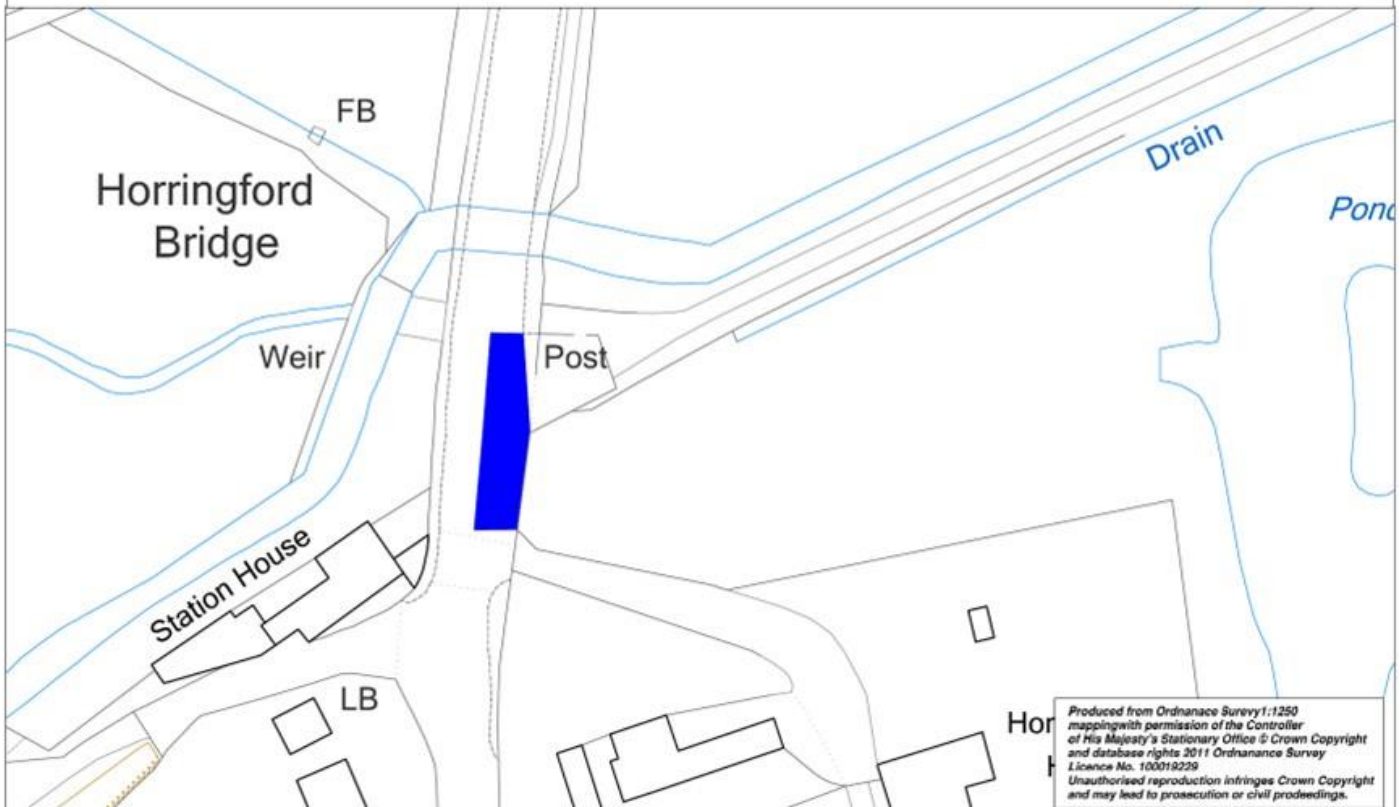
**Hale Common,
Arreton**



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

Reason: to prevent parking and improving access and safety

Note: All other restrictions will remain the same



Produced from Ordnance Survey 1:1250 mapping with permission of the Controller of His Majesty's Stationary Office © Crown Copyright and database rights 2011 Ordnance Survey Licence No. 100019229
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

1

Cupressus Avenue,
Newchurch

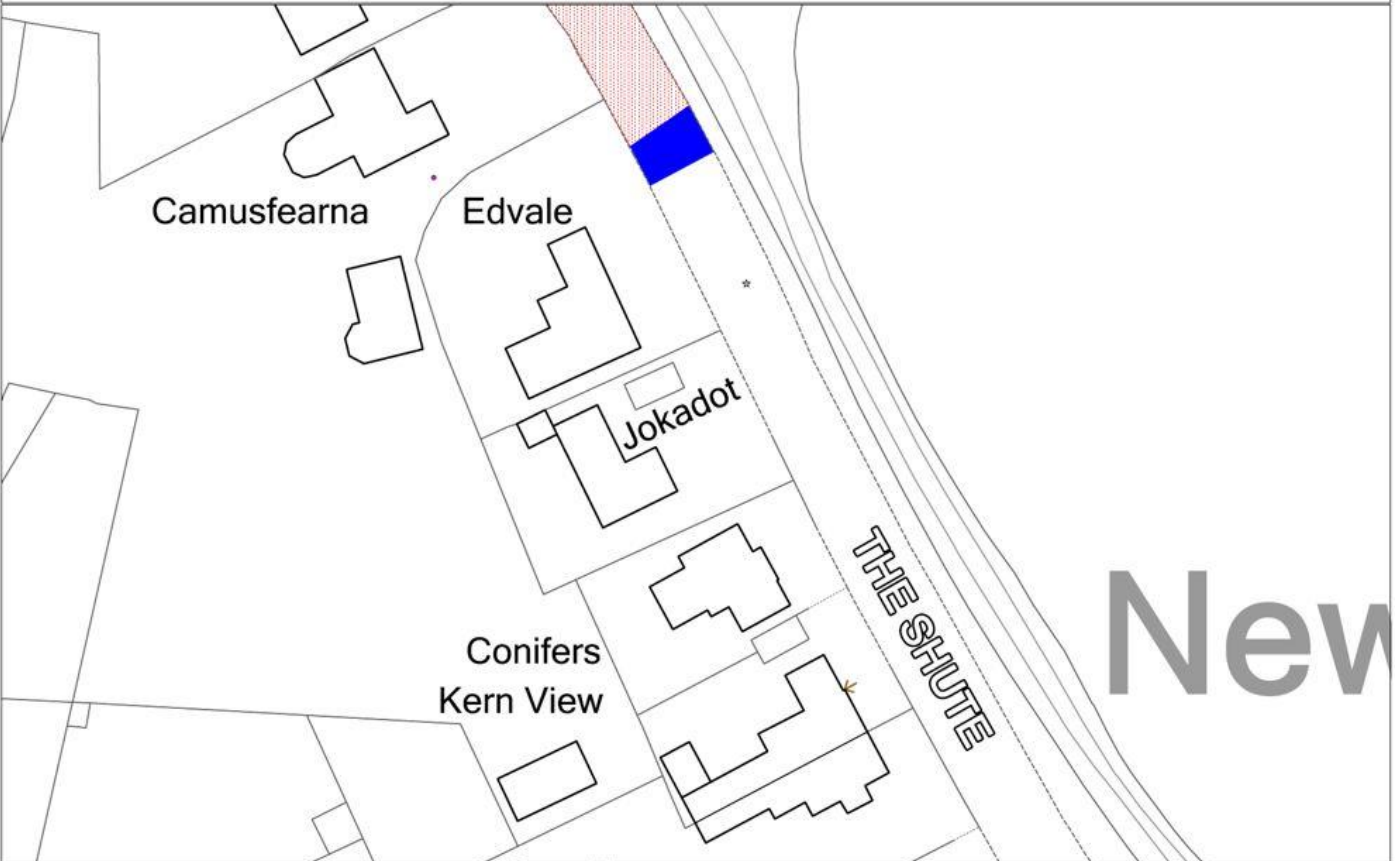
Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to prevent parking on the junction
Note: all other restrictions will remain the same



2

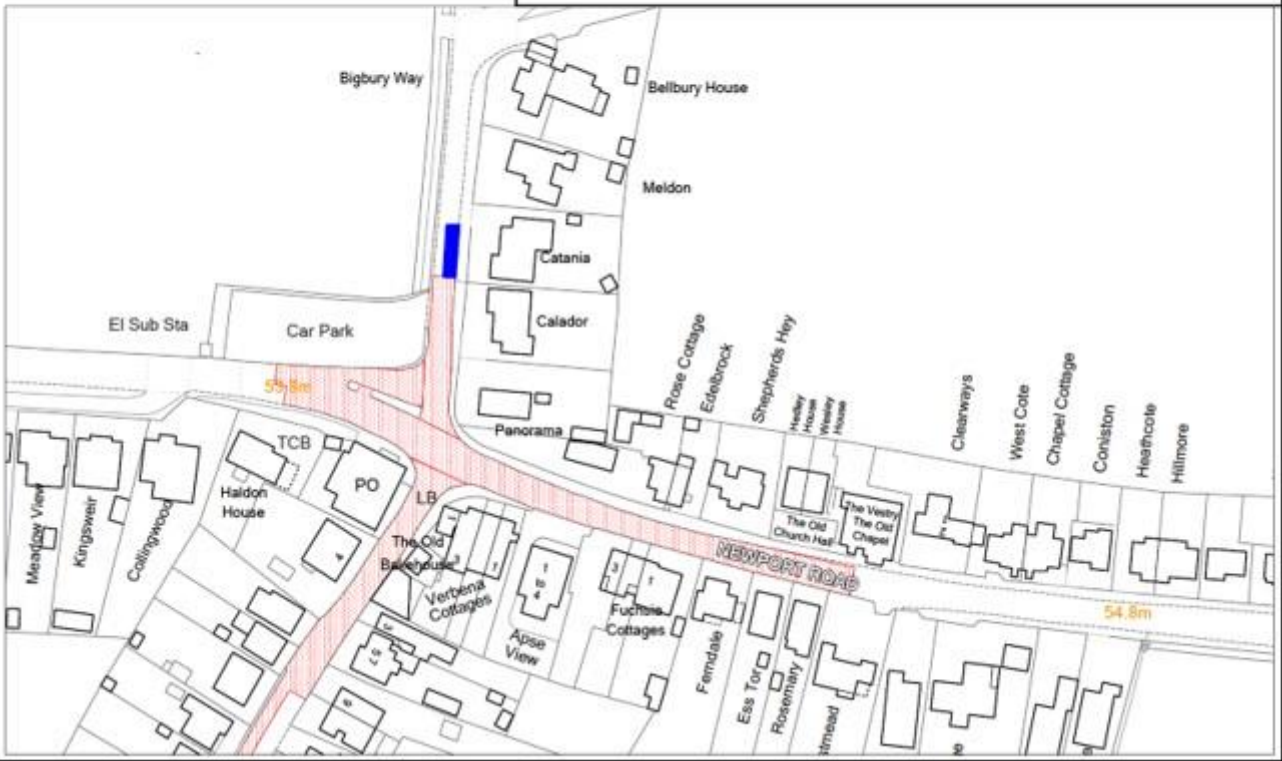
The Shute, Newchurch

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



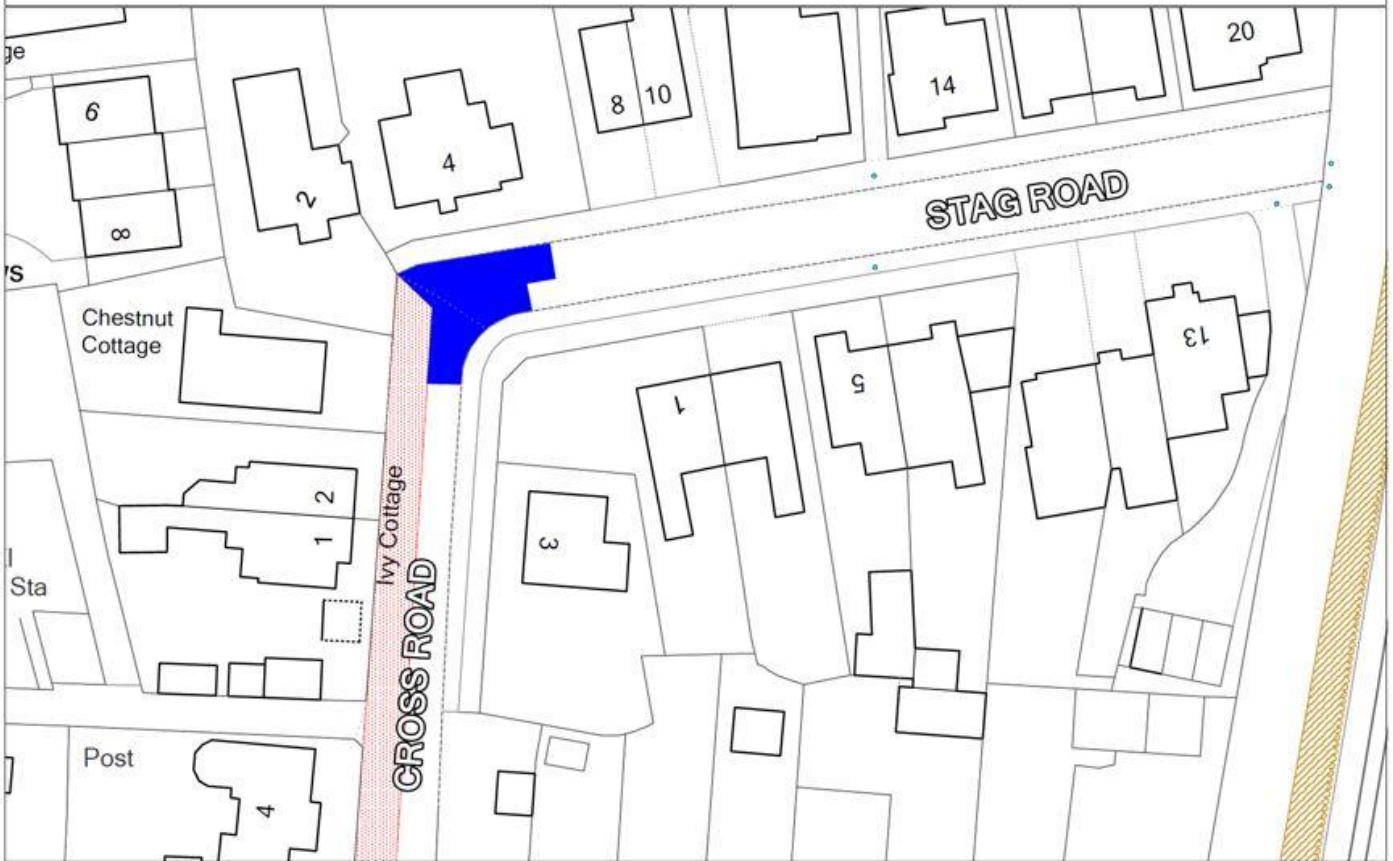
3 Alverstone Road, Newchurch

Proposal: to introduce No Waiting at Any Time parking restriction
Reason: To match the legal order - no change will occur on-street
Note: all other restrictions will remain the same



1 Cross Road & Stag Road, Lake

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

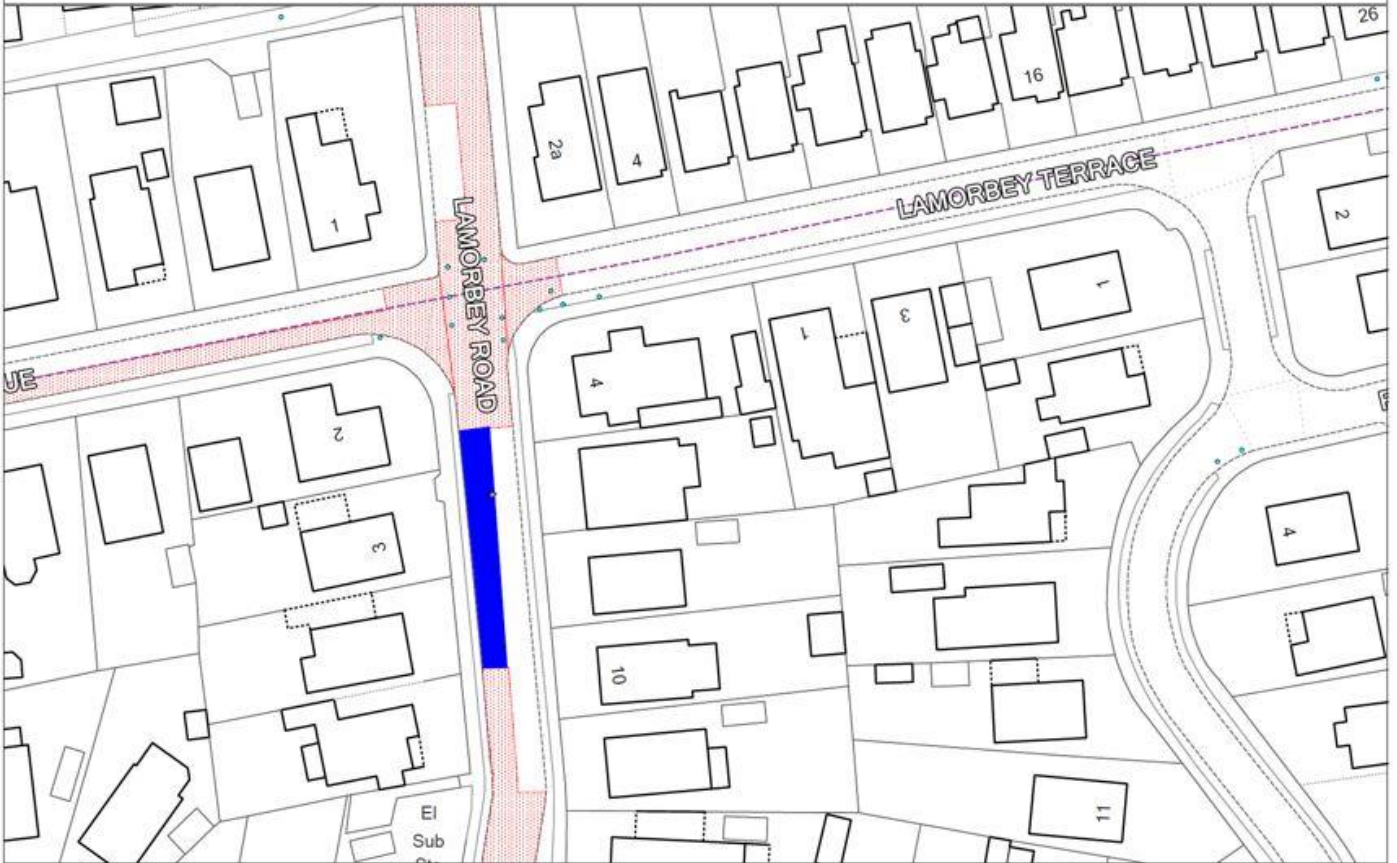


2

Lamorbey Road, Lake



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



3

Newport Road 1, Lake



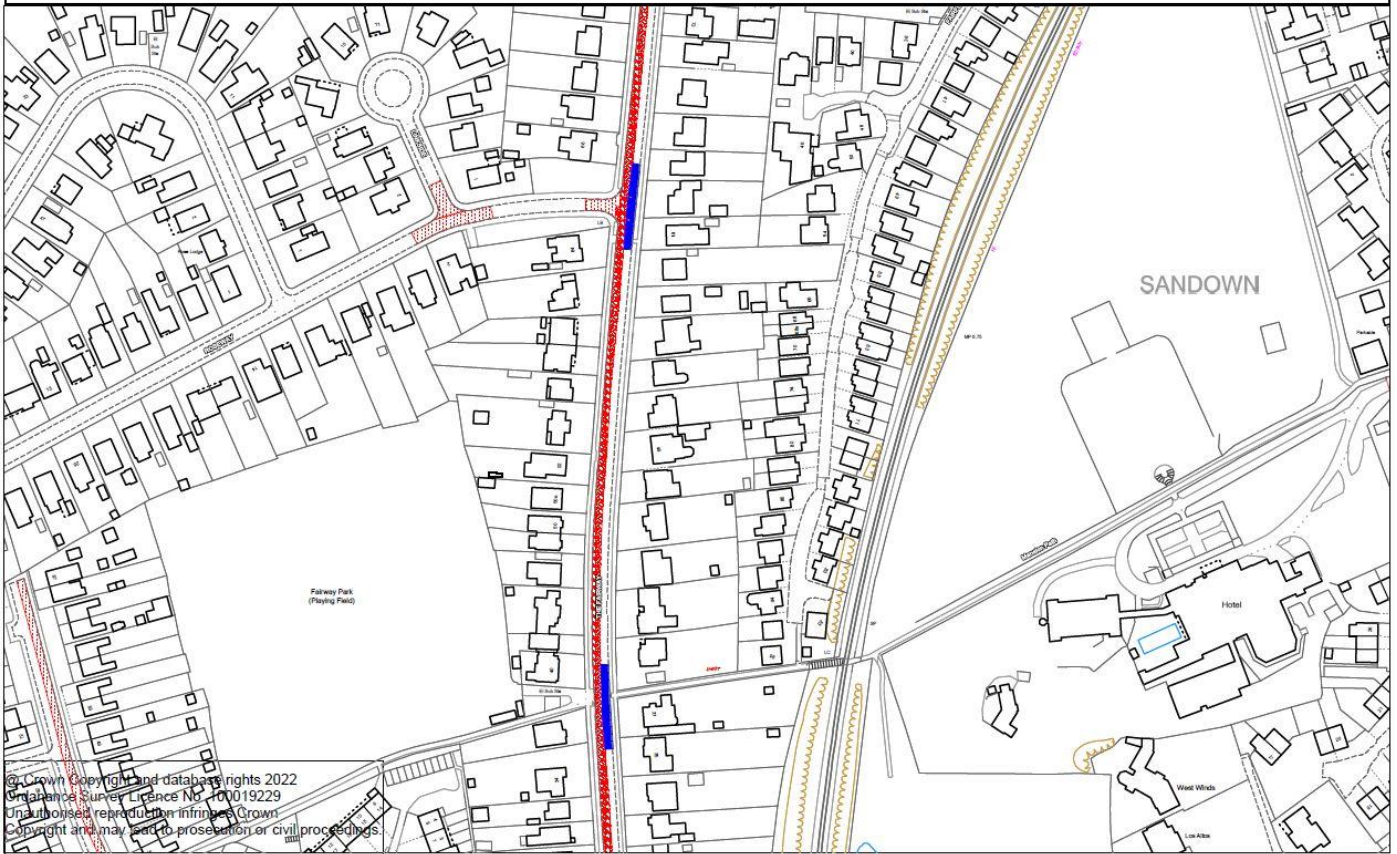
Proposal: introduce 'No Waiting Monday to Saturday, 8am to 6pm' parking restriction
Reason: to improve traffic flow
Note: all other restrictions will remain the same



4 The Fairway, Lake



Proposal: Introduce 'No Waiting Monday to Saturday, 8am to 6pm' parking restriction
Reason: to prevent parking and improving visibility when entering and exiting.
Note: all other restrictions will remain the same

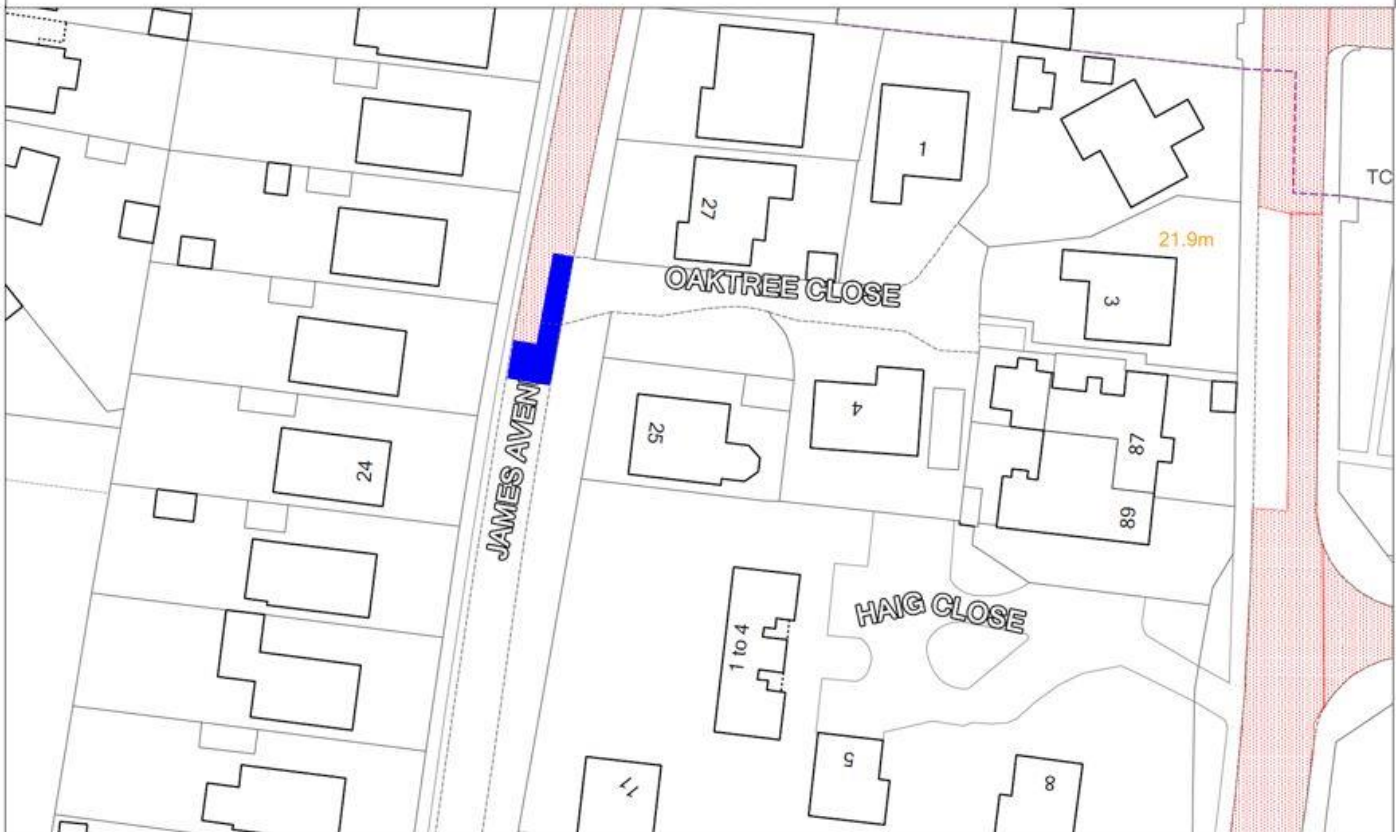


5 James Avenue, Lake



Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve visibility when entering and exiting the junction.

Please note all other parking restrictions will remain the same.



6

Churchill Close Lake



Proposal: Introduce a 'No Waiting at Any Time' parking restriction
Reason: to improve visibility when entering and exiting the junction.

Please note all other parking restrictions will remain the same.



7

Berry Hill, Lake



Proposal: Revoke 'No Loading at any time' parking restriction
Reason: to match the legal order - no alterations will occur on-street
Note: all other restrictions will remain the same



8

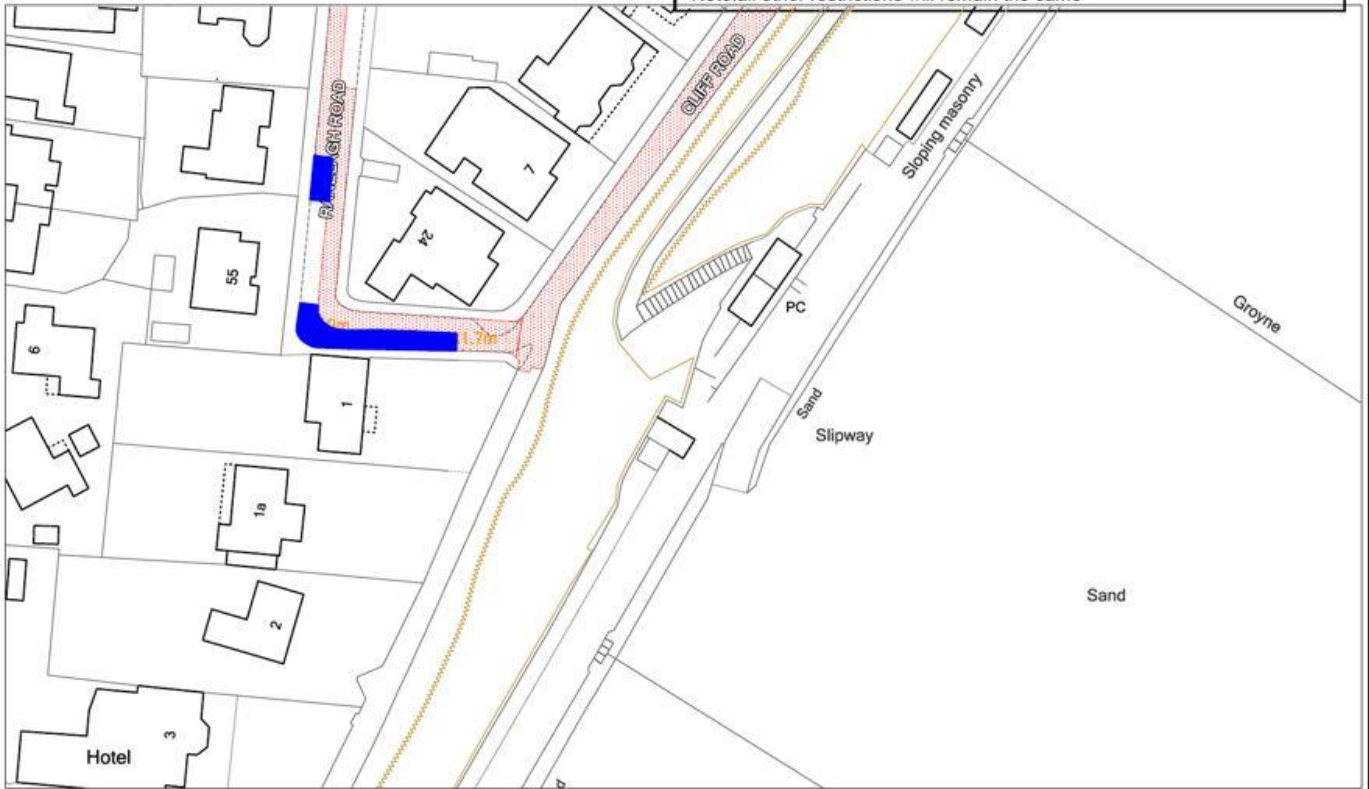
Ranelagh Road, Lake



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

Reason: To manage the safety of the on-street parking

Note: all other restrictions will remain the same



9

Sandown Road 1, Lake



Proposal: Revoke 'No Waiting At Any Time/ Loading & Unloading Limited to 1 Hour No Return Within 1 Hour' parking restriction and introduce: 'No Waiting/ No Loading At Any Time' parking restriction






Proposal: Revoke 'No Waiting At Any Time/ Loading & Unloading Limited to 1 Hour No Return Within 1 Hour' parking restriction
Introduce: 'Loading Bay, 1 Hour, No Return Within 1 Hour' parking restriction


Reason: To improve visibility and safety


Note: All other restriction will remain the same



10	Newport Road 2, Lake	 Proposal: Revoke 'No Waiting Mon-Fri 8am-6pm' and introduce 'No Waiting at Any Time' parking restriction Reason: to improve traffic flow and prevent parking Note: all other restrictions will remain the same
	Lake	 Proposal: Introduce 'No Waiting at Any Time' parking restriction Reason: to improve traffic flow and prevent parking Note: all other restrictions will remain the same



11	Sandown Road 2, Lake	 Proposal: Introduce 'Revoke 'No Loading 8am-12pm & 2pm-8pm;' and introduce 'No Loading at Any Time' parking restriction Reason: to prevent parking and improving access and safety Note: All other restrictions will remain the same
----	-------------------------	--



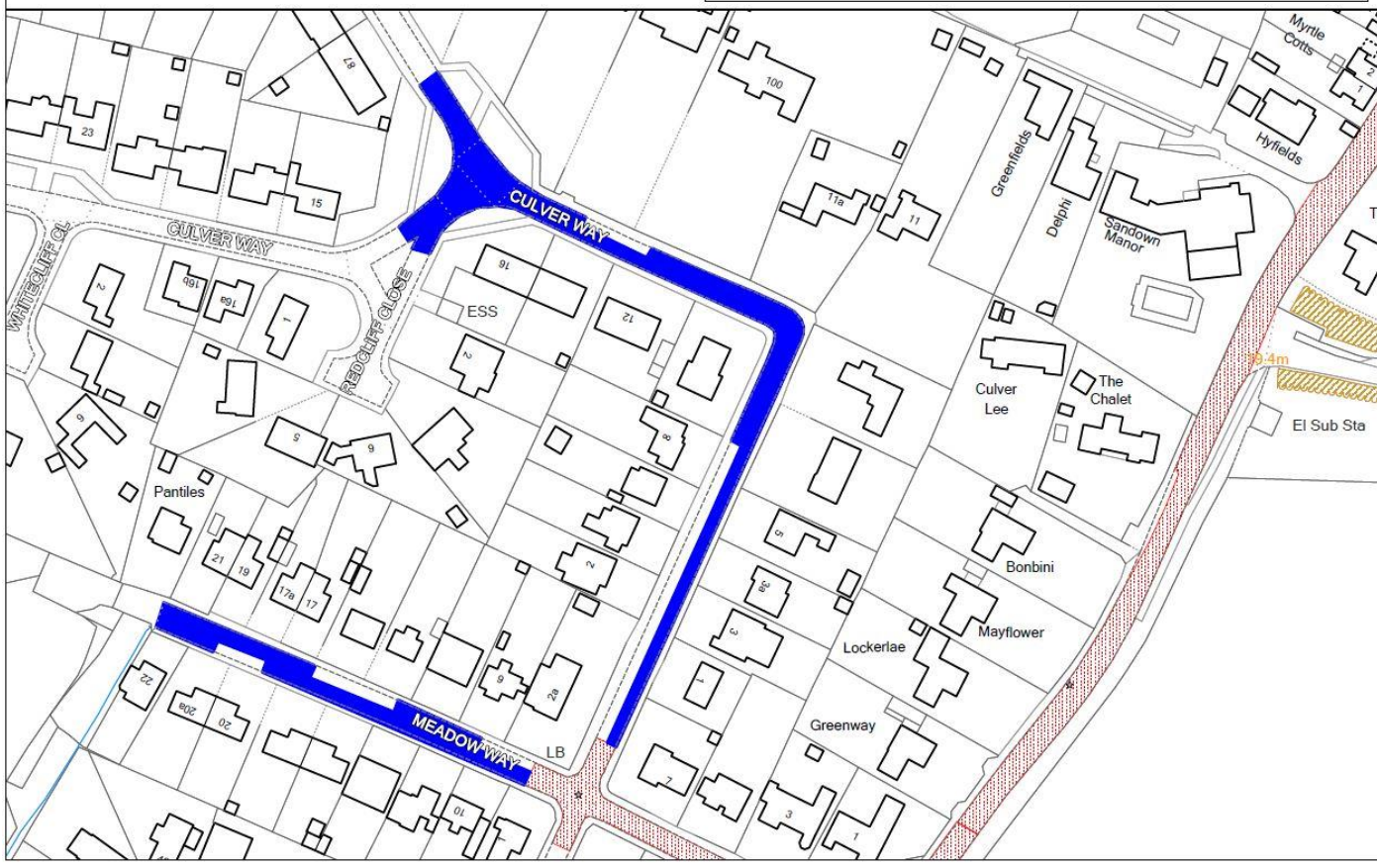
12 Sandown Road 3, Lake

Proposal: Introduce 'No Waiting, Monday to Saturday, 8am to 6pm' parking restriction
 Reason: To improve the free flow of traffic during peak periods.
 Note: all other restrictions will remain the same



1 Meadow Way & Culver Way Sandown

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

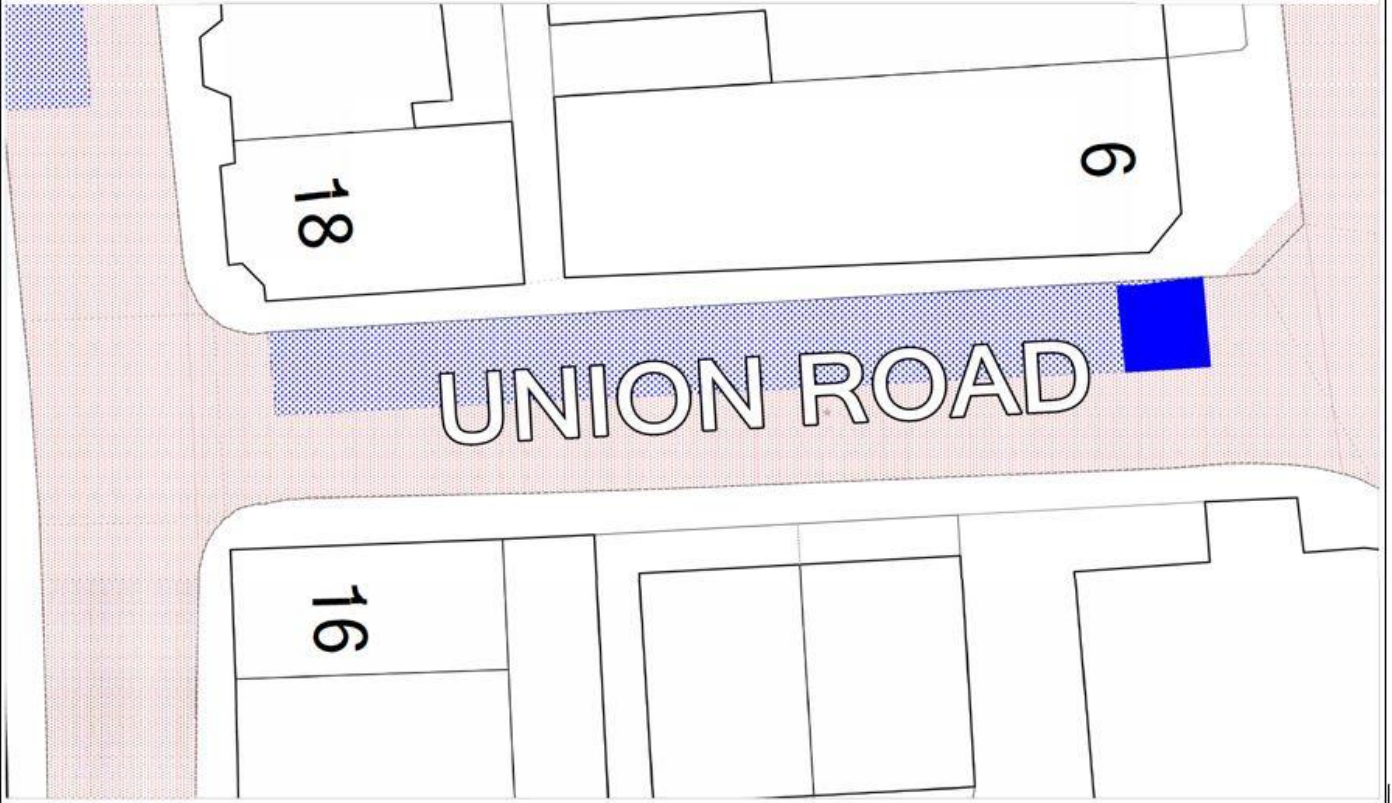


2

Union Road, Sandown



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

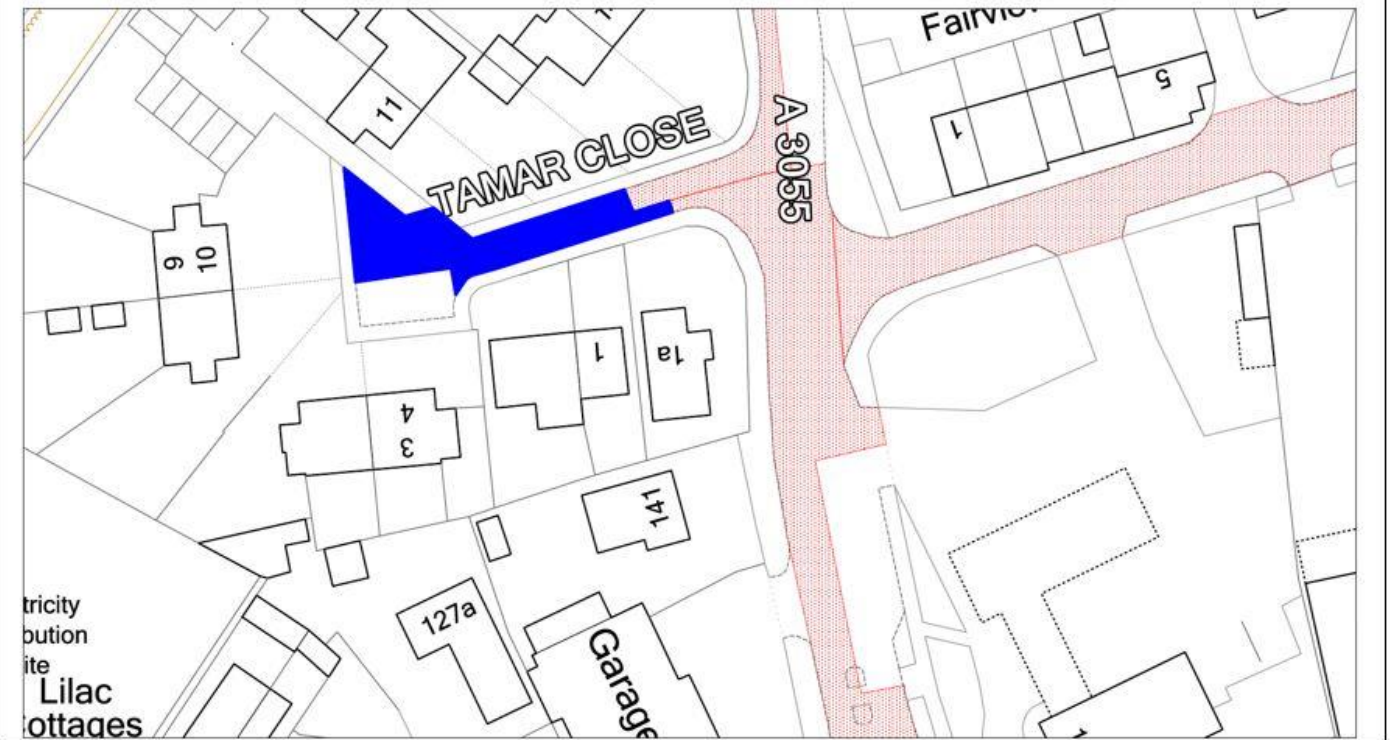


3

Tamar Close, Sandown



Proposal: Introduce 'No Waiting at Any Time' parking restriction
Reason: To improve access and prevent pavement parking.
Note: all other restrictions will remain the same



4 Vinings Road, Sandown

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

Reason: To improve access and prevent pavement parking.

Note: all other restrictions will remain the same

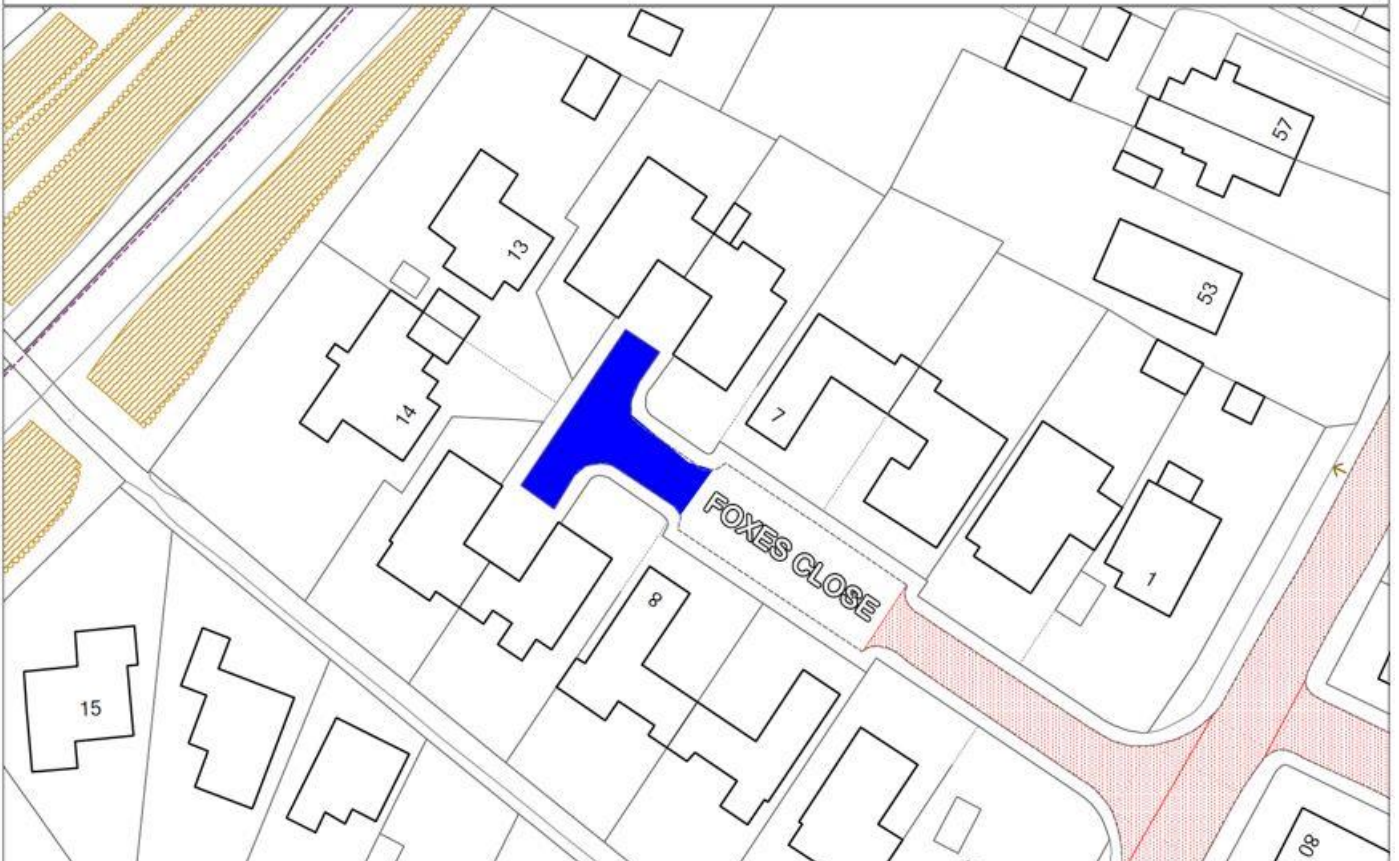


5 Foxes Close, Sandown

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

Reason: to keep the turning area free and prevent parking

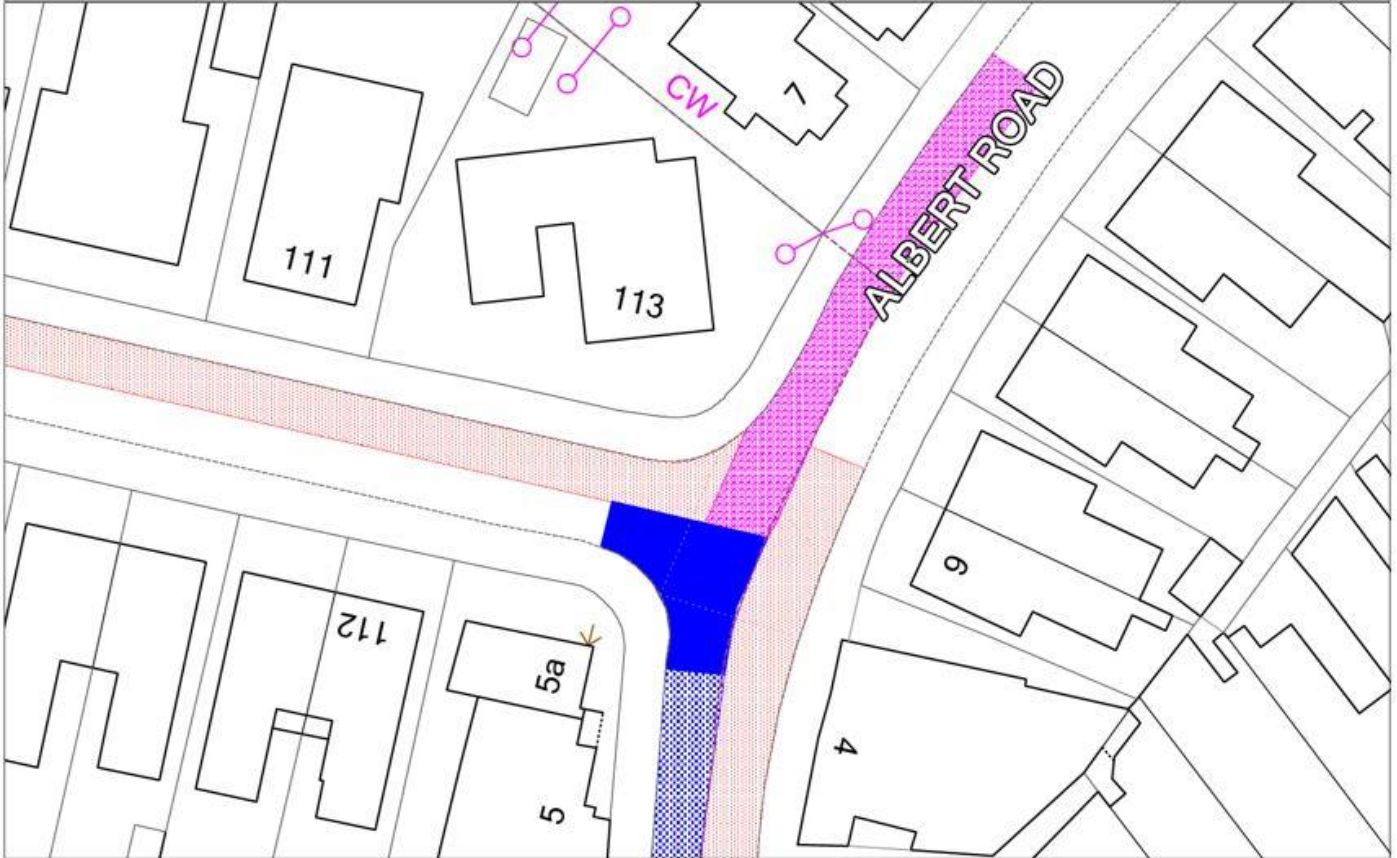
Note: all other restrictions will remain the same



6 Albert Road & Station Avenue,
Sandown



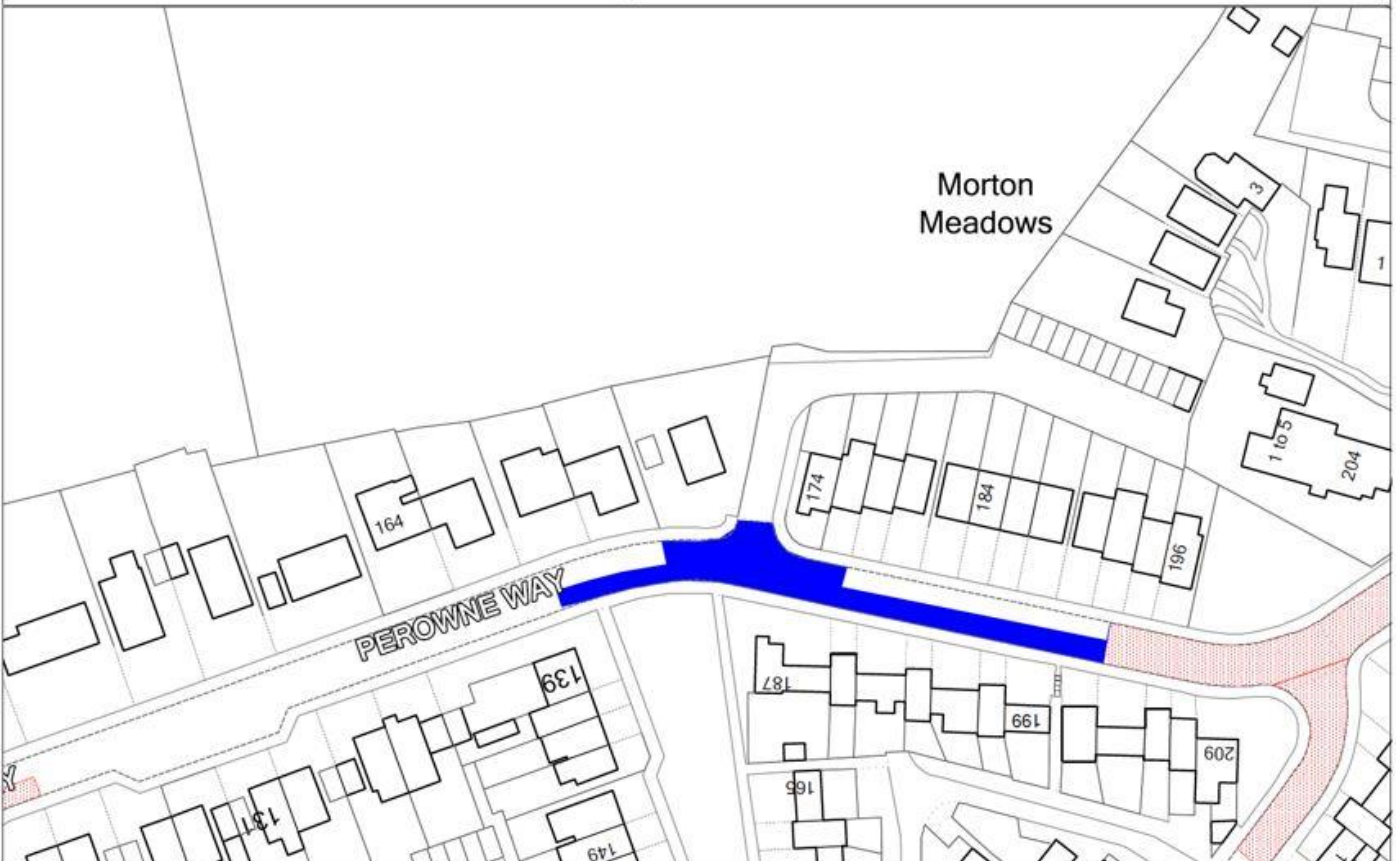
Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve visibility and prevent parking
Note: all other restrictions will remain the same



7 Perowne Way, Sandown



Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve safety on the bends and manage the highway network
Note: all other restrictions will remain the same

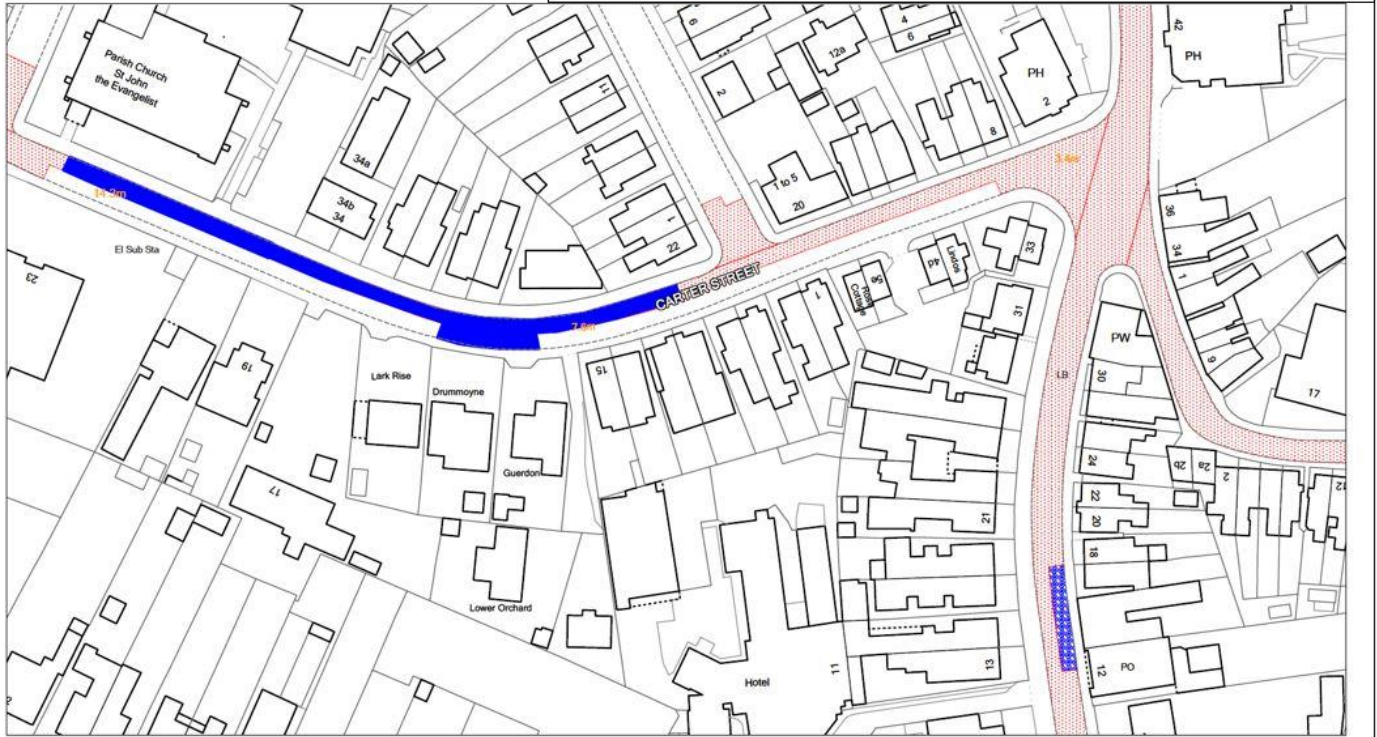


8 Carter Street,
Sandown

Proposal: Revoke 'No Waiting Mon-Sat, 8am-6pm' and introduce No Waiting at any time parking restriction

Reason: To improve traffic flow and provide safe passing place

Note: All other restriction will remain the same

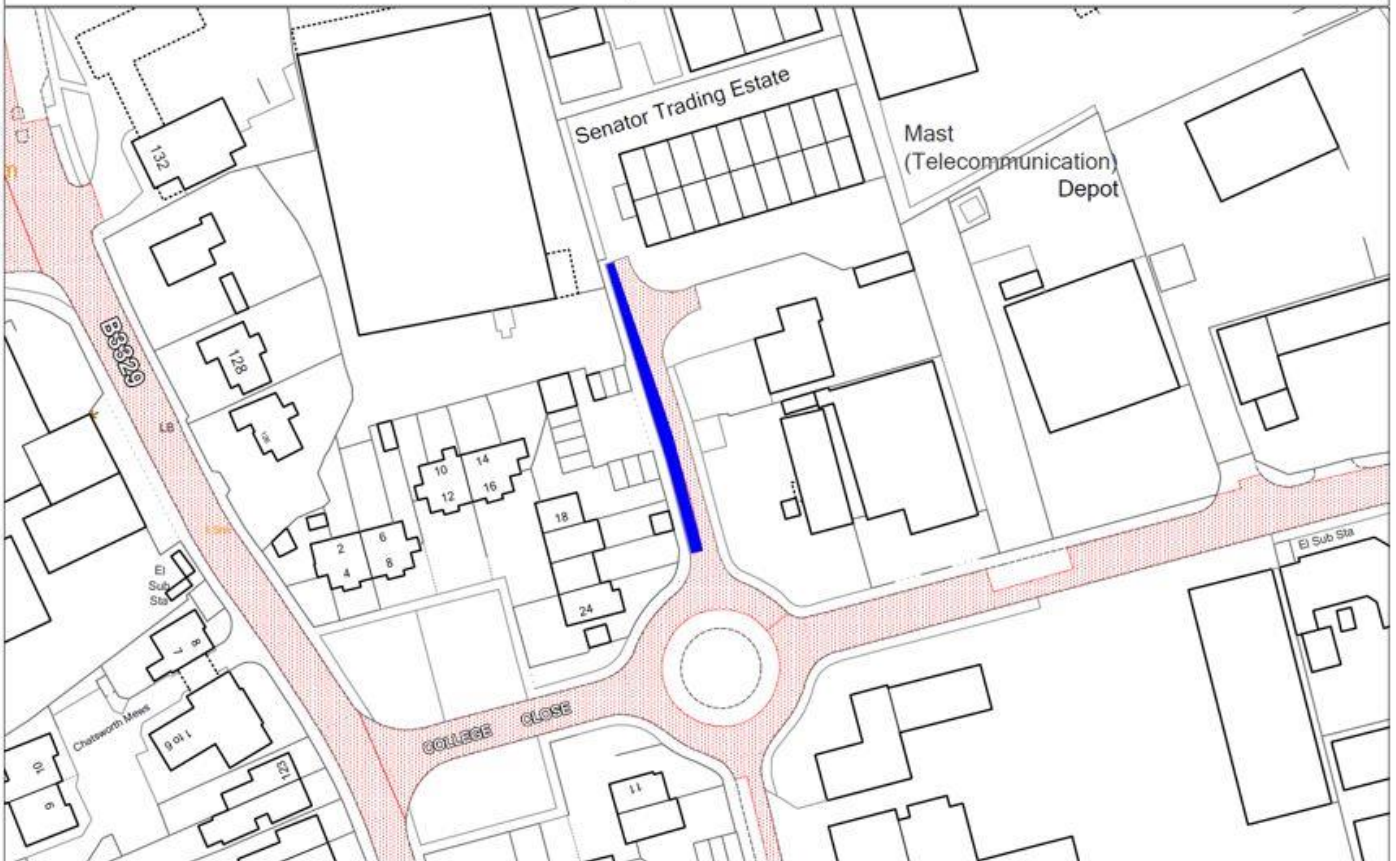


9 College Close, Sandown

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

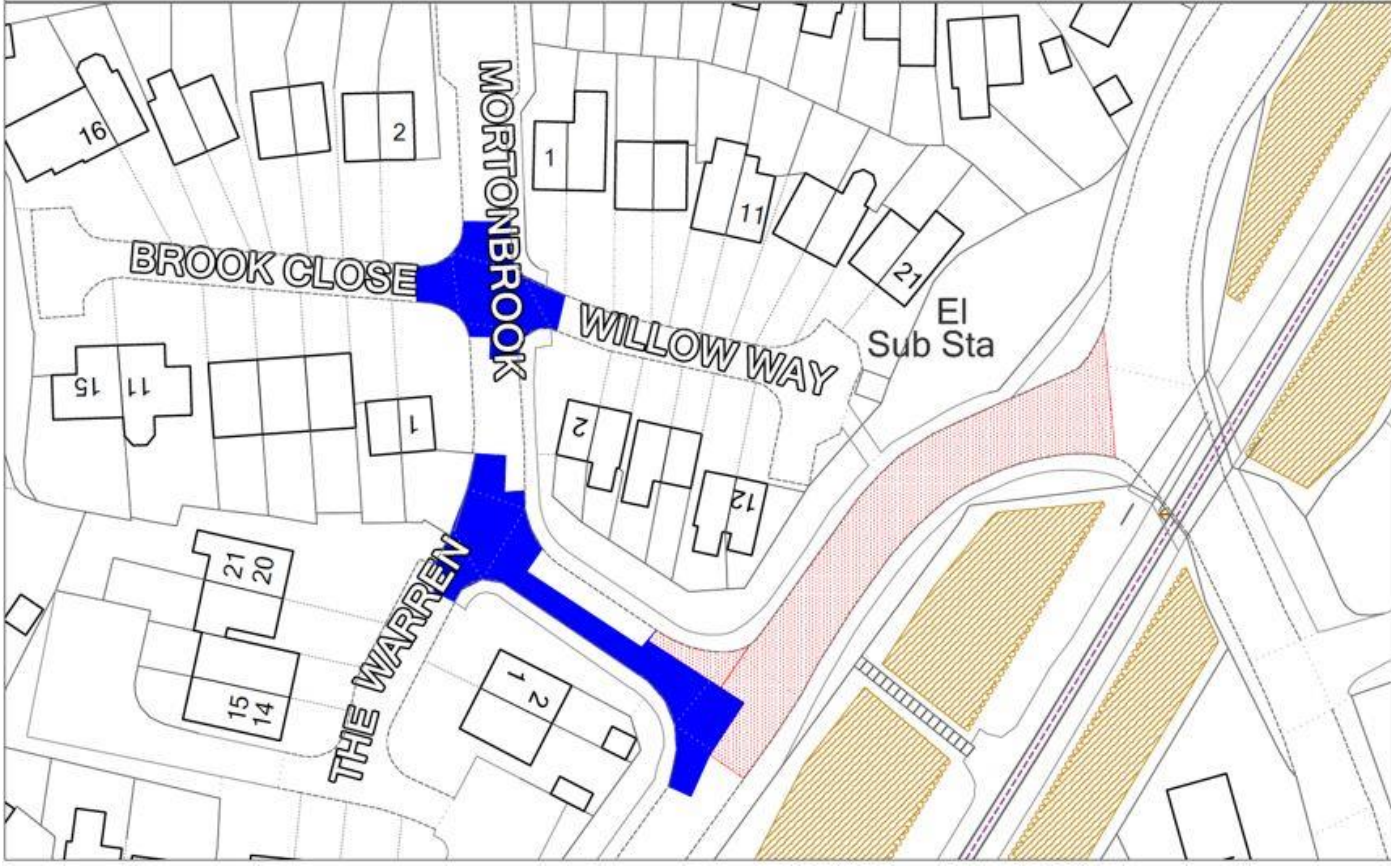
Reason: to improve access and prevent parking

Note: all other restrictions will remain the same



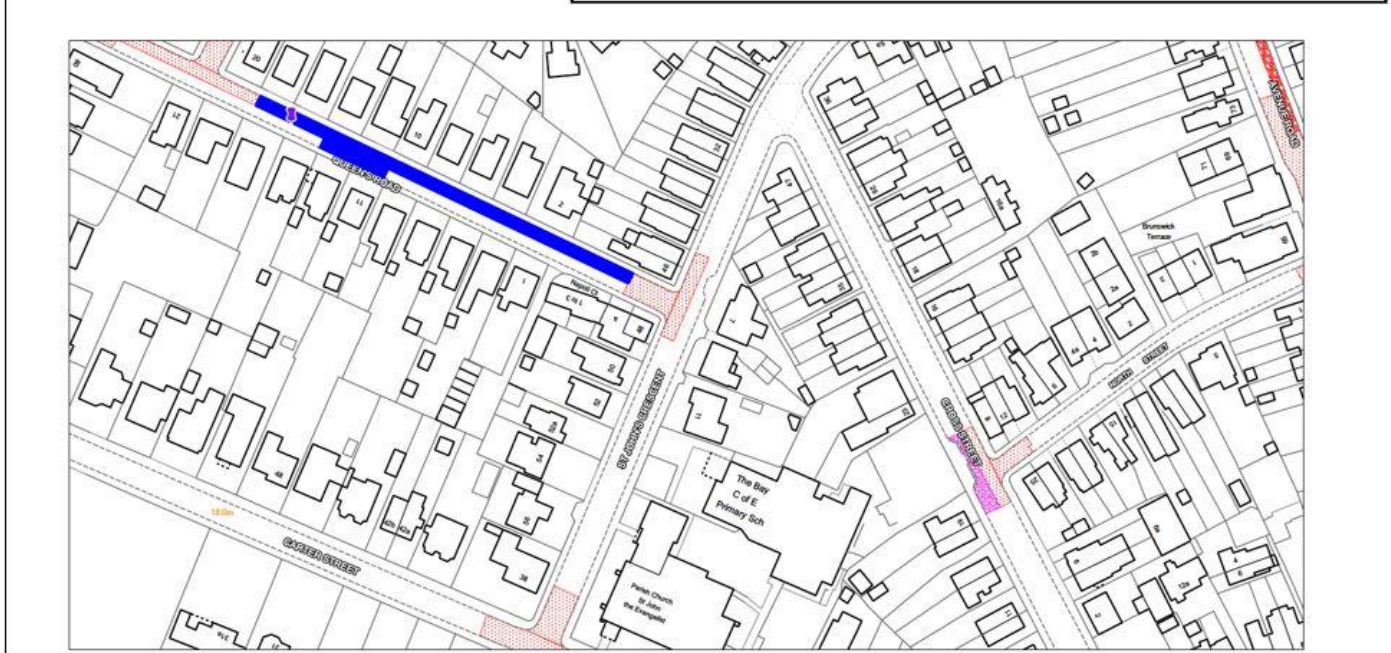
10 Morton Brook, Sandown

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



11 Queens Road, Sandown

Proposal: Introduce 'No Waiting at Any Time' parking restriction
 Reason: To manage the highway network and only allow parking one side of the road
 Note: all other restrictions will remain the same



12

Jeals Lane, Sandown

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

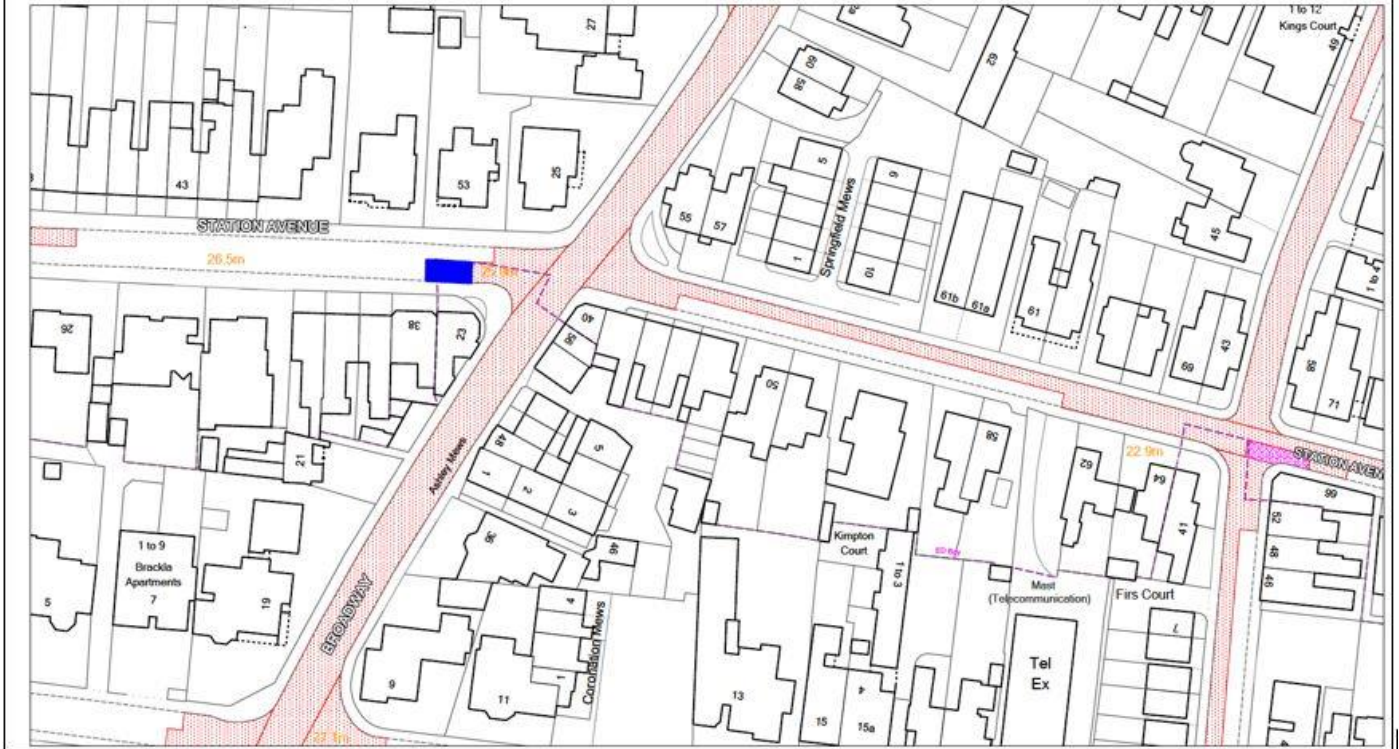
Reason: To access to the public footpath

Note: all other restrictions will remain the same



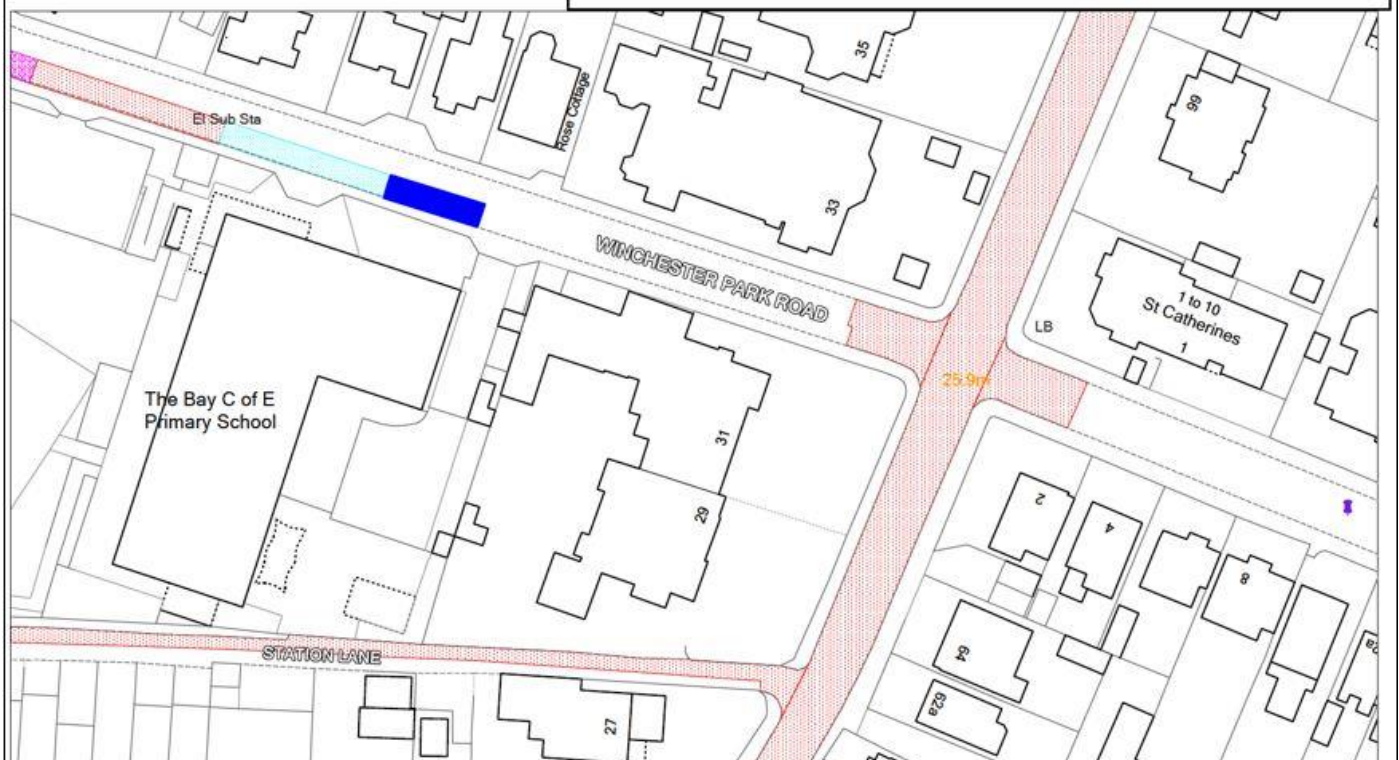
14 Station Avenue,
Sandown

Proposal: To revoke 'No Waiting at Any Time' parking restriction
Reason: To match the legal order - no change will occur on-street
Note: all other restrictions will remain the same



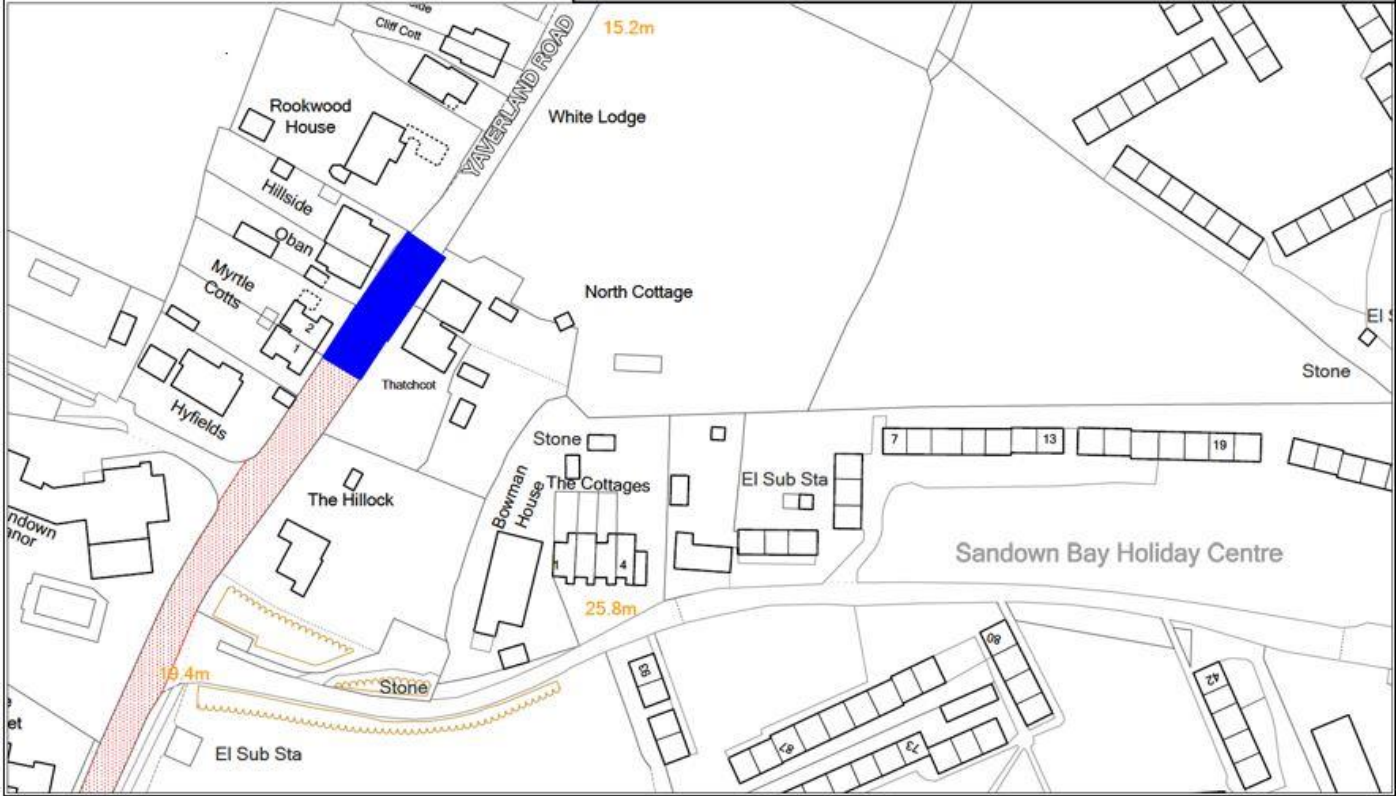
15 Winchester Park
Road, Sandown

Proposal: To introduce 'School Keep Clear, No Stopping Monday to Friday, 8am to 6pm'
parking restriction
Reason: To match the legal order - no change will occur on-street
Note: all other restrictions will remain the same



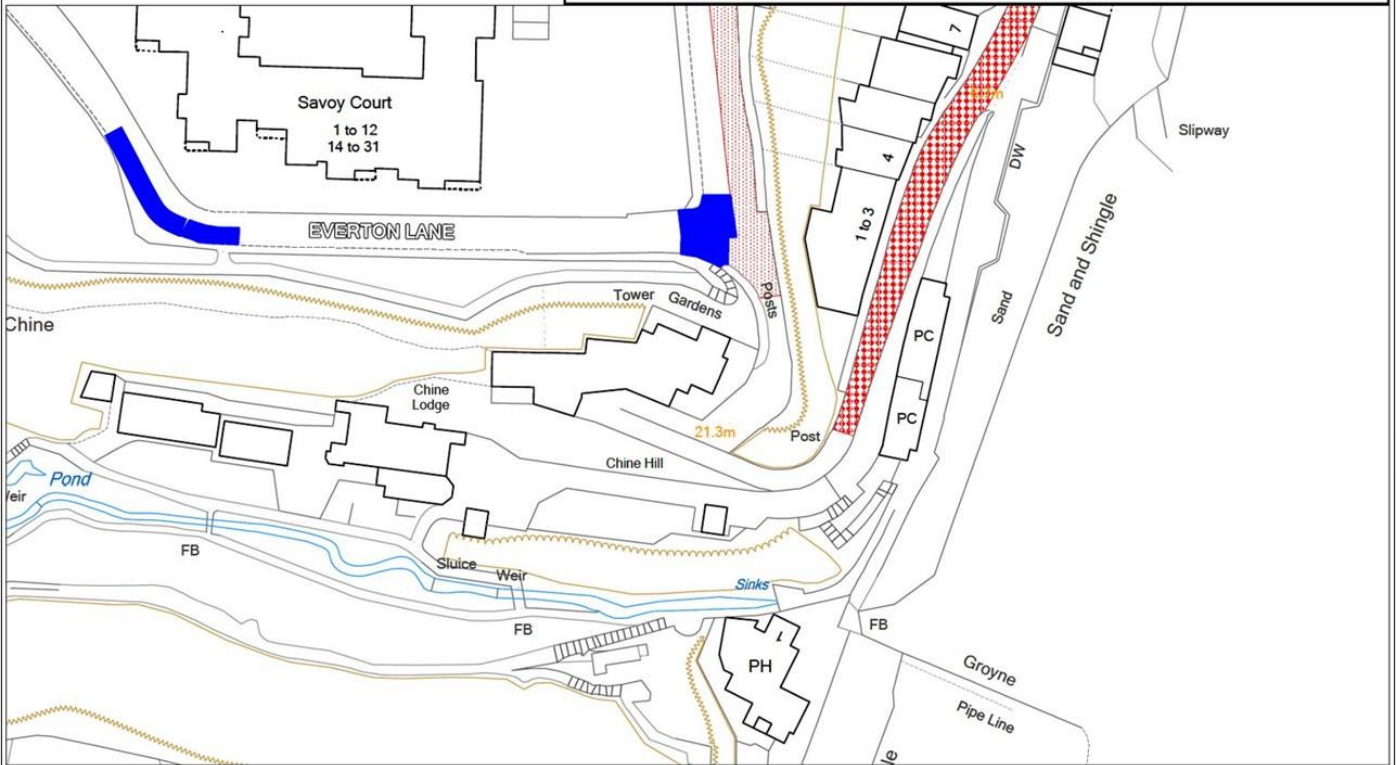
16 **Yaverland Road, Sandown**

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



1 **Everton Lane, Shanklin**

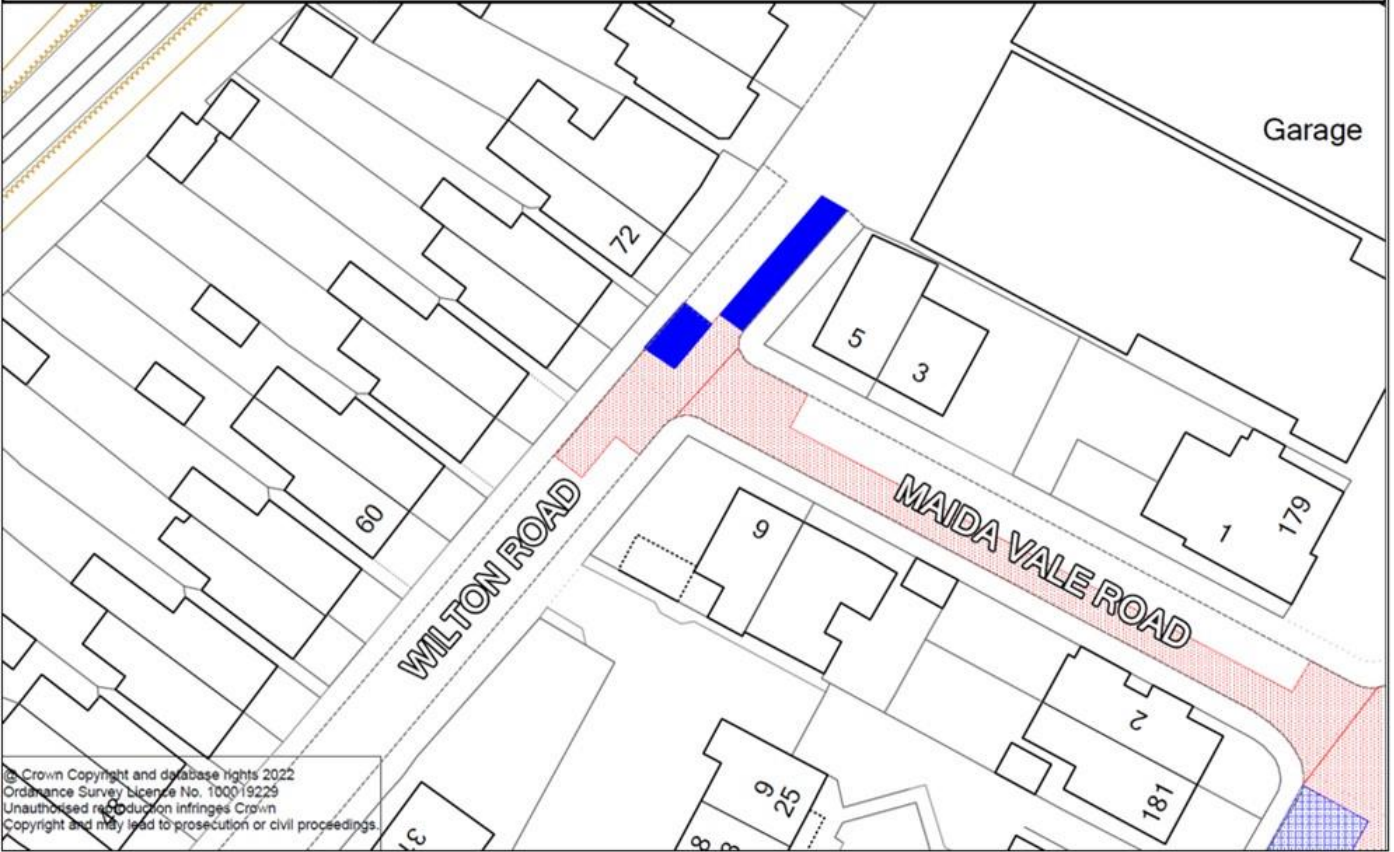
Proposal: To introduce 'No Waiting at Any Time' parking restriction
 Reason: To ensure the swept path for larger vehicles is available
 Note: all other restrictions will remain the same



2 Wilton Road,
Shanklin



Proposal: To introduce 'No Waiting at Any Time' parking restriction
Reason: To ensure the swept path for larger vehicles
Note: all other restriction will remain the same



3 Carter Avenue 1 near
Blythe Way, Shanklin

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

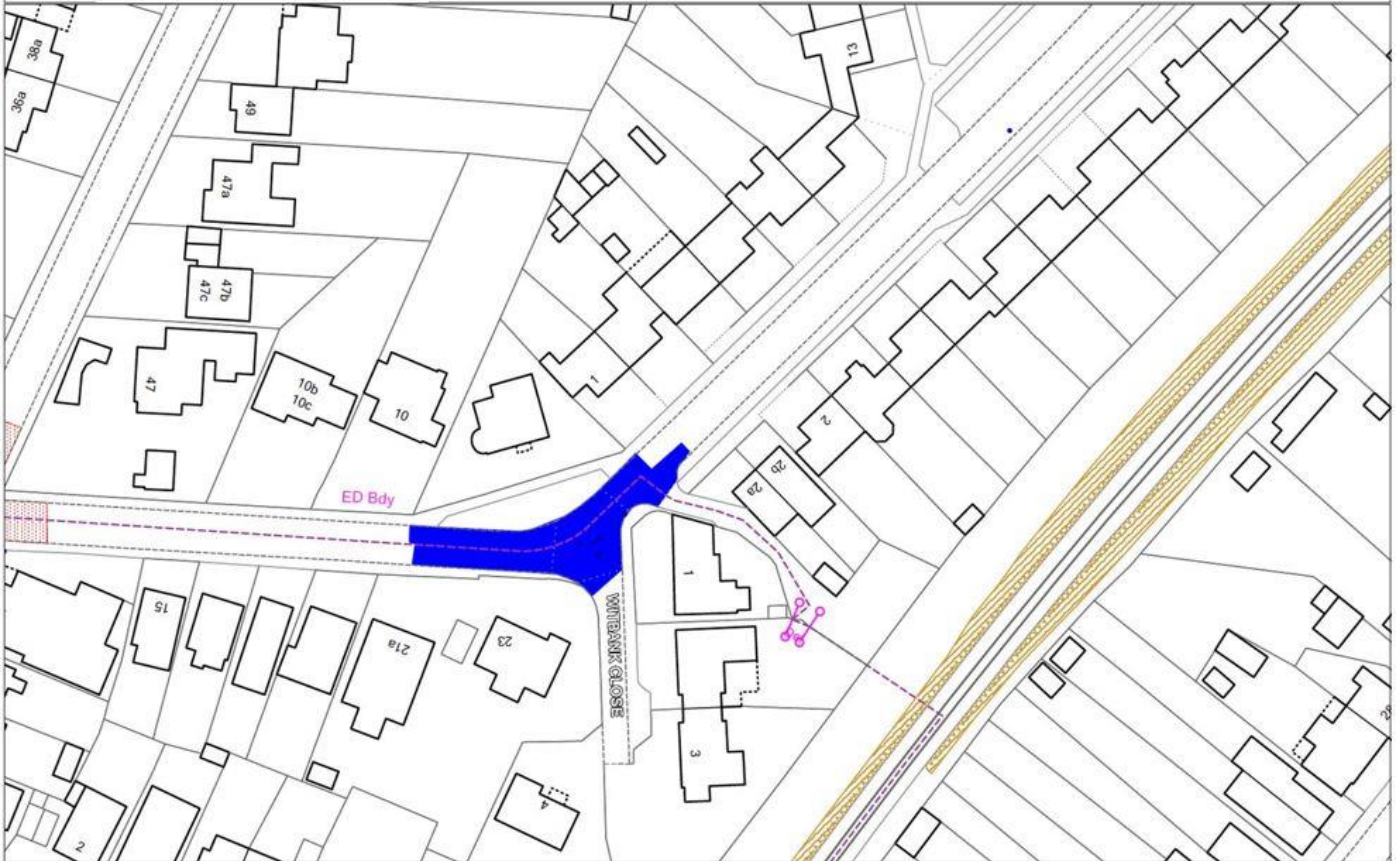


6

Witbank Gardens & Oaklyn Gardens, Shanklin



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



7

Orchard Road, Shanklin

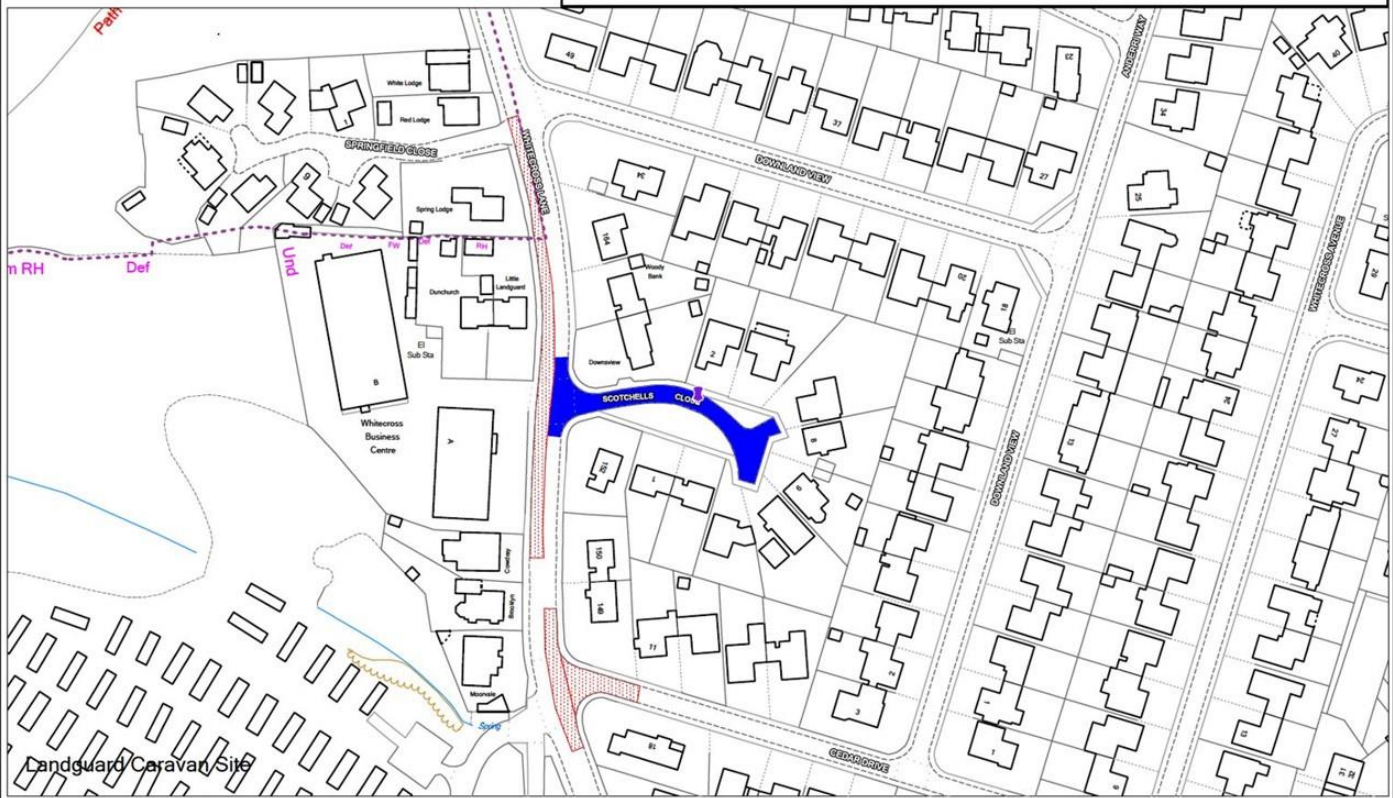


Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to manage the highway network and to prevent parking.
Note: all other restrictions will remain the same



8 Scotchells Close, Shanklin

Proposal: To introduce 'No Waiting at Any Time' parking restriction
 Reason: To improve the free flow of traffic
 Note: all other restrictions will remain the same



9 Northbourne Avenue, Shanklin

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

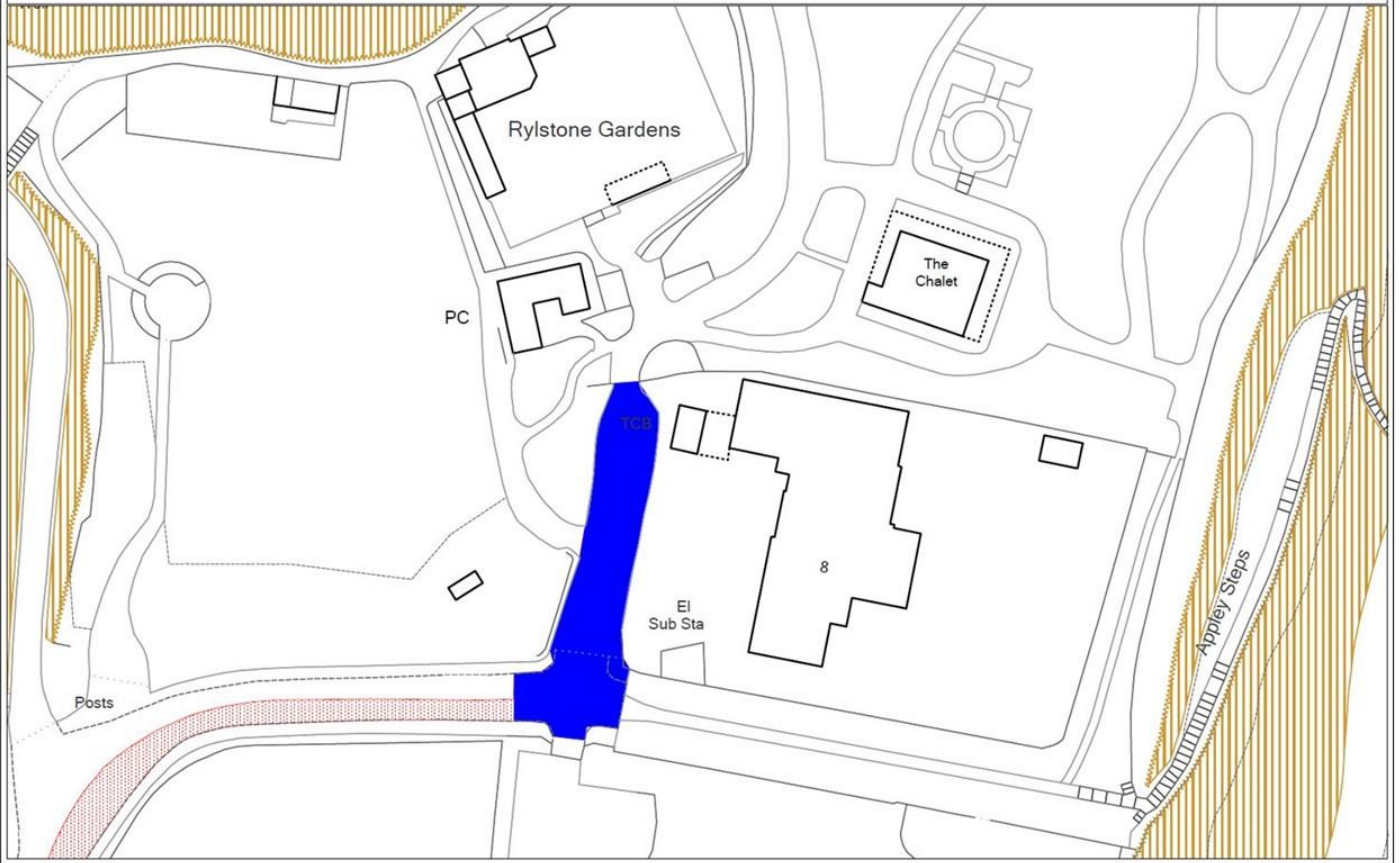


10

Rylstone Road, Shanklin



Proposal: introduce 'No Waiting / No loading at Any Time' parking restriction
Reason: to ensure access by preventing any parking
Note: all other restrictions will remain the same

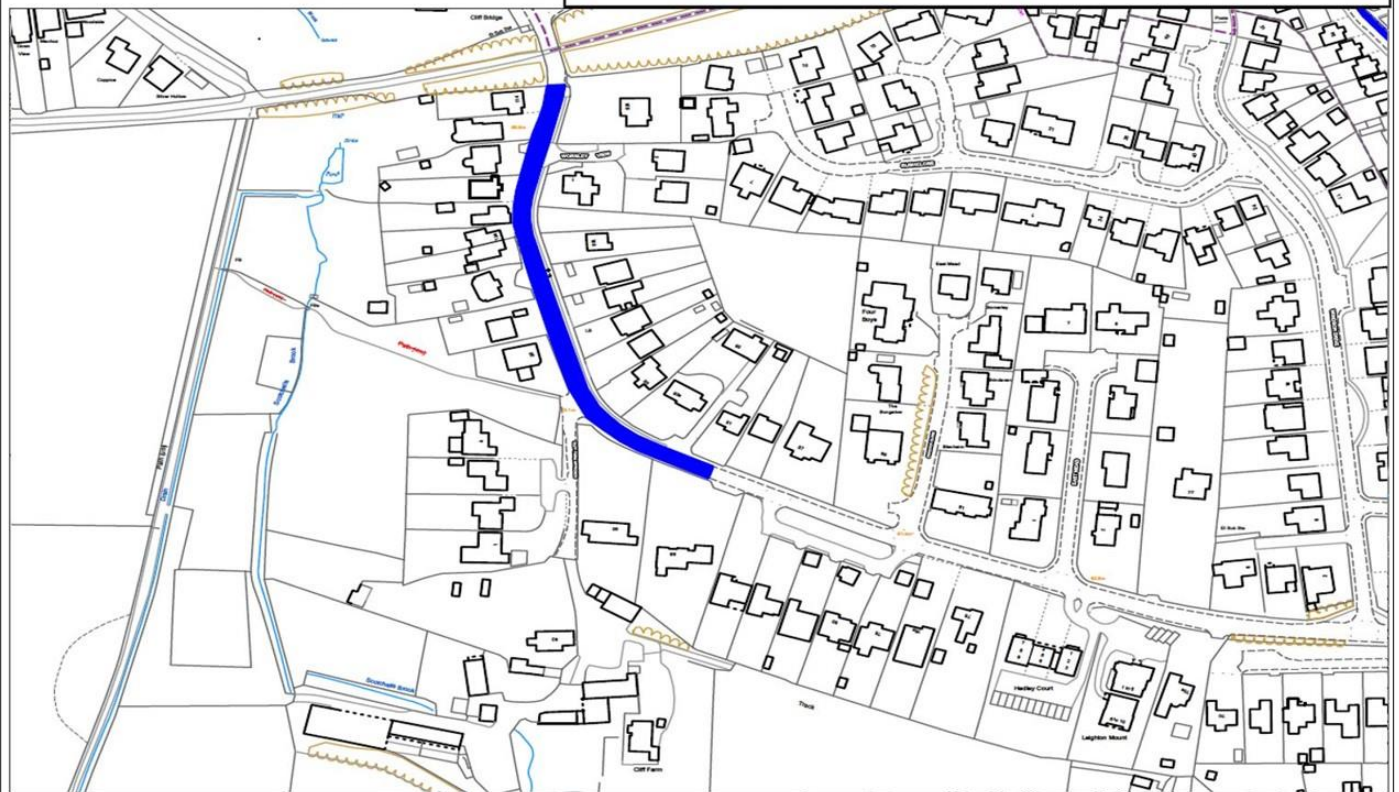


11

Victoria Avenue,
Shanklin



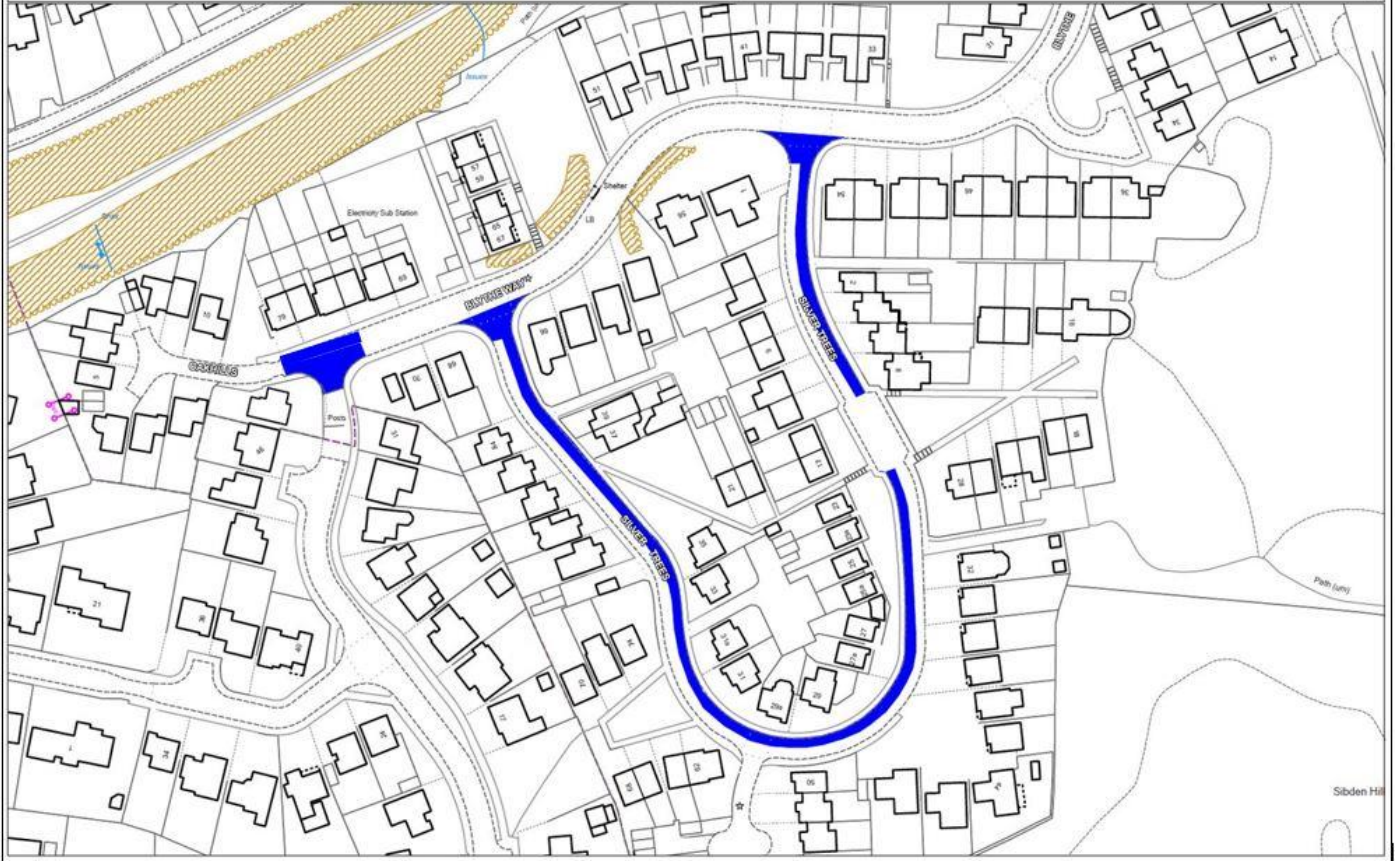
Proposal: To introduce 'No Waiting at Any Time' parking restriction
Reason: To prevent parking on the verge
Note: all other restrictions will remain the same



12

**Blythe Way & Silver Trees,
Shanklin**

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



13

**Queens Road,
Shanklin**

Proposal: To revoke 'No Waiting at Any Time' parking restriction
Reason: To match the legal order - no alterations will occur on-street
Note: all other restrictions will remain the same



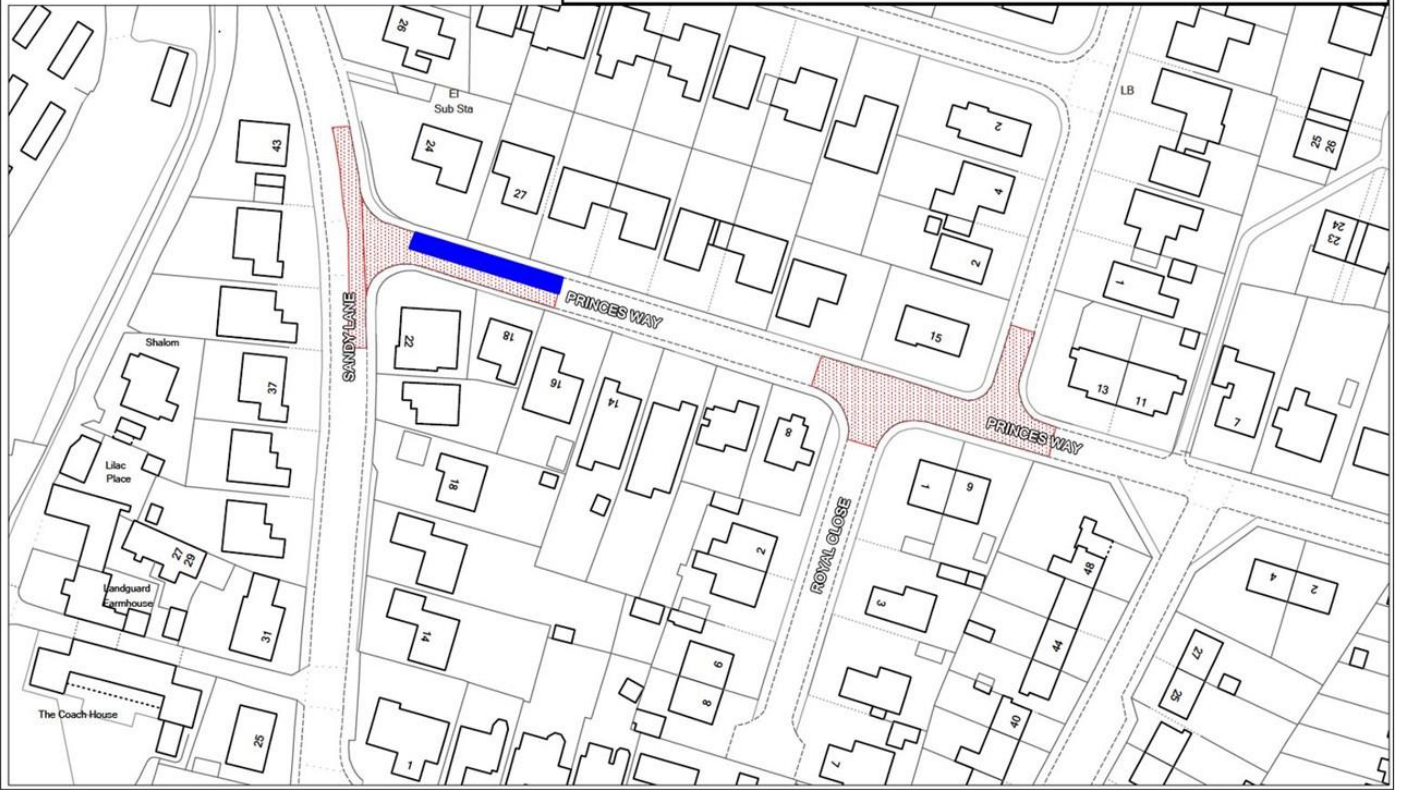
14

Princes Way, Shanklin

Proposal: To revoke 'No Waiting at Any Time ' parking restriction

Reason: To match the legal order - no alterations will occur on-street

Note:all other restrictions will remain the same



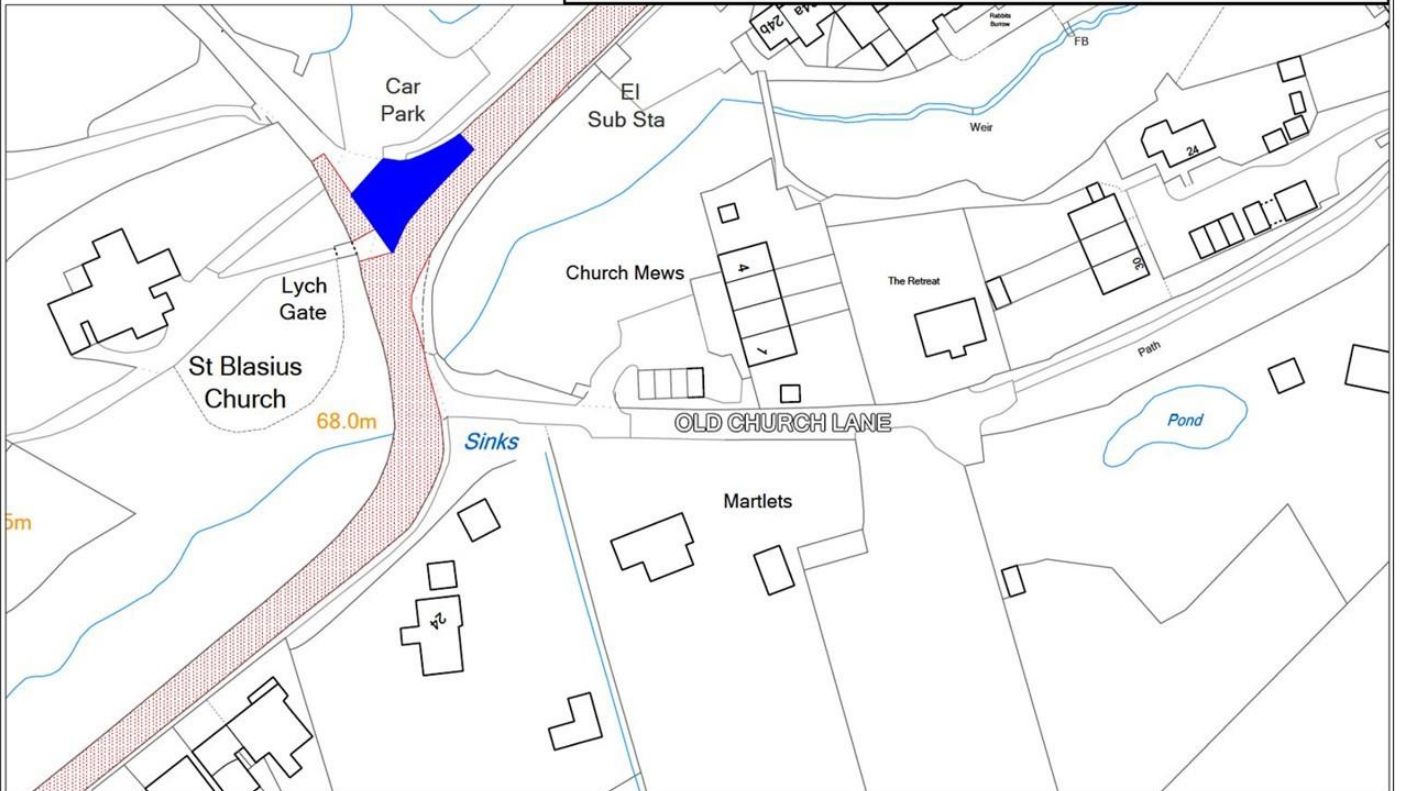
15

Church Road, Shanklin

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

Reason: To match the on-street restrictions - no alterations will occur on-street

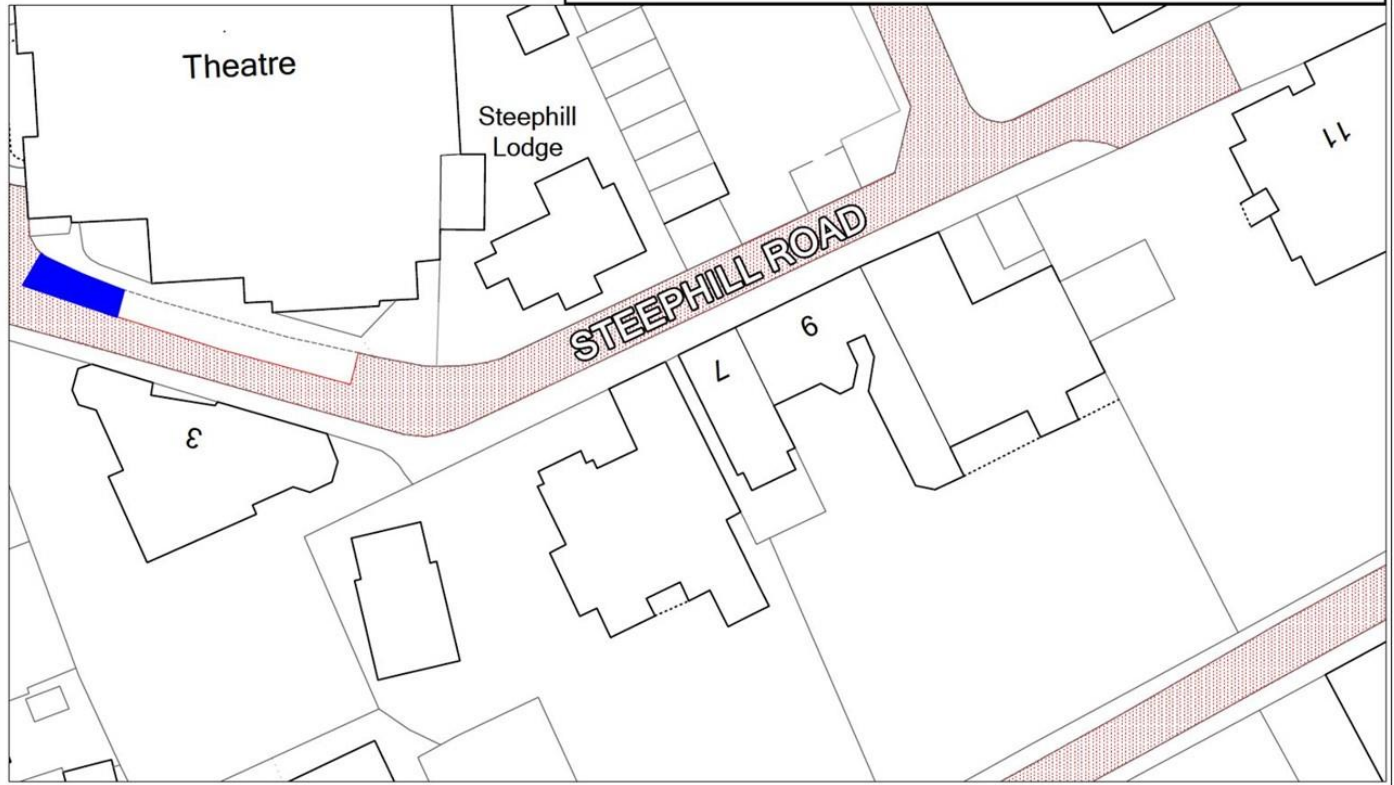
Note:all other restrictions will remain the same



16

Steephill Road, Shanklin

Proposal: To revoke 'No Waiting at Any Time ' parking restriction
 Reason: To match the legal order - no alterations will occur on-street
 Note:all other restrictions will remain the same



17

Sandown Road & Howard Road, Shanklin

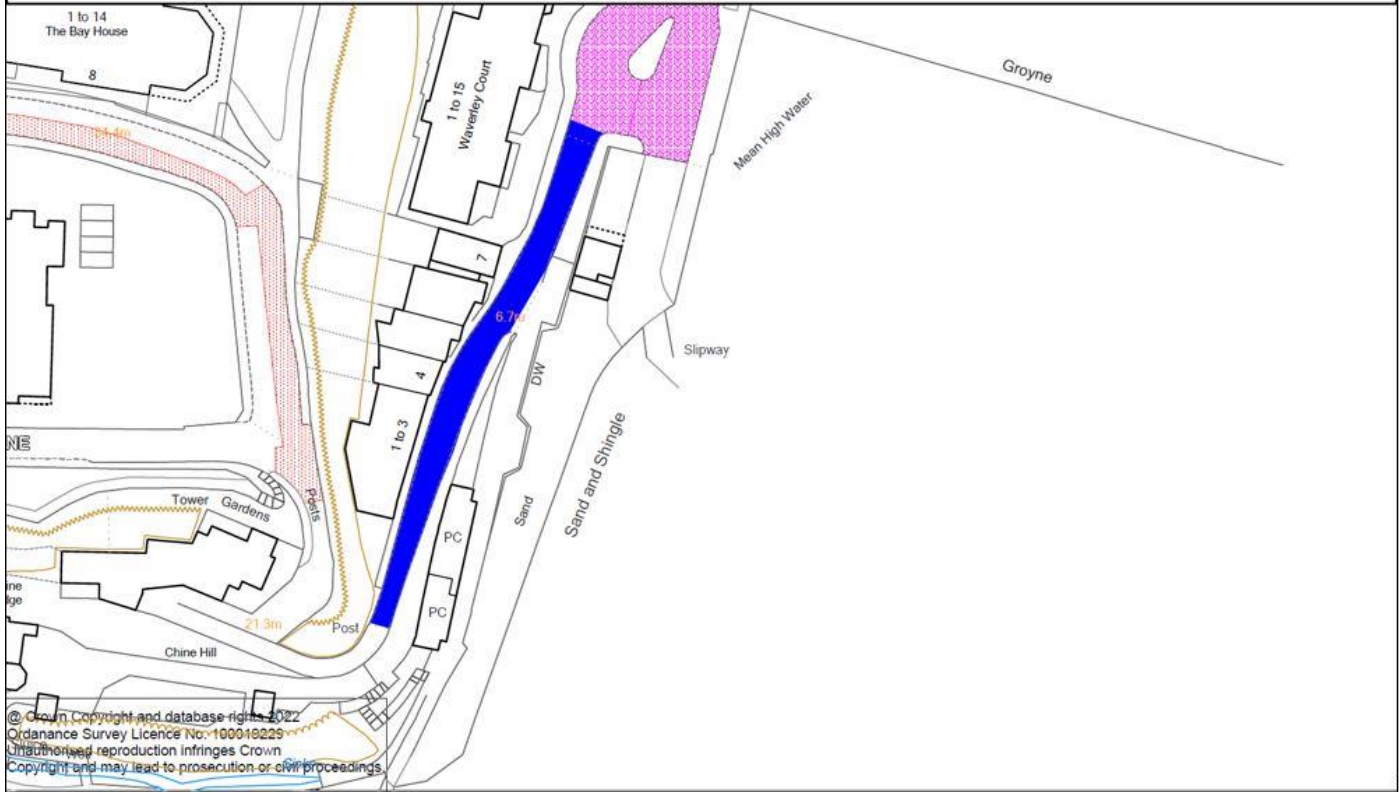
Proposal: To revoke 'School Keep Clear and Introduce 'No Waiting at any time ' parking restriction
 Reason: To match the on-street restrricion - no alterations will occur on-street
 Proposal: To revoke 'School Keep Clear' parking restriction
 Reason: The restrricion is no longer required
 Note:all other restrictions will remain the same



18 Esplanade, Shanklin



Proposal: To revoke 'No Waiting at Any Time 1 May-30 Sept' and introduce 'No Waiting at Any Time' parking restriction.
Reason: To improve safety, ensure access and to prevent parking
Note: all other restriction will remain the same



**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, ALVERSTONE)
(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), 2(1) (2) of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), part 4 of Schedule 9 to the act of 1984, and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part 3 of Schedule 9 to the Act of 1984 propose to make an order the effect of which will be to:

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

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

Main Road, on both sides, between a point 10 metres south and a point 104 metres north of its junction with the Cycle Track Sandown to Newport, Sandown.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 29th December 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

1st December 2023

**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, ARRETON)
(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), 2(1) (2) of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), part 4 of Schedule 9 to the act of 1984, and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part 3 of Schedule 9 to the Act of 1984 propose to make an order the effect of which will be to:

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

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

Hale Common, on the east side, between a point 4 metres south and a point 32 metres south of its junction with the Cycle Track Sandown to Newport, Sandown.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 29th December 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

1st December 2023

**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, NEWCHURCH)
(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), 2(1) (2) of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), part 4 of Schedule 9 to the act of 1984, and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part 3 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, Newchurch) (Traffic Regulation) Order No 1 2018
2. To re-enact the provisions contained therein subject to the following amendments:

To introduce 'No Waiting At Any Time' parking restriction in the following length of road:

Alverstone Road, on the east side, between a point 39 metres north and a point 52.5 metres north of its junction with Newport Road.

Cupressus Avenue, on the east side, between its junction with Forest Road and a point 18.5 metres north thereof.

Cupressus Avenue, on the west side, between its junction with Forest Road and a point 28.5 metres north thereof.

Forest Road, on the north side, between a point 9 metres west and a point 9 metres east of its junction with Cupressus Avenue.

The Shute, on both sides, between a point 187 metres south and a point 193 metres south of its junction with Cycle Track Sandown to Newport.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 29th December 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

1st December 2023

**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, LAKE)
(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 has made an order the effect of which will be to:

1. To revoke the provisions of 'The Isle of Wight Council (Various Streets, Lake) (Traffic Regulation) Order No 1 2012'.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a. To implement 'No Waiting at Any Time' in the following lengths of road:

Churchill Close, on the north side, from a point 81 metres east to a point 97 metres north-east of its junction with Lamorbey Terrace.

Churchill Close, on the south side, between a point 81 metres east and a point 90 metres south-west of its junction with Lamorbey Terrace.

Churchill Close, on the south-east side, between a point 53.5 metres south-west and a point 70 metres south-west of the most northern section of the end of the end of the highway.

Cross Road, on the east side, between its junction with Stag Road and a point 6 metres south thereof.

James Avenue, on the east side, between its junction with Oaktree Close and a point 6 metres south thereof.

James Avenue, on the west side, between a point 2.5 metres south and a point 6 metres south of its junction with Oaktree Close.

Lamorbey Road, on the west side, between a point 10.5 metres south and a point 38.5 metres south of its junction with West Avenue.

Newport Road, on the north side, between a point 15.5 metres west and its junction with Manor Road to its junction with Merry Farm Park.

Newport Road, on the south side, between its junction with Manor Road and its junction with Whitecross Lane.

Ranelagh Road, on the west side, between a point 31.5 metres south and a point 38 metres south of its junction with Cliff Way.

Ranelagh Road, on the west and south side, between a point 7.5 metres west and a point 36 metres north of its junction with Cliff Road.

Stag Road, on the north side, between its junction with Cross Road and a point 13 metres east thereof.

Stag Road, on the south side, between its junction with Cross Road and a point 5 metres east thereof.

- b. To implement 'No Waiting Monday to Saturday, 8am to 6pm' in the following lengths of road:

The Fairway, on the east side, between a point 14 metres north and a point 12 metres south of its junction with Roseway.

The Fairway, on the east side, between a point 125.5 metres north and a point 159 metres north of its junction with Medeway.

Newport Road, on the south side, between a point 31.5 metres east and a point 131 metres east of its junction with Lamorbey Road.

Sandown Road, on the west side, between a point 6 metres north and a point 38F metres north of its junction with Flitcroft Gardens.

- c. To introduce 'No Waiting / No Loading at Any Time' in the following lengths of road;

Sandown Road, on the west side, between its junction with Lake Green Road and a point 3 metres south thereof.

Sandown Road, on the west side, between a point 22 metres south and a point 59 metres south of its junction with New Road.

Sandown Road, on the east side, between a point 45 metres north and a point 37 metres south of its junction with Newport Road.

- d. To revoke 'No Waiting at Any Time / Loading and Unloading Limited To 1 Hour No Return Within 1 Hour, in the following lengths of road:

Sandown Road, on the west side, between a point 3 metres south and a point 59 metres south of its junction with New Road.

- e. To revoke 'No Waiting Monday to Friday, 8am to 6pm' in the following lengths of road:

Newport Road, on the north side, between a point 15.5 metres west of its junction with Manor Road and its junction with Merry Farm Park.

- f. To revoke 'No Loading 8am to 12pm and 2pm to 8pm' in the following lengths of road:

Sandown Road, on the east side, between a point 45 metres north and a point 37 metres south of its junction with Newport Road.

g. To revoke 'No Loading at Any Time' in the following length of road:

Berry Hill, on both sides, between its junction with Manor Road and a point 20 metres south thereof.

Manor Road, on both sides, between its junction with Berry Hill and a point 38 metres east thereof.

The amendments are being proposed on road safety grounds and to assist in the free flow of traffic.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 29th December 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

1st December 2023

**THE ISLE OF WIGHT COUNCIL
(DESIGNATED LOADING BAYS)
ORDER NO 3 2023**

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

1. To revoke the provisions of 'The Isle of Wight Council (Designated Loading Bays) Order No 1 2021'.
2. To consolidate into this order the following 'The Isle of Wight Council (Designated Loading Bays) Order No 1 2023'.
3. To re-enact the provisions contained therein subject to the following amendments:
 - a. To introduce 'Loading Only 1 Hour No Return Within 1 Hour' in the following length of road;

Sandown Road, on the west side, between a point 3 metres south and a point 22 metres south of its junction with Lake Green Road.

The amendments are being proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and is aimed at managing the number of specific areas for vehicles to load and unload goods across the island thus reducing delay and congestion.

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 29th December 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

1st December 2023

**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, SANDOWN)
(TRAFFIC REGULATION)
ORDER NO 1 2024**

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, Sandown) (Traffic Regulation) Order No 1 2021'.
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:

Albert Road, on the west side, between its junction with Station Avenue and a point 5 metres south thereof.

Avenue Road, on the east side, between a point 12 metres north and a point 18.5 north of its junction with Fort Mews.

Brook Close, on both sides, between its junction with Morton Brook and a point 6 metres west thereof.

Carter Street, on the north side, between a point 10.5 metres west and a point 144 metres west of its junction with Cross Street.

Carter Street, on the south side, between a point 41 metres west and a point 59.5 metres west of its junction with Cross Street.

College Close (northern section from the roundabout), on the west side, between a point 6 metres north and a point 60.5 metres north of its junction with the roundabout.

Culver Way, on the south-east and north-east side, between a point 12 metres north-east and a point 182 metres north-west of its junction with Meadow Way.

Culver Way, on the north-east side, between a point 30 metres south-east and 30 metres north-west of its junction with Redcliff Close.

Culver Way, on the north-west and south-west side, between a point 100 metres north-east of its junction with Meadow Way and its junction with Redcliff Close.

Culver Way, on the north-west side, between a point 13 metres south-west and a point 38 metres north-west of its junction with Redcliff Close.

Foxes Close, on both sides, between a point 57 metres north-west of its junction with Broadway to the end of the public highway, to include the entire turning area.

Jeals Lane, on both sides, between a point 7 metres north-east and a point 7 metres south-west of its junction with Sandown and Shanklin Footpath 49

Meadow Way, on the south-west side, between a point 11 metres north-west and a point 87.5 metres north-west of its junction with Yaverland Close.

Meadow Way, on the south-west side, between a point 101 metres north-west and a point 119 metres north-west of its junction with Yaverland Close.

Meadow Way, on the north-east side, between a point 26.5 metres north-west and a point 51 metres north-west of its junction with Culver Way.

Meadow Way, on the north-east side, between a point 75 metres north-west and a point 119 metres north-west of its junction with Culver way.

Morton Brook, on the south-west side, between its junction with Perowne Way and its junction with The Warren.

Morton Brook, on the north-west side, between its junction with The Warren and a point 9 metres north thereof.

Morton Brook, on the west side, between a point 7.5 metres north and a point 7.5 metres south of its junction with Brook Close.

Morton Brook, on the east side, between a point 9 metres north and a point 9 metres south of its junction with Willow Way.

Morton Brook, on the north-east side, between a point 26.5 metres north-west and a point 34 metres north-west of its junction with Perowne Way.

Perowne Way, on the north sides, between a point 68 metres west and a point 98.5 metres west of its junction with Jeals Lane.

Perowne Way, on the south side, between a point 29.5 metres west and a point 116.5 metres west of its junction with Jeals Lane.

Queens Road, on the north-east side, between a point 13.5 metres north-west and a point 126.5 metres north-west of its junction with St Johns Crescent.

Queens Road, on the south-west side, between a point 85.5 metres north-west and a point 106.5 metres north-west of its junction with St Johns Crescent.

Redcliff Close, on both sides, between its junction with Culver Way and a point 11.5 metres south-west thereof.

Station Avenue, on the south side, between its junction with Albert Road and a point 5 metres west thereof.

Tamar Close, on the north side, between a point 16 metres west of its junction with Avenue Road and the end of the highway.

Tamar Close, on the south side, between a point 7.5 metres west and a point 34.5 metres west of its junction with Avenue Road.

The Warren, on both sides, between its junction with Morton Brook and a point 6 metres south-west thereof.

Union Road, on the north side, between a point 3 metres west and a point 6 metres west of its junction with Wilkes Road.

Vinings Road, on the north-west side, between a point 14 metres north-east and a point 76 metres north-east of its junction with Queens Road.

Willow Way, on both sides, between its junction with Morton Brook and a point 6 metres east thereof.

Yaverland Road, on both sides, between a point 69 metres north-east and a point 103.9 metres north-east of its junction with Sandown Bay Park access road.

- b. To revoke 'No Waiting Mon-Sat 8am-6pm' parking restriction in the following lengths of road:

Avenue Road, on the east side, between a point 12 metres north and a point 18.5 north of its junction with Fort Mews.

Carter Street, on the north side, between a point 10.5 metres west and a point 144 metres west of its junction with Cross Street.

- c. To revoke 'No Waiting at Any Time' parking restriction. In the following lengths of road:

Station Avenue, on the south side, between a point 1.5 metres west and a point 20.5 metres west of its junction with Broadway.

- d. To revoke 'Limited Waiting 1 Hour No Return Within 1 Hour Mon-Sat 8am-6pm' parking restriction in the following length of road:

Union Road, on the north side, between a point 3 metres west and a point 6 metres west of its junction with Wilkes Road.

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 pfj@iow.gov.uk, or complete the online form at www.iow.gov.uk/TROConsultations, not later than 12 noon on Friday 16th February 2024. Large text format copies can be requested by emailing pfj@iow.gov.uk, or by contacting the Council on 01983 821000.

Scott Headey - Deputy Strategic Manager

19th January 2024

PLEASE NOTE THAT DUE TO A WORDING ERROR, THIS TRO IS BEING RE-ADVERTISED. THE PROPOSALS CONTAINED IN THIS NOTICE ARE THE SAME AS THE PREVIOUS VERSION MINUS THE ERROR. YOU DO NOT NEED TO RE SUBMIT YOUR REPRESENTATION IF YOU MADE ONE AS IT WILL STILL BE CONSIDERED; IF NOT THEN PLEASE DO SO USING THE INFORMATION PROVIDED ABOVE.

**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, SHANKLIN)
(TRAFFIC REGULATION)
ORDER NO 1 2024**

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, Shanklin) (Traffic Regulation) Order No 1 2017'.

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

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

Blythe Way, on the south-east side, between its junction with Carter Avenue and a point 23 metres south-west thereof.

Blythe Way, on the north-west side, between its junction with Carter Avenue and a point 36 south-west thereof.

Blythe Way, on both sides, between a point 26 metres west and a point 55.5 metres west of its junction with Silver Trees, to include the entire turning area.

Carter Avenue, on the north sides, between a point 3 metres east to a point 22 metres east of its junction with Blyth Way.

Carter Avenue, on the south side, between its junction with Blyth Way and a point 24 metres east thereof.

Carter Avenue, on the north side, between a point 20.5 metres east and a point 12 west of its junction with Josephs Way.

Carter Avenue, on the south side, between a point 4 metres west and a point 13 metres west of its junction with Josephs Way.

Chatsworth Avenue, on both sides, between its junction with Orchard Road and a point 7 metres west thereof.

Chine Road, on the west side, between its junction with Everton Lane and a point 4 metres north thereof.

Church Road, on the north-west side, between a point 23 metres north-east and a point 48.5 metres north-east of its junction with Old Church Lane.

Collingwood Road, on the south side, between a point 6 metres west and a point 6 metres east of its junction with Northbourne Avenue.

Esplanade, Shanklin, on both sides, from its junction with the roundabout to the end of the public highway in a southern direction.

Everton Lane, on the south side, between its junction with Chine Road and a point 6 metres west thereof.

Everton Lane, on the north side, between its junction with Chine Road and a point 4 metres west thereof.

Everton Lane, on the south-west side, between a point 70.5 metres west to a point 92.5 metres north of its junction with Chine Road.

Northbourne Avenue, on both sides, between its junction with Collingwood Road and a point 5 metres south thereof.

Oaklyn Gardens, on the south-east side, between its junctions with Whitbank Close and a point 24 metres north-east thereof.

Oaklyn Gardens, on the north-west side, between its junction with Whitbank Gardens and a point 16.5 metres north-east thereof.

Orchard Road, on the south-east side, between a point 21 metres south-west and a point 221 metres south-west of its junction with Batts Road.

Orchard Road, on the north-west side, between a point 140 metres south-west to a point 224 metres south-west of its junction with Batts Road.

Orchard Road, on the north-west and north side, between its junction with Chatsworth Avenue and a point 101 metres north-east and east thereof.

Orchard Road, on the east and south-east side, between a point 7 metres north to a point 56 metres north-east and east of its junction with Chatsworth Avenue.

Orchard Road, on the west side, between its junction with Chatsworth Avenue and a point 8 metres south thereof.

Sandown Road, on the north-west side, between a point 55.5 metres south-west and a point 128 metres south-west of Winchester House access road.

Sandown Road, on the south-east side, between a point 15.5 metres south-west and a point 54.5 metres south-west of its junction with Littlestairs Road.

Scotchells Close, on both sides, for its entire length.

Silver Trees, on the west side, between its junction with Blythe Way and a point 12 metres south thereof.

Silver Trees, on the east, north and west side, between its junction with Blythe Way and a point 96 metres south of its junction with Blythe Way.

Silver Trees, on the east side, between its junctions with Blythe Way and a point 72 metres south thereof.

Silver Trees, on the west side, between its junction with Blythe Way and a point 8 metres south thereof.

Victoria Avenue, on both sides, between a point 26.5 metres north of its junction with Worsley View and a point 73.5 metres north-west of its junction with Peacock Close.

Whitbank Close, on both sides, between its junction with Oaklyn Gardens and a point 5 metres south thereof.

Whitbank Gardens, on the south side, between its junctions with Whitbank Close and a point 26 metres west thereof.

Whitbank Gardens, on the north side, between its junction with Oaklyn Gardens and a point 31.5 metres west thereof.

Whitecross Lane, on the east side, between its junctions with a point 9 metres north to a point 9 metres south of its junction with Scotchells Close.

Wilton Road, on the north-west side, between its junction with Maida Vale Road and a point 7 metres north-east thereof.

Wilton Road, on the south-east side, between its junction with Maida Vale Road and a point 14.5 metres north-east thereof.

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

Rylstone Road, on both sides, between a point 74 metres north-east of its junction with Luccombe Road to the end of the public highway.

c. To revoke 'No Waiting at Any Time' in the following lengths of road:

Princes Way, on the north side, between a point 9 metres east and a point 40 metres east of its junction with Sandy Lane.

Queens Road, on the east side, between a point 16.5 metres north and a point 29 metres north of its junction with Clarendon Road.

Steephill Road, on the north side, between the junction with Prospect Road and a point 9 metres south-east thereof.

- d. To revoke 'No Waiting at Any Time 1 May-30 Sept' in the following lengths of road:

Esplanade, Shanklin, on both sides, between its junction with the roundabout and the end of the public highway in a southern direction.

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 16th February 2024. 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

19th January 2024

PLEASE NOTE THAT DUE TO A WORDING ERROR, THIS TRO IS BEING RE-ADVERTISED. THE PROPOSALS CONTAINED IN THIS NOTICE ARE THE SAME AS THE PREVIOUS VERSION MINUS THE ERROR. YOU DO NOT NEED TO RE SUBMIT YOUR REPRESENTATION IF YOU MADE ONE AS IT WILL STILL BE CONSIDERED; IF NOT THEN PLEASE DO SO USING THE INFORMATION PROVIDED ABOVE.

**THE ISLE OF WIGHT COUNCIL
(PROHIBITION OF STOPPING AT SCHOOL ENTRANCES)
ORDER NO 1 2024**

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 (Prohibition of Stopping at School Entrances) Order No 1 2013'.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a. To revoke 'No Stopping Monday to Friday 8am to 6pm On School Entrance Markings', in the following lengths of road:

Howard Road, Shanklin, on the north side, between a point 24 metres east and a point 55.5 metres east of its junction with Sandown Road.

Sandown Road, Shanklin, on the south-east side, between a point 15.5 metres south-west and a point 54.5 metres south-west of its junction with Littlestairs Road.
 - b. To introduce 'No Stopping Monday to Friday, 8am to 6pm on School Entrance Markings' in the following length of road:

Winchester Park Road, Sandown, on the south-west side, between a point 69.5 metres north-west and a point 84.5 north-metres west of its junction with Broadway.

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

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to 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 16th February 2024. 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

19th January 2024

Loction	Total	Support	Objections
Note - some representations contain both support and objection			
Alverstone - 27			
1. Main Road, Alverstone	27	9	19
	27		
Arreton - 5			
1. Hale Common, Arreton	5	4	1
	5		
Newchurch - 15			
1. Cupressus Avenue, Newchurch	8	6	2
2. The Shute, Newchurch	6	4	2
3. Alverstone Road, Newchurch	1	1	0
	15		
Lake - 32			
1. Cross Road & Stag Road, Lake	2	2	0
2. Lamorbey Road, Lake	3	2	1
3. Newport Road 1, Lake	5	1	4
4. The Fairway, Lake	8	7	1
5. James Avenue, Lake	1	0	1
6. Churchill Close, Lake	2	1	1
7. Berry Hill, Lake	0	0	0
8. Ranelagh Road, Lake	2	0	2
9. Sandown Road 1, Lake	1	1	0
10. Newport Road 2, Lake	3	2	1
11. Sandown Road 2, Lake	2	2	0
12. Sandown Road 3, Lake	3	1	2
	32		
Sandown - 183			
1. Meadow Way & Culver Way, Sandown	48	31	27
2. Union Road, Sandown	0	0	0
3. Tamar Close, Sandown	5	5	0
4. Vinings Road, Sandown	10	2	8
5. Foxes Close, Sandown	18	3	15
6. Albert Road & Station Avenue, Sandown	5	3	2
7. Perowne Way, Sandown	21	16	5
8. Carter Street, Sandown	13	6	7
9. College Close, Sandown	11	11	0
10. Morton Brook, Sandown	4	3	1
11. Queens Road, Sandown	19	2	17
12. Jeals Lane, Sandown	3	0	3
13. Avenue Road, Sandown	5	3	2
14. Station Avenue, Sandown	1	1	0
15. Winchester Park Road, Sandown	1	1	0
16. Yaverland Road, Sandown	19	12	7
	183		
Shanklin - 78			
1. Everton Lane, Shanklin	3	3	0
2. Wilton Road, Shanklin	3	2	1
3. Carter Avenue 1, Shanklin	6	4	2
4. Carter Avenue 2, Shanklin	4	2	2

5. Sandown Road, Shanklin	8	4	4
6. Witbank Gardens & Oaklyn Gardens, Shanklin	1	1	0
7. Orchard Road, Shanklin	16	2	14
8. Scotchells Close, Shanklin	5	1	4
9. Northbourne Avenue, Shanklin	2	1	1
10. Rylstone Road, Shanklin	1	0	1
11. Victoria Avenue, Shanklin	8	6	2
12. Blythe Way and Silver Trees, Shanklin	11	6	5
13. Queens Road, Shanklin	0	0	0
14. Princes Way, Shanklin	0	0	0
15. Church Road, Shanklin	0	0	0
16. Steephill Road, Shanklin	0	0	0
17. Sandown Road and Howard Road, Shanklin	2	1	1
18. Esplanade, Shanklin	8	3	5
	<hr/>		
	78		

Isle of Wight Council Climate and Sustainable Development Impact Assessment

Proposed parking restrictions in District 4 – Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin.

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.

This page is intentionally left blank

Equality Impact Assessment

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

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

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

Assessor(s) Name and job title:

Scott Headey - Strategic Manager Highways and Transportation

Directorate and Team/School Name:

Community Services

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

Name: Implementation of the proposed parking restrictions in District 4 – Alverstone, Arreton, Newchurch, Lake, Sandown and Shanklin.

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 participatio	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>)
Age 5088								

		n 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 crossing the road and	No	N/A	N/A	N/A	No	N/A	N/A

	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 LGBT groups?)	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	No	N/A	N/A	N/A	No	N/A	N/A

	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
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 crossing the road and	No	N/A	N/A	N/A	No	N/A	N/A

	ensuring access to footways.							
--	------------------------------	--	--	--	--	--	--	--

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

Review

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

Through the formal consultation exercise from 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: 5 April 2024
Legal sign off & date:	Name: Judy Mason - Strategic Manager of Human Resources and Employment Lawyer Date: 12 April 2024

Page 592

1. Main Road, Alverstone**Rationale:**

Parking on and between the bridges in narrow bendy lane with no footways blocks the visibility and makes it unsafe for both pedestrians and drivers. Proposing a No waiting restriction on both sides of the lane to mitigate the situation.

Arreton**1. Hale Common, Arreton****Rationale:**

This is one of the island's main road connection Newport with the eastern coast. It has been reported that vehicles are parking close to the car park entrance and the footpath exit, including the hatched area, obstructing visibility and traffic flow. No waiting parking restriction is proposed to mitigate the situation.

Newchurch**1. Cupressus Avenue, Newchurch****Rationale:**

It has been observed that cars parked close to the junction and partly on the pavement make it unsafe for drivers and pedestrians. The proposed parking restriction would improve the visibility and will make the entry/exit to Cupressus Avenue safer.

2. The Shute, Newchurch**Rationale:**

The proposed No waiting at any time parking restriction in this location would improve the visibility and will make the exit from the site on the opposite side of the road safer.

3. Alverstone Road, Newchurch**Rationale:**

There is an existing parking restriction - double yellow line in this location which helps with the visibility and safety at the junction, it will remain in place, we are just making a legal order for it so it can be enforced.

Lake**1. Cross Road & Stag Road, Lake****Rationale:**

Parking at the bend (cool-de-sac with footway on one side only) reduces visibility and has a potential to cause blockages to the traffic. Proposing to extend the existing parking restriction and to also cover the opposite side of the bend.

2. Lamorbey Road, lake**Rationale:**

Parking on both sides of the road causes blockages. Proposing to extend the existing parking restriction to improve the current situation.

3. Newport Road, Lake

Rationale:

Parking at this main road so close to the traffic lights causes queues in the school pick up/drop off hours and beyond, making the crossing unsafe. Proposing Limited waiting restriction which will allow evening/night and Sunday parking for the local residents.

4. The Fairway, Lake

Rationale:

There is an existing Limited waiting parking restriction (in red on the map) which regulate parking on one side of the road, however, there is a need for passing points to rectify the current difficulties with the traffic flow. Same limited waiting proposed on opposite side of the road at the two junctions (in blue).

5. James Avenue, Lake

Rationale:

The shared access to Oaktree Close needs to be kept clear and the visibility improved, hence proposing No waiting restriction.

6. Churchill Close, Lake

Rationale:

No waiting parking restriction proposed to improve the visibility and access to the close and the turning head.

7. Berry Hill, Lake

Rationale:

Anomaly - The school was closed and the land is for sale, proposed to revoke the current loading ban as no longer needed and to keep the No waiting restriction in place as it is needed at this bend.

8. Ranelagh Road, Lake

Rationale:

Anomaly - There is a Limited waiting restriction (SYL) on site but this is not enforceable because there is no legal order to back it up. Swept path was produced and showed that a No waiting at any time restriction is needed and that only two parking spaces can be accommodated safely due to the bend visibility. Proposed to revoke the existing restriction and to introduce new restriction.

9. Sandown Road 1, Lake

Rationale:

Anomaly – There is a mixture of invalid parking restriction currently in this location. In order to protect the main road from blockages as well as to accommodate any need for loading, it is proposed to revoke all old restrictions and to introduce the following restrictions: Loading bay 1 hour No return within 1 hour; No waiting at any time / No lading at any time outside that bay.

10. Newport Road 2, Lake

Rationale:

Anomaly – There is a Limited waiting restriction (SYL) on one side of the road but not enough signs to enforce it. Proposed to make it No waiting at any time (DYL) and to introduce the same restriction on the other side of the road.

11. Sandown Road, Lake

Rationale:

Anomaly - There is a limited loading ban on the eastern side of the road opposite the signalised junction (which is not enforceable due wrong signage); Parking Services reported vehicles parked in this locations.

Proposed to revoke it and introduce a 24/7 loading ban as any parked vehicle for any length of time would cause safety and traffic flow issues.

12. Sandown Road 3, Lake

Rationale:

Parking in this gap causes blockages to the traffic at day times. No waiting from 8am to 6pm proposed to improve the current situation.

Sandown

1. Meadow Way & Culver Way, Sandown

Rationale:

No waiting parking restriction proposed as a result of a site meeting with the local residents and the Ward Cllr, in order to stop parking on both sides and bends. This will improve road safety and traffic flow.

2. Union Road, Sandown

Rationale:

Extending the existing No waiting restriction to the junction, to protect the crossing point / dropped kerb.

3. Tamar Close, Sandown

Rationale:

No waiting restriction as vehicles parking on the pavement (the road width is only 4.2m); part of the turning head needs to be kept clear as well.

4. Vinings Road, Sandown

Rationale:

To extend the No waiting restriction as vehicles park partially on the pavement; the width of the road doesn't allow safe parking on both sides.

5. Foxes Close, Sandown

Rationale:

Introducing a No waiting restriction at the last narrow part of the lane, the turning area need to be kept clear for access and turning.

6. Albert Road & Station Avenue, Sandown

Rationale:

No waiting restriction to cover the junction and protect the dropped kerb, in order to improve visibility and safety for pedestrians and drivers.

7. Perowne Way, Sandown

Rationale:

No waiting parking restriction as the road is not wide enough at this bend for parking on both sides whilst protecting the shared access to the garages.

8. Carter Street, Sandown

Rationale:

The old Limited waiting parking restriction needs replacing with No waiting parking restriction (on the northern side of the road) as the road is not wide enough for parking on both sides. The bend needs covering both sides to improve visibility.

9. College Close, Sandown

Rationale:

Introducing No waiting parking restriction to ensure access to multiple business premises. The road is between 4.8 and 5 metres wide and larger vehicles struggle to pass.

10. Morton Brook, Sandown

Rationale:

Parking at the junction with Brook Close/ Willow Way (no footway) and on both sides of the Morton Brook (at the junction with Perowne Way) reduces the visibility for drivers and pedestrians. No waiting restriction proposed, regulating the parking on one side of the road where possible, to improve the current situation.

11. Queens Road, Sandown

Rationale:

The road is not wide enough for parking on both sides and to avoid blockages vehicles are frequently parked on the pavement, thus making it unsafe for pedestrians. No waiting restriction on one side and a passing point proposed to improve the current situation.

12. Jeals Lane, Sandown

Rationale:

No waiting restriction is proposed to stop parking at the entrance/exit of the shared use path as it is blocking the visibility for riders and cyclists.

13. Avenue Road, Sandown

Rationale:

Proposing to replace the existing limited waiting parking restriction which allows evening/nighttime parking with No waiting at any time restriction, to help the left turn when exiting St John's Crescent, and to allow vehicles to return to the correct side of the road on the approach to bend.

14. Station Avenue, Sandown

Rationale:

Anomaly - There is an advisory blue badge holders' bay in this location at present. The double yellow line that has been removed in order to install the bay has not been formally revoked, hence the proposal to revoke it. Nothing will change on street.

15. Winchester Park Road, Sandown

Rationale:

Anomaly – Only part of the existing School keep clear restriction (yellow zig zag line) is backed up by a legal order, hence the proposal to amend the order to cover the entire length of the line. Nothing will change on street. The proposal will improve road safety and traffic flow during school hours.

16. Yaverland Road, Sandown

Rationale:

Proposing to extend the existing 24/7 parking restriction as this is a main road with no footway and with two bus stops, hence the visibility needs improving.

Shanklin

1. Everton Lane, Shanklin

Rationale:

Parking at the junction and at the bend of this narrow lane restricts visibility and large vehicles' access. No parking at any time restriction is proposed to improve the current situation.

2. Wilton Road, Shanklin

Rationale:

Parking opposite the junction of Wilton Road and Maida Vale restricts visibility and large vehicles' access and therefore needs restricting.

3. Carter Avenue 1, Shanklin

Rationale:

Introducing No waiting parking restriction to prevent parking on the bend and blocking the turning head; on a bus route, to protect visibility when exiting the cycle path.

4. Carter Avenue 2, Shanklin

Rationale:

It has been reported that large vehicles struggle to make the turn when entering and exiting Joseph Way and Denny Gardens when there are vehicles parked opposite the junction, hence the proposal to restrict parking in that section of the road. All houses in the immediate vicinity have off-road parking space.

5. Sandown Road, Shanklin

Rationale:

The width of this main road do not allow parking on both sides without compromising traffic flow and safety, especially when entering and exiting the car park, hence introducing No waiting parking restriction.

6. Whitbank Gardens and Oaklyn Gardens, Shanklin

Rationale:

It's not possible to exit the Witbank Close safely when the junction is parked up as the visibility is heavily reduced, hence a No waiting parking restriction is proposed.

7. Orchard Road, Shanklin

Rationale:

Due to the narrow width of the road vehicles are forced to either park half on the pavement or mount on the pavement when passing the parked cars, which is damaging for the highway and dangerous for the pedestrians. Therefore, No waiting parking restriction is required, at list in part of the road as per the drawing.

8. Scotchells Close, Shanklin

Rationale:

Due to the narrow width of the road vehicles are forced to either park half on the pavement/verge or mount on the pavement when passing the parked cars, which is damaging for the highway and dangerous for the pedestrians; there is only one footway. No waiting parking restriction is required to also keep the turning head clear.

9. Northbourne Avenue, Shanklin

Rationale:

Cars parked at this side of the junction obstruct the visibility for pedestrians and for drivers when exiting Northbourne Avenue, hence the proposed parking restriction.

10. Rylstone Road, Shanklin

Rationale:

This restriction is proposed in order to stop blocking the access of the nearest hotels.

11. Victoria Avenue, Shanklin

Rationale:

It has been observed that due to the width of the road vehicles park partly on the verge. The proposed parking restriction will match the length of the double center line which indicates hazard.

12. Blythe Way and Silver Trees, Shanklin

Rationale:

It has been reported on several occasions that vehicles are parked on both side of the road, forcing drivers to mount the pavement, making it dangerous for the pedestrians. The Authority agrees with the reports and proposing new parking restriction on one side of the road, which will regulate the parking and help with safety and traffic flow/access. The turning head on Blythe Way near the Oak Hills need to be clear of parking at all times.

13. Queens Road, Shanklin

Rationale:

There is no parking restriction in this location i.e. no yellow line, however, there is a legal order which needs revoking. This will not change the current parking situation.

14. Princes Way, Shanklin

Rationale:

There is no parking restriction in this location i.e. no yellow line, however, there is a legal order which needs revoking. This will not change the current parking situation.

15. Church Road, Shanklin

Rationale:

There is an existing double yellow line in this location with no legal order for it. We are proposing to keep the parking restriction as it is needed on this main road close to the car park entrance, and to back it up with a legal order.

16. Steephill Road, Shanklin

Rationale:

There is no parking restriction in this location i.e. no yellow line, however, there is a legal order which needs revoking. This will not change the current parking situation.

17. Sandown Road and Howard Road, Shanklin

Rationales:

Sandown Road - The existing double line on the eastern side of Sandown Road between Maida Vale Road and the local garage used to have a school zig zag line previously, it currently has a double yellow line which has proved to work well and needs a legal order to become enforceable – hence this proposal.

Howard Road - The old School zig zag line from Howard Road has also been removed and the space is currently available for parking. This proposal will keep the free parking and just revoke the legal order which is no longer needed.

18. Esplanade, Shanklin

Rationale:

There are existing double yellow lines with no legal order for some of them. We are proposing to keep the lines and to make them legal as no waiting parking restriction, as it is needed on this very narrow steep lane.

This page is intentionally left blank

Representations' summary	Highways Authority's response
<p>1. Main Road, Alverstone (27)</p>	
<p><i>Support (9t)</i></p>	
<ul style="list-style-type: none"> The road is too narrow there to accommodate parked cars. This proposal it would allow the passing of traffic through the village. 	<p>Noted, similar concerns were raised with the Highways Authority previously, parking on and between the bridges in narrow bendy lane with no footways blocks the visibility and makes it unsafe for both pedestrians and drivers.</p>
<p><i>Objections (19, ten are from same four households)</i></p>	
<ul style="list-style-type: none"> The proposal will reduce the number of on-street parking spaces for the local residents and their visitors, some of which have five cars per household and not enough space for all of them on their driveways. 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 improving the accessibility.</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 new double yellow lines will spoil the rural character of the village. 	<p>In some cases a priority needs to be given to safety, also, the double yellow lines on the Isle of Wight are a lot narrower than the standard yellow lines used elsewhere in the country, in order to lessen the visual impact whilst improving the visibility, safety and accessibility.</p>

Arreton

Representations' summary	Highways Authority's response
2. Hale Common, Arreton (5)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> This can be a very busy road and there should be no need for anyone to park in the area concerned. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (1)</i>	
<ul style="list-style-type: none"> Object unless more parking is made available. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and the traffic flow. A3056 is one of the island's main road connection Newport with the eastern coast. It has been reported that vehicles are parking close to the car park entrance and the footpath exit, including the hatched area, obstructing visibility 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.

Newchurch

Representations' summary	Highways Authority's response
3. Cupressus Avenue, Newchurch (8)	
<i>Support (6)</i>	
<ul style="list-style-type: none"> The parking of cars and HGVs at the junction is a huge hazard. Also the parking of large HGV vehicles on Forest Road at the head of the junction is incredibly dangerous. I feel these restrictions are absolutely vital for the safety of Cupressus Ave/Winford Way residents. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> There are often cars and commercial vehicles parked opposite this junction and along Forrest Road creating dangerous blind spots. The yellow lines should also be along Forrest Road and opposite this junction. 	The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. Also, the service provider's website (islandroads.com) provides a reporting facility for new network improvement requests.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> Object - as long as drivers park a short way in, it is possible to see as far as the bend is Forest Road. This will cause more vehicles park in Forest Road which already suffers from congestion 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The current situation was assessed and 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.
4. The Shute, Newchurch (6)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> The road is very narrow there, and often there are serious hold ups there. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> It will give greater visibility for the bend as well as making it illegal to block the home-owners drive. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> We will support any 'yellow-lining' along the length of The Shute not just south of Spicer Bridge and the Sandown-to-Newport Cycleway but far more importantly to the north, from the Cycleway to above Hope Mead, a complete bottleneck with obstructed vision and extreme hazard to both traffic and pedestrians 	The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. Also, the service provider's website (islandroads.com) provides a reporting facility for new network improvement requests.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> There has been a misunderstanding regarding the placing of the yellow line. I cannot see when exiting my drive when cars are parked there. I have to go out in the middle of the road and cars come down The Shute very fast causing an incredibly dangerous situation. I would certainly like yellow lines but if they can be moved up before my driveway. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The current situation was assessed and 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. Any request for further restrictions will need to be reported on the service provider's website (islandroads.com),
5. Alverstone Road, Newchurch (1)	
<i>Support (1)</i>	
<ul style="list-style-type: none"> The proposal will make the road safer. 	Noted, thank you for supporting the proposed restrictions.

Lake

Representations' summary	Highways Authority's response
6. Cross Road & Stag Road, Lake (2)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> This corner has been a problem for years with the parking on both sides, making it very difficult to see and manoeuvre round the corner. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
7. Lamorbey Road, Lake (3)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> We often struggle getting around the cars due to the way they park as they will often be parked on both sides. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (1)</i>	
<ul style="list-style-type: none"> Overnight parking should be allowed. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety including pedestrians' 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>
8. Newport Road 1, Lake (4)	
<i>Support (1)</i>	
<ul style="list-style-type: none"> The current parking situation is just a nightmare for drivers. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (3)</i>	
<ul style="list-style-type: none"> To allow the removal of this very long-standing parking arrangement without any viable alternatives would cause extreme problems for residents, particularly those housebound, or with disability issues. These problems would also extend to all residents in the area, caused by the influx of vehicles looking for non-existent parking. 	<p>It's the Highways Authority's duty to maintain the traffic on the islands' main roads moving whilst ensuring safety of all road users. Unfortunately, in some cases fulfilling this duty requires removing of on-street parking spaces. However, the proposed No Waiting restriction allows dropping off/picking up passengers, as well as stopping for goods delivery.</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"> By removing the parking spaces you will increase the speed of traffic in both directions. 	<p>It's the Highways Authority's duty to maintain the traffic on the islands' main roads moving whilst ensuring safety of all road users. Parked vehicles in this location make it difficult and unsafe for the two directional traffic to pass and cause queues in peak hours; it is not anticipated that the speed of the vehicles on this road will increase if the parking is removed.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
9. The Fairway, Lake (8) 7-1	
<i>Support (7)</i>	
<ul style="list-style-type: none"> It's very dangerous with the cars parked there. You can't see to pass them. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> Suggested to extend the proposed restrictions 	<p>The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>

<i>Objections (1)</i>	
<ul style="list-style-type: none"> If there is a big need for passing traffic, widen the road by making one of the footpaths half the size it is. 	<p>It's the Highways Authority's duty to maintain the traffic on the islands' main roads moving whilst ensuring safety of all road users. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. Over the night parking will still be allowed.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
10. James Avenue, Lake (1)	
<i>Objections (1)</i>	
<ul style="list-style-type: none"> The proposed lines in Sandown Road will exacerbate the parking problem further. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the visibility which is directly related to road safety. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible.</p> <p>The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
11. Churchill Close, Lake (2)	
<i>Support (1)</i>	
<ul style="list-style-type: none"> Fully support the proposals as corners and junction are constantly parked on, making the turning in both directions hazardous, and creating great difficulty especially for larger vehicles and waste services which often need to use the grass verge. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<i>Objections (1)</i>	
<ul style="list-style-type: none"> Object. Single yellow lines would be sufficient to allow visitor parking after 6 pm. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was visibility and access to the close, as well as safe reversing in the turning head. 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. Ranelagh Road, Lake (2)	
<i>Objections (2)</i>	
<ul style="list-style-type: none"> Object - already very limited parking for residents. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The visibility needed improvement, 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>
9. Sandown Road 1, Lake (1)	
<i>Support (1) – no relevant grounds provided</i>	
10. Newport Road 2, Lake (3)	
<i>Support (2)</i>	

<ul style="list-style-type: none"> This is the principal road between Newport & Sandown/Shanklin, a classified A road carrying considerable commuter & holiday traffic. The pavement is blocked by numerous vehicles including small lorries & vans. There is a clear danger to pedestrians when using this road & other vulnerable road users. Vehicles parked here are also regularly damaged. Parking restrictions are urgently required. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<p><i>Objections (1)</i></p>	
<ul style="list-style-type: none"> Keep north side restrictions (not extend hours) and don't restrictions on south side except for the last 100 yards going in to the roundabout. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety including pedestrians' 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>
<p>11. Sandown Road 2, Lake (2)</p>	
<p><i>Support (2)</i></p>	
<ul style="list-style-type: none"> There is continuous parking on the pavement without loading and outside shop/properties. There is a dropped kerb outside shop but vehicles constantly mount kerb and park. It is a busy traffic lighted junction and not appropriate for people to park or unload. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<p>12. Sandown Road 3, Lake (3)</p>	
<p><i>Support (1)</i></p>	
<ul style="list-style-type: none"> Support - vehicles park here obstructing pavement to attempt to keep road clear which obstructs path for pedestrians. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<p><i>Objections (2)</i></p>	
<ul style="list-style-type: none"> Parking along the roadside slows traffic down. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was that parking in this gap causes blockages to the traffic at day times. It is not anticipated that the speed will increase if the proposal goes ahead. 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"> A small amount of parking should be kept. 	<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>

Sandown

Representations' summary	Highways Authority's response
12. Meadow Way & Culver Way, Sandown (48)	
<i>Support (31)</i>	
<ul style="list-style-type: none"> The access for emergency vehicles and other large vehicles is very difficult, especially in the summer months. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<ul style="list-style-type: none"> Vehicles parked in Culver Way will obstruct the public busses. 	Noted, the service provider's website (islandroads.com) provides a reporting facility for fly tipping.
<i>Objections (27)</i>	
<ul style="list-style-type: none"> The proposed parking restrictions will reduce the number of parking spaces for the local residents and visitors, some of which are elderly. This will have a knock-on effect on the rest of the unrestricted area and will make the access to driveways difficult. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services / public transport access. The extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The new restriction allows passengers drop off/pick up, as well as deliveries. 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 suggestions were raised: <ul style="list-style-type: none"> *One side parking restriction throughout the entire estate. *Introducing a residents' parking scheme. *Civil enforcement. 	<p>These new proposals are not subject to this consultation they are all welcome and 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>Another way of dealing with such suggestions is bringing them to the respective community or town council's attention, or, to the ward Cllr's attention; this will allow for a local discussion and a potential support (prior to reporting the suggestion/s to IR). Following from that, attending a site meeting can be organised in cooperation with the ward Cllrs.</p> <p>The Highway Authority's enforcement is subject to its civil enforcement officers' availability.</p>
13. Union Road, Sandown (0)	
14. Tamar Close, Sandown (5)	
<i>Support (0)</i>	
<i>Objections (5)</i>	
<ul style="list-style-type: none"> The proposed parking restrictions will reduce the number of parking spaces for the local residents and remove the convenience of parking in front of their own homes.. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. Majority of the property in the close have private driveways for more than one vehicle. 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>
15. Vinings Road, Sandown(10)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> It is very tight to get through with a number of vans park there and it's very difficult for emergency vehicles to get through. 	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 proposed parking restrictions will reduce the number of parking spaces for the local residents and remove the 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. There will be no loss of on-street

convenience of parking in front of their own driveways.	parking space as the restriction only applies on one side of the road; parking on the pavement is not safe and causes damage. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. 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.
16. Foxes Close, Sandown (18)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Cars parked continuously along the pinch point of the road. This makes the turning point impossible to manoeuvre especially larger vehicles, delivery vans or emergency services. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (15)</i>	
<ul style="list-style-type: none"> The proposed parking restrictions will reduce the number of parking spaces for the local residents from Broadway, as well as the convenience of parking in front of their own driveways for the Foxes Close residents. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. Majority of the property in the close have private driveways, some for more than one vehicle. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. 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.
17. Albert Road & Station Avenue, Sandown (5)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Will improve visibility, especially for local children who use the road for school. 	Noted, visibility concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> This would further reduce the already severely limited parking in the area for minimal benefit. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the visibility which is directly related to road safety. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. 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.
18. Perowne Way, Sandown (21)	
<i>Support (16)</i>	
<ul style="list-style-type: none"> The parking in Perowne Way is outrageous crossing the road is not safe. Traffic would flow a lot better if double yellow lines were laid down. Maybe it would also stop cars and caravans being dumped there. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (5)</i>	
<ul style="list-style-type: none"> There is such a severe lack of parking already, if you implement this I don't know where you expect residents to park. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road. There will be no loss of on-street parking space as the restriction only applies on one side of the road and the junction. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.

	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.
19. Carter Street, Sandown (13)	
<i>Support (6)</i>	
<ul style="list-style-type: none"> Cars constantly park on that road / curb and you can barely drive between them. A fire engine would not get through or ambulance. It is very dangerous. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (7)</i>	
<ul style="list-style-type: none"> It represents a significant reduction in the available on-street parking forcing vehicles onto adjacent streets. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. There will be no loss of on-street parking space as the restriction only applies on one side of the road; parking on the pavement is not safe and causes damage. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. 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.
20. College Close, Sandown (11)	
<i>Support (11)</i>	
<ul style="list-style-type: none"> Support the proposal as people regularly park in this area severely limiting visibility. It will also help keep the pedestrian crossing clear. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
21. Morton Brook, Sandown (4)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Support as this has become a danger and obstruction of viewing on drivers in and out of these turnings. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (1) – no relevant grounds provided</i>	
22. Queens Road, Sandown (19)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> I support this proposal. Queens Road is very narrow and it is impossible to drive along the road when vehicles are parked on both sides. In order to allow sufficient room to drive along the road most people park on the footpath which then makes it difficult (and sometimes impossible) to walk along the footpath 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (17)</i>	
<ul style="list-style-type: none"> Object, the current levels of parking in the area are inadequate for the number of cars. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. There will be no loss of on-street parking space as the restriction only applies on one side of the road; parking on the pavement is not safe and causes damage. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.

	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.
23. Jeals Lane, Sandown (3)	
<i>Support (0)</i>	
<i>Objections (3)</i>	
<ul style="list-style-type: none"> Residents struggle to get a parking space every night. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The visibility needed improvement, 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>
24. Avenue Road, Sandown (5)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> Avenue Road is difficult to negotiate when vehicles are parked in this location. It holds traffic up with buses etc. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> There's not enough parking in the area. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety - the visibility at the junction needs improvement. 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>
25. Station Avenue, Sandown (1)	
<i>Support (0)</i>	
<i>Objections (1)</i>	
<ul style="list-style-type: none"> It might be a good idea to reinstall the no parking at any time, to help with traffic entering Station Avenue from the Broadway. 	Revoking the old order was proposed in order to keep the parking space available for the residents as parking in this location is deemed safe. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.
26. Winchester Park Road, Sandown (1)	
<i>Support (1)</i>	
<ul style="list-style-type: none"> Support, It is currently widely ignored. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
27. Yaverland Road, Sandown (19)	
<i>Support (12)</i>	
<ul style="list-style-type: none"> Vehicles keep parking there and the buses can't pull into the bus stop, which makes it dangerous for people getting on or off the bus as you have to walk in the middle of the road. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.

<ul style="list-style-type: none"> • It will help visibility when driving. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<p><i>Objections (7)</i></p>	
<ul style="list-style-type: none"> • I object this decision as I believe it will isolate the elderly residents as no one will be able to visit 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The visibility needed improvement, the extent of the proposed restrictions was kept to a minimum, in order to preserve as many parking spaces as possible. The new restriction allows passengers drop off/pick up, as well as loading/unloading. 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"> • Having vehicles parked in the lay-by makes traffic slow down rather than speeding through. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The visibility needed improvement, 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"> • Object as there is very limited parking in Yaverland as it is. When there are no cars parked outside, the road becomes clear for cars to race through at great speed. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. The visibility needed improvement; the extent of the proposed restrictions was kept to a minimum. It is not anticipated the vehicles' speed to increase as a result of this short parking restriction. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>

Shanklin

Representations' summary	Highways Authority's response
28. Everton Lane, Shanklin (3)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> The access for emergency vehicles and other large vehicles is very difficult, especially in the summer months. Everton Lane has a lot of foot traffic, especially pedestrians who cannot use the raised path/steep steps at Tower Cottage Gardens. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (0)</i>	
29. Wilton Road, Shanklin (3)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> Many cars park on the pavement and stop emergency services getting through, and cause a hazard to pedestrians not being able to walk on the pavement. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (1)</i>	
<ul style="list-style-type: none"> Insufficient alternative parking within the area. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. Vehicles parked on the bend and close to the junction reduce visibility and cause obstruction. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary. 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.
30. Carter Avenue 1, Shanklin (6)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> Support this proposal as there are always large vehicles parked there which inhibit visibility. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (2)</i>	
<ul style="list-style-type: none"> Living at the lower end of Carter Avenue we will struggle to park. This will cause unnecessary inconvenience placing further stress on available street parking in the adjacent area. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the visibility which is directly related to road safety. Vehicles parked on the bend and close to the junction reduce visibility and cause obstruction. Most properties in the nearest vicinity have private driveways. 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. 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.
31. Carter Avenue 2, Shanklin (4)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> It is a nightmare getting out of Joseph's way when vans etc park directly on the left-hand corner completely blocking any view to get out. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.

This will give a freer flow of traffic in the area.	
<i>Objections (2)</i>	
<ul style="list-style-type: none"> This will cause unnecessary inconvenience placing further stress on available street parking in the adjacent area. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and large vehicle access. 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>
32. Sandown Road, Shanklin (8)	
<i>Support (4)</i>	
<ul style="list-style-type: none"> This will improve the traffic flow in the area. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (4)</i>	
<ul style="list-style-type: none"> We have problems trying to park most days and it is too expensive to dig up our front garden to make a parking bay. 	<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"> Removing parking on this stretch will just encourage speeding even more. 	The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. It is not anticipated the vehicles' speed to increase as a result of this new parking restriction. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.
33. Witbank Gardens & Oaklyn Gardens, Shanklin (1)	
<i>Support (1) - no relevant grounds provided</i>	
<i>Objections (0)</i>	
34. Orchard Road, Shanklin (16)	
<i>Support (2)</i>	
<ul style="list-style-type: none"> The bend at the top end of Orchard Road is dangerous if cars are parked there. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (14)</i>	
<ul style="list-style-type: none"> There is such a severe lack of parking already, people will park their vehicles in the nearby roads instead. Where any visitors/carers will be able to park? 	<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"> Yellow lines might well mean the increase at speeds above the limits of 30. 	<p>It is not anticipated that the new parking restriction will impact the speed of the traffic in this narrow 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"> It will cause issues for parents taking children to school. 	<p>Whilst parking is restricted, passenger/s picking up / dropping off is allowed on double yellow lines, as well as loading /unloading i.e. deliveries.</p>
35. Scotchells Close, Shanklin (5)	
<i>Support (1) – no relevant grounds provided</i>	
<i>Objections (4)</i>	
<ul style="list-style-type: none"> This will make people park on a main road which is more of a hazard to peoples cars. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. Most properties in the close have private driveways. 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>
36. Northbourne Avenue, Shanklin (2)	
<i>Support (1) – no relevant grounds provided</i>	
<i>Objections (1) – no relevant grounds provided</i>	
37. Rylstone Road, Shanklin (1)	
<i>Support (0)</i>	
<i>Objections (1)</i>	
<ul style="list-style-type: none"> I understand why there is a requirement to stop parking here but alternative parking for blue badge holders need to be put in place. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. It has been reported in numerous occasions that vehicles parked in this location are blocking the shared access for the public and to the businesses. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
38. Victoria Avenue, Shanklin (8)	
<i>Support (6)</i>	
<ul style="list-style-type: none"> It will help with traffic flow and protect pedestrians, pushchairs, mobility scooters, as well as protect the verge. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<i>Objections (2)</i>	
<ul style="list-style-type: none"> There will be nowhere for delivery or work vehicles to park safely. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety. Parking on the verges/pavement is not safe and causes damage. Whilst parking is restricted, passenger/s picking up / dropping off is allowed on double yellow lines, as well as loading /unloading i.e. deliveries. The impact of the new regulations will be subject to a periodic review and future amendments are possible, if necessary.</p>
39. Blythe Way and Silver Trees, Shanklin (11)	
<i>Support (6)</i>	
<ul style="list-style-type: none"> It will stop people from other streets parking opposite driveways and making the entry/exit difficult. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<ul style="list-style-type: none"> It will allow greater access for the number 22 bus. 	<p>Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.</p>
<i>Objections (5)</i>	
<ul style="list-style-type: none"> There's not enough parking as there is. It will push the parking issue on to other roads in the area. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and traffic flow. The proposed restriction will not remove parking spaces as it is on one side of the road only. The impact of the new</p>

	<p>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>
40. Queens Road, Shanklin (0)	
41. Princes Way, Shanklin (0)	
42. Church Road, Shanklin (0)	
43. Steephill Road, Shanklin (0)	
44. Sandown Road & Howard Road, Shanklin (2)	
<i>Support (1) – no relevant grounds provided</i>	
<i>Objections (1) – no relevant grounds provided</i>	
45. Esplanade, Shanklin (8)	
<i>Support (3)</i>	
<ul style="list-style-type: none"> From the 30 Sept we haven't been able to have refuse collection due to parking on the hill, along with deliveries having to be turned away for the same reason (Shanklin chine has someone on site every day though our winter months doing winter works) not only do people obstruct entrance but also obstruct exit of the site. 	Noted, similar concerns were raised with the Highways Authority previously, hence the proposed restrictions.
<i>Objections (5)</i>	
<ul style="list-style-type: none"> The signage needs to be altered to ensure that those who are unfamiliar with the area realise that it is solely for access to the properties and not a through road. 	The signage is compliant with the government's guidance and unfortunately cannot be altered.
<ul style="list-style-type: none"> During the winter months parking should continue to be allowed as no useful purpose would be served in altering the current situation. 	<p>The major concern of the Highways Authority, which prompted the proposal of the restrictions, was the road safety and emergency services access. Unfortunately, the parking situation do not change much during the low season, access to properties is required and the lane is still overparked. The residents are entitled to purchase a discounted pass for the on-street parking in the Esplanade. 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"> Provision of resident only bays could help. 	This can be requested by contacting Parking services; however, it is unlikely that the location would meet the parking policy's threshold and qualify for a residents' parking scheme.

This page is intentionally left blank

Isle of Wight Council Forward Plan – April 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?
--	--	---------------------------------------	--	---	---

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>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>	9 Feb 2024			Part exempt Appendix 2 will contain confidential agreed heads of terms
<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>Extraordinary Meeting of Full Council</p> <p>Cabinet Member for Planning, Coastal Protection and Flooding Date 1st added: 17 March 2022</p>	18 Apr 2024	General Exception Notice (Reg 10)	Internal and External Full public consultation	Open
<p>Potential Property Disposal Programme</p> <p>A proposed three year programme of IWC owned sites which may be sold. This report seeks approval to sell the sites in principle, with a further report being brought forward for each site, seeking council approval for the proposed terms prior to disposal.</p>	<p>Deputy Leader Cabinet Member for Housing and Finance</p> <p>Councillor Ian Stephens Date 1st added: 18 March 2024</p>	19 Apr 2024	Leader signed authority_Redacted Upcoming Decision Notice Report Appendix 1		Open

Page 2 of 18

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>Micro Mobility Contract for the Solent and E-Scooter Trial Extension</p> <p>Approval for the extension of the current e-scooter trial until 2026 and delegation of the micro mobility (e-scooters and public bike share) contract award for the Island, as a part of the Solent sub-region, to the Director of Community Services in consultation with the Portfolio Holder for Transport and Infrastructure, Highways PFI and Transport Strategy,.</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: 22 March 2024</p>	<p>19 Apr 2024</p>	<p>Upcoming Decision Notice Report</p>		<p>Open</p>
<p>Future Governance Report</p> <p>To consider moving to a Committee system for Council decision-making from May 2024</p>	<p>Extraordinary Meeting of Full Council</p> <p>Date 1st added: 7 November 2023</p>	<p>1 May 2024</p>		<p>Internal External 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>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 Date 1st added: 6 December 2023</p>	<p>9 May 2024</p>			<p>Open</p>
<p>School Transport Policy Consultation</p> <p>Proposed updates to School Transport policy (for compulsory school age children) following revisions to Department for Education statutory guidance. The proposed changes have been subject to a public consultation.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 18 March 2024</p>	<p>9 May 2024</p>		<p>Public/Service Users Stakeholders Town, Parish and Community Councils Internal Council Services</p>	<p>Open</p>
<p>Post 16 Transport Policy Statement Consultation</p> <p>Proposed updates to the Post 16 Transport Policy Statement aligning with Department for Education statutory guidance. The proposed changes have been subject to a public consultation.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 5 July 2023</p>	<p>9 May 2024</p>		<p>Internal Council Services Public/Service Users Stakeholders Town, Parish or Community Councils</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>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>
<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>

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>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>Holiday Activity & Food (HAF) Programme Grant recommendations – Summer & Christmas 2024</p> <p>The purpose of the report is to seek approval for grant awards to organisations offering holiday activity and food schemes to benefit eligible Free School Meal (FSM) children during the Summer & Christmas 2024 school holidays, funded by the Department for Education Holiday Activity & Food (HAF) programme.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions</p> <p>Date 1st added: 22 March 2024</p>	<p>9 May 2024</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>Household Support Fund and Community Resilience Fund 2024/25</p> <p>Due to the recent extension in the Household Support Fund (HSF) provision by central government the current delegations in place requiring formal sign off from the Director of Childrens Services and the cabinet member for that portfolio area. With the Responsibility for the HSF having transferred to Adult Social Care and Housing directorate from 01/02/2024 this delegation needs to be update. In addition a decision to approve the proposal that the same arrangements as are in place for the HSF will be applied to the Community Resilience Fund which as recently allocated as part of the full council decision at budget setting. This will enable both funds to be managed and administered alongside each other as this will avoid a duplication of resource and provide for consistency in allocation.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health</p> <p>Date 1st added: 18 March 2024</p>	<p>9 May 2024</p>		<p>Stakeholders</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>Zero Emission Bus Regional Area (ZEBRA) Fund Project</p> <p>Approval to proceed with the Department for Transport ZEBRA Fund project for 22 electric buses for the Island, covering three principal bus routes operated by Southern Vectis, principally serving Newport, Ryde, Cowes and East Cowes.</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1st added: 22 March 2024</p>	<p>9 May 2024</p>			<p>Open</p>
<p>QPMR Quarter 4 2023-24</p> <p>To receive the performance report for the Quarter ended 31 March 2023</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 19 April 2024</p>	<p>9 May 2024</p>			<p>Open</p>
<p>Local Electric Vehicle Infrastructure (LEVI) Fund Project</p> <p>Approval to proceed with the LEVI Fund project for circa 500 electric vehicle charge points to be installed across the Island. Likewise, the approval to delegate the contract award decision to the Strategic Director for Community Services in consultation with the Portfolio Holder for Transport and Infrastructure, Highways PFI and Transport Strategy</p>	<p>Cabinet</p> <p>Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1st added: 22 March 2024</p>	<p>13 Jun 2024</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?
District 2 TRO review - Carisbrooke TRO proposals and public feedback	Cabinet Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1 st added: 15 February 2024	13 Jun 2024		Town, Parish or Community Councils Ward Councillors Public	Open
District 6 TRO Review - Brighstone, Freshwater, Rookley, Shalfleet, Shorwell, Totland and Yarmouth TRO proposals and public feedback	Cabinet Leader (with responsibility Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships) Date 1 st added: 7 November 2023	13 Jun 2024		Town and Parish Councils Ward Councillors Public	Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>School Place Planning</p> <p>Report to seek approval to consult on the Isle of Wight School Place Planning Strategy.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Corporate Functions Date 1st added: 19 April 2024</p>	<p>13 Jun 2024</p>		<p>1. Public/Service Users 2. Stakeholders 3. Town, Parish or Community Councils 4. Internal Council Services 5. Education providers 6. Young people on the IOW 7. Unions</p>	<p>Open</p>
<p>Isle of Wight Alcohol and Drug Services</p> <p>Cabinet will be asked to approve the planned budget for the re-procurement of Isle of Wight Alcohol and Drug Services for the Island.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care and Public Health Date 1st added: 18 March 2024</p>	<p>11 Jul 2024</p>		<p>As part of the re-procurement, focus groups have been held with service users and used their feedback to influence the evaluation of the contract under PSR.</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Better Care Fund (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>11 Jul 2024</p>			<p>Open</p>
<p>Approval of the Street Furniture and Pavement Licensing Policy</p> <p>To approve the Street Furniture and Pavement Licensing Policy</p>	<p>Full Council</p> <p>Cabinet Member for Regulatory Services, Community Protection and ICT Date 1st added: 12 April 2024</p>	<p>17 Jul 2024</p>			<p>Open</p>
<p>Approval of the Sex Establishment Licensing Policy</p> <p>To approve the Sex Establishment Licensing Policy</p>	<p>Full Council</p> <p>Cabinet Member for Regulatory Services, Community Protection and ICT Date 1st added: 12 April 2024</p>	<p>17 Jul 2024</p>		<p>Public consultation</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>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>10 Oct 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>10 Oct 2024</p>			<p>Open</p>
<p>Isle of Wight AONB Management Plan 2025-30</p> <p>To approve the Isle of Wight AONB Management Plan 2025-30 – a statutory requirement</p>	<p>Full Council</p> <p>Cabinet Member for Climate Change, Biosphere and Waste Date 1st added: 5 March 2024</p>	<p>20 Nov 2024</p>		<p>Public Consultation</p>	<p>Open</p>

Title and Summary of Proposed Decision

Decision Making Body and name of relevant Cabinet Member

Meeting Date/Proposed Publishing Date

Relevant documents submitted to decision maker to be considered*

Consultees (including town and parish councils) and Consultation Method

May report or part of report be dealt with in private? If so - why?

Page 629

This page is intentionally left blank