

Agenda

Name of meeting	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	THURSDAY 2 MAY 2024
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the committee	CLlrs N Stuart (Chairman), J Lever (Vice-Chairman), M Beston, K Love, C Quirk and I Ward Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

1. **Apologies and Changes in Membership (if any)**

To note any changes in membership of the Committee made in accordance with Part 4B paragraph 5 of the Constitution.

2. **Minutes** (Pages 5 - 8)

To confirm as a true record the Minutes of the meeting held on 4 January 2024.

3. **Declarations of Interest**

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



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

4. **Public Question Time - 15 Minutes Maximum**

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk, no later than two clear working days before the start of the meeting. The deadline for written questions will be Monday 29 April 2024.

Members of the public are invited to make representations to the Committee regarding its workplan, either in writing at any time or at a meeting under this item.

5. **Progress on outcomes and recommendations from previous meetings**
(Pages 9 - 10)

The Chairman to give an update on progress with outcomes and recommendations from previous meetings.

6. **Industries of the Future** (Pages 11 - 12)

To hear from engineering and service industries that already exist on the Island on their approaches, to encourage others to inwardly invest into the island.

7. **Coastal Path Maintenance and Beach Access** (Pages 13 - 56)

To review the delivery of the agreed budget that relates to coastal path maintenance and beach access as per the scoping document approved by the committee in October 2023.

8. **Retaining the A3055** (Pages 57 - 86)

To review relevant information regarding the A3055 to assist in formalising future options on how the road can be retained.

9. **Beach Management Framework** (Pages 87 - 144)

To monitor the progress of the framework in line with the action plan and target dates that were approved by Cabinet in January 2021.

10. **LGA Peer Review Action Plan** (Pages 145 - 156)

To review the progress that took place in 2023-24 on the peer review action plan and to be sighted on the priorities for 2024-25.

11. **Committee's Work Plan** (Pages 157 - 158)

To note the content of the current work programme, and to approve the scope of any identified items.

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 30 April 2024. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

CHRISTOPHER POTTER
Monitoring Officer
Wednesday, 24 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 chris.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.

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Minutes

Name of meeting	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date and Time	THURSDAY 4 JANUARY 2024 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs N Stuart (Chairman), K Love, C Quirk, I Ward, P Fuller and P Jordan
Also Present (Non voting)	Cllrs P Fuller, J Jones-Evans and P Jordan
Officers Present	Alex Minns, Colin Rowland and Melanie White
Apologies	Cllrs J Lever and M Beston

31. **Apologies and Changes in Membership (if any)**

Apologies were received from Councillors M Beston and J Lever.

32. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 12 December 2023 be approved subject to the following:

Councillor K Love be noted as sending apologies.

33. **Declarations of Interest**

Councillor K Love declared an interest in the Visitor Economy item as he was a B&B owner.

34. **Public Question Time - 15 Minutes Maximum**

There were no public questions received.

35. Progress on outcomes and recommendations from previous meetings

A visit to the waste education centre was still to be arranged, the Director for Communities advised that he would chase this up.

The Chairman advised that the Draft Island Planning Strategy (DIPs) decision had been moved from January due to a change in legislation. The Cabinet Member for Planning, Coastal Protection and Flooding advised that due to the release of a new National Planning Policy Framework (NPPF), where it made reference to islands with no land bridge that have a significant proportion of elderly residents that may be able to apply for exceptional circumstances, the decision was taken to delay the decision on the DIPs.

The Committee asked for a timeline to expect the DIPs to be considered by Full Council, the Cabinet Member advised that consultation with planning consultants had started and once the advice was received a decision would be made regarding the route and timelines. The Leader advised that if the authority decided to adopt the exceptional circumstances route the existing plan could not run, this could mean the plan was required to start from scratch. It was advised that the earliest the DIPs could be considered was March 2024.

36. Visitor Economy

The Managing Director from Visit Isle of Wight provided the Committee with a verbal presentation highlighting the statistics recorded for the 2023 tourist season, this included tourist numbers, spend and marketing figures.

The Island achieved a Local Visitor Economy Partnership, the Island is now one of 26 partnerships, which enables the Isle of Wight to assist and shape national policy.

Visitor numbers continued to rise, however they were not at pre covid figures, 1,961,348 visitors were recorded for 2023, with £279.6 million spent. Work to increase visitor numbers was on going with the vision of getting back to 2019 figures and increasing visitor numbers.

The Committee noted that hotels on the Island were set up for different markets, such as family holiday's, cycling breaks and the walking festivals. A branding project was discussed regarding targeting a tourism crossover of going for a walk in the morning and visiting the beach in the afternoon. Comments were made on how to extend the tourist season as attracting visitors outside of the peak season was difficult walking festivals were held outside of peak times to encourage visitors to extend the season.

Questions were raised regarding the ferry fares for visitors coming to the Island, it was explained that the data provided did not include ferry travel, plus some hotels provide discounts to visitors if they book their ferry through them.

The Director of Communities advised that the Authority was actively in conversations with ferry companies but that change needed to come from Government and that it wasn't just tourism that was affected.

The Cabinet member for Economy, Regeneration, Culture and Leisure thanked visit IW for the presentation and outlined a funded project for an ambassador scheme where free training was provided to people that meet with visitors.

Due to the number of apologies received at this stage, the meeting was no longer quorate, therefore the remaining formal business did not proceed.

CHAIRMAN

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Policy and Scrutiny Committee for Neighbourhoods & Regeneration - Progress on Actions & Outcomes

Meeting Date	Agreed Action	Responsibility	Update	Actioned
Outstanding Actions				
4 May 2023	Annual Waste & Recycling Survey The committee to visit the Waste Education Centre on the Forest Park site once it is ready.	Strategic Manager Environment	18/04/24 A visit will be organised once the ERF has gone through commissioning and the education centre has opened.	
Actions Completed (Since Last Meeting)				

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**Isle of Wight
Council**

Purpose: For Information

Agenda Item Introduction

ISLE OF WIGHT COUNCIL

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Topic	INDUSTRIES OF THE FUTURE

Background

1. The committee wishes to hear from innovative engineering and service industries that exist on the Island on the opportunities and challenges of being in business on the Isle of Wight. The Committee will consider recommendations and additional approaches towards improving the Island's economy and supporting existing businesses, alongside start ups and inward investors.
2. Representatives from business have been invited to attend the committee meeting to take part in discussions on:
 - The reasons, and advantages, of being based on the Island.
 - Consideration of key issues on the Island.
 - Availability of skilled staff.
 - Training.
 - Island infrastructure.
 - Logistics including resource availability, shipping costs and delays.
 - What they consider to be the Island's USP (unique selling point).
 - What could the Council or other partners do to improve the business environment?

Focus for Scrutiny

- What do industry participants consider to be the successes and failures of the Council and partner public sector organisations.
- What results have the Council delivered in the last five years and what are the reasons for any successes and failures.
- What changes in Policy and delivery would support development of industry on the Island.

Outcome(s)

- The Committee to put forward a series of recommendations to the Administration for consideration and response.
- The Committee to consider additional Policy approaches to enhancing the offer to industry on the Island.

Document(s) Attached

N/A

Contact Point: Melanie White, Statutory Scrutiny Officer,
(01983) 821000 ext 8876, e-mail melanie.white@iow.gov.uk



Purpose: For Information

Agenda Item Introduction

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Topic	COASTAL PATH MAINTENANCE AND BEACH ACCESS

1. Background

- 1.1 The committee requested a review of the delivery of the agreed budget that relates to coastal path maintenance and beach access.

2. Focus for Scrutiny

- To receive background information on how funding for the Coastal path is made up – i.e. Central Government Funding, Regional funding, IOW Council funding, any other if relevant
- To receive a breakdown on how funding has been spent across the coastal areas of the Island
- Identification of any spend not for construction or maintenance of footpaths
- Identification of forward projects and budget estimates
- To understand the link with the Shoreline Management policy

3. Document(s) Attached

- 3.1 PRoW Response to Scrutiny
3.2 Appendix 1: KING CHARLES III ENGLAND COAST PATH
3.3 Appendix 2: Public Rights of Way Network: Flooding/Storm Coastal Damage Oct-Dec 2023
3.4 Appendix 3: Photographs of completed works in support of grant claim

Contact Point: Melanie White, Statutory Scrutiny Officer,
(01983) 821000 ext 8876, e-mail melanie.white@iow.gov.uk

COMMUNITY SERVICES SCRUTINY

RESPONSE TO FOCUS FOR SCRUTINY

TOPIC	Coastal Path Maintenance and Beach Access
PROPOSED COMMITTEE DATE	4 January 2024
BACKGROUND	To review the delivery of the agreed budget that relates to coastal path maintenance and beach access.
FOCUS FOR SCRUTINY	<ul style="list-style-type: none">• To receive background information on how funding for the Coastal path is made up – i.e. Central Government Funding, Regional funding, IOW Council funding, any other if relevant• To receive a breakdown on how funding has been spent across the coastal areas of the Island• Identification of any spend not for construction or maintenance of footpaths• Identification of forward projects and budget estimates• Does this tie in with the Shoreline Management policy?
RESPONSE (Introduction, context and limitations)	<p>The Public Rights of Way Service is prescribed by statutory duties to record, maintain and protect the 530 mile network of public rights of way recorded on the definitive map.</p> <p>A coastal path route for the Island is believed to have been devised in the 1960s (the earliest known map/guide was published in 1973). This route is along public rights of way, the adopted highway network and other IWC owned land/assets.</p> <p>The Service is responsible for approximately 58 access points/paths (recorded on the definitive map) to the beach/shore.</p> <p>This response does not relate to numerous beach accesses which are not recorded on the definitive map (e.g. steps built into coastal sea wall defences and temporary/portable timber beach access steps provided in the summer at locations such as Sandown and Appley beaches). This information will need to be provided by Commercial and Coastal Services, if required.</p> <p>The Committee will be aware of the extensive cliff erosion and landslides which have occurred as a result of storms Babet and Ciaran and continuing wet weather, and most notably the extensive damage at Bonchurch landslip on 10 December 2023. Due to the sheer extent of wet weather and this occurring so early in the winter season, further landslides, cliff erosion and resulting path closures is inevitable.</p> <p>This paper will include a summary of the current position of the King Charles III England Coast Path scheme (ECP) (see Appendix 1).</p> <p>Unless the ECP aligns along a beach and thus uses a beach access (which is uncommon) then the ECP scheme does not provide for the repair or improvement of such accesses and liability for improvement and repairs for the vast majority (circa 58) remains solely with the</p>

	<p>Council.</p> <p>The existing coastal path, ECP and beach accesses are important for Island residents and visitors and support health and wellbeing. They are beneficial to the tourist industry and the Island economy and support the image which the Island projects of being a leading location for coastal living and holidaying.</p>
Funding and Spend	<p>Maintenance of the public rights of way network (including the current promoted coastal path route) is funded corporately by way of a revenue budget. As of 2023/24 a contractors and materials budget totalling £31,219 was provided to maintain the entire 530 mile network. In addition, the Service has historically been provided with an annual “core” capital budget in the region of £100k per annum to carry out specific improvement schemes and to continue the signage programme. Occasionally, the Service benefits from S106 funding to improve specific coast paths/locations. The current coastal path route (definitive map sections) and all definitive map beach accesses are required to be funded from these three sources.</p> <p>Formation of the ECP route is funded by DEFRA by way of an establishment grant. All necessary works to form ECP are 100% funded (with no match funding required). However, a Local Authority is expected to deliver establishment and a 10% project management fee can be claimed.</p> <p>In addition, Council time in supporting NE with the scheme (prior to opening) is funded by way of a Planning Grant.</p> <p>To date the Council has benefited from an establishment grant in the sum of £214,031 to deliver the majority of the works on stretches 4 and 5 (Binnel Bay to Colwell Chine) of the ECP. This includes a 10% management fee. Appendix A summaries the ECP scheme and provides further information on the funding associated with it.</p>
Forward projects and budget estimates	<p>See Appendix 1 for ECP.</p> <p>Appendix 2 sets out the current coastal path and beach access closures as a result of recent and historic coastal erosion and landslips. Most of these are recent. Accordingly, the full extent of the damage will not be known until after the end of the winter season when ground conditions usually begin to stabilise. The timescale for reopening (if possible) and estimates are therefore highly speculative.</p>
Shoreline Management Plan	<p>There is no direct “tie in” between Public Rights of Way, the England Coast Path and the Shoreline Management Plan. The surfaces of existing public rights of way recorded on the definitive map are statutorily bound to be maintained and remain open so long as the land over which they run physically exist. Generally, there is no duty to maintain or restore land over which a public right of way runs in the event of it being destroyed by natural causes.</p> <p>The ECP scheme will have regard for policy and plans relating to the coast, but the legislation relating to ECP does not provide for construction or maintenance of coastal defences and in the event of the route being lost to coastal erosion the “roll back” and modification</p>

	provisions will be engaged (see Appendix 1).
Conclusions	<p>ECP: Following completion of establishment works and stretches being formally opened a resource issue will need to be resolved in order that the route (being a National Trail required to be maintained to a high standard) can remain a success on the Island, supporting both the rural and tourist economies. Limited maintenance funding is currently granted by DEFRA but has to be matched funded by the Access Authority. A dedicated England Coast Officer is recommended to monitor and manage ECP on the Island in order to effectively drawdown maintenance funding from DEFRA, oversee repairs, deal with “roll back” and modification processes and project manage route changes. Formation and the running of an ECP Trail Partnership will also be essential. There is no capacity within the Service at current staff levels to take on these additional duties or for match funding to be found from existing budgets. Additional resource was identified as being required at the time the Council requested for the Island to be included in the ECP scheme (see Appendix 1).</p> <p>Beach Accesses: Recent storms and resulting path closures (see Appendix 2) highlights the continuing liability and high cost for the Council to repair, maintain and keep open beach accesses recorded on the definitive map. This is likely to be a continuing and indefinite trend and additional resource is required to maintain and reopen these paths (when physically possible) in a timely fashion.</p>

COMMUNITY SERVICES SCRUTINY**RESPONSE TO FOCUS FOR SCRUTINY****APPENDIX A: KING CHARLES III ENGLAND COAST PATH****Introduction:**

The King Charles III England Coast Path (ECP) scheme provides for a public walking route around the coast of England. It is governed by the Marine and Coastal Access Act 2009 and policy on where the path can be aligned is set out in a document known as the “Approved Scheme”: [Natural England’s Approved Scheme, 2013](#)

Natural England (NE) on behalf of DEFRA is charged with implementing the ECP scheme.

The Isle of Wight was not included in the original ECP proposal. However, after lobbying (mainly by The Ramblers Association) the Council was consulted on its inclusion in 2012. The Council provided a corporate response supporting the inclusion of the Island in the scheme. The Island was formally included, and Natural England (NE) commenced work in 2014.

Due to the delay in the Island being included in the scheme (and for other reasons associated with coastal erosion, problematic/complicated landownership issues and resource/staff matters) the scheme remains in its infancy and no parts of the route are yet formally open.

Coastal Margin and Roll Back:

As well as the route itself, the scheme provides for what is known as “spreading room” and “coastal margin”. In general, this provides the public with a right to roam on land between the ECP route and the sea. However, there are many exceptions to this (as outlined in the Approved Scheme). For example, spreading room would not apply to a private garden or a “paid for” attraction. There are also areas where spreading room will be subject to a restriction on public access e.g., to protect sensitive land and wildlife.

No works are provided in the coastal margin as part of the ECP scheme. Access is on the basis that the public use their own judgment on ground conditions and safety. As per the legislation, the level of occupier liability is reduced when new coastal access rights are created along the ECP or within the coastal margin. A landowner is not responsible for any damage or injury caused by any physical feature on the land, whether it’s a natural feature of the landscape or a man-made one.

Any definitive map beach access points are not covered by the scheme in terms of improvement or maintenance (unless they are on the ECP alignment, which is uncommon).

The scheme also provides for what is known as “roll back”. Where the route is lost to coastal erosion the scheme provides that the path will move inland. Again, private residences etc would be avoided (with the path having to go further inland to avoid such areas). Where roll back is significant, a formal modification process is undertaken which goes out to public consultation.

The Process:

Natural England on behalf of DEFRA is charged with implementing the ECP scheme i.e., to plan, negotiate and decide (publish) the route. The process they follow is:

- Stage 1: Prepare
- Stage 2: Develop
- Stage 3: Propose
- Stage 4: Determine
- Stage 5: Open

Detailed information on each stage is set out in the Approved Scheme.

Progress: Isle of Wight:

NE have divided ECP on the Island into 10 separate stretches. The table at the foot of this paper sets out the progress on each stretch with links to further details of the proposals.

Funding:

Formation of the ECP route is funded by DEFRA by way of an establishment grant. All necessary works to form ECP are 100% funded (with no match funding required). However, a Local Authority is expected to deliver establishment and a 10% project management fee can be claimed.

In addition, Council time in supporting NE with the scheme (prior to opening) is funded by way of a Planning Grant.

The Council employed an England Coast Path Officer from February 2021 until he left the Council in June 2023. His replacement is due to start on 2nd January. In addition, a Rights of Way Maintenance Officer assists the England Coast Path Officer for 2.5 days per week. Salaries for the England Coast Path Officer and 2.5 Maintenance Officer time are covered by the DEFRA Planning and Establishment grants. The ability to claim for funding under both grants ends when a stretch has been opened.

Maintenance and Management:

Once a section of ECP is formally open, its management and maintenance becomes the responsibility of a Local Authority. ECP is a National Trail and it is expected that it will be maintained to National Trail standard (see below). Limited funding is available from DEFRA for the maintenance of National Trails and this must also be match funded by the Local Authority. In order to effectively manage and maintain ECP (and to deal with future route re-alignments) resource will be required, ideally in the form of the continuing employment of an England Coast Path Officer, who will also be responsible for forming and running a trail partnership.

National Trail Partnerships:

National Trails are managed by local trail partnerships, with guidance and support from Natural England. They are responsible for:

- receiving funding from Natural England on behalf of the local partnership
- reporting to Natural England on progress towards achieving the national quality standards

National Trail Funding:

A National Trail receives a funding contribution from Natural England to make sure they are maintained to a high standard. A local match contribution is required equivalent to at least £1 for every £3 provided by Natural England. The funding received by each trail varies depending on length and other factors affecting the cost of maintenance – it is likely to be limited and a requirement to bid for available funding will be necessary. It is not possible to obtain National Trail funding for sections ECP recorded on the definitive map.

There are 4 quality standards set by Natural England for National Trails. They cover a range of factors from path condition to the social and economic benefits of the trail:

- *Experience:* The trails should be managed in a way which allows as many people as possible to enjoy a wide variety of walking and riding experiences along National Trails and through the English landscape.

- **Enhancement:** Constant improvements should be made to the trail and its associated routes. It should contribute to the enhancement of the landscape, nature and historic features within the trail corridor.
- **Engagement:** Build and sustain a community of interest in caring for the trail and the landscape through which it passes.
- **Economy:** The trails should create opportunities for local businesses to benefit from the use of the trails.

Progress on the King Charles III England Coast Path on the Isle of Wight

Stretch	Location	Stage	Link to report	Estimated cost to establish as per report	Cost to date	Comments
1	East Cowes to Wootton	2 – Develop	NA	TBC	NA	NE propose to publish route in early 2024
2	Wootton to Culver Down	4 – Determine	ECP IOW 2	£118,636	NA	Awaiting determination by DEFRA/PINS
3	Culver Down to Binnel Bay	4 – Determine	ECP IOW 3	£74,331	NA	Awaiting determination by DEFRA/PINS *
4	Binnel Bay to Chilton Chine	5 – Approved	ECP IOW 4	£118,639	£214,031	Works 80% complete
5	Chilton Chine to Colwell Chine	5 – Approved	ECP IOW 5	£28,462	inc. in above	Works 80% complete
6	Colwell Chine to Hamstead	4 – Determine	ECP IOW 6	£141,822	NA	Awaiting determination by DEFRA/PINS
7	Hamstead to Thorness Bay	4 – Determine	ECP IOW 7	£465,238	NA	Awaiting determination by DEFRA/PINS
8	Thorness Bay to Gurnard	5 – Approved	ECP IOW 8	£86,353	0	Works to commence in 2024
9	Gurnard to West Cowes	6 – Approved	ECP IOW 9	£28,277	0	Works to commence in 2024
10	The Medina Estuary	4 - Determine	ECP IOW 10	£56,574	NA	Awaiting determination by DEFRA/PINS

* Note: stretch 3 is subject to Modification Reports:

Luccombe: [Proposed changes to the submitted ECP proposals for IOW3: Luccombe](#)

Shanklin Chine: [Proposed changes to the submitted ECP proposals for IOW3: Shanklin Chine](#)

Subsequent modification on stretch 3 is likely to be necessary following significant landslide at Bonchurch landslip on 10 December 2023. The scale of damage is yet to be fully assessed but photographs and video footage indicate that all existing paths in the area have been destroyed, with little likelihood of reopening opportunities.

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Public Rights of Way Network: Flooding/Storm Coastal Damage Oct-Dec 2023

Path No.	Location	Damage	Urgent Mitigation	TTRO	Required Works	Completed	Cost	Comments
			(closed barriers, signage)		Notes	Reopened (date)	Estimated	
BS1/SW25	Shepherds chine	surface / steps	signed closed	Required	New Steps	summer 2024	£4,000.00	
BS103	Brook Chine	Steps	signed closed	Required	New Steps	summer 2024	£3,000.00	
BS58	Grange Farm	Bridge damage	signed closed	Required	New Bridge	summer 2024	£10,000.00	Possible ECP/DEFRA funded
BS58	Grange Farm	Bridge lost	Signed Closed	Required	Salvage Bridge	summer 2024	£500.00	
CB24	Thorness to Gurnard	landslip	signed closed	Required	Fencing/boardwalk	summer 2024	£25,000.00	Possible ECP /DEFRA funded
F13	Brambles Chine Steps	lost bottom flights	signed closed	Required	Replacement	summer 2024	£15,000.00	Possible ECP /DEFRA funded
F60	Shippards Chine	Drainage	Not Required	Not Required	Ditching	NA	£1,000.00	
R91	Seaview	Damage	Not Required	Not Required	Repair	NA	£1,000.00	
R92	Seaview Sea Wall	Surface	Not Required	Not Required	Repair surface	NA	£1,000.00	
S3	Hamstead Boardwalk	boardwalk damage	signed	Required	New boardwalks	summer 2024	£40,000.00	Possible ECP/DEFRA funded
T22	Alum Bay Steps	landslip	signed and barriered	Required	realign steps	summer 2024	£10,000.00	
T34	Totland pier end	seawall damage / stones	signed closed	Required	coastal dealing	summer 2024	NA	No cost to Public Rights of Way
V65/66 etc	Bonchurch landslip	TBC	signed and barriered	Required	TBC	TBC	TBC	Early indication is tthat reopening opportunities will not exist
V93a	Orchard Bay	Steps	signed and barriered	Required	replacement steps	summer 2024	£5,000.00	
TOTAL							£115,500.00	

Public Rights of Way Network: Long Term Coastal Closures

SS74	Appley Steps	Cliff erosion	Signed and barriered	Required	reinstatement	TBC	£80,000.00	to be reviewed
V124	Undercliff to Binnel	landslip	Signed and barriered	Required	reinstatement	TBC	TBC	reopening may not be possible
SS2	Luccombe coast path	landslip	Signed and barriered	Required	TBC	TBC	TBC	reopening unlikely to be possible
TOTAL							£80,000.00	

Public Rights of Way Network: Permanent Coastal Closures

C34	Whale Chine	Chine erosion / loss of land - no reopening opportunity
NT47, 48, 49, 50, 51	Niton Landslip	landslip/erosion with no reopening opportunity
SS3	Luccombe Chine	Chine erosion / loss of land - no reopening opportunity

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IOW-4 & IOW-5 Photographs of completed works in support of grant claim
Grant references: ecm_65540 / G-S-IOW_2022

Line 1

IOW_4_S002 / IOW_INF_810



Line 2

IOW_4_S002 / IOW_INF_768



Line 3

IOW_4_S002 / IOW_INF_811



Line 4

IOW_4_S003 / IOW_INF_812



Line 5

IOW_4_S003 / IOW_INF_813



Line 6

IOW_4_S003 / IOW_INF_706



Line 7

IOW_4_S006&007/IOW_INF_770



Line 8

IOW_4_S009 / IOW_INF_771



Line 9

IOW_4_S011/IOW_INF_772



Line 10

IOW_4_S011 / IOW_INF_399



Line 11

IOW_4_S013/IOW_INF_815



Line 14

IOW_4_S015 / IOW_INF_774



Line 15 IOW_4_S009 to S015/IOW_INF_826



Line 17 IOW_4_S016 / IOW_INF_817



Line 18 IOW_4_S017/IOW_INF_818



Line 19 IOW_4_S018 / IOW_INF_819



Line 20 IOW_4_S020/IOW_INF_781



Line 21 IOW_4_S029 / IOW_INF_822



Line 22 IOW_4_S036/IOW_INF_129

Line 23 IOW_4_S036 / IOW_INF_784

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Line 25 IOW_4_S048/IOW_INF_551



Line 26 IOW_4_S050/ IOW_INF_830



Line 27 IOW_4_S057/IOW_INF_806



Line 28 IOW_4_S057/ IOW_INF_827



Line 29 IOW_4_S059a/IOW_INF_791



Line 30 IOW_4_S060 & 61/ IOW_INF_823



Line 31 IOW_4_S064/IOW_INF_592



Line 32 IOW_4_S065/ IOW_INF_591



Line 33 IOW_4_S065/IOW_INF_593



Line 34 IOW_4_S072/ IOW_INF_146



Line 35 IOW_4_S075/IOW_INF_824



Line 36 IOW_4_S080/ IOW_INF_796



Line 37 IOW_4_S083/IOW_INF_798



Line 38 IOW_4_S086/ IOW_INF_821



Line 41 IOW_4_S090/IOW_INF_031



Line 42 IOW_4_S098/ IOW_INF_034



Line 43 IOW_4_S099/IOW_INF_647



Line 44 IOW_4_S101/ IOW_INF_035



Line 45 IOW_4_S101/IOW_INF_803



Line 46 IOW_4_S106/ IOW_INF_038



Line 47 IOW_4_S109/IOW_INF_805



Line 48 IOW_4_S010 to 018/ Tree Works (1)



Line 48 IOW_4_S010 to S018/Tree Works (2)



Line 49 IOW_4_S019/ Tree Works



Line 50 IOW_4_S020/Tree Works



Line 51 IOW_4_S023 to S025/ Tree Works (1)



Line 51 IOW_4_S023 to S025/ Tree Works (2)



Line 52 IOW_4_S026 to S028/Tree Works





Intentionally empty space

Line 54 IOW_4_S050/Tree Works



Line 55 IOW_5_S002/ IOW_INF_047



Line 56 IOW_5_S002/IOW_INF_047



Line 57 IOW_5_S013/ IOW_INF_059



Line 58 IOW_5_S014/IOW_INF_710



Line 59 IOW_5_S020,21,22/ IOW_INF_711



Line 61 IOW_5_S059/IOW_INF_716



Line 62 IOW_5_S061/ IOW_INF_694



Line 63 IOW_5_S061/IOW_INF_695



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Line 64 IOW_5_S054 to 59/ Tree Works (1)



Line 64 IOW_5_S054 to 59/Tree Works (2)



Line 65 IOW_5_S062 to 68/ Tree Works (1)



Line 65 IOW_5_S062 to 68/Tree Works (2)



Line 74 IOW_4_S117/ IOW_INF_042





Report End



**Isle of Wight
Council**

Purpose: For Information

Agenda Item Introduction

ISLE OF WIGHT COUNCIL

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Topic	RETAINING THE A3055

Background

1. The Southern part A3055 coastal road is one of the most scenic and beautiful routes on the Island, a tourist attraction, local access and commercial route to and from West Wight
2. The Island has been experiencing the effects of geological erosion on the Military Road (A3055). There are three specific sites - the cliff top along Afton Down, and two sites between Brook and Compton Farm. This has raised many concerns amongst Island residents and other users on the future of the road.
3. The Military Road is the responsibility of the Isle of Wight Council as the highway authority. However, the surrounding land and the land underneath is of mixed private and National Trust ownership.
4. The A3055 through the Undercliff has been closed for ten years and the traffic levels through the narrow lanes at the centre of Niton have raised concerns over public safety.

Focus for Scrutiny

- What is the formal Council position on the two road sections, and the strategy for going forward?
- How does the Shoreline Management Plan interlink with this?
- What work has been done to seek aid from the PFI Highways contract or Government departments for support for mitigation of the Niton issues and preservation and rerouting of the Military Road?
- What is the outline of the emergency management plans in response to a catastrophic failure of the Military Road?

- What lessons have been learnt from the Ventnor issues to enable better communication to residents?

Outcome(s)

5. The committee to put forward a series of recommendations for the relevant Cabinet Members consideration.

Document(s) Attached

Appendix 1 - Brooklands Chine – Realignment Option and site maps
Appendix 2 - Shippards Chine – Realignment Option and site maps
Appendix 3 - Military Road – Realignment Option
Appendix 4 - Military Road Current Transport Assessment March 2024
Appendix 5 - Diversion Route Assessment

Contact Point: Melanie White, Statutory Scrutiny Officer,
(01983) 821000 ext 8876, e-mail melanie.white@iow.gov.uk



Scrutiny Report

ISLE OF WIGHT COUNCIL

Meeting	POLICY & SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Title	A3055 – CURRENT POSITION AND FUTURE STRATEGY
Report of	LEADER AND CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE, HIGHWAYS PFI, TRANSPORT STRATEGY, STRATEGIC AND EXTERNAL PARTNERSHIPS

Executive Summary

- The purpose of this report is to provide the Isle of Wight Council's formal position and future strategy for the A3055 including Leeson Road and Military Road and the areas of Niton, Undercliff Drive, Ventnor and Whitwell.
- The content of this report will draw on information from the Shoreline Management Plan (SMP2), the work that has been carried out date by the Isle of Wight Council Transport Strategy Team and Island Roads and emergency management plans in place for a future failure of roads in the area.
- The recommendations of this report if for the committee to note and make comments on the monitoring, collection and evaluation of data from the land surrounding Leeson Road continues to be collected and used to inform decisions on how, when and in what capacity the road will be opened in and which of the options will be taken forward to be developed in a Strategic Outline Business Case for the Military Road in order to bid for future funding from central government or other external sources, to carry out works.

Recommendations

- For the Committee to note the following:
- The current and historical information relating to the respective sites of concern along the A3055.
- the continued monitoring of the data obtained from the equipment installed on the land surrounding the area known as 'The Landslip' on the A3055 - Leeson Road. The data will be used to determine the amount of ground movement happening in the area which will then inform future and timescales for the potential reopening of the road.

- the continued work on developing the outline strategic business case for the future of the A3055 – Military Road to ensure that it can continue to be used as a strategic route on the islands transport network.

Background

The Landslip and the Undercliff

Historically, the Undercliff has remained relatively stable. However, over the past fifty or so years ground movements have increased in frequency at Monks Bay, in parts of Ventnor, St Lawrence and at Bonchurch and Niton. Since the formation of the landslide complex, coastal erosion has gradually and critically reduced the support at the toe of the complex. Ground stability is closely related to groundwater conditions, and recent wet winters have been characterised by exceptional landslide activity. Over the past decade, some major re-activations have occurred at Niton, St Lawrence and Bonchurch.

The area known as 'The Landslip' is located at the eastern end of the Undercliff between Luccombe and Bonchurch, above a 30-40-metre-high sea cliff and rises to 120 metres above sea level. Records show that the earliest landslide was recorded in the area in 1810, with further landslips recorded in 1995, 2001 and 2023.

The Leeson and Whitwell Roads are at an elevated location on top of the greensand bench behind the relic landslide systems, and as such are not subject to the severity of the same geological risks as Undercliff Drive. Nonetheless, the recent reactivation of the landslide in Bonchurch has been a significant event that has affected fourteen hectares of land and has caused the failure of some of the greensand bench that Leeson Road sits upon.

A major landslide took place in the same area in 2001 which resulted in the decline and failure of the rear scarp and recession of the Undercliff towards the A3055 Leeson Road and nearby properties. As part of the 2001 ground investigation following the landslide, a programme of instrumentation and monitoring was established in the area.

This included 3 deep boreholes, horizontal wire-extensometers, crack-meters, tilt meters, permanent ground movement markers, survey control points, an inclinometer, in borehole 2 and piezometers in boreholes 1 and 3.

There are records dating back to 2001 for a piezometer installed in borehole 3, a horizontal wire extensometer installed at Devil's Chimney and the tilt meter located near borehole 3.

Island Roads have produced annual ground monitoring reports between March 2014 and March 2023 and continue regular inspections and monitoring in these areas.

The latest landslide took place in the evening of 10th December 2023. Prior to the landslide there were little outwardly visible signs of ground subsidence around The Landslip. The land is mainly grassland and relatively even. There were some 'J' shaped trees growing at an angle from the steep slope and some uneven ground. The surface of Leeson Road and the pavements were in generally good condition with no obvious signs of recent cracking.

The landslide affected the same area as the 2001 landslide but extended further east towards the A3055 and nearby properties. It covered a total area of 11 hectares and up to 16.5 hectares including the area of debris at the bottom of the cliffs.

This landslide was significant in both size and material loss and was unique because there was not only the reactivation of the ancient landslide complex but has also led to block failure in 'new geology'. The new rear scarp is within 10m of the highway at the closest point. This dramatic loss will mean the demolition of three properties, and it is anticipated

that there will be some smaller falls at the southern edge of the back scarp as this deep-seated failure settles.

Following the landslide, the Isle of Wight Council and Island Roads commissioned two independent expert reports including recommendations from Jacobs who looked at the whole landslide event and Atkins who focussed on the impacts on the Leeson Road. The outcome of those reports was that the likely factors that contributed to the landslide were:

- A loss of slope support caused by the 1995 and 2001 landslides.
- Coastal erosion.
- Unusually high levels of rainfall leading to high level of groundwater and run off.

Both reports clearly recommended that Leeson Road should not be reopened until new and additional monitoring systems have been installed, and sufficient data is available to determine the extent of ongoing land movement. It was also recommended that early warning systems are installed with the ability to close Leeson Road at short notice if required.

Until there is sufficient data available to provide comfort on the level of risk of a future landslide in the same area, there is no guarantee that further movement wouldn't take place when the road is open and being used by the public.

With the closure of Leeson Road, all the traffic in the area is being diverted along the B3327 through Wroxall. The council is aware of the problems that residents and visitors who are living, working and travelling in the area are experiencing due to the increased congestion and journey times and the need for additional safety measures to be put in place along these routes.

The council in conjunction with Bob Seely MP are putting forward the case for additional funding to be allocated from DfT for the long-term ongoing monitoring of the area and for constructing safety upgrades to the diversion route if the closure remains in place in the long term. This decision is currently being reviewed by a transport minister. The council continues to be in close contact with DfT to emphasise the importance of a swift decision to ensure the future transport resilience of this area of the Isle of Wight.

Undercliff Drive

Input previous info

Military Road

In 2010, two reports were taken to the Cabinet of Isle of Wight Council with decisions on the future of Military Road. The first report concluded that further consultation and optioneering was needed especially in relation to Brook and Hanover Point and the second recommended sustaining the road in current alignment for as long as possible with drainage options.

Following the installation of drainage systems, the road at Brook was reopened to two-way traffic in 2014. Shortly after this the Shoreline Management Plan (SMP) was introduced, and this has since been reviewed in 2020. The SMP is a set of policies relating to investment in coastal defences to prevent coastal erosion and flood risk using guidance from the Environment Agency (Defra). The cost of defending the coast should be less than the loss of property, economic land use, ecological conservation and historic assets within the plan period, 100 years from 2010.

Repairs to the current sites would be a short-term solution, with potentially between 2-10 years of useful life as the coastal erosion is accelerating in pace and taking place on both the landward and seaward sides of the cliffs.

A favoured long-term solution would take account of the natural chine formation and coastal erosion would be to reroute the road inland across land owned predominantly by the National Trust.

The council and Island Roads are working to develop a strategic business case to examine this option in more detail. The recommendations will be included in future works in the Isle of Wight Council Local Transport Plan 4. Delivering this scheme will also require significant central Government funding of approximately £25 - £30 million. Referencing this in recognised policy documents such as the Isle of Wight Council Local Transport Plan 4 will strengthen the case for obtaining Government funding to deliver this scheme.

Current Situation

The Landslip and Leeson Road

Since the landslide, the Isle of Wight Council and Island Roads have been working swiftly and proactively, engaging with technical experts to agree and implement the recommended extended monitoring program for the stretch of Leeson Road potentially affected by the December landslide event.

Inspections of the road started as soon as possible after the landslide, with Island Roads carrying out level surveys and twice weekly walked inspections since December 2023 to start building the picture of the amount of ground movement in and around the landslide area that could take place.

A monitoring plan has been agreed between Island Roads, their consultant, Atkins and the specialist installation company. This includes 22 tiltmeters to measure the angle of the slope of the ground; 3 extensometers to measure changes in the shape of the ground and 3 Global Navigation Satellite Systems which will remotely monitor all the measuring devices in real time and will be used to inform any early warning system.

The locations of the monitoring equipment are based on the recommendations in the Atkins report commissioned by Island Roads. The necessary access arrangements have been made to ensure that monitoring equipment can be installed on private wherever necessary.

The installation of the monitoring equipment took place in the a/c 15th April, now that the equipment has been installed and tested to ensure that it is working correctly, the data can start to be collected and analysed.

The data will indicate the stability of the ground over time. The ideal situation would be that there are continuous readings of little or no movement. This data will be used as a key part of the discussions about reopening the road either fully or partially for pedestrians and cyclists. If the data shows that there is still movement surrounding the landslip, then the monitoring will continue to start to establish a long-term pattern. Isle of Wight Council and Island Road will continue to work with specialist technical consultants to ensure that the data is interpreted accurately and used appropriately to ensure that the right decisions are taken.

Military Road

A Military Road working group was established in February 2024 with representatives from the Isle of Wight Council and Island Roads.

The first meeting of the group looked at the following options for Military Road at two distinct places along the route:

1. The localised realignment of BrookChine (Site 14) – this would be the construction of approximately 3,620m² of new road with an indicative build cost of £2.2 million. The plan is attached as Appendix 1 of this report.
2. The localised realignment of Shippards Chine (Site 15) – this would be the construction of approximately 5,225m² of new road with an indicative build cost of £3.2 million and a £500,000 drainage contingency. The plan is attached as Appendix 2 of this report.
3. A full realignment of the Military Road – this would be the construction of up to 16,860m² of new road with an early indicative build cost of £10.2 million and a £1.5 million drainage/ground risk contingency. The plan is attached as Appendix 3 of this report.

The costs given above are for construction only and do not include design, planning, consultation, and land purchase costs. Costs are based on the most efficient solutions – e.g. full closure of the existing road during construction to allow the old road to be excavated and recycled into the base layers of the new road therefore reducing material import / disposal costs. Drainage and ground conditions are not known across this area at this stage and would require surveys in order to current situation.

A transport assessment has also been produced to work alongside the realignment options and assist officers and members to make recommendations and an informed decision about which of the above options is the most technically and environmentally appropriate and economically viable for the long-term future of the area. These are included in Appendices 4 and 5 of the report.

The working group will meet again (date) to work through the options in more detail and make the recommendation to the council

The preferred option will be developed into an outline strategic business case to be submitted for Government funding through the Department for Transport (DfT) and the Department for Levelling Up and Communities (DeLUHC).

Communications

There is a dedicated e-mail address for resident enquiries about the landslide, the closure of Leeson Road, and the wider road network in and around Ventnor this is coastal.recovery@iow.gov.uk

This inbox will be monitored, and residents may be asked to refer to website if the information they require is already available. Any new information will also be added to the website if it is appropriate.

There will be a dedicated website page on both the council and Island Roads website, this will be updated as soon as there is new information and will also include regularly updated frequently asked questions to reflect the current situation.

The links to the website pages are:

[Leeson Road landslip FAQs \(iow.gov.uk\)](http://iow.gov.uk)

[Island Roads | Leeson Road and Ventnor accessibility](#)

Isle of Wight Council and Island Roads will continue to hold the regular Ventnor public meetings for both coastal and highways updates. New information will be shared via presentations and to allow residents to attend, obtain further information and ask questions to representatives from both organisations.

Future Catastrophic Events

A response to a catastrophic failure, including the need for an evacuation would be managed through the arrangements defined in the Council's [Emergency Response and Recovery Plan](#) and the Island's Multi-Agency Evacuation Arrangements. This would ensure a co-ordinated approach across both the Council and that of partner agencies

Appendices Attached

- Appendix 1 - Brooklands Chine – Realignment Option and site maps
- Appendix 2 - Shippards Chine – Realignment Option and site maps
- Appendix 3 - Military Road – Realignment Option
- Appendix 4 - Military Road Current Transport Assessment March 2024
- Appendix 5 - Diversion Route Assessment

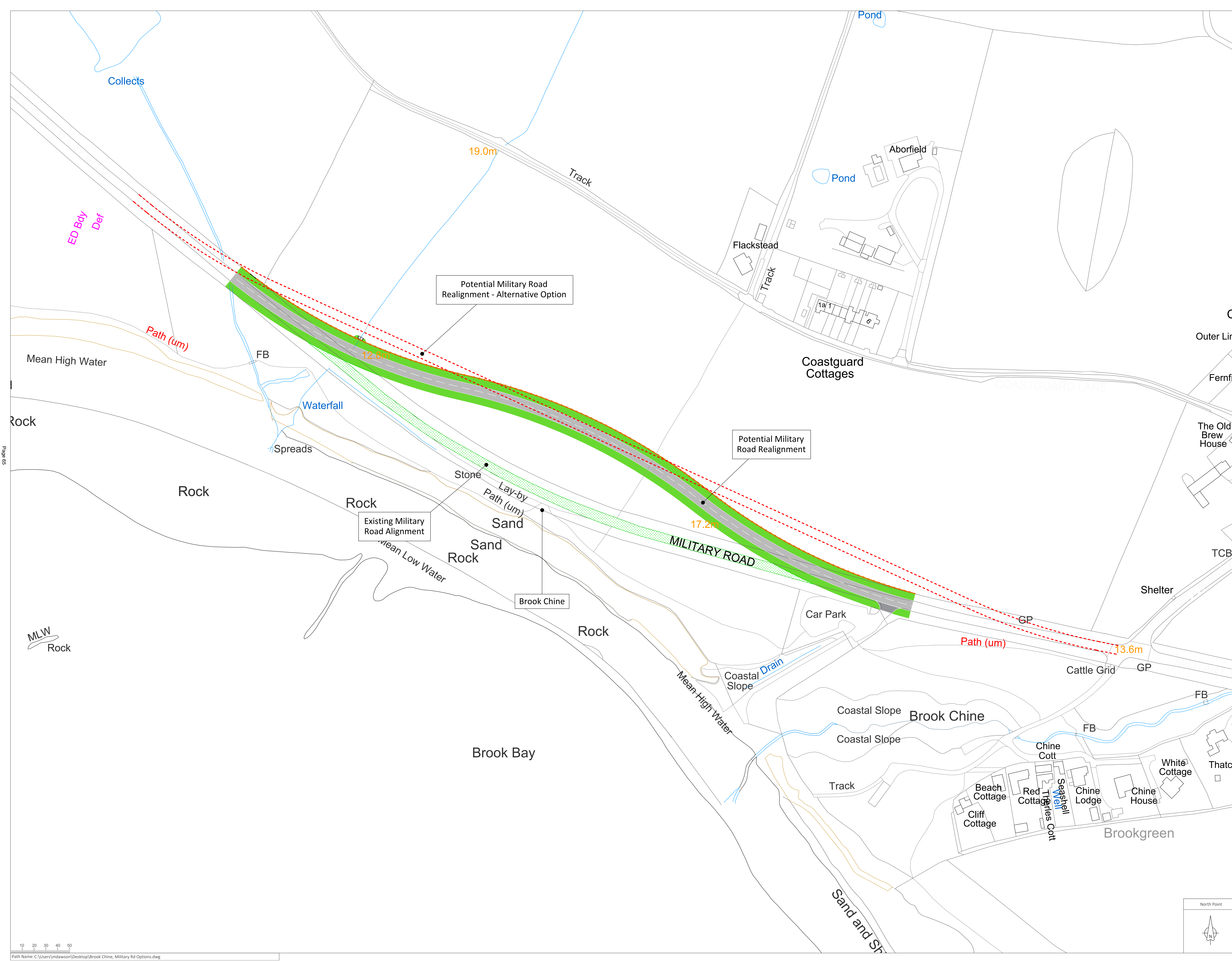
Background Papers

- Jacobs – The Landslip (Bonchurch): Site Inspection and Recommendations – Document no: B2475000-01
- Island Roads - Clause 12.11 Failure Report Amber Site 1 Leeson Road Ventnor
- Island Roads – Leeson Road Initial Monitoring including Permission Schedule
- Shoreline Management Plan - [Plans and strategies \(iow.gov.uk\)](#)
- Isle of Wight Council – Committee Report – Paper 1 – Tuesday 30th March 2010 – Military Road A3055 (options)
- Isle of Wight Council – Committee Report – Paper B – Tuesday 12th October 2010 – Military Road A3055 (options)
- Geotechnical Study Area G10 – Afton Down near Freshwater, Isle of Wight, UK
- Isle of Wight Council Emergency Response and Recovery Plan - [Directorate of Environment and Neighbourhoods \(iow.gov.uk\)](#)

Contact Point:, Michelle Love, Service Director for Highways and Community Protection ☎ 821000 e-mail michelle.love@iow.gov.uk

COLIN ROWLAND
Director of Communities

CLLR PHIL JORDAN
Leader and Cabinet Member for
Transport and Infrastructure, Strategic
and External Partnerships



Notes

Co
Outer Limi
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Island Roads
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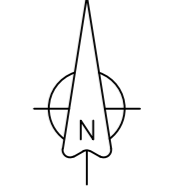
Stephen Ashman
Service Director, Island Roads

Classification
CONCEPT

Project
BROOK CHINE, MILITARY ROAD

Drawing Title
ROAD REALIGNMENT OPTIONS

Drawn	MRD	Date	25/01/2023
Checked		Date	
Scale	NTS @A0	Revision	-
Contract Sheet No.		Sheet 1 of 1	
Drawing Number			



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Appendix 1

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Notes

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Rev.	Description	Initials	Date



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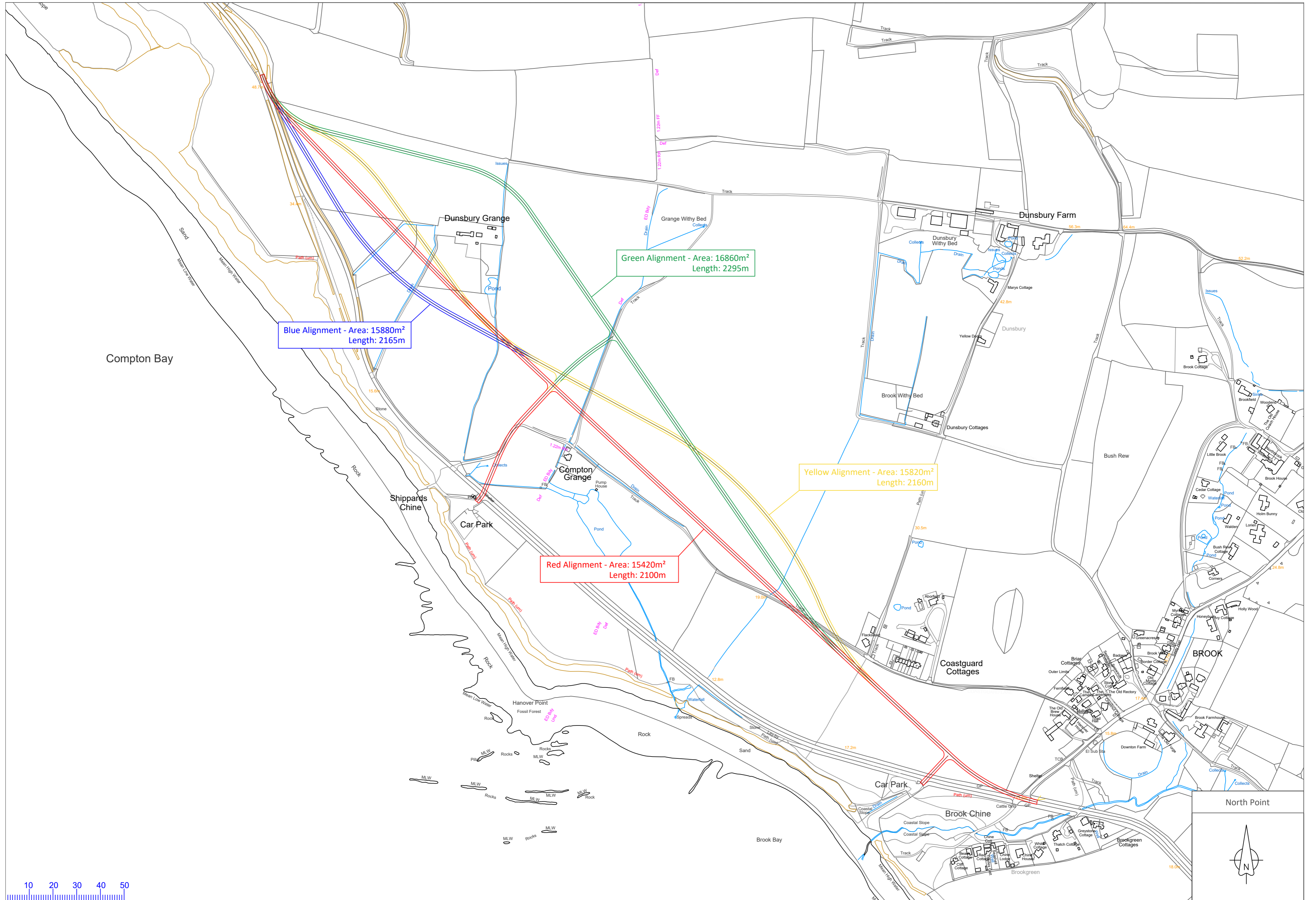
Classification
CONCEPT

Project
SHIPPARDS CHINE, MILITARY ROAD

Drawing Title
ROAD REALIGNMENT OPTIONS

North Point	Drawn	MRD	Date	29/02/2024
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	Scale	NTS @A0	Revision	-
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	Drawing Number			

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Military Road Current Assessment March 2024

Assessment of Transport Impacts

1.0 Purpose

1.1 This paper sets out the historical / strategic context of Military Road (A3055); a strategic assessment of the long-term transport impacts of the closure of a severance of the A3055 through route from Brook to Freshwater Bay, and review of alternative routes.

2.0 Background

History of the Road

2.1 The A3055 Military Road is situated on the south western coast of the Island and links Freshwater Bay in the west with Chale in the east. The original road was constructed as part of a defence network in about 1860 and remained as a private gated road for about 70 years. It served as a link between forts and barracks and fluctuated between private and military use with private rights vested in the Seely family.

2.2 In 1930 or thereabouts, the landowner Sir Charles Seely donated what was then a narrow track to the Highways authority for public use. The track was vulnerable to erosion and a new road was constructed further inland. Some vestiges of the original alignment are still visible along the coast from Shippards Chine to the north west of the slumped area. The construction of the new road took place in the early 1930 with the formal opening of the last section in March 1936.

2.3 This area of coastline is constantly changing. The sedimentary nature of the rocks and effects of the sea, have had a dramatic impact on the land and man made features in this area. A number of coastal properties, together with hectares of farmland and amenities have been lost over time and the Blackgang Chine pleasure park has been undergoing a lengthy and planned retreat over a number of years.

2.4 The ongoing erosion has also had an impact on roads in the area and the road constructed in 1936 was unable to follow the original route and had to be moved generally further inland and at a higher level due to land loss and ongoing erosion and landslip.

2.5 The council has been aware of these issues for some while and in the mid 1980s sought to divert the road inland at Afton Down so as to avoid an area of deep seated cracking and potential slippage. The planning application submitted in 1985 involved the excavation of a new cutting further up-slope through the downland owned by the National Trust.

2.6 The land in the area is of international environmental significance and the National Trust was not prepared to sell their land and at that time opposed the scheme at the public inquiry. The Inspector considered the proposal and recommended that planning permission for the realignment should not be granted.

2.7 The council subsequently commissioned engineering / geological consultants to review the situation and their report of January 2000 identified three areas of immediate concern. They were:

- Two sections on the elevated section east of Freshwater Bay, between the bay and Compton Chine. One approximately 100 metres long whilst the lower section to the east was approximately 150 metres in length.
- The section at Shippards Chine, just north of the National Trust car park.
- Adjacent to Brook Bay between the National Trust car park and Hanover Point.

2.8 The council acted on the recommendations of that report and submitted a planning application to stabilise the elevated section and reconstruct the road on the original alignment, plus realign the road just north of Shippards Chine.

2.9 The planning application was approved in December 2002 subject to 23 detailed conditions, on the basis that the piled elevated section shall be “dismantled and removed” following its failure or after 50 years from the completion of the works, whichever ever occurs first.

2.10 It was this factor that swayed the decision which was only considered acceptable in that that “it would have a relatively short-term impact on the candidate Special Area of Conservation, thereby not being contrary to the conservation objectives of the designated area and in accordance with Policy C9 of the IW Unitary Development Plan”.

2.11 The works were carried out in 2003 at a cost of some £3m. This approval was given subject to a legal agreement between the council and National Trust which requires that, even if still intact and open to traffic, at the end of 50 years from approval the road will have to be closed and the piles removed at a cost to the council. It would be unlikely that the council would be able to successfully challenge this condition, in effect bringing about the closure of the Military Road as a through route in 2053.

Ongoing Erosion

2.12 Erosion is a growing problem at locations all along the western end of the military road, to such an extent that several key sections are now of real concern. There are a number of deep longitudinal fissures which run alongside the high level section of the road at Afton Down. Considerable sums were spent underpinning this section of the road and whilst the planning consent ultimately limits its life to another 29 years, premature failure here would effectively close the road and serves to highlight the fragility and uncertainty of the whole route.

2.13 The coastline at Shippards Chine is also under threat and despite comparatively recent works to realign the road locally and drain the area as part of the above project. The drainage system which was constructed to take away excess water dramatically failed, the land in the area continues to slump with the result that the road here is under threat again.

2.15 Single lane working was introduced between Brook Bay and Hanover Point in February 2010 so as to move traffic away from the encroaching cliff edge. Following consideration of the options informed by public consultation in October 2010 Cabinet resolved to retain the road on its current alignment for as long as is possible by intercepting groundwater from the adjoining land. A drainage system was installed which was successful in reducing the rate of erosion and the full width of the road reopened to traffic although the area continues to recede and retaining the current alignment is not tenable

3.0 Policy Context:

3.1 Much of the Military Road, including the three areas in question is subject to a number of important national local environmental designations. The entire area falls within the Area of Outstanding Natural beauty (AONB) and Heritage Coast. The coastal strip is designated a Special Area of Conservation (SAC) a European designation under the Habitats Directive. Land between Brook Bay and Hanover Point and some sections north of the road are also designated a Site of Special Scientific Interest (SSSI). There are also a number of individual Sites of Importance Nature Conservation (SINC) in the area.

3.2 The future of the Island coast is considered in the Island’s Shoreline Management Plan (SMP). This document provides a broad assessment of the long-term risks associated with coastal processes. It offers guidance to coastal engineers and managers to identify and recommend strategic and sustainable coastal defence policy options for particular lengths of coast to reduce these risks to people, the developed and natural environments.

3.3 The SMP is an important part of the Department for Environment, Food and Rural Affairs (Defra) strategy for flood and coastal defence. It has taken account of existing planning initiatives and legislative requirements and uses the best present knowledge on the possible effects of climate change and sea level rise. The plan informs and is supported by the statutory planning process.

3.4 The SMP is a 'living' document and as well as being used by us as a decision making tool it is also used by a range of other organisations such as Environment Agency and Natural England to consider the planning and implementation of sea defences and other maritime works. It is also used by Defra when considering applications from the operating authorities to fund various coastal defence works.

3.6 Under the SMP the coastline of the Island has been subdivided into discrete “policy units”, which are based on natural sediment movements and coastal processes as opposed to administrative or other boundaries. For each policy unit four coastal defence options are considered. These are set out below:

Policy	Comment
Hold the line	Maintain or upgrade level of protection by defences
Advance the line	Build new defences seaward of existing defences
Manage realignment	Allowing retreat of shoreline with management to control or limit movement

No active intervention	Not to invest in providing or maintaining defences
------------------------	--

3.7 The south west coast of the Island falls under three policy units: Compton Chine to Freshwater Bay, Brook Chine to Compton Chine and St Catherine’s Chine to Brook Chine. In each of these locations the SMP takes into consideration the location and use of the Military Road, proximity to the cliff edge and the effects of erosion, impact on the road and areas of nature conservation interest. It acknowledges the possibility of relocating the road inland, but recognises that the impact on the SAC, SSSI and other nature conservation / habitats would be “environmentally unacceptable”. The SMP strategy for this area is therefore to do nothing – no active intervention.

4.0 Strategic Assessment

4.1 Although classified as an A road the Military Road does not link any major settlements and even by Island standards is lightly trafficked. Traffic use is monitored across the road network and historic surveys show that the number of vehicles using the road between Niton and Freshwater Bay approaches 2500 vehicles per day.

4.2 The distribution size and demographic make up of the settlements in the West Wight is such that historic traffic flows are generally lower than those experienced elsewhere on the Island. Historically the main road between Newport and Yarmouth (A3054) with its cross Solent ferry port has carried on average 6000 vehicles per day while the B3399, which links Chale to Chessell and then onto Freshwater, carries in the region of 3000 vehicles per day on the Newport Road section, near Tapnell Cottages. The “middle road” B3401 which links Carisbrooke and Newport to Chessell carries in the region of 4,500 vehicles per day.

4.3 By comparison during the same period the number of vehicles using Medina Way, is in the region of 30,000 vehicles per day and Fairlee Road 19,500 vehicles per day.

4.4 There is a belief therefore that the majority of the traffic using the Military Road does so because it is there – for the views or access to the coast and beaches, rather than as a strategic link between settlements. This idea is underlined by the historic representations received from Brighthelm Parish Council and recorded in the local press and elsewhere. Our traffic data reinforces the seasonal nature of this and shows an increase in weekend flows and large seasonal variations, something which our strategic network does not experience elsewhere.

4.5 In view of the issues relating to funding, land designation / protection and ownership the pragmatic alternative is to terminate the existing road at an appropriate point and create turning point and improve car parking as required. The creation of an alternative cycleway / footpath through the upgrading of the remaining verge or improvements to the existing rights of way network would help to maintain the coastal path and cycle route.

4.6 The signing of cross-Island traffic would be revised so as to divert traffic away from this area onto alternative roads such as the A3054, Newport to West Wight road and B3401 "middle road" Newport to West Wight route. Any remaining local traffic would be diverted inland and onto the middle road from junctions at Chale, Brighstone, Brook and Freshwater Bay.

4.7 Traffic figures would indicate that the possible inland diversion route through Brook is operating at a fraction of its capacity and is more than sufficient to carry the additional traffic flows which would result from a diversion of the Military Road traffic.

4.8 In terms of the safety and traffic speed on the inland route, there is no reason to assume that there would be any greater risk of accidents on this route than on any of the island's other roads. It is considered that speed limits already in place are appropriate and the council has no reason to assume that those would not be respected by motorists.

4.9 Whilst there is scope to make capacity improvements to the key junctions on the local diversion route:

- Military Road / Brook Village Road (A3055 / B3399)
- Brook Village Road / Brighstone Road (B3399)
- Brighstone Road / Middle Road (B3399)
- Middle Road / Afton Road (B3399 / A3055)

These junctions currently meet the relevant design standard and further improvement is not necessary for either safety or capacity; please see appendix 1 for the relevant assessments.

4.9 Similarly there would be no need to introduce additional parking restrictions to ensure adequate capacity, which is a particular local concern in Brook Village, although occasionally people would have to give way to those travelling in the opposite direction if parked vehicles were encountered.

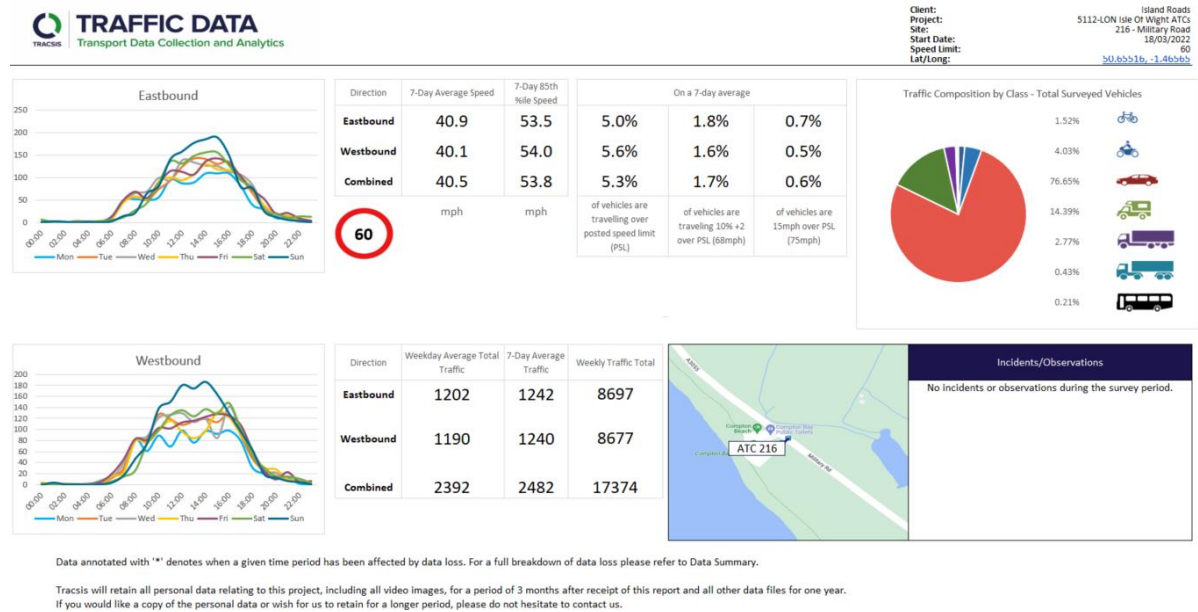
4.10 As with any planned change to traffic routes, the council would monitor speeds, traffic flows and accident rates carefully in Brook village where there are a number of individual private accesses with restricted visibility and along the whole route and make whatever interventions are thought necessary to ensure that the route continued to operate

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Assessment of Military Road Diversion Route

Military Road (A3055)

Military Road is rural two lane wide (6.3m) single derestricted carriageway with a generally good alignment with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 2500 (AADT) where drivers demonstrate good compliance with the speed limit. Military Road serves as a bus route although does not benefit from a system of street lighting



Military Road (A3055) / Brook Village Road (B3399)



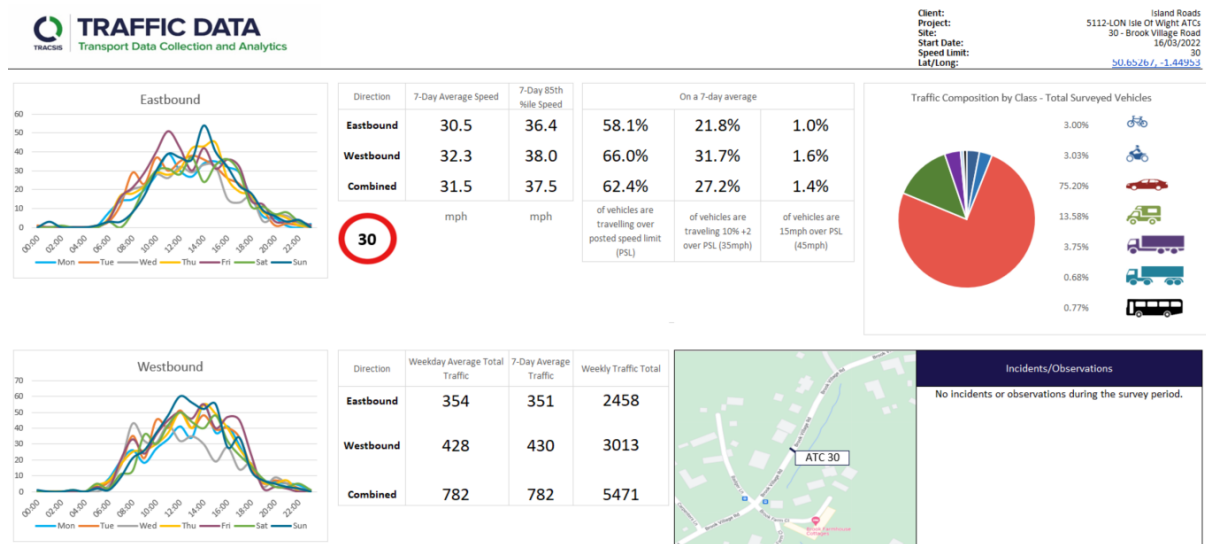
Military Road has a major / minor junction with Brook Village Road which has a significantly flared approach



Visibility for emerging traffic when measured from a 2.4m minor road distance is circa 180m in each direction restricted by road alignment to the west and vertical curvature to the east which compares with a design standard of 140m required for a derestricted bus route

Brook Village Road (B3399)

Brook Village Road is rural two lane road varying in width from 6.2m to 5.3m within the village (where the centre line is omitted) widening to 5.5m to the north beyond the village centre. There are no pedestrian footways on either side yet serves as a bus route although does not benefit from a system of street lighting. It is subject to a 30mph speed restriction and has a generally poor alignment with an operational capacity of circa 9000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 800 (AADT).



Data annotated with ** denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.



Brook Village Road



Brook Village Road

Brook Village Road / Brighstone Road (B3399)



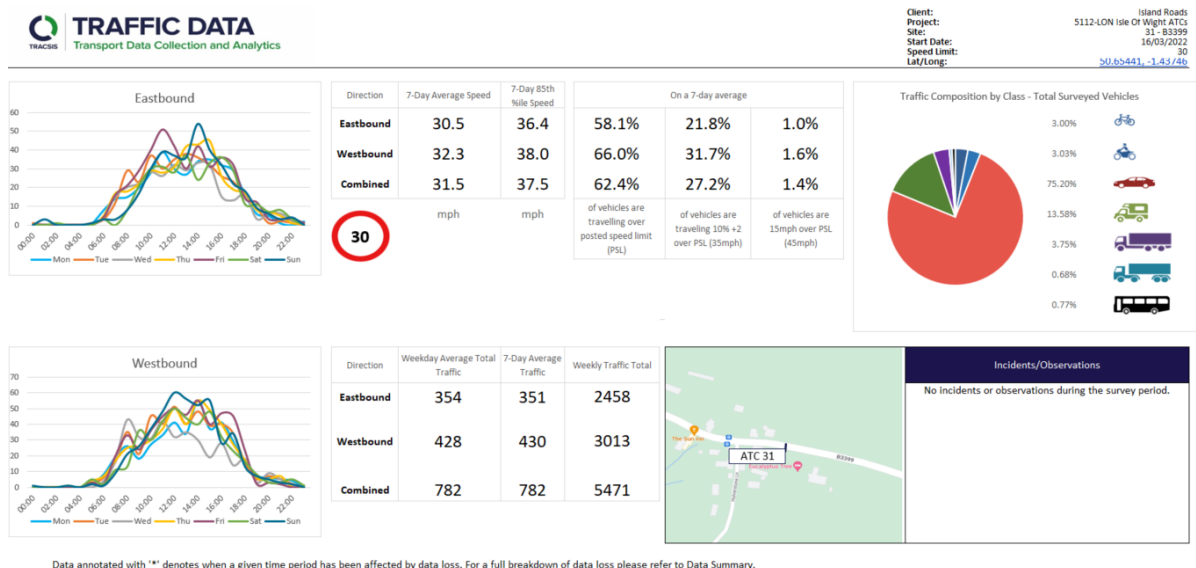
Brook Village Road has a forked minor / major junction with Brighstone Road the fork on the diversion route is shown above / below. It is at this junction where the speed limit transitions from a 30mph to a 40mph restriction



Visibility for emerging traffic when measured from a 2.4m minor road distance is circa 80m to the east and 120m to the north being restricted by the road alignment in each direction which compares with a design standard of 72m required for a 40mph restricted bus route

Brighstone Road (B3399)

Brighstone Road is rural two lane road being approximately 6.0m in width between the Brook Village Road junction and Middle Road to the north. There are no pedestrian footways on either side and it does not benefit from a system of street lighting although serves as a bus route. It is subject to a 60mph speed restriction becoming derestricted further to the north and has a generally poor alignment with an operational capacity of circa 10000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 800 (AADT).





Brighstone Road

Brighstone Road / Middle Road



Brighstone Road has a minor / major junction with Middle Road shown above / below.



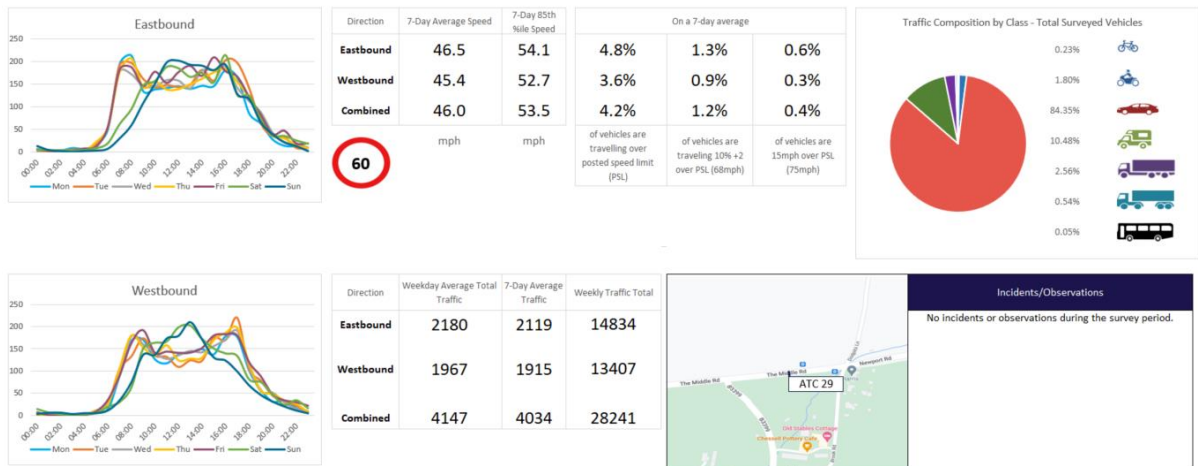
Visibility for emerging traffic when measured from a 2.4m minor road distance is in excess of 180m in each direction which compares with a design standard of 140m required for a derestricted bus route

Middle Road (B3399)

Middle Road is rural two lane road varying in width between 6 and 6.5m. It has a single derestricted carriageway with a generally good alignment with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 2500 (AADT) where drivers demonstrate good compliance with the speed limit. Military Road serves as a bus route although does not benefit from a system of street lighting



Client: Island Roads
 Project: 5112-LON Isle Of Wight ATCs
 Site: 29 - B3399 The Middle Road
 Start Date: 18/03/2022
 Speed Limit: 60
 Lat/Long: 50.6714, -1.44756



Data annotated with ** denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Middle Road (B3399) / Afton Road (A3055)



Middle Road has a minor / major junction with Afton Road shown above / below where there is very significant flare on the approach. Afton Road has a carriageway width of 8.5m with a footway on the west side and is restricted to a 30mph limit

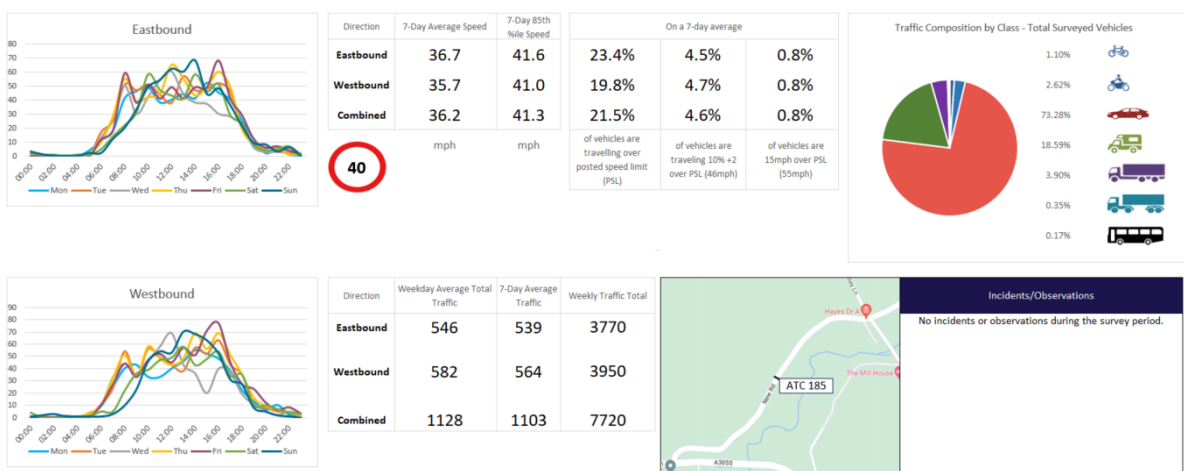


Visibility for emerging traffic when measured from a 2.4m minor road distance is 80m to the south and approximately 100m to the north which compares with a design standard of 72m required for a 40mph restricted bus route

Afton Road / New Road (A3055)

Between its junctions with Middle Road and Military Road Afton Road transition to New Road. This section is subject to a 40mph speed restriction and generally has a footway on one side of the road. The carriageway width varies from 8.5m to 6m and the road operates as a bus route. The carriageway has a generally good alignment

with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 1200 (AADT)



Data annotated with ** denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Afton Road / Military Road (A3055)



Afton Road has a minor / major junction with Military Road shown above / below where there is very significant flare on the approach and both roads are subject to a 40mph speed restriction



Visibility for emerging traffic when measured from a 2.4m minor road distance is 130m to the east and approximately 55m to the west which compares with a design standard of 72m to the east required for a 40mph restricted bus route and 47m to the west required for a 30mph bus route

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**Isle of Wight
Council**

Purpose: For Information

Agenda Item Introduction

ISLE OF WIGHT COUNCIL

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Topic	BEACH MANAGEMENT FRAMEWORK 2021-26

Background

1. In January 2021 Cabinet approved the Beach Framework Strategy. The strategy was a result of an internal audit report into the processes and procedures in place to manage water safety. The framework provided a list of all activities, with an action plan, to improve the beach environment.
2. The committee to receive a written update on the progress of the framework in line with the action plan and target dates as well as receiving information from Southern Water to enable discussion on sewage overflows.

Focus for Scrutiny

- What is the Beach Management Framework and how does it function?
- Being now over halfway through the strategy life span what have been the successes and challenges with implementation?
- Have all the targets on the action plan been achieved?
- What is the process with beach litter picks going forward?
- Has further benchmarking to determine the type and scale of safety services delivered by other south coast Local Authorities taken place to be able to inform the future policy?

Approach

3. Set out the approach for the committee.

Document(s) Attached

4. Appendix 1 - Action Plan
Appendix 2 – Beach Management Framework

Contact Point: Melanie White, Statutory Scrutiny Officer,
(01983) 821000 ext 8876, e-mail melanie.white@iow.gov.uk

Scrutiny Report

ISLE OF WIGHT COUNCIL

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Title	BEACH MANAGEMENT FRAMEWORK 2021 – 2026
Report of	CABINET MEMBER FOR CLIMATE CHANGE, BIOSPHERE AND WASTE

Executive Summary

There is a need to ensure the Isle of Wight Council has clear strategic direction to the management of beaches on the Isle of Wight, this is key to ensuring that consistent and sustainable management occurs to one of our island's biggest resources.

Following the review there needs to be separate policies and process for the areas of beach management which are dynamic and cannot be defined by a set and static process or contained within a framework or strategy.

The Isle of Wight Council needs to ensure that our beach management activities coincide with the changing needs of our island's residents, visitors and that they meet our moral, legal, and environmental responsibilities.

The Isle of Wight Council needs to review its statutory responsibilities, as the current Beach Management Framework 2021 – 2026 has discrepancies within it.

The current Beach Management Framework 2021 - 2026 requires a formal review in order to remain effective and to take account of the recent internal changes to the Isle of Wight Council's structure recognising, and also the continuing financial pressures.

Recommendation

<p>To note the proposed revision Beach Management Framework 2021 – 2026 and its associated action plan, and the recommendation that beach, and coastal management is included within the Isle of Wight Councils Climate and Environment Strategy when it is refreshed in 2025.</p>
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Background

Beaches form an essential part of life on the Isle of Wight, providing an important outlet for recreational use, and tourism, supporting both jobs and the local economy.

Beaches help provide natural coastal protection, they contribute significantly to the distinctive landscape and sustain varied wildlife; they are a particularly significant part of the Isle of Wight's natural infrastructure and one of the main reasons why people choose to come to the Isle of Wight to live and visit all year round.

There are some statutory duties for the Isle of Wight Council associated with beach management, however the Isle of Wight Council also needs to ensure that the right balance is met for our moral, legal and environmental responsibilities as owners and managers of 25 beaches on the Isle of Wight.

The aims of the Beach Management Framework 2021 – 2026 is to;

1. Put in place appropriate management techniques to sustain and enhance the economic, environmental, and social value of beaches.
2. To encourage wider involvement and participation within beach management, so that it reflects a more local vision.
3. To promote the importance and raise awareness of beaches and their wider value to the Isle of Wight; consequently, defining Isle of Wight as an exemplar in beach management.
4. To provide guidance, direction, and the setting of standards for managing activities on beaches.
5. Improve the physical, intellectual and equality of access to beaches.
6. Make full use of beaches and related open space as a resource to promote physical activity and leisure and thus to improve health and wellbeing of residents and visitors.
7. Where appropriate to apply, improve opportunities for sensitive and sustainable income generation on beaches and their surroundings.

The Beach Management Framework sets out direction to the following areas.

Beach and Slipway Cleaning (Section 4.3 of the Beach Management Framework 2021 – 2026)

The Isle of Wight Council has 35 beaches which are owned or leased under its control. 15 of those beaches are cleaned between 1st May to 30th September annually. Across the island there are 23 slipways and beach access steps that are cleaned fortnightly in the summer and monthly during the winter.

Beach Safety (Section 4.4 of the Beach Management Framework 2021 – 2026)

There are no statutory requirements to provide either water safety equipment or beach safety services. The level of provision has changed over the years due to the reduction in the funding available. Currently the council has 144 items of life saving equipment over 35 sites across the island. The provision has been based on historical information and on the good practice guide by the RNLI.

Personal Watercraft (Section 4.5 of the Beach Management Framework 2021 – 2026)

The Isle of Wight Council previously provided Beach Management Zoning, through the

provision of marker and launching buoys, which determined the limits of Pleasure Boat byelaw at Sandown, Yaverland, Shanklin, Bembridge, Wootton, Totland & Colwell. However the service was withdrawn in 2014 due to funding constraints. Concerns were raised in 2020 by members of the public over personal watercraft use, and a subsequent police operation was undertaken in 2020. Following the police operation the proposal within the Beach Management Framework 2021 – 2026 was to review other Local Authorities approaches and move forward an approach commensurate to the budget available.

Beach Awards (Section 4.6 of the Beach Management Framework 2021 – 2026)

The Isle of Wight Council does not apply for Blue Flag or Seaside Awards; however Local Town or Parish Councils can do so if they wish.

Bathing Water Quality (Section 4.7 of the Beach Management Framework 2021 – 2026)

The Environment Agency sample the water quality around the islands beaches between May and September each year, from these samples they publish the results nationally. Of the 14 designated bathing waters across the Island 10 are managed by the Isle of Wight Council. The Isle of Wight Council are responsible for displaying the Environment Agency water quality rating for each of the designated 10 bathing water classified beaches.

Beach and Seafront Concessions (Section 4.8 of the Beach Management Framework 2021 – 2026)

Commercial services are responsible for more than 34 leases and licenses. They vary from deck chairs/loungers, pleasure craft and miscellaneous properties, to ice cream kiosks, cafes, restaurants, amusement grounds, beach huts, sports facilities and community properties.

Strategic Context (Section 4.9 of the Beach Management Framework 2021 – 2026)

The purpose of the framework was to support the Isle of Wight Councils objectives through the delivery of the action plan. Appendix document “working action plan as at 10.08.203”

Benchmarking (Section 5.0 of the Beach Management Framework 2021 – 2026)

The Isle of Wight Council obtained information published by the Association for Performance Service Excellence (APSE) and under section 5.2.5 of the Beach Management Framework 2021 – 2026, the proposal was to undertake further benchmarking to inform future policy on the areas under the Isle of Wight Councils beach management responsibilities.

Finance (Section 6.0 of the Beach Management Framework 2021 – 2026)

The budget contained within the framework is out of date and not relevant for the duration of the document term. It only accounts for the duration between 2020 – 2021.

Legal Implications (Section 7.0 of the Beach Management Framework 2021 – 2026)

The Isle of Wight Council needs to determine what our full and detailed statutory responsibilities are, this section of the Beach Management Framework 2021 – 2026, does not include some of the statutory duties which are referenced earlier within the document

(Part IV of the Environmental Protection Act 1990), which highlights the need for the review.

Performance and Risk (Section 8.0 of the Beach Management Framework 2021 – 2026)

Some of the processes which the Beach Management Framework 2021 - 2026 are aligned to, form the contract monitoring and management of services under the Beach Management Framework 2021 - 2026. In addition to this an action plan was developed to ensure that future monitoring and management of the areas affected by this framework were undertaken.

Current Status and the Future of Beach Management.

Owing to the internal changes which the council has recently undergone, the Beach Management Framework 2021 – 2026 is not fit for UpToDate best practice guidance and the associated action plan is currently out of date. Officers who were responsible for the delivery of actions within the plan have now left the Local Authority.

The status of the actions contained within the framework require necessary resources to complete them, the last update was 10.08.2023. The current outstanding actions required resources to complete the actions.

A formal review of the framework is necessary to determine if the actions within the Beach Management Framework 2021 - 2026 are still relevant and in line with Isle of Wight Council overall corporate objectives and the key areas for action, including responding to climate change, enhancing the biosphere and economic recovery.

Following a short informal review of the Beach Management Framework 2021 – 2026 in March 2024, areas have been identified which are not included within the current Beach Management Framework 2021 – 2026. The areas identified in the March review require the Local Authority to actively manage or take some form of management activity in relation to the islands beaches which they are responsible for, as they impact on the island's residents, visitors and on the public purse. This gives further weight to a full and detailed review of the framework being undertaken.

Areas which have already been identified requiring direction and future management include driftwood, the use of seasonal beach access steps, cleaning of sand and stones from promenades and pre-season beach access clearance.

Following the detailed review there will be a need to separate policies and processes, from the Isle of Wight Councils strategy.

The Isle of Wight Council needs to ensure that our beach management activities coincide with the changing needs of our islands residents and visitors and meet our moral, legal and environmental responsibilities.

Appendices Attached

Appendix 1 – Working Action Plan

Appendix 2 – Beach Management Framework

Contact Point: Alaster Sims , Service Manager Climate, Coast & Environment, ☎ 821000
e-mail *Alaster.sims@jow.gov.uk*

COLIN ROWLAND
Strategic Director of Community Services

CLLR LORA PEACEY-WILCOX
Cabinet Member for Climate Change,
Biosphere and Waste

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1. Action Plan - revised 10.08.2023

Ref	Requirement / Recommendation	Issue	Action	Lead Officer	Outcome	Start Date	Target Date	Updates
1.	Review safety at all locations to include provision of signage, equipment, and the potential need for marker buoys	Establish whether existing provision is sufficient, excessive or requires supplementing/relocating	Commission independent audit	Stillman Tricia New lead TBC	All provision is accurately mapped. Fully costed plan for any additional /relocated equipment Fully costed plan for provision of marker buoys of required	January 2021 January 2022 February 2021	COMPLETE June 2022 COMPLETE	All RNLI audits received summer 2022 Reports to be analysed and summary report/delivery plan produced.- To be reviewed in 2024 T & P C's funding installation at Bembridge, Sandown, Shanklin, Lake and Colwell. Funded for five years (2021 to 2025)
2.	Benchmarking of safety services with other south coast LAs	Establish whether current services are suitable or sufficient	Network with local authorities via APSE	Tricia Stillman New Lead TBC	Incorporate findings where possible into IWC's procedures	February 2021	December 2022	Still to commence due to lack of resources.
3.	Investigate policies that other authorities have in relation to Personal watercraft (PWC)	Benchmarking exercise	Network with local authorities via APSE	Tricia Stillman New lead TBC	Development of Ilse of Wight Policy Fully costed plan for delivery	March 2021	December 2022	Still to commence due to lack of resources
4	Investigate whether an islandwide policy/byelaw (potentially mirroring those of other LAs) is achievable and the process/likely timescales for this.	This will be informed from the above benchmarking	Partnership work with Marine Police and neighbouring authorities	Tricia Stillman New Lead TBC	This will be established from Partnership working and benchmarking activities	May 2021	April 2022	Still to commence due to lack of resources Meeting with Marine Police 25 March 2021
5	Investigate funding for beach levels/replenishment works	This is a problem at Ryde and is having an impact on adjacent highway and harbour	Establish whether this activity should sit within the responsibility of Commercial Services or Coastal Management or whether there could be a joint funding arrangement	Tricia Stillman New Lead TBC	Costings for one off levelling programme and annual budget for this provision	Nov 2021	PART COMPLETE	Officers have located two other problem areas – Cowes and Sandown esplanades. Ryde Town Council have provided support and coordinated works summer 2022 and 2023. Investigation of long term management of sand levels ongoing
6.	Investigate electronic inspection reporting system	Current process is inefficient.	Research both internal and external provision, also funding and timescale for implementation,	Tricia Stillman New Lead TBC	To improve the current level of inspection process and provide a system for producing reports.	January 2021	COMPLETE	A system was put in at the start of Covid to get over the problem and on the whole it worked well but was extremely time consuming me to record every completed document, as in the summer period we go to mainly weekly inspections. In early 2022 these forms were condensed so that of all the inspections are on one form i.e., beach facilities, slipways, beach clean, EE checks, playgrounds, ROW etc
7.	Applications for land Registry of various beaches	A number of beaches that are owned by IWC have not yet got land title	Investigate deed packets and prepare plans and evidence of ownership	Tricia Stillman New Lead TBC	Formalise ownership which would allow possible future development	TBA	TBA	Registration of beaches will be undertaken as and when appropriate should it be required. Especially when impacting on commercial possibilities.

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Isle of Wight Council
**BEACH MANAGEMENT
STRATEGIC FRAMEWORK
2021 to 2026**

1 Document Information

Title:	Beach Management Strategic Framework; 2021 to 2026
Status:	DRAFT
Current Version:	0.9
Author:	Sean Newton; Strategic Manager – Commercial Services Commercial Services, Neighbourhoods ✉ sean.newton@iow.gov.uk ☎ (01983) 821000 ext. 8175
Sponsor:	Alex Minns; Assistant Director Neighbourhoods ✉ alex.minns@iow.gov.uk ☎ (01983) 821000 ext.: 8713
Consultation:	None on the framework as it has been informed by current service provision and benchmarking; however, consultation will take place for item on the action plan as required
Approved by:	Cabinet
Approval Date:	14.01.2021
Review Frequency:	Annual
Next Review:	13.01.2022

Version History		
Version	Date	Description

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 - 4.3 Beach and slipway cleaning
 - 4.4 Beach & Water Safety
 - 4.5 Personal Watercraft
 - 4.6 Beach awards
 - 4.7 Bathing Water Quality
 - 4.8 Beach and seafront concessions
5. Strategic Context
 - 5.1 Isle of Wight Council
 - 5.2 Benchmarking
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9. Action Plan
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 1. Beaches owned, leased and managed by the Isle of Wight Council
 2. Beach cleaning weekly report
 3. Beach cleaning schedule and inspection regime
 4. List of emergency equipment
 5. Designated Bathing Waters & Classification
 6. APSE Benchmarking Questions
 7. APSE Benchmarking Responses

3 Executive Summary

- 3.1 Beaches form an essential part of life on the Isle of Wight, providing an important outlet for recreational use, supporting both jobs and the local economy through tourism.
- The Council currently owns (or leases) and manages 35 beaches
 - The Council beach management budget for 2020/21 is £119,306
- 3.2 Beaches help provide natural coastal protection, contribute significantly to the distinctive landscape and sustain varied wildlife; they are a particularly significant part of Isle of Wight's natural infrastructure and one of the main reasons why people choose to come to Isle of Wight to live and visit all year round.
- 3.3 It is this contribution to Isle of Wight's prosperity (financial, cultural, social, and environmental) that highlights the importance of these natural assets and how they support Isle of Wight's competitive identity forming a significant aspect to Isle of Wight's character and the health and wellbeing of its residents.
- 3.4 The Council's beach and coastal property portfolio is highly significant in terms of extent, variety, importance and percentage of the overall number of Isle of Wight beaches.
- 3.5 Whilst there may not be many statutory duties associated with beach management there are responsibilities that come with ownership such as occupier's liability and a 'duty of care' that the Council has towards those who use publicly owned land and facilities.
- 3.6 The terms beach management covers the following range of services and activities: -
- Beach and slipway cleaning
 - Beach safety
 - Beach awards
 - Bathing Water quality
 - Beach and seafront concessions
- 3.7 It is important to understand how continued quality beach management can be maintained in within finite budgets to enable a consistent approach to managing or delivering these services on the large number of Council owned/managed beaches on the Island. Accordingly, it is necessary to develop a strategic overview to identify how this should be undertaken, to what standard and by whom.
- 3.8 The intention of the strategic framework is to be a dynamic document for managing Isle of Wight Council beaches, infrastructure and services, not only providing minimum standards related to codes of practice but also identifying what could be done to achieve enhanced beach management should there be further resources available.

4 Background

4.1 General

- 4.1.1 For purposes of the Beach Management Strategic Framework, beaches referred to are those that are owned, managed or leased by the Council; this represents 34 locations across Isle of Wight. These beaches are shown in Appendix 1. As stated, beaches play a pivotal role in Isle of Wight's economic and social wellbeing contributing to important areas in the creation of wealth, healthy lifestyles, landscape and biodiversity. The strategy recognises that these elements are fundamental to building on Isle of Wight's reputation as a place to live and visit, whilst mindful of the challenges' Isle of Wight faces in the future. The Isle of Wight especially needs to be aware of its competitive edge over its neighbours and fellow competitors in Britain but also elsewhere in Europe as a holiday destination and as a place to do business.
- 4.1.2 The strategic framework presents a way of managing beaches that can be delivered, is sustainable and is flexible to meet not only changing demands but ever-increasing budgetary pressures.
- 4.1.3 To enable services to be delivered effectively and to provide a better perception and understanding of what beach management is, a common approach is required, identifying and rectifying any inconsistent practices which currently exist and that are a legacy of the different Councils' approach. The framework sets out specific standards of delivery, for example how beaches and slipways are cleaned (frequency, extent etc.) and how safety of users is ensured. These are some of the issues the framework will address through setting out the way the Council will manage these assets effectively, efficiently, consistently, sustainably and affordably.
- 4.1.4 It is a challenging period for local authorities at present to provide such services with diminishing resources; however, by setting out a realistic vision that accounts for financial factors, is creative and innovative, it is possible that the Council and any identified partners can achieve, and importantly continue to develop, an exciting and viable way of managing beaches for the future.

4.2 Aims of the Beach Management Strategic Framework:

4.2.1 These are as follows:

- a) To put in place appropriate management techniques to sustain and enhance the economic, environmental and social value of beaches.
- b) To encourage wider involvement and participation within beach management, so that it reflects a more local vision.
- c) To promote the importance and raise awareness of beaches and their wider value to Isle of Wight; consequently, defining Isle of Wight as an exemplar in beach management.
- d) To provide guidance, direction and the setting of standards for managing activities on beaches.
- e) Improve the physical, intellectual and equality of access to beaches.
- f) Make full use of beaches and related open space as a resource to promote physical activity and leisure and thus to improve health and wellbeing of residents and visitors.

- g) Where appropriate to apply, improve opportunities for sensitive and sustainable income generation on beaches and their surrounds.

4.3 Beach and slipway cleaning

- 4.3.1 In accordance with Part IV of the Environmental Protection Act 1990, the Authority in its role as Principal Litter Authority, has the duty to ensure that all land in its direct control which is in the open air to which the public has clear access is kept free of litter and refuse, so far as practicable. This includes the area of beaches extending to the mean low water mark.
- 4.3.2 There is a framework agreement currently in place for Beach & Slipway Cleaning services. The term of the contract is 5 years, and this commenced on 1 April 2020. The Framework enables the term to be extended for a further 12 months.
- 4.3.3 The purpose of the framework agreement is to allow Town and Parish Council's to call off services set out within the Framework specification. Should a local council want to buy any of the services it would first need to request an access agreement with the Isle of Wight Council. When this is complete, they can then order the services directly with the Supplier.
- 4.3.4 The key aims contained within the framework is to achieve an environmental standard of cleanliness that is predominately free from all litter, rubbish, weeds, animal fouling, tree debris or other deposited or abandoned material, and which complies with grade B the Code, at all times. It also ensures all waste is collected in a manner that demonstrates compliance with the duties set out in the Waste Regulations 2011.
- 4.3.5 The terms and conditions of the framework provide for detailed management to ensure the efficient and effective delivery of the services that is measured by using the following criteria: -
- Customer complaint level
 - Quantity of waste removed
 - Percentage of waste recycled
 - Contract monitoring inspections
 - Weekly feedback reports
- 4.3.6 The Isle of Wight Council currently calls off beach litter picking and slipway cleansing services. Litter picking is carried out between 1 May and 30 September each year whilst the slipways are cleaned fortnightly during the summer and monthly during the winter period.
- 4.3.7 The beach litter picking services are carried out at the following locations and frequencies: -

Beaches	Cleansing Frequency
Yaverland	Weekly and daily in School Holidays
Sandown	Weekly and daily in School Holidays
Lake	Weekly
Shanklin	Weekly and daily in School Holidays
Gurnard	Weekly and daily in School Holidays
Cowes	Weekly and daily in School Holidays
East Cowes	Weekly
Ryde West	3 times a week
Ryde East	Daily
Springvale	Weekly
Seaview	Weekly
Seagrove Bay	Weekly and daily in School Holidays
St Helens	Weekly and daily in School Holidays

Colwell Bay	Weekly and daily in School Holidays
Freshwater Bay (weekly)	Weekly

- 4.3.8 In accordance with the contract specification the beach litter picking service is to be completed before 10am each day, and when complete the Supplier is required to verbally notify the Isle of Wight Council that they are off the beach, all litter has been removed from site and report any defects identified on the beach. This is then followed up with a weekly log which is emailed to the Commercial Activities & Beaches Officer. An example of a completed log can be found at appendix 2 . These logs are saved and located at [..\..\6.002 Beaches\6.002.8 Beach Contracts\6.008.1 Beach cleaning\General\2020 Files\Brighstone & EO Logs\Beach cleaning\&Supervisors daily reports 2020.xlsx](#)
- 4.3.9 Inspections of the beach cleaning is carried out by the councils Environment Officers (EO'S) who are allocated their areas by the Parks department. During the summer season Inspections are carried out between the 1 May to 31 September each year. Outside these dates all locations are inspected on a monthly basis. The summer inspections are split into weekly and bi-weekly. The determination of the inspection split is based upon whether the local Town or Parish Town Council has paid into the services within their area Therefore, weekly inspections are carried out at those locations that the Town and Parish Councils have paid in to and bi-weekly are areas that they have not. The decision on the split is reviewed annually based on funding provided. The current beach cleaning schedule can be found at [..\..\6.002 Beaches\6.002.8 Beach Contracts\6.008.1 Beach cleaning\General\2020 Files\Brighstone & EO Logs\Beach cleaning\&Beaches 2020 weekly summary inc tractor & additional cleans.xls](#)
- 4.3.10 A copy of the master log of the beach cleaning areas and their inspection regime can be found at appendix 3 and is filed at [..\..\6.002 Beaches\6.002.9 Beach Templates\Beach Cleaning\2020 beach cleaning inspection logs\&Beach Cleaning Inspection Log 2020 20200526.xls](#) The master log and associate documents will change on annual basis based on the current year in question. This document also includes the beach cleaning schedules and the areas split into weekly and bi-weekly inspection schedules. The EO's areas contained within the master log are then used to create forms for inspections
- 4.3.11 When carrying out inspections, the EO's complete the inspection forms which have the beach cleaning schedule attached, the schedule is supplied before the start of the season by the Framework Supplier. The inspections are to be carried out on the day or no later than the following day of the litter pick. The EO's complete the date and time the inspection was carried out and details of any issues found. If an inspection is not carried out, for example, if a member of staff is off sick or on leave, they still complete the form so that this can be recorded as to why the inspection was not made. As the beach cleaning areas are on one sheet if another EO can cover for this area they can complete the details of other areas they have covered. All defects requiring action are emailed through to the Commercial Activities and Beaches Officer.
- 4.3.12 If a defect is found during inspection, information of this is emailed directly to the Commercial Activities and Beaches Officer; details of the defect are then passed on to the Councils Maintenance Officer via email. If the nature of the defect requires urgent attention, such as a health and safety issue the Maintenance Officer is also contacted by phone, to make the necessary repair. Once the job has been completed a photo via email is received and saved under the photo log and recorded on the issues log, stating that the defect has now been dealt with. If the Maintenance Officer is unable to do the job, then one of the Councils Contractors would be contacted to undertake the job and again photos would be received on completion of the works.

The photos log is found at [..\..\1.000 Administration\1.014 Photo Album\1.014.3 Beaches and Esplanades\Beach Cleaning\Beach cleaning issues\2020](#) The issues log can also be found at [..\..\6.002 Beaches\6.002.8 Beach Contracts\6.008.1 Beach cleaning\General\2020 Files\Brighstone & EO Logs\Beach cleaning\&beach cleaning issues log 2020.xls](#)

4.3.13 All inspection forms are currently in paper form and taken to County Hall by the EO's on Wednesday of each week. The forms are checked that any issues found have been actioned and then scanned by the following Monday. They are then scanned and saved and identified by the week commencement date, weekly or bi-weekly and the EO who did the inspection. The location of the completed forms are found at [..\..\6.002 Beaches\6.002.8 Beach Contracts\6.008.1 Beach cleaning\General\2020 Files\Brighstone & EO Logs\Beach cleaning](#)

4.3.14 The quantity of waste removed between 1 May and 30 September 2019 and 2020 was 6,598kg and 5,798kg respectively.

4.4 Beach & Water Safety

4.4.1 While there is no statutory requirement to provide either water safety equipment or beach safety services these have always been provided by the Council, although the level of provision has reduced in recent years. An example of this reduction is that beach lifeguards and beach management zoning are no longer directly provided or funded by the Council.

4.4.2 The Council provides 144 items of life saving equipment at 35 sites across the Island. The level of provision is based on historical information and on the good practice guidance from the RNLI. A list of all equipment can be found at appendix 4 and is stored at the following : [..\..\6.002 Beaches\6.002.4 Beach Safety & Information\Emergency Equipment Logs\2020\Emergency Equipment issues log.xls](#) This document also includes each area and their split by weekly and bi-weekly schedule.

4.4.3 Inspections of the emergency equipment is carried out by the Councils Environment Officers (EO's) who are allocated their areas by the Parks department. The areas are split into weekly and bi-weekly inspections between the 1 May to 31 September, outside these dates all locations are inspected on a monthly basis. The determination of the inspection split is based upon whether the local Town or Parish Town Council has paid into the services which covers checking of facilities in their area. The decision on the split is reviewed annually based on funding.

4.4.5 The master log provides details of the type of equipment and where they are located. They are all identified by numbers which can also be found on the equipment itself. The EO's areas contained within the master log are then used to create forms for inspections

4.4.6 When carrying out inspections the EO's complete the forms, which includes date and time the inspection was carried out and details of the inspection and defects found. If an inspection is not carried out, for example, if a member of staff is off sick or on leave, they still complete the form so that this can be recorded why the inspection was not made. If another EO can cover for this area they are given the relevant inspection form to be completed. All defects requiring action are emailed through to the Amenity Land Hire and Beaches Officer.

4.4.7 When a defects email is received, the Amenity Land Hire and Beaches Officer either passes the job on to the Councils Maintenance Officer via email, unless it is a urgent health and safety issue when the Officer is contacted by phone, to make the necessary repair or replacement, once the job has been completed a photo via email is received and saved under the photo log and recorded on the issues log, stating that the defect has now been repaired. If the Maintenance Officer is unable to do the job, then one of the Councils Contractors would be contacted to undertake the job and again photos would be received on completion of the works.

4.4.8 The defect photos are saved under the [I:\Parking Parks Leisure Sport\1.000 Administration\1.014 Photo Album\1.014.3 Beaches and Esplanades\Emergency Equipment\2020 Inspection photos](#), all photos are titled using the emergency equipment reference number, location and date. The issues log is saved at [..\..\6.002 Beaches\6.002.4 Beach Safety & Information\Emergency Equipment Logs\2020\Emergency Equipment issues log.xls](#)

- 4.4.9 The issues log is completed on receipt of a reported defect which includes details the date the defect is found, the equipment reference number and location, inspection officer, issue found, details of who has been tasked with the job and when, once the defect has been resolved the issues log is updated with these details
- 4.4.10 All inspection forms are in paper form and taken to County Hall by the EO's on Wednesday of each week. The forms are doubled checked that any issues found have been actioned and then scanned by the following Monday. They are saved electronically and identified by the week commencement date, weekly or bi-weekly and the EO who did the inspection. The location of the completed forms are found at [..\\..\\6.002 Beaches\\6.002.4 Beach Safety & Information\\Emergency Equipment Logs\\2020](#)
- 4.4.11 In order to be more efficient, all the EO's carry in their vans a replacement lifebelt and rope so if they find an item missing they can replace on the spot, replacement lifebelts are stored at the Councils Seaclose Depot along with rope, rope is also kept at County Hall on the 5th floor. When an Officer requires another piece of equipment, the Maintenance Officer is contacted by the Beaches Officer and will bring a spare to the office for collection by the requesting EO
- 4.4.12 In accordance with the findings of the 2019 water safety audit it is proposed to commission independent beach safety audits; this will include a full review of all current facilities on site such as safety equipment, signage, railings, slipways etc. The audits will comment on the adequacy of existing provision, review control measures and provide recommendations for any changes to the existing arrangements. This will identify whether there is over provision in some areas, incurring unjustified costs for the Council and/or under provision on other areas, adversely impacting on the Council's strategic objectives. Accordingly, provision will then be amended in accordance with the findings
- 4.4.13 The council will implement the 'Plan, Do, Check Act' (PDCA) approach (as set out in the Maritime and Coastguard Agency publication 'Managing Water Safety') to manage the future provision of beach and water safety equipment. However, to be effective it is important to recognise the cyclical nature of PDCA, and that it will require the council to adjust, refine, and in some instances revisit previous steps and actions.

4.5 Personal Water Craft

- 4.5.1 The Isle of Wight Council, formerly provided Beach Management Zoning, through the engagement of an external contractor, in an effort to manage pleasure craft. This included the provision of marker and launching lane buoys, which determined the limits of the Pleasureboat Byelaw. The location of these services included, Sandown, Yaverland, Shanklin, Bembridge, Wootton, Totland & Colwell.
- 4.5.2 Since the withdrawal of this service in 2014, there have been some concerns raised by the public with Jet Skis driving within the limits of the pleasureboat byelaw, thus potentially causing a danger to bathers. There was a growth in the number of complaints during 2020, both by the public and local members which also attracted social media interest and the attention of the Marine Police who subsequently launched Operation Wavebreaker.
- 4.5.3 Operation Wavebreaker provided a number of weekend patrols on the Island. This resulted in Personal Watercraft (PWC) users receiving educational advice on awareness of the byelaw and safety issues concerning conflict with bathers and beach users. Following this operation, the Marine Police will review and analyse the information they have gathered over the summer, which will then form part of their medium- and long-term strategy for dealing with marine based anti-social behaviour. This will culminate in a meeting with the council and our local authority partners with a view creating a co-ordinated response for future dealings with such activities.

- 4.5.4 It is proposed to investigate policies that other authorities have in relation to PWC and ascertain the feasibility of implementing an Island-wide policy (potentially mirroring those of other LAs) and the process/likely timescales for achieving this.
- 4.5.5 As with beach and water safety equipment, if a decision was taken to install marker buoys as a result of the beach safety audits, they would be managed and monitored through a 'Plan, Do, Check Act' approach. Such a decision would need to be based on evidence obtained during the audits and would consider the benefits of re-providing buoys in one or more locations in relation to beach and bather safety.
- 4.5.6 Whilst marker buoys would assist in the implementation and management of the Pleasureboat Byelaw it should be noted that the authority does not have a duty to provide them and does not have resources to actively manage compliance. A further factor to be considered is the initial cost to purchase and install the buoys combined with the ongoing annual maintenance and support cost; currently there is no budget provision for this.

4.6 Beach awards

- 4.6.1 As a result of a review of the beach cleaning and safety budget the council no longer applies for either Blue Flags or Seaside Awards; however, a few of the local Town and Parish Councils now apply for these awards for their respective beaches and have been successful in these applications. The beaches that have successfully attained seaside award status in 2020 are Seagrove, Springvale, Shanklin and St Helens.

4.7 Bathing Water quality

- 4.7.1 This Bathing Water Directive was introduced in 1976 to protect and improve bathing water quality, with the aim of protecting human health and facilitating recreational use of natural waters. It was replaced by the 2006 Bathing Waters Directive, replacing the old three-tier classification scheme with a tighter four-tier scheme.
- 4.7.2 The (revised) Bathing Water Directive (2006/7/EC) was fully implemented on 24 March 2015. The revised directive standards are much stricter than those for the old Directive.
- 4.7.3 The Environment Agency will take up to twenty water samples at each of the designated bathing waters during the bathing water season which is between May and September each year. A classification for each bathing water is calculated annually based on samples from the previous four years. These classifications are:
- Excellent – the highest category and cleanest seas
 - Good – generally good water quality
 - Sufficient – the water meets minimum standards
 - Poor – the water has not met the new minimum standards. Work is planned to improve bathing waters not yet reaching Sufficient
- 4.7.4 On the Isle of Wight there are currently 14 designated bathing waters of which 10 are managed by the Isle of Wight Council. The location of these bathing waters and their classifications can be found at Appendix 5.
- 4.7.5 The Environment Agency is responsible for monitoring water quality and publishing this data online. Additionally, the Council must ensure that each location displays the necessary information so that the general public can make an informed decision as to where to bathe, swim or paddle. In most cases, unitary or second tier local authorities are responsible for the bathing

waters in their area including responsibility for providing public information at privately owned and unregistered sites. This therefore includes the four locations privately owned on the Isle of Wight

- 4.7.6 In 2015 the Environment Agency introduced a short-term pollution warning system (STP). The purpose of this system is to help improve compliance with the tougher standards of the revised Bathing Water Directive. This is pollution that has clear causes, can be predicted and is expected to affect the quality of a bathing water for less than 72 hours. This type of pollution occurs when rainfall washes bacteria from agriculture, urban runoff or sewage into the sea via drains, over land or through rivers and streams
- 4.7.7 It is not a requirement for Local Authorities to take part in STP. However, the benefits of being included allow the ability to discount water samples during STP and when warning signs are displayed the results may be disregarded from the beaches annual assessment against water quality standards which could impact on classifications.
- 4.7.8 STP predictions are carried out daily during the bathing season and all local authorities who participate in this are notified by email and text. As soon as a warning is received this suggests that there is an increased risk of pollution and notices are displayed at each of the location to advise bathers.
- 4.7.9 The STP locations on the Isle of Wight include, Sandown, Shanklin, St Helens, Ryde, Cowes and Gurnard.

4.8 Beach and seafront concessions

- 4.8.1 Commercial Services is currently responsible for in excess of 34 leases and licences. They are varied and range from deck chairs/loungers, pleasure craft and miscellaneous properties to, ice cream kiosks, cafes, restaurants, amusement grounds, beach huts, sports facilities and community properties.
- 4.8.2 All agreements managed by Commercial Services contain different terms and conditions based on the type of property and its use; leases are typically between 10 and 25 years. However, if a tenant proposing to invest substantial capital to improve the premises a long lease could be offered.
- 4.8.1 The current concession income budget for 2020/21 is £540,000 with all asset agreements being maintained and recorded on the Councils Technology Forge (TF) system.
- 4.8.2 TF is an asset-based system where all councils' properties are held. TF is linked to a property folder where all agreements, insurance policies and associated information is held. TF contains essential information to enable officers to manage agreements in accordance with the stated terms and conditions. Accordingly, TF can produce many different and bespoke reports such as rental forecasts, rent reviews, lease/licence expiry dates and vacant properties.
- 4.8.2 Activities for managing and producing commercial agreements include; reviewing and renewing, rental valuations, negotiating terms of agreements and preparing documentation for formal agreements; this is undertaken by Commercial Services.

5 Strategic Context

5.1 Supporting council objectives

- 5.1.1 The development and implementation of the Beach Management Strategic Framework supports the aspirations of the council to be an organisation that, “meets its statutory duties and enables and delivers services at the right quality and cost effectively within the resources available”. It may also help to, protect and support most vulnerable and provide support to the economy, if the income earned from the concessions helps the council to sustain and improve the local infrastructure and facilities.
- 5.1.2 In relation to the Corporate Plan 2019-22 the proposals contained within the Beach Management Strategic Framework will assist the council in being financially balanced and viable. It also contributes to being effective and efficient in everything we do and ensuring everyone is treated equally.
- 5.1.3 Delivery of the action plan will ensure that all council owned, and leased beaches will be managed to the same consistent high standard and accordingly will contribute to the Isle of Wight being a leading UK visitor destination.

5.2 Benchmarking

- 5.2.1 The council is a member of the Association for Performance Service Excellence (APSE); as part of reviewing the current level of services and equipment the council requested that APSE posted the following request on its member forum: -

A member authority's current process for managing beaches comes from historic knowledge of the sites in question. They are therefore trying to create a formal process/procedure document to manage these facilities

- 5.2.2 The request was accompanied by several topical questions which can be seen in appendix 6.
- 5.2.3 Whilst the current membership of APSE is 300 local authorities only 6 responses were received; which form part of appendix 7.
- 5.2.4 From the limited responses it can be seen that some authorities are similar in so much as they base their management procedures on how it has been undertaken historically. However, it is apparent that locations such as Bournemouth and Cornwall have developed precise management strategies that take account of current and predicted trends and expectations.
- 5.2.5 It is proposed to undertake further benchmarking to determine the type and scale of safety services delivered by other south coast Local Authorities; this will be used to inform future policy on these services.

6 Finance

6.1 The budgets available for beach management for 2020/21 are as follows: -

• 63329 -	Beach and slipway cleaning	£95,727
• 63332 -	Beach safety inspections	£21,929
• 63334 -	Slipways and beach steps	£1,650
	Total	£119,306

7 Legal implications

- 7.1 The council has a legal interest as lessee/owner of a number of beaches which are identified within Appendix 1.
- 7.2 As owner of the beaches/foreshore the council also owes a duty of care to all lawful visitors attending their beaches under the Occupiers' Liability Act 1957. The council's duty is to ensure that those visiting our premises and/or land are kept reasonably safe. To ensure we are maintaining the standard required to meet that duty, the council needs to ensure the appropriate inspection programmes, maintenance programmes, risk assessments and reporting procedures are in place. The duty is extended in some limited circumstances to persons other than lawful visitors by virtue of the Occupiers Liability Act 1984.
- 7.3 In addition to the duty of care identified above, the council also has a number of obligations placed on it by virtue of the lease with the Crown Estate. These legal obligations are set out in Clause 3 of the lease and include (but are not exclusive to) the Council keeping all works (e.g. maintenance or drainage repairs) on the premises in good repair and condition, as well as keeping the beaches clean, tidy and free from debris (including dead fish). Other salient obligations include the restriction of driving on the beaches/foreshore, unless authorised by the landlord and also prohibition of digging for bait.

8 Performance and Risk

- 8.1 A key element of the Beach Management Strategic Framework is to deliver a clear understanding of the current level of performance and to provide actions for improvements, thus ensuring that value for money is achieved and is demonstrable.

The risk of continuing with the current level of performance doesn't allow for consistency across the Island on the beach management and all its associated facilities and services. Without a framework that sets out standards and procedures, beach management cannot be delivered effectively or affordably.

Whilst it is clear that there are clear and robust processes in place to monitor and manage beach and slipway cleaning as well as beach and seafront inspections the provision of beach safety equipment, signage and safety services has evolved piecemeal and it not necessarily based on either current or predicted demand.

Similarly, the byelaw for the use of watercraft is not reflective of current practices and requires a review and comparison with other authorities that have taken a more pro-active stance in developing their beach infrastructures.

The action plan set out a clear set of actions, which when researched, developed and implemented will ensure that the council is delivering a consistently high standard of services that reflect value for money and are based on demand.

9 Action Plan

Ref	Requirement / Recommendation	Issue	Action	Lead Officer	Outcome	Start Date	Target Date
1.	Review safety at all locations to include provision of signage, equipment and the potential need for marker buoys	Establish whether existing provision is sufficient, excessive or requires supplementing/relocating	Commission independent audit	Tricia Stillman	All provision is accurately mapped. Fully costed plan for any additional /relocated equipment Fully costed plan for provision of marker buoys of required	January 2021	March 2021
2.	Benchmarking of safety services with other south coast LAs	Establish whether current services are suitable or sufficient	Network with local authorities via APSE	Tricia Stillman	Incorporate findings where possible into IWC's procedures	February 2021	April 2021
3.	Investigate policies that other authorities have in relation to Personal watercraft (PWC)	Benchmarking exercise	Network with local authorities via APSE	Tricia Stillman	Development of Isle of Wight Policy Fully costed plan for delivery	March 2021	April 2021
4	Investigate whether an islandwide policy/byelaw (potentially mirroring those of other LAs) is achievable and the process/likely timescales for this.	This will be informed from the above benchmarking	Partnership work with Marine Police and neighbouring authorities	Tricia Stillman	This will be established from Partnership working and benchmarking activities	May 2021	April 2022
5	Investigate funding for beach levels/replenishment works	This is a problem at Ryde and is having an impact on adjacent highway and harbour	Establish whether this activity should sit within the responsibility of Commercial Services or Coastal Management or whether there could be a joint funding arrangement	Tricia Stillman	Costings for one off levelling programme and annual budget for this provision	December 2020	April 2021

Ref	Requirement / Recommendation	Issue	Action	Lead Officer	Outcome	Start Date	Target Date
6.	Investigate electronic inspection reporting system	Current process is inefficient.	Research both internal and external provision, also funding and timescale for implementation,	Tricia Stillman	To improve the current level of inspection process and provide a system for producing reports.	January 2021	April 2021
7.	Applications for land Registry of various beaches	A number of beaches that are owned by IWC have not yet got land title	Investigate deed packets and prepare plans and evidence of ownership	Tricia Stillman	Formalise ownership which would allow possible future development	TBA	TBA

10 Related Documents

Corporate Plan	https://www.iow.gov.uk/documentlibrary/view/corporate-plan-2017-2020
Local Government Association Water Safety toolkit	www.local.gov.uk/topics/community-safety/water-safety-toolkit
Maritime and Coastguard Agency	Managing Water Safety publication
Department for the Environment and Rural Affairs: Bathing water advice and guidance	www.gov.uk/government/collections/bathing-waters
RNLI	A guide to Public rescue equipment in coastal areas
National Water Safety Forum. Principles for managing water safety 2009	www.nationalwatersafety.org.uk/about/principles/
National Water Safety Forum. The UK drowning prevention strategy 2016–2026. 2016	www.nationalwatersafety.org.uk/strategy
IWC audit	Final 19-20 Water Safety Audit

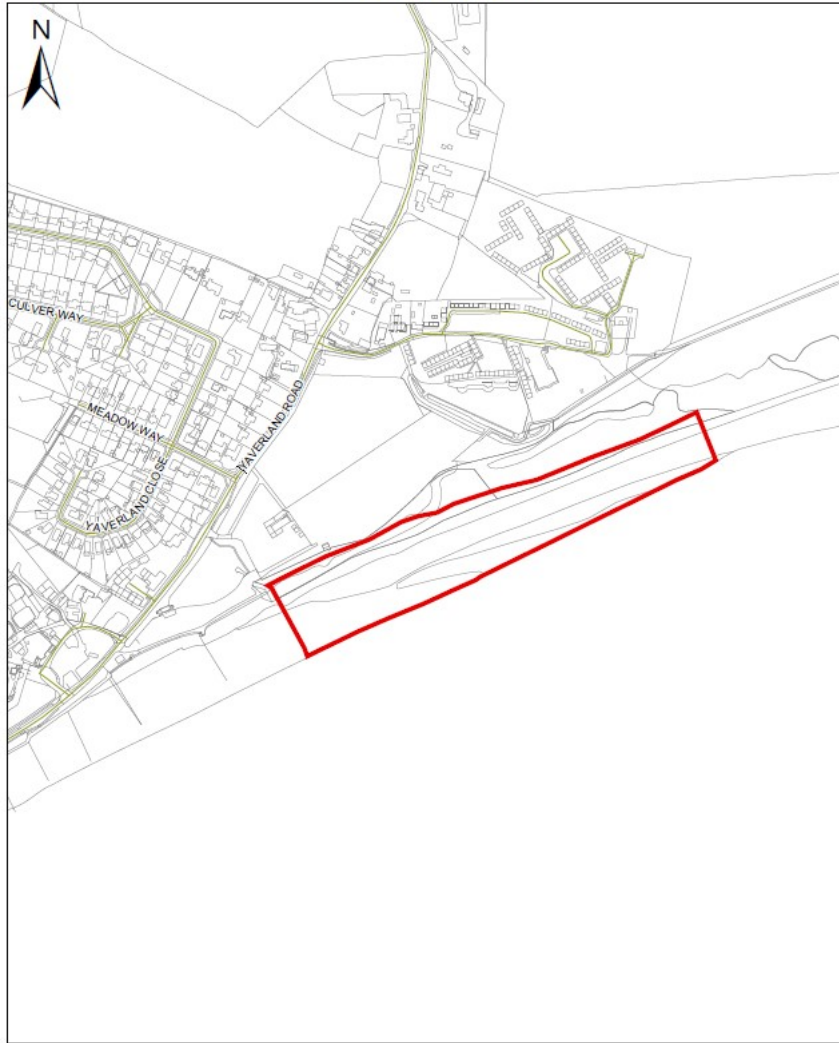
11. APPENDICES

Appendix 1 – List of Beaches and Plans owned, leased and managed by the Isle of Wight Council

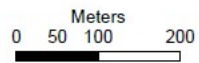
LOCATION	Plan Reference	OWNERSHIP
Yaverland	A & B	Isle of Wight Council
Sandown	C & D	Isle of Wight Council
Lake	E	Isle of Wight Council
Shanklin	F	Isle of Wight Council
Bonchurch	H	Crown
Ventnor	G	Crown/Isle of Wight Council
Steephill Cove	X	Crown
Castle Haven	ZI	Crown
Wood Bay	ZI	Crown
Binnel Bay	ZI	Crown
Reeth Bay	ZH	Crown
Watershoot Bay	ZH	Crown
Blackgang	ZH	Crown
Atherfield Point	Y	Crown
Shepherds Chine	ZB	Crown
Grange Chine	Z	Crown
Chilton Chine	Y	Crown
Freshwater Bay	W	Crown
Colwell Bay	U/ZC	Crown/Isle of Wight Council
Cliff End	ZG	Crown

Sconce Point	ZG	Crown
Yarmouth	ZE	Crown
Bouldnor	ZE	Crown
Thorness Bay	ZF	Crown
Gurnard Ledge	ZF	Crown
Gurnard Bay	J	Crown
Cowes	K	Crown
East Cowes	L	Crown
Ryde	M/N	Crown/Isle of Wight Council
Puckpool	N/O	Crown
Springvale	P	Crown
Seaview	Q	Crown
Seagrove	R	Crown
St Helens	S	Crown

Foreshore Area A - Yaverland
[Scale 1:5000 @ A4]

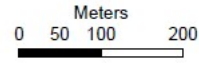


Foreshore Area B - Yaverland
[Scale 1:5000 @ A4]



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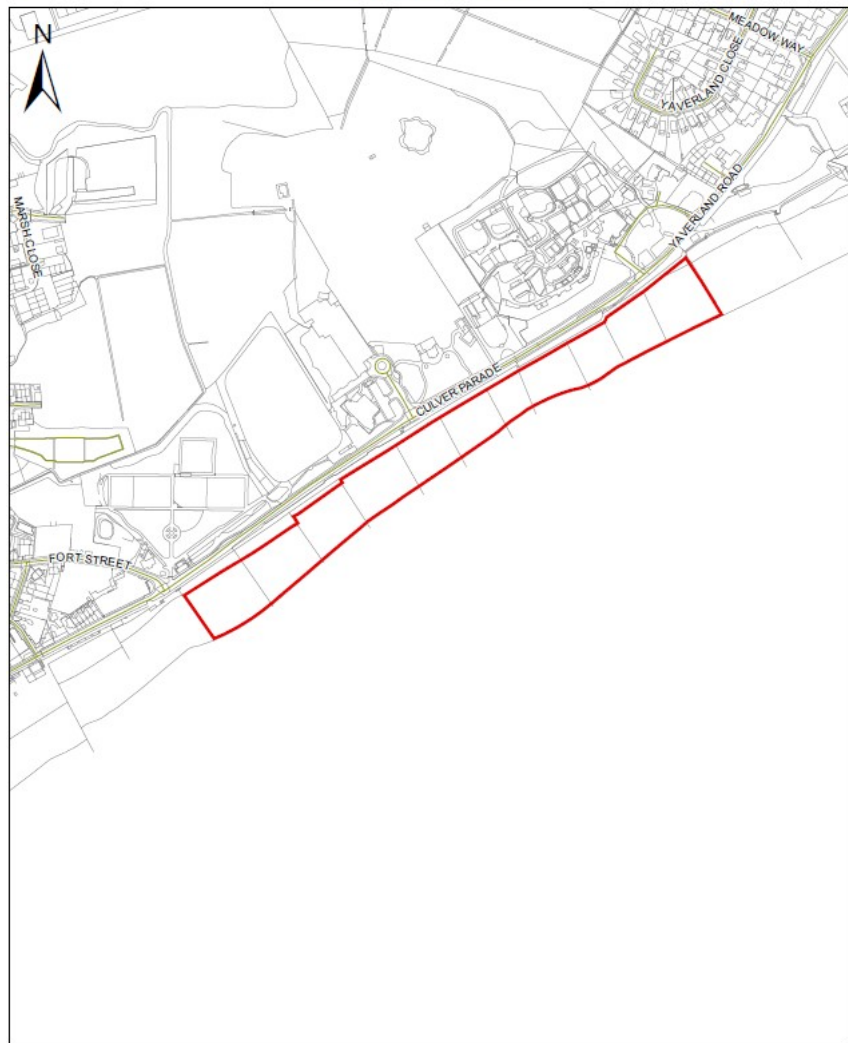
November 2020



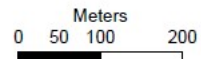
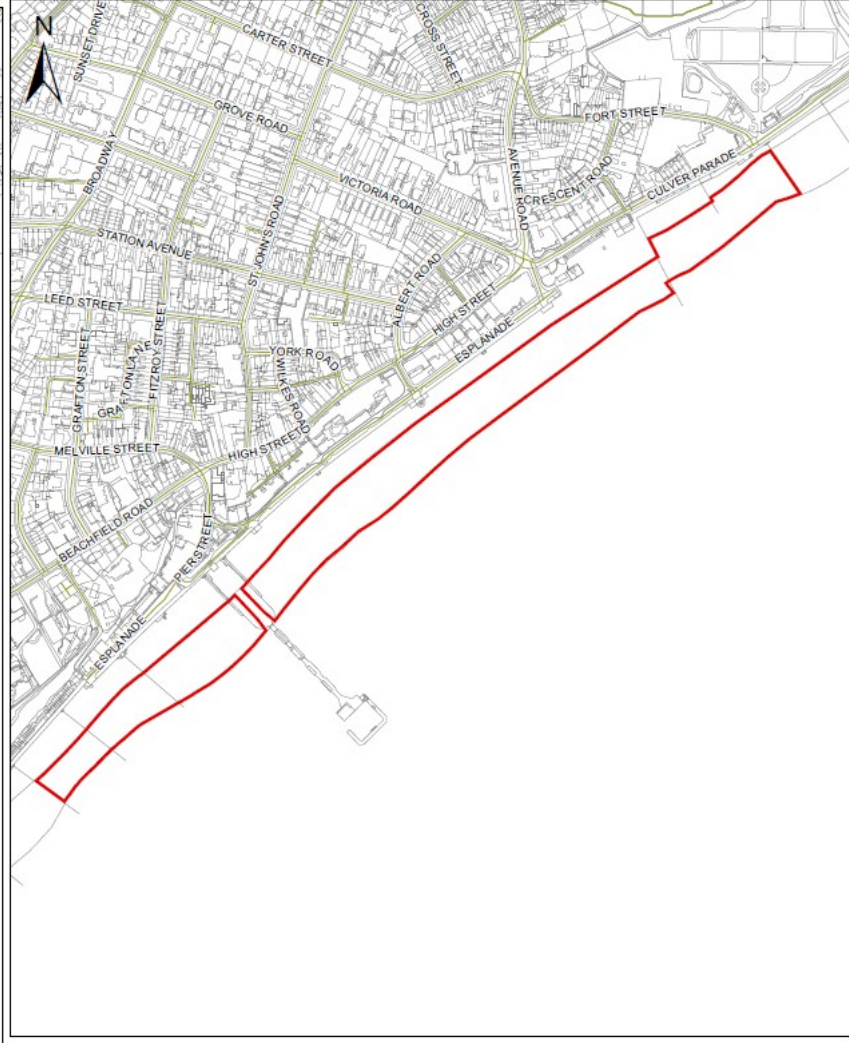
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Foreshore Area C - Yaverland / Sandown
[Scale 1:5000 @ A4]

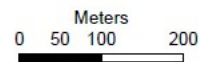


Foreshore Area D - Sandown
[Scale 1:5000 @ A4]



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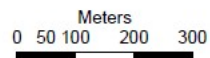
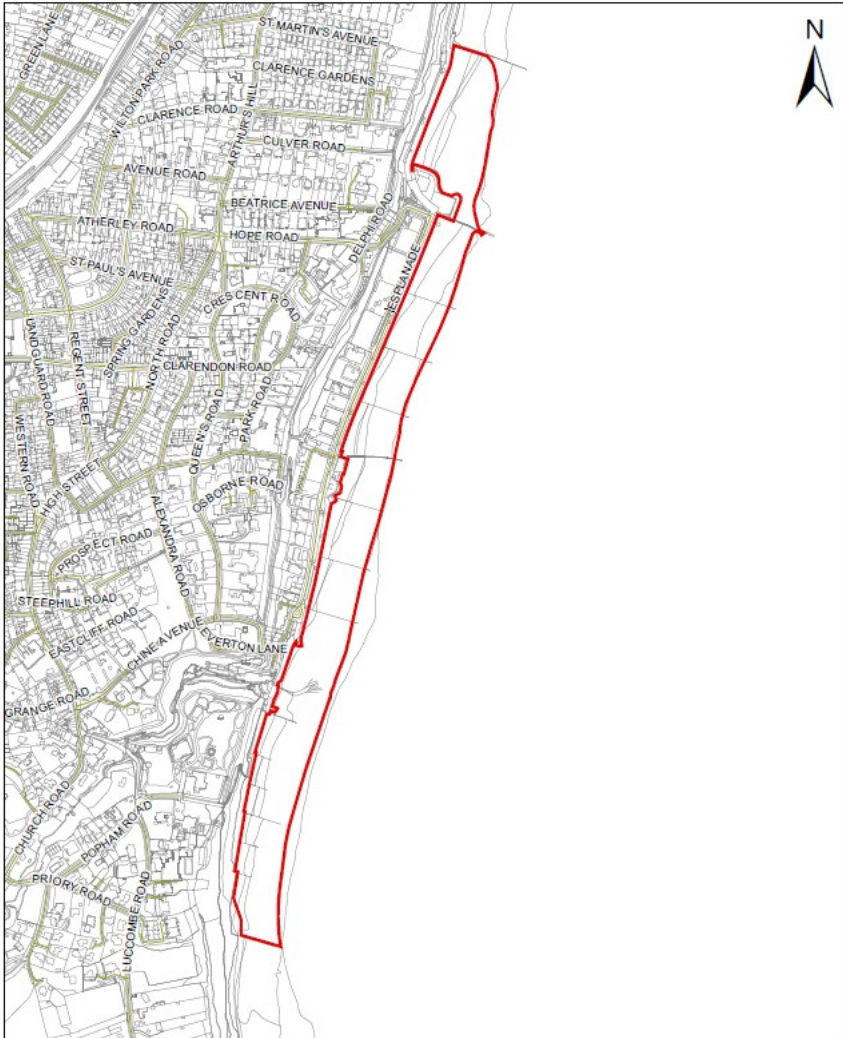


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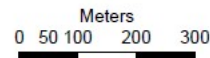
Foreshore Area E - Lake/Shanklin
[Scale 1:7000 @ A4]

Foreshore Area F - Shanklin
[Scale 1:7000 @ A4]



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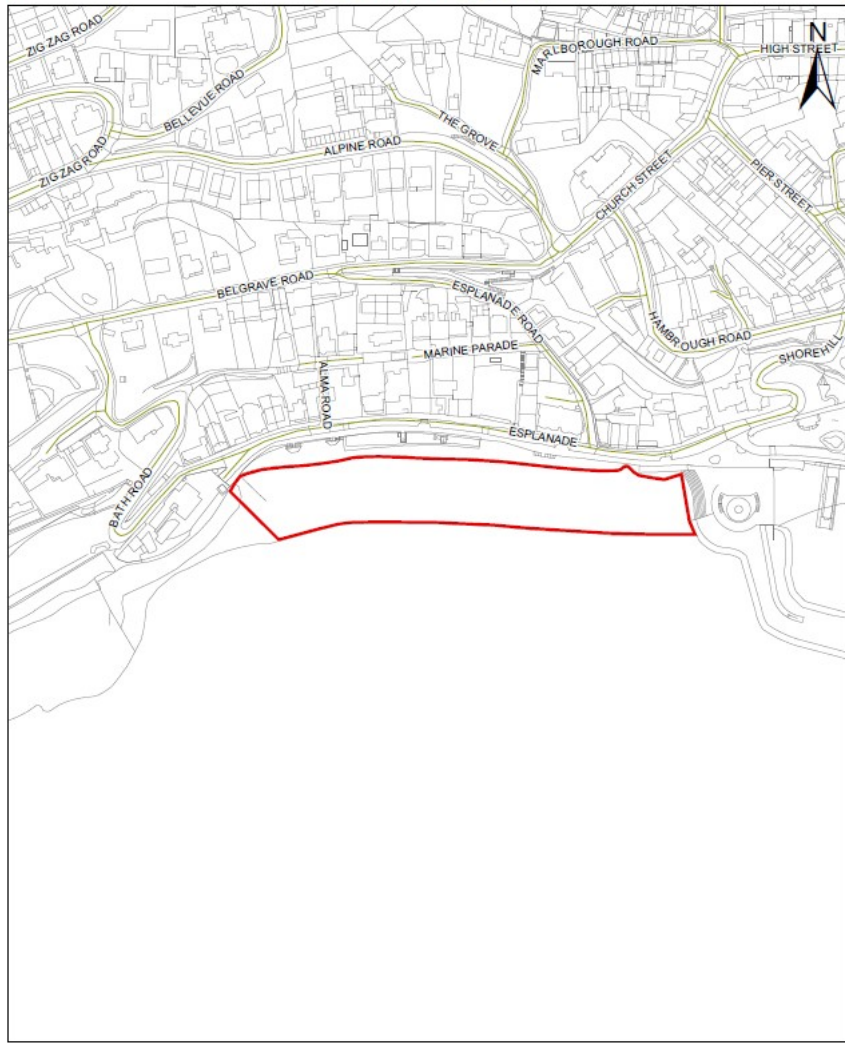
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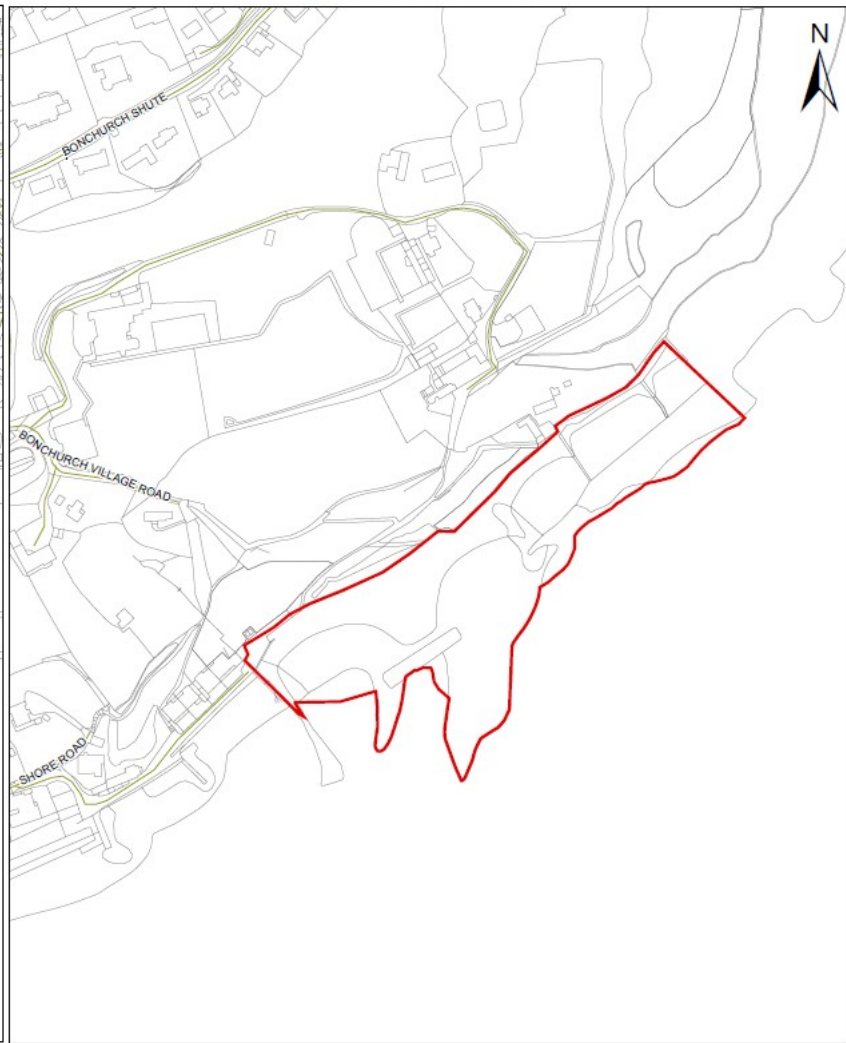
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Foreshore Area G - Ventnor
[Scale 1:2500 @ A4]



Foreshore Area H - Bonchurch
[Scale 1:2500 @ A4]



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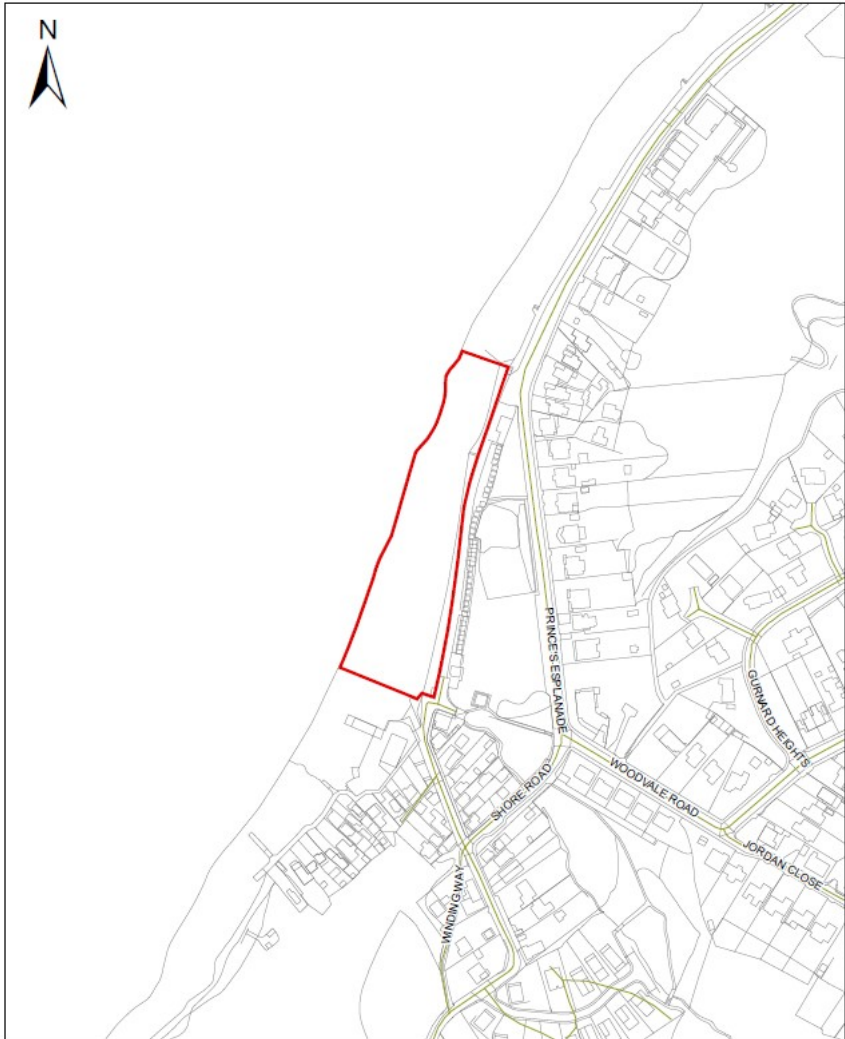
December 2020



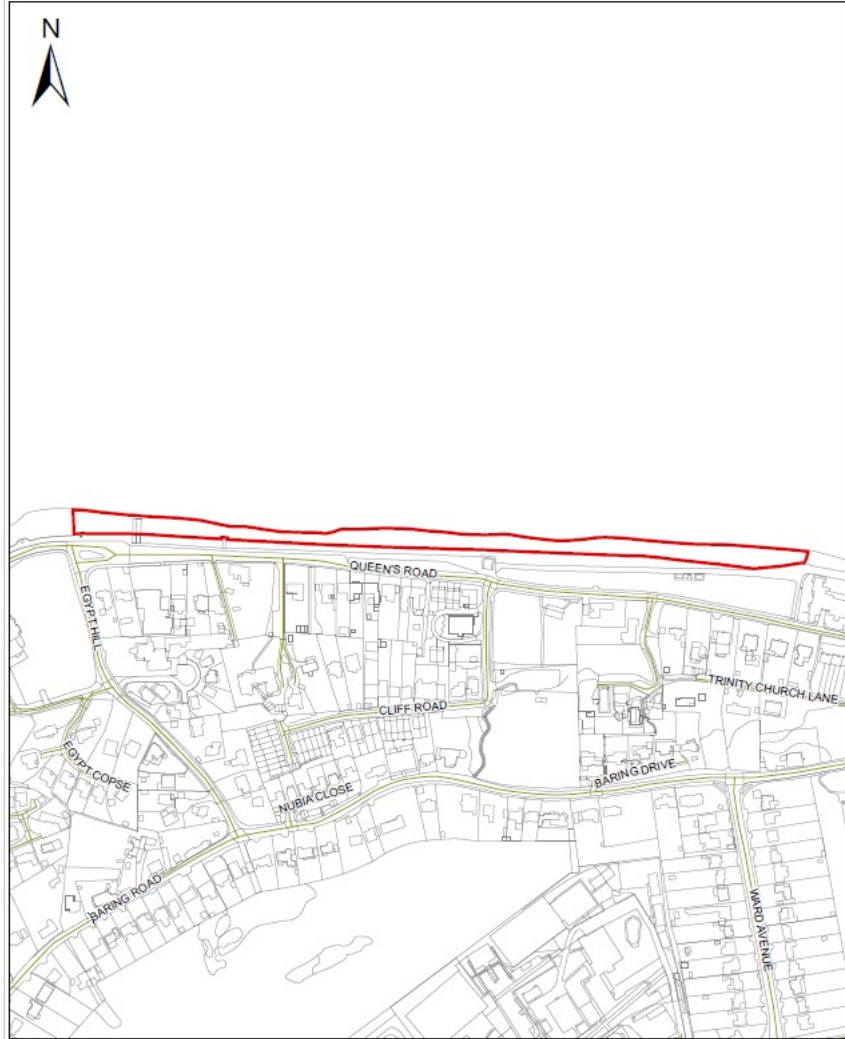
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Foreshore Area J - Gurnard
[Scale 1:2500 @ A4]

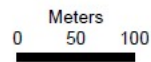


Foreshore Area K - Cowes
[Scale 1:3500 @ A4]



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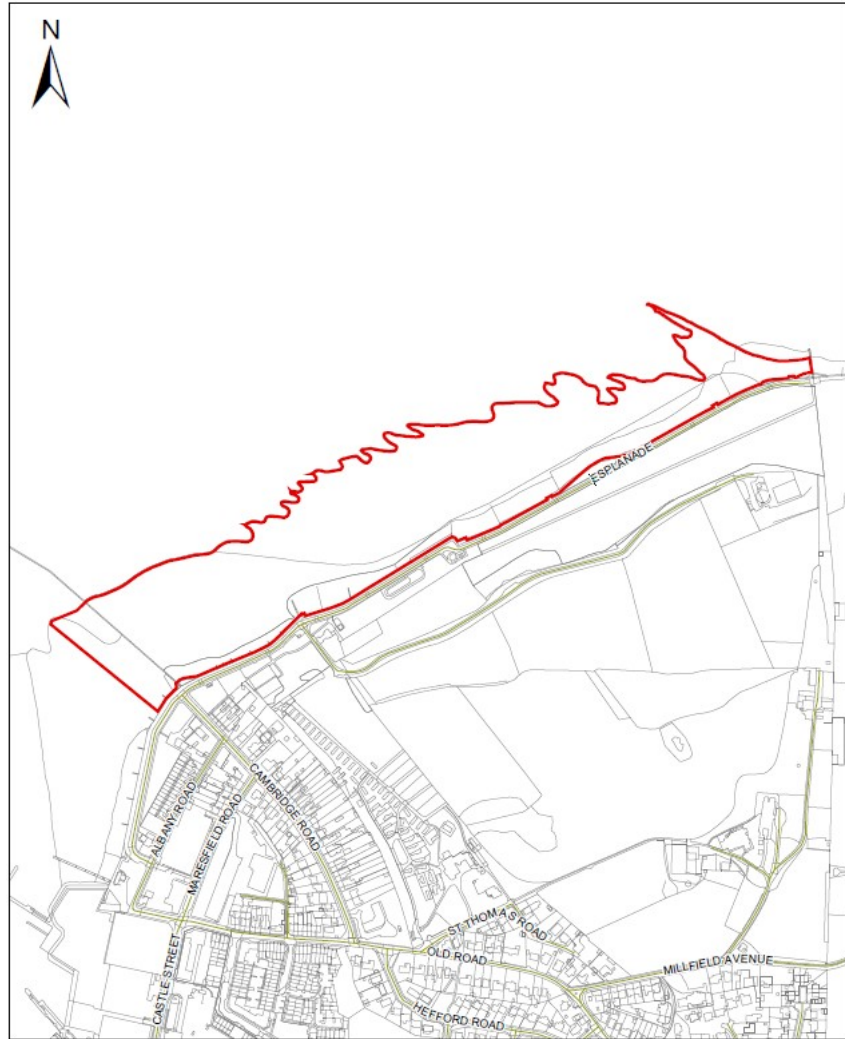
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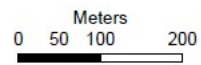
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Foreshore Area L - East Cowes
[Scale 1:5000 @ A4]

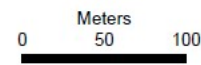


Foreshore Area M - Ryde West
[Scale 1:2500 @ A4]



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Foreshore Area N - Ryde / Puckpool
[Scale 1:10,000 @ A4]

Foreshore Area O - Puckpool
[Scale 1:5000 @ A4]



Meters
0 50 100 200 300 400

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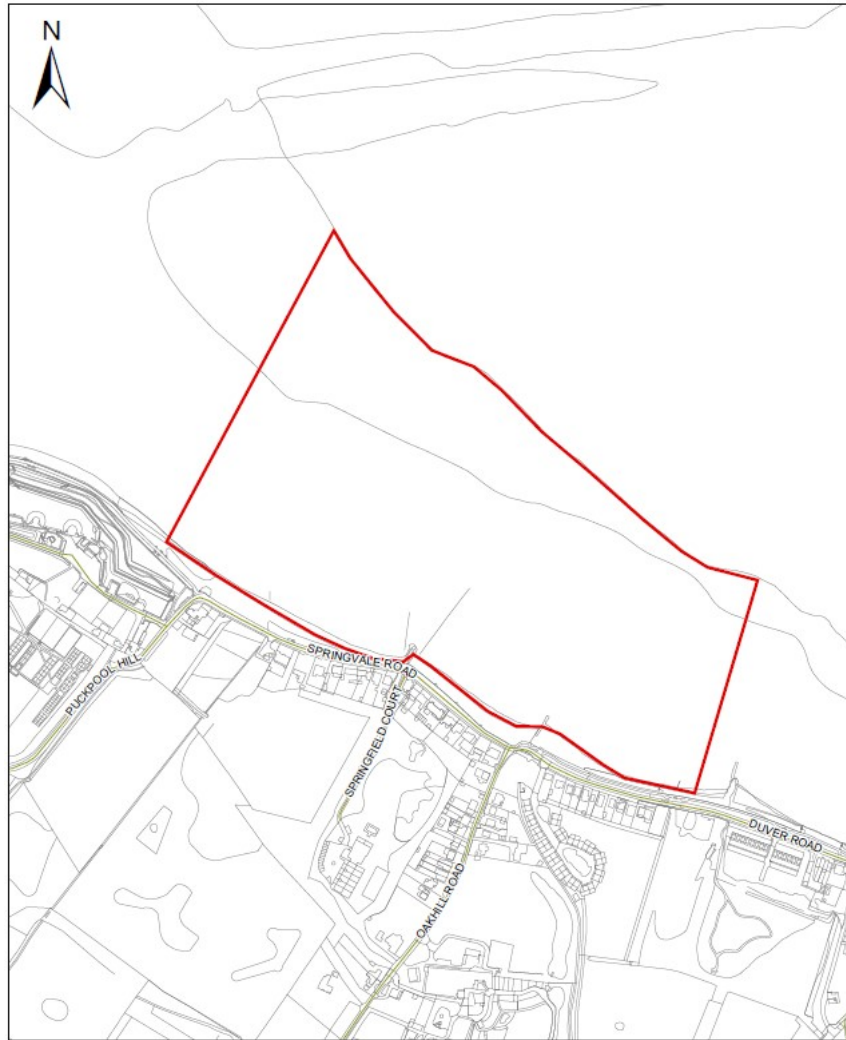


Meters
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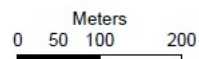
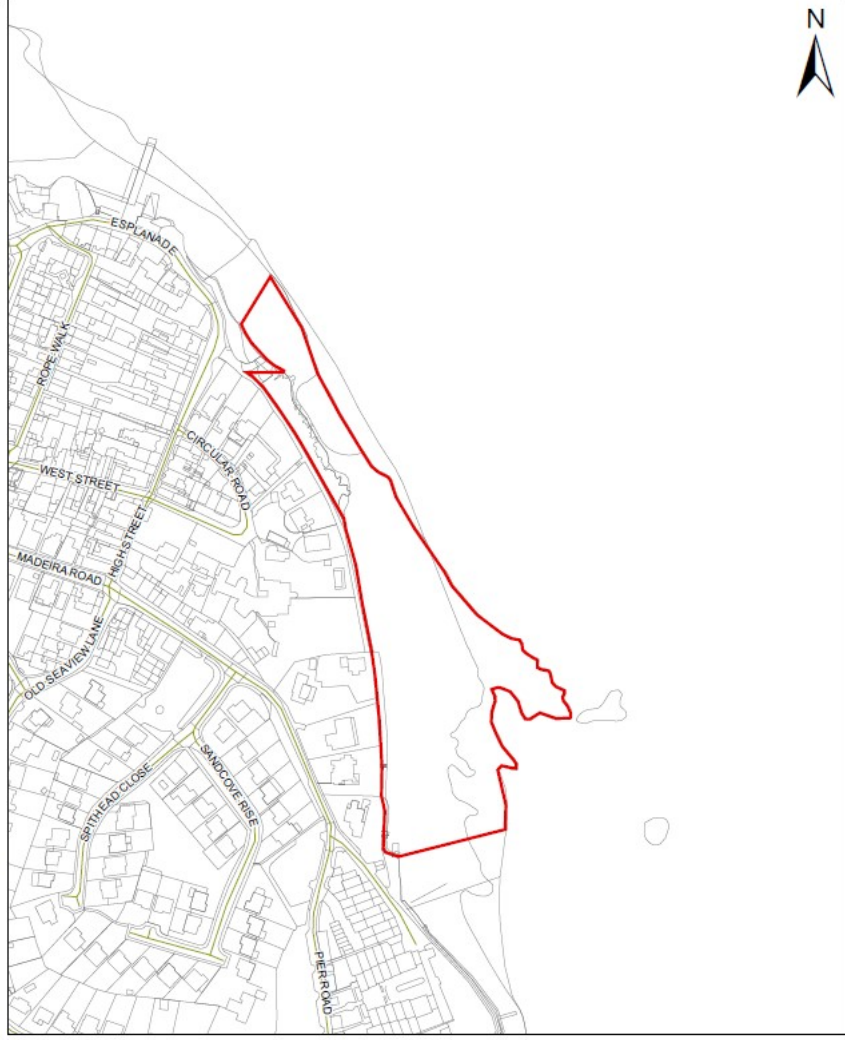
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Foreshore Area P - Springvale
[Scale 1:5000 @ A4]



Foreshore Area Q - Seaview
[Scale 1:2500 @ A4]



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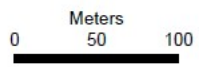
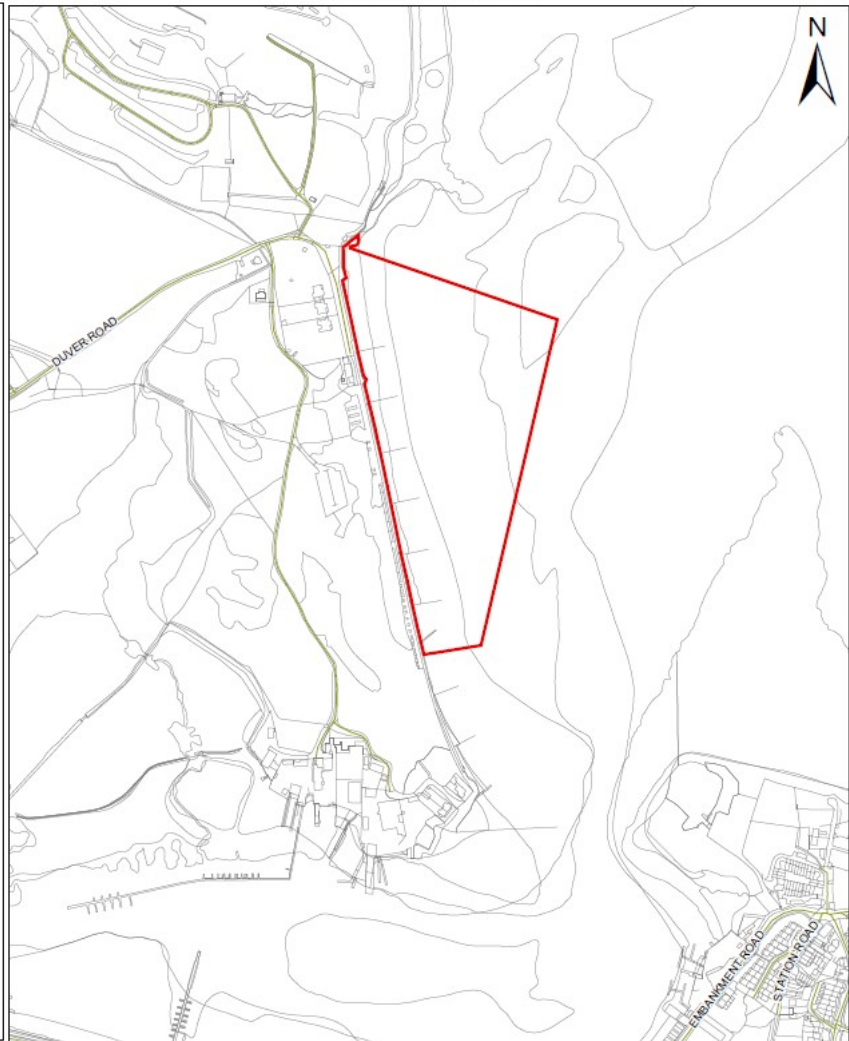
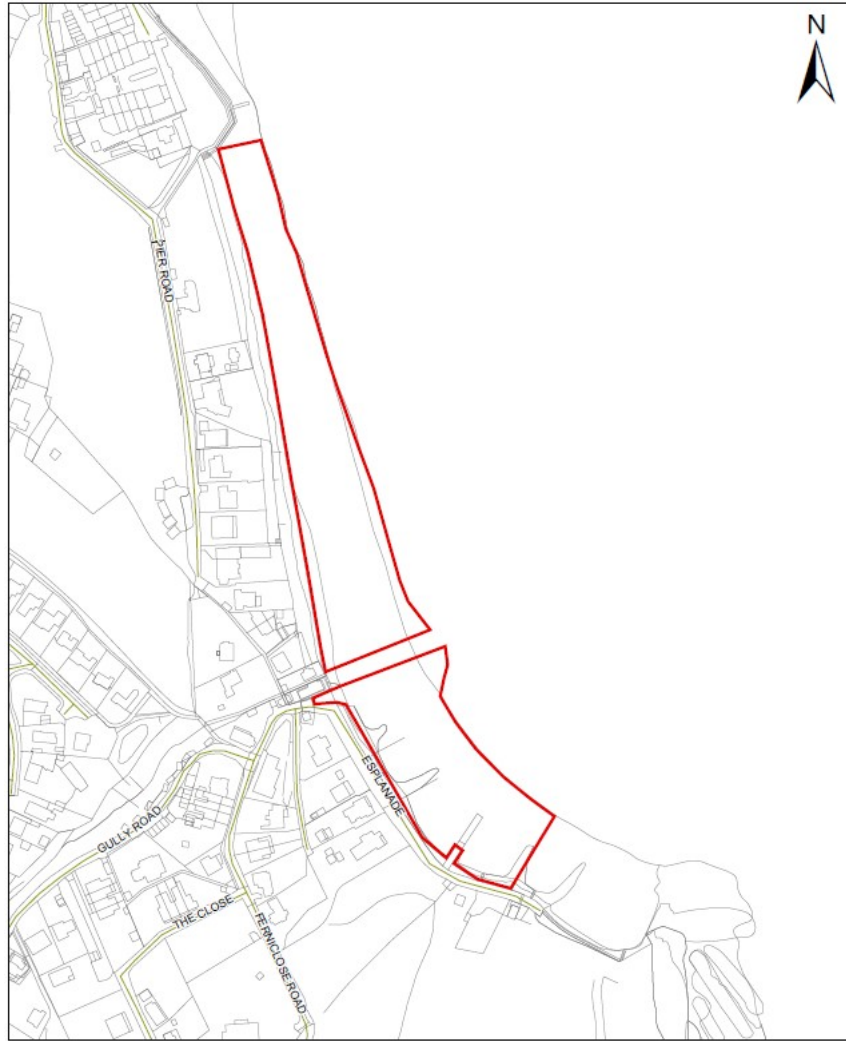


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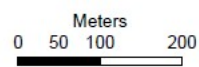
Foreshore Area R - Seagrove
[Scale 1:2500 @ A4]

Foreshore Area S - St Helens
[Scale 1:5000 @ A4]



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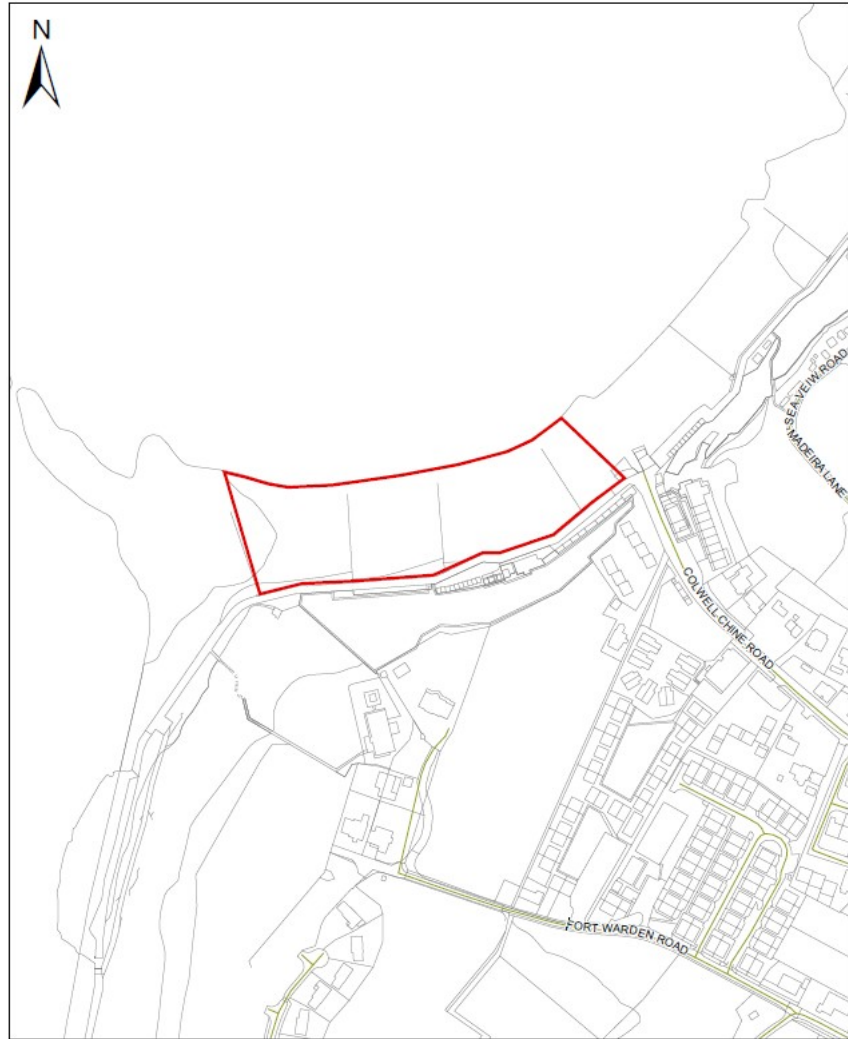
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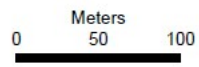
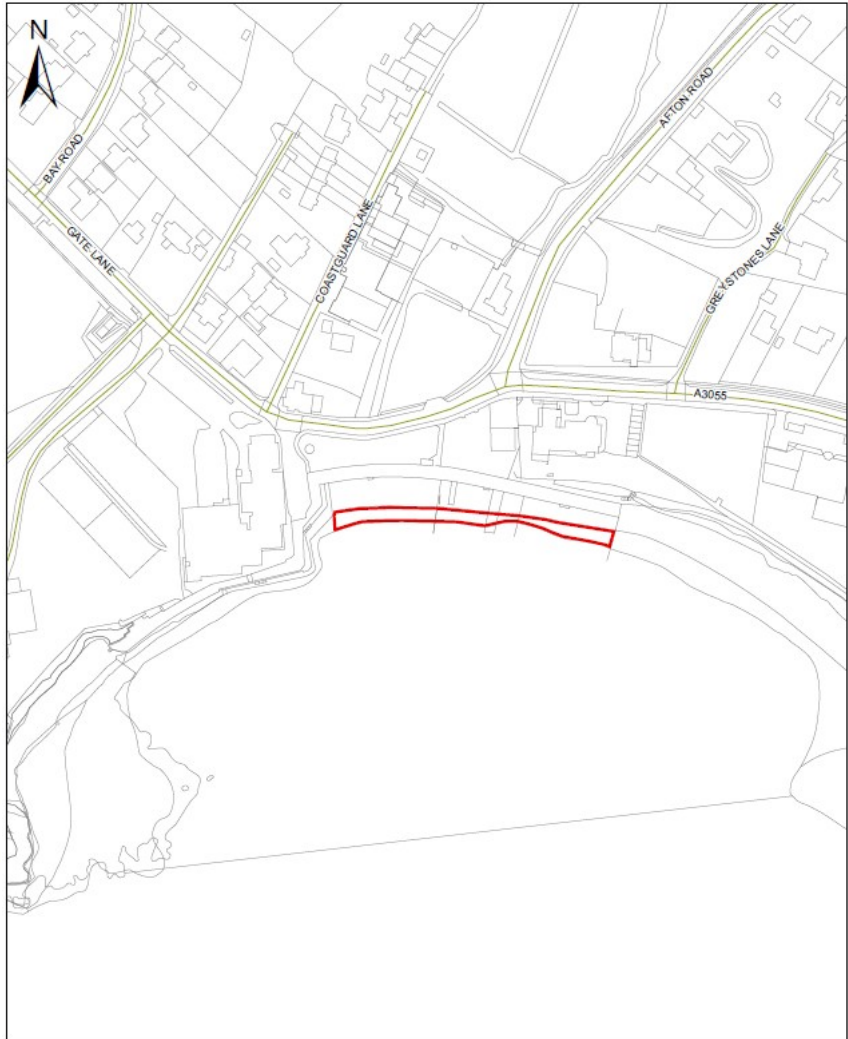
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Foreshore Area U - Colwell
[Scale 1:2500 @ A4]

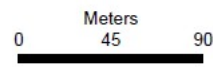


Foreshore Area W - Freshwater
[Scale 1:2000 @ A4]



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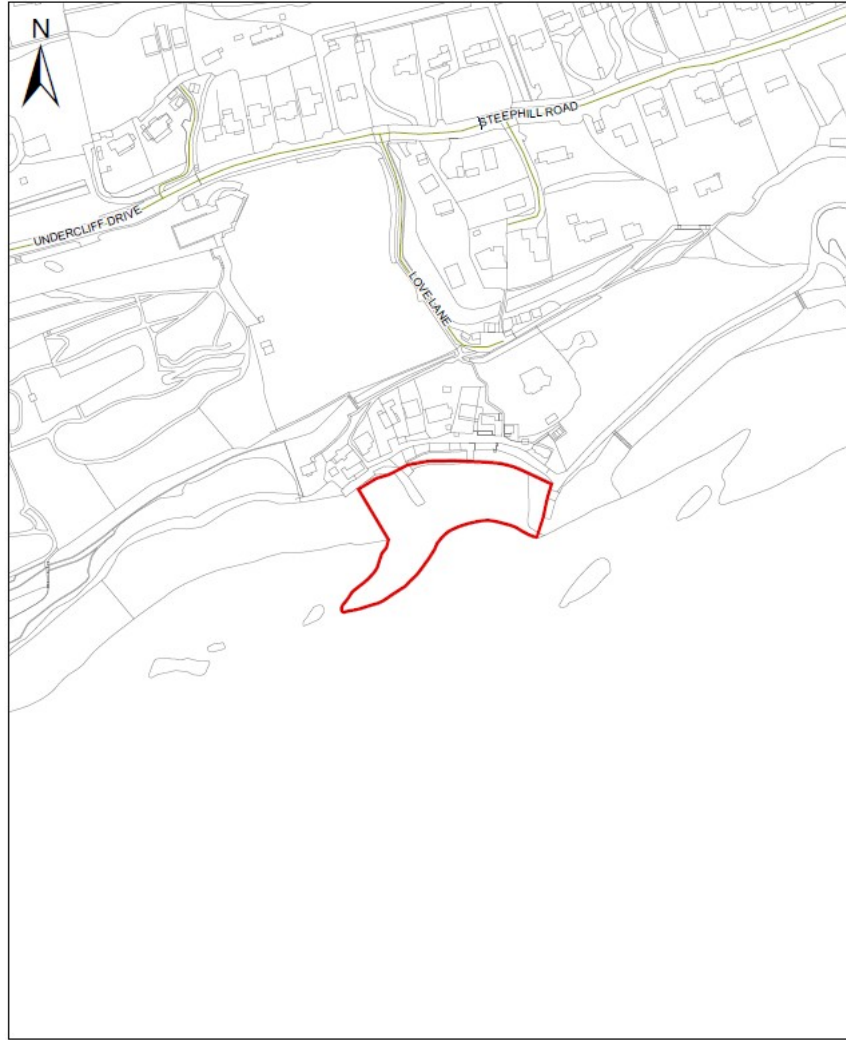
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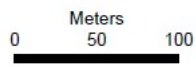
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Foreshore Area X - Steephill Cove
[Scale 1:2500 @ A4]

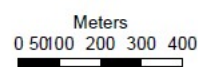


Foreshore Area Y - Chale Bay
[Scale 1:10000 @ A4]



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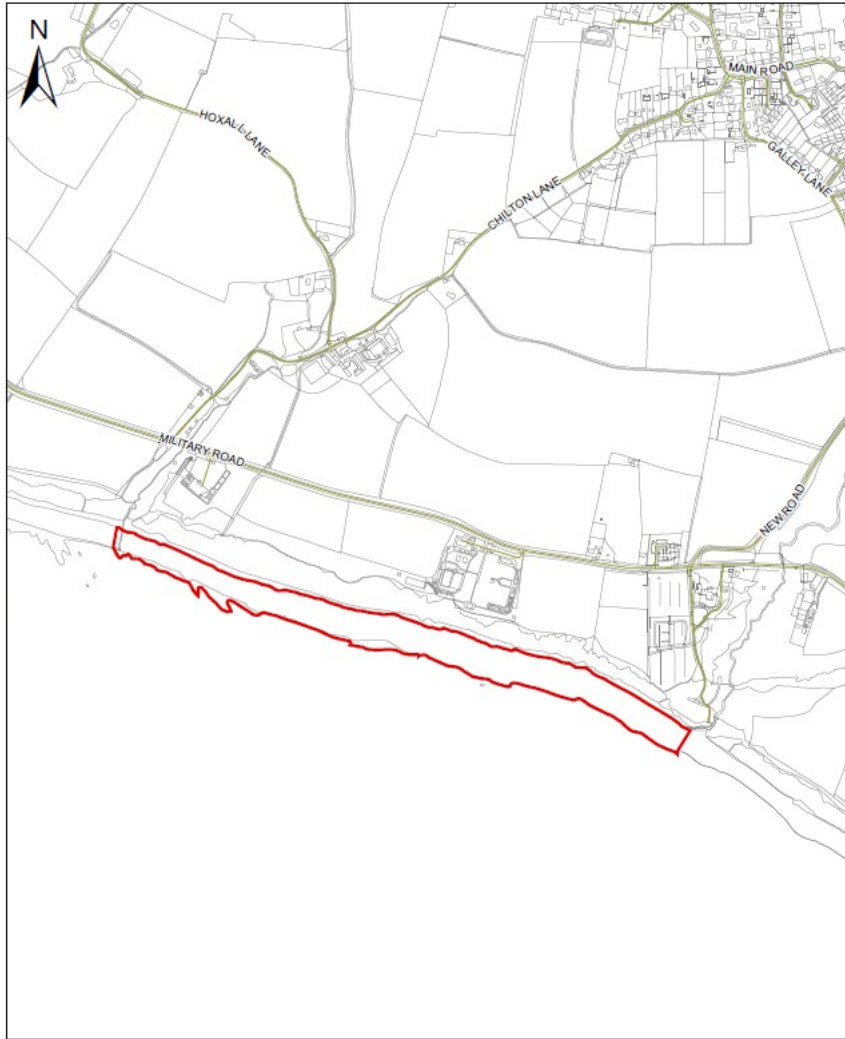
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Foreshore Area Z - Brighstone Bay
[Scale 1:10000 @ A4]



Foreshore Area ZA - Brighstone Bay
[Scale 1:8000 @ A4]



Meters
0 50 100 200 300 400

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Meters
0 50 100 200 300

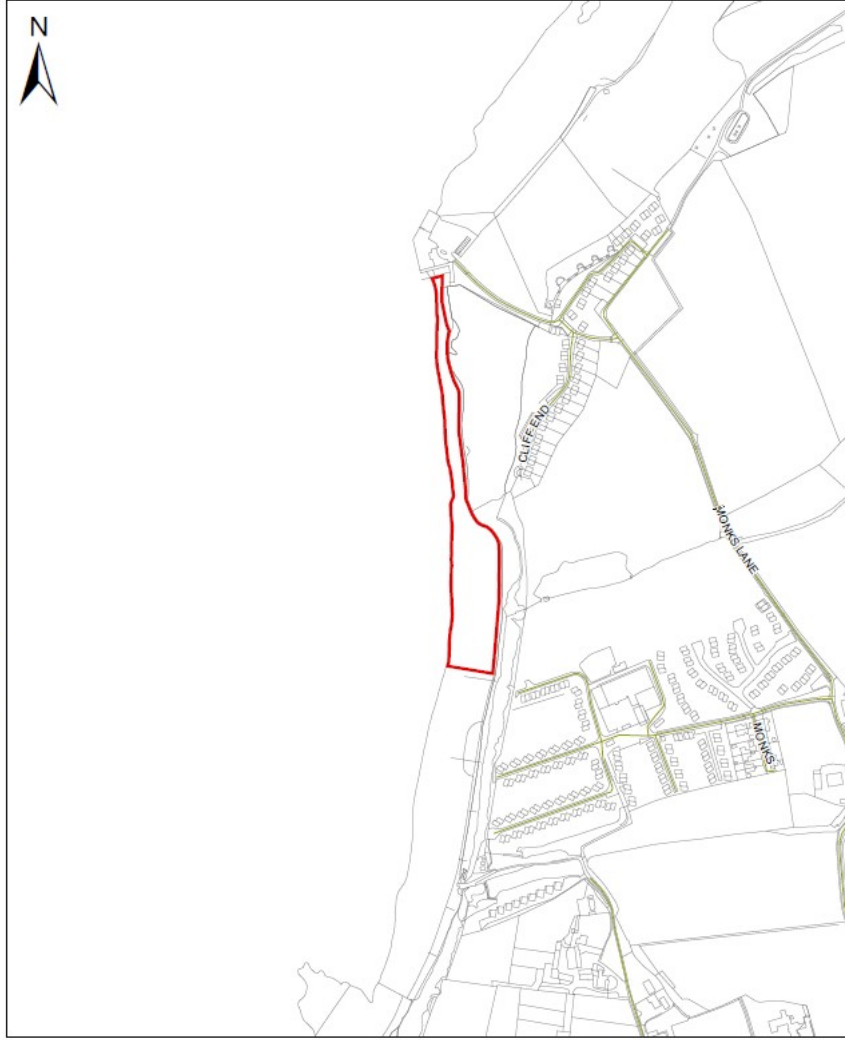
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Foreshore Area ZB - Brighstone Bay
[Scale 1:15000 @ A4]



Foreshore Area ZC - Colwell Bay
[Scale 1:5000 @ A4]



Meters
05000200300400

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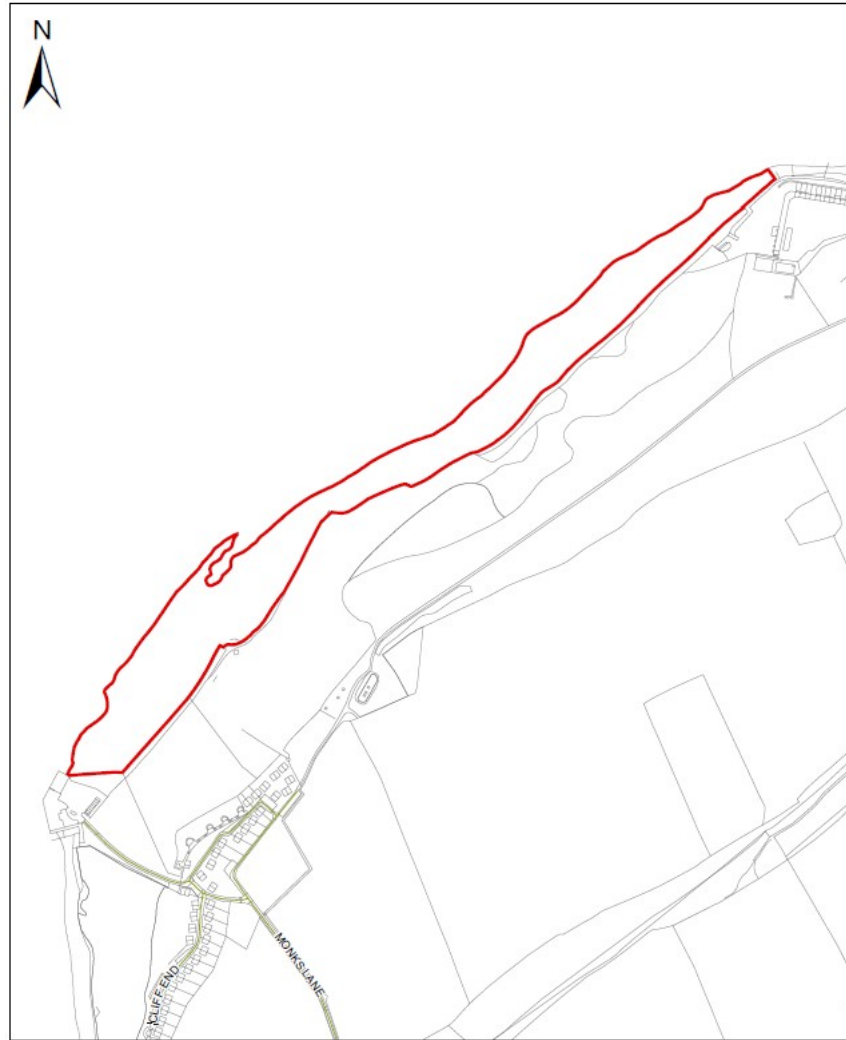


Meters
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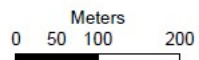
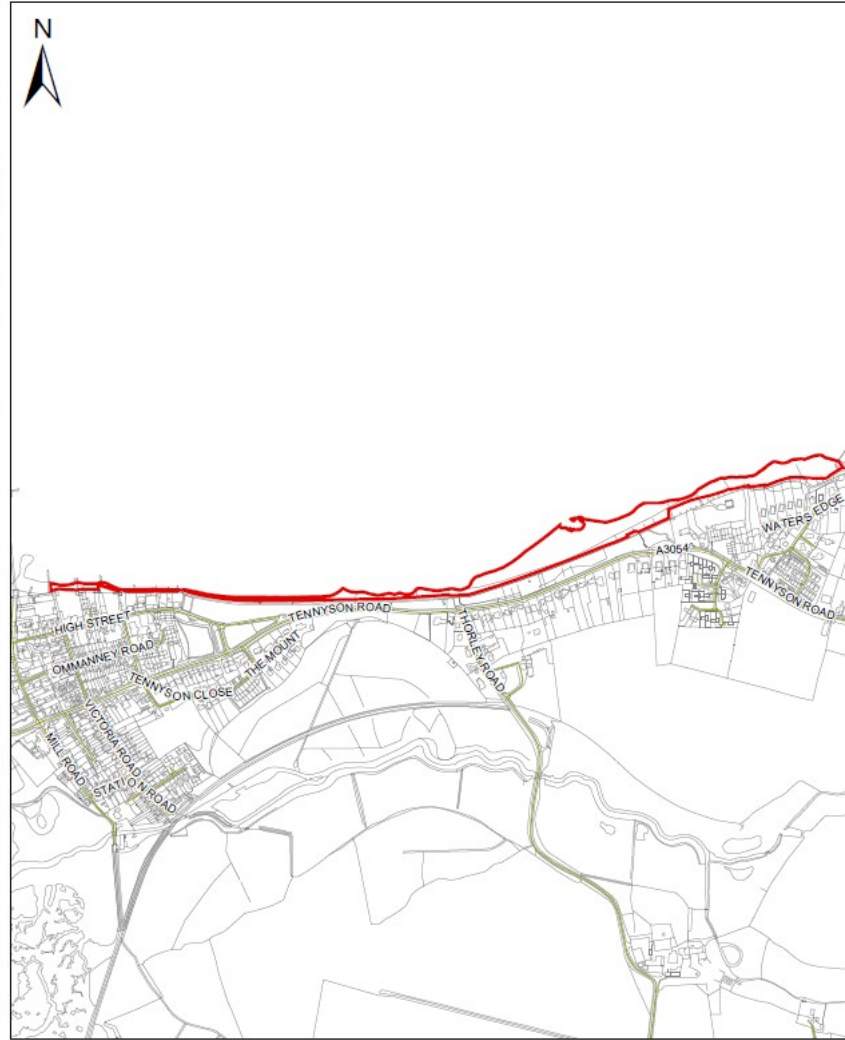
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Foreshore Area ZD - Fort victoria
[Scale 1:5000 @ A4]

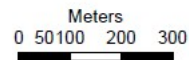


Foreshore Area ZE - Yarmouth
[Scale 1:8000 @ A4]



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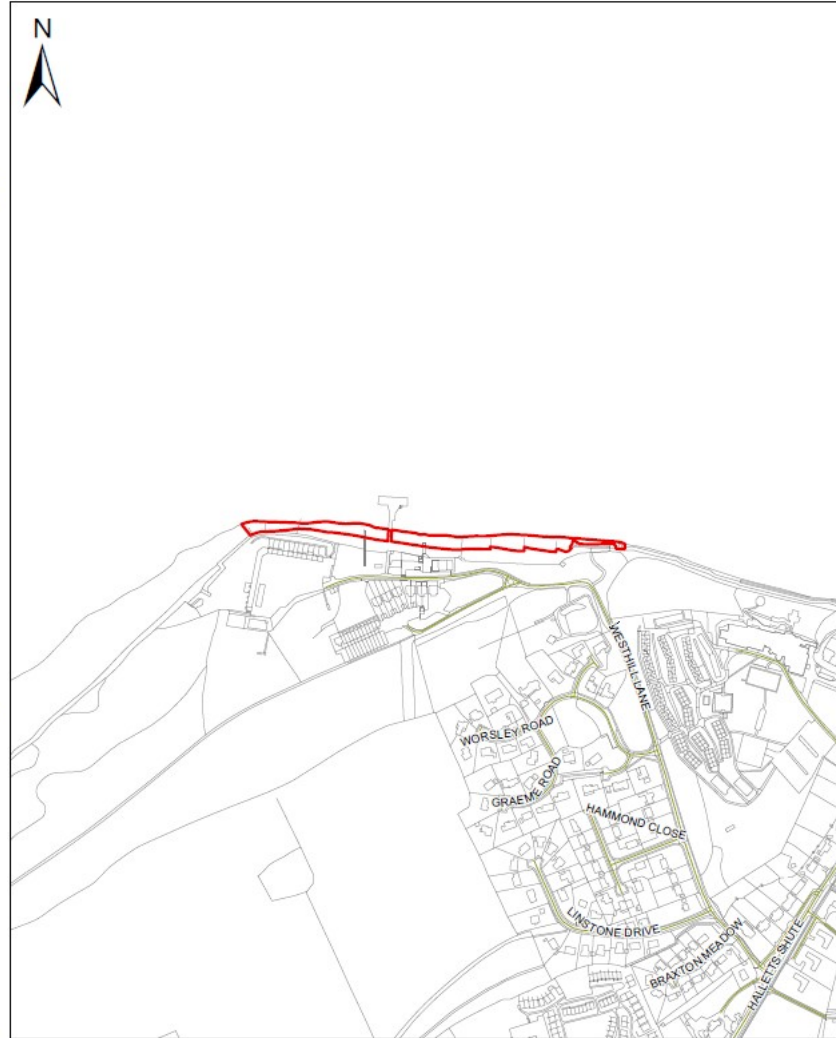
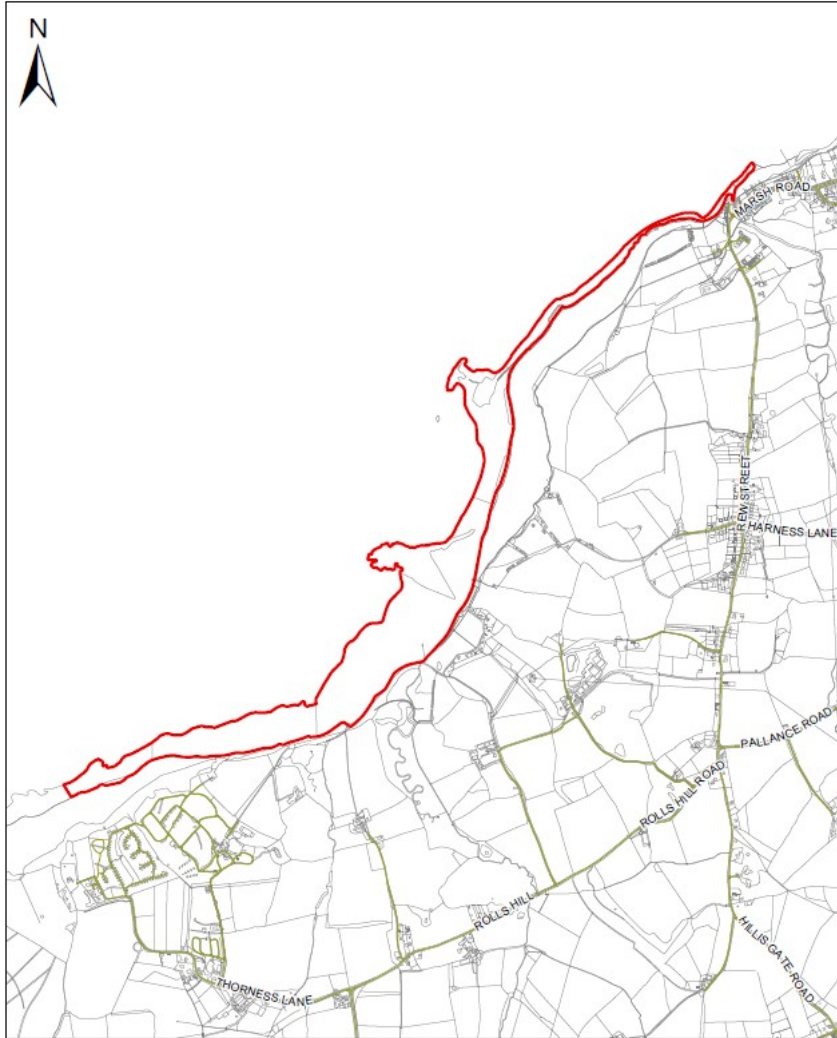


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Foreshore Area ZF - Thorness Bay / Gurnard Ledge
[Scale 1:15000 @ A4]

Foreshore Area ZG - Yarmouth
[Scale 1:5000 @ A4]



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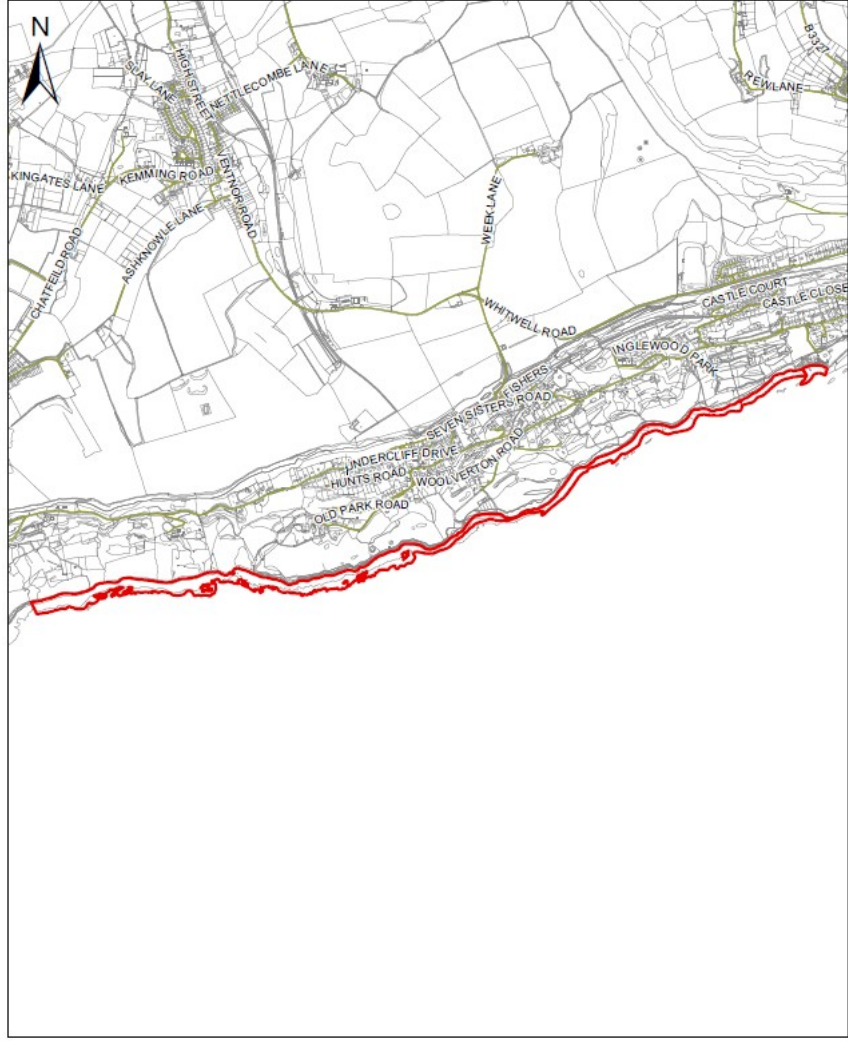
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Foreshore Area ZH - South Wight (W)
[Scale 1:20000 @ A4]



Foreshore Area ZI - South Wight (E)
[Scale 1:20000 @ A4]



Meters
0 437.5 875

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Meters
0 437.5 875

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Appendix 2 – Beach Cleaning Weekly Report

WEEKLY

Start Date...10th August 2020 (EXAMPLE)

Location	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Problems Reported	Action Taken	2019 Waste*	2020 Waste*
Litter picking											
Yaverland (school holiday daily)	1	1	1	1	1	1	1			143	74
Sandown (school holiday daily)	1	1	1	1	1	1	1			2452	1332
Lake (daily)	1	1	1	1	1	1	1			29	26
Shanklin (school holiday daily)	1	1	1	1	1	1	1			1279	1294
Gurnard (school holiday daily)	1	1	1	1	1	1	1			56	51
Cowes (school holiday daily)	1	1	1	1	1	1	1			103	63
East Cowes(daily)	1	1	1	1	1	1	1			49	22
Ryde West (daily)	1	1	1	1	1	1	1			2129	2632
Ryde East (daily)	1	1	1	1	1	1	1			Part of Ryde West total	
Springvale (daily)	1	1	1	1	1	1	1			64	81
Seaview (daily)	1	1	1	1	1	1	1			27	20
Seagrove Bay (school holiday daily)	1	1	1	1	1	1	1			50	43
St Helens (school holiday daily)	1	1	1	1	1	1	1			69	49
Colwell Bay (school holiday daily)	1	1	1	1	1	1	1			72	76
Freshwater Bay (daily)	1	1	1	1	1	1	1			46	35
Machine cleaning											
Ryde West week 1	1									Part of Ryde West total above	Part of Ryde West total above
Ryde West week 2		1									
Ryde East week 1	1		1		1		1				
Ryde East week 2		1		1		1					

* - not part of Beach Cleaning Weekly Report; added to show quantity of waste (in kgs) removed per year

Appendix 3 – Beach Cleaning schedule and inspection regime

WEEKLY INSPECTIONS		INSPECTED BY ENVIRONMENT OFFICER	
BIWEEKLY INSPECTIONS		DATE	*TIME
DESCRIPTION	DATE	*TIME	COMMENTS
Yaverland beach A, B & C			
Sandown area beach D			
Lake area beach E			
Shanklin area beach F			
Gurnard area beach J			
Cowes area beach K			
East Cowes area beach L			
Ryde West beach M			
Ryde East beach N			
Springvale area beach P			
Seaview area beach Q			
Seagrove Bay area beach R			
St Helens beach S			
Colwell			
Freshwater Bay			

Appendix 4 – List of Emergency Equipment

LIST OF EMERGENCY EQUIPMENT

WEEKLY INSPECTIONS		BIWEEKLY INSPECTIONS
REF	LOCATION	EQUIPMENT/SITE
1	Gurnard-West of Slipway	30" Glasdon on post
2	Gurnard-West end of beach huts	30" Glasdon on post
3	Gurnard-70m East of slipway	24" Glasdon on post
4	Princess Esplanade-o/s No. 18	30" Glasdon on post
5	Princess Esplanade-o/s No. 25	24" Glasdon on post
6	Princess Esplanade	24" Glasdon on post
8	Princes Esplanade-50m East between yellow gas triangles – opp welcome sign	24" Glasdon on post
9	Princess Esp. 200m west of Hawkins	24" Glasdon on post
10	Princess Esp. Midway between Hawkins & Briary Court	30" Glasdon on post
10a	Princess Esplanade outside Hardwicke	30" Glasdon on post
11	Princess Esplanade Bottom of Egypt Hill	24" Glasdon on post
12	Cowes-Princes Green o/s No. 35 Bells	30" Glasdon on post
13	Cowes-Princess Green adj. Grantham Court	30" Glasdon on post
14	Mid Way along Esplanade Rd	30" Glasdon on post
15	Cowes-Parade opp. Osborne court	30" Glasdon on post
16	Cowes-Parade opp. China China	30" Glasdon on post
16a	Post Office bottom of Market Hill	30" Glasdon on post
16b	HSBC Slipway in High Street	30" Glasdon on post
16c	Thetis Wharf Medina Road opp Bridge Road	30" Glasdon on post
17	Cowes-Chain Ferry – on railings	24" Glasdon on post
18	East Cowes-Chain Ferry-on railings	30" Glasdon on post
18a	Pontoon adj: Trinity House, Red Funnel	30" Glasdon on post
19	East Cowes-Esplanade adj. Albany Rd W/C's	24" Lifebelt on post
20	East Cowes-end of Cambridge Rd	30" Glasdon on post
22	East Cowes-50m north tennis court	24" Glasdon on post
23	East Cowes-adj. Playground	30" Glasdon on post
23a	East Cowes north wards adj steps	30" Glasdon on post
24	East Cowes-500m north of Playground REMOVED due to landslip	30" Glasdon on post

24a	Fishbourne Slipway	30" Glasdon on post
24b	Wootton Slipway adj Sloop Inn	30" Glasdon on post
25	Ryde-Western Gardens end of seawall	30" Glasdon on post
26	Ryde-Western beach steps	30" Glasdon on post
27	Ryde-Quay Road CP	24" Glasdon on post
28	Ryde-Quay Road CP	30" Glasdon on post
29	Ryde Quay Road CP Harbour slipway	30" Glasdon on post
30	Ryde-Harbour Arm	30" Glasdon on post
31	Ryde-Harbour Arm	30" Glasdon on post
32	Ryde-Harbour Arm	30" Glasdon on post
33	Ryde-Harbour Arm	30" Glasdon on post
34	Ryde-Esplanade Adj to Harbour Office	30" Glasdon on post on steps
35	Ryde-Cornwall slipway	30" Glasdon on post
36	Ryde-North Walk adj to 1 st Shelter	30" Glasdon on railings
37	Ryde-North Walk opp Wimpy Kiosk	30" Glasdon on Post
38	Ryde-Canoe Lake	30" Glasdon on Boat Shed wall
39	Ryde Canoe Lake-Step adj. to paddling pool	30" Glasdon on post
40	Ryde-North Walk Adj to 2 nd Shelter	30" Glasdon on railings
41	Ryde-Inshore Rescue	30" Glasdon on post
43	Ryde-Appley Park Adj to W/C	30" Glasdon on Post
44	Ryde-Appley Tower	30" Glasdon post mounted
44a	Ryde – Barrier, Puckpool end of Appley Walk	30" Glasdon post mounted
45	Ryde-Puckpool o/s Dell Cafe	30" Glasdon post mounted
46	Springvale-Opp Boat House PH	30" Glasdon on post
47	Springvale-o/s Pepita House	30" Glasdon on post
48	Springvale-Bottom of Oakhill Road	30" Glasdon on post
49	Seaview-Toll Road	30" Glasdon opp. The Hersey Nature Reserve
49a	Seaview - Salterns Slipway	30" Glasdon on post
51	Seaview-Esplanade (bottom of High St)	30" Glasdon on post
51a	Seaview - Crown Slipway	30" Glasdon on post High Street/Bluett Ave
52	Seaview – Pier Road	30" Glasdon on post adj to slipway
53	Seagrove Bay- Western end of beach	30" Glasdon on post
54a	Seagrove Bay	30" Glasdon next to information boards
55	Seagrove Bay- Eastern end of beach	30" Glasdon on post

56	St Helens-Duver by slipway	30" Glasdon on post
57	St Helens-Duver o/s Café	30" Glasdon on railings
58	St Helens-Duver opp beach hut no. 6	30" Glasdon on post
59	St Helens-Duver opp beach hut no.13	30" Lifebelt on post
59a	St Helens Duver Last steps – Bembridge end	30" Lifebelt on post
64	Forelands Revetment-Opp. Private steps	24" Lifebelt on railings
65	Bembridge on steps adj to Crab & Lobster	24" Lifebelt on post
66	Forelands Revetment-End of Car Park Removed from list unable to locate	24" Lifebelt on railings
70	Yaverland-Car Park	30" Lifebelt on railing
71	Yaverland-Seawall/Culver Parade opp. Grand Hotel	30" Lifebelt on posts
72	Yaverland-Opp. Browns	30" Lifebelt on posts
73	Yaverland-Opp. Sandham Grounds	30" Lifebelt on posts
74	Sandown-Hurnhill Groyne	30" Lifebelt on posts & warning board
75	Sandown-Lifeguard Hut	24" Lifebelt on railings
76	Sandown-Memorial slip	24" Lifebelt on railings
77	Sandown-Opp. Trouville Hotel	24" Lifebelt on railings
78	Sandown-Opp. Napoleons Landing	24" Lifebelt on railings
79	Sandown-Devonia	24" Lifebelt on railings
80	Lake Revetment-Inshore Rescue	24" Lifebelt
81	Lake Revetment-Strollers Huts	30" Lifebelt on railings
82	Lake Revetment-toilet block Lake Slipway	24" Lifebelt on railings
83	Lake Revetment-North of Dunroamin	24" Lifebelt on railings
84	Lake Revetment-Dunroamin boat park	30" Lifebelt on post
86	Lake Revetment-Whitewater Cafe	30" Lifebelt on post
87	Lake Revetment-Littlestairs steps	24" Lifebelt on railings
88	Lake Revetment-Littlestairs South of Littlestairs steps	30" Lifebelt on post
89	Shanklin-North Groyne Small Hope Beach	24" Lifebelt on railings
90	Shanklin-Hope Hill groyne	30" Lifebelt adj. To Lifeguard Hut
91	Shanklin-Esp opposite putting green	30" Lifebelt on post
91A	Shanklin Esp opposite Summer Arcade	30" Lifebelt on post
92	Shanklin-Revetment adjacent Rowing Club	30" Lifebelt on post
92A	Shanklin – Southern side or Pier Apron	24" Lifebelt on post
93	Shanklin-Esp adj to last shelter & slipway	24" Lifebelt on post
94	Shanklin-Appley Beach o/s Fishermans Cottage	24" Lifebelt on posts

95	Bonchurch-Bay House	30" Lifebelt on wall
96	Bonchurch-Pottery	30" Lifebelt railings
97	Bonchurch-to Wheelers Bay seawall	30" Lifebelt on post
98	Bonchurch-Sea wall by steps	30" Lifebelt on railings by steps
99	Bonchurch-Sea wall by steps	24" Lifebelt on railings by steps
100	Bonchurch-Sea wall by emergency phone	24" Lifebelt on post
102	Bonchurch-Sea wall Bonchurch side of plaque opposite Boat Park 2	30" Lifebelt on railings by steps
103	Bonchurch-Sea wall Ventnor side of plaque by steps	30" Lifebelt on railings by steps
104	Bonchurch-Wheelers Bay Boat Park 1	24" Lifebelt on post
105	Bonchurch-Wheelers Bay Toilet Block by slipway	30" Lifebelt on railings
106	Bonchurch-Wheelers Bay Chalets	24" Lifebelt on railings
107	Bonchurch-Collins Point Groyne by skatepark	24" Lifebelt on railings
108	Ventnor-Western Esplanade by Cheetah Marine	30" Lifebelt on railings
109	Ventnor-Lions Point by bandstand	30" Glasdon lifebelt on railings
110	Ventnor-Adj. to harbour	Lions rock-new bandstand
111	Ventnor-Opp. Golden Sands Café on beach	30" Lifebelt on posts
111A	Ventnor – O/S of the Spy Glass In	30" Lifebelt on railings
112	Castle Cove-New Revetment	30" Glasdon on railings
113	Castle Cove-New Revetment	30" Glasdon on posts
114	Niton-Castle Haven	30" Lifebelts on board
115	Niton-Castle Haven	24" Lifebelts on board
117	Atherfield-Shepherds Chine	30" Lifebelt
121	Brook-Chine	30" Lifebelt end of Chine
122	Hanover-Hanover Point	30" Lifebelt at bottom of steps
124	Compton Chine	30" Lifebelt hook at bottom of steps
125	Freshwater-East end of the bay steps	30" Lifebelt on post
127	Freshwater-Rear of shelter	30" Lifebelt on board
128	Freshwater-Rear of Albion Hotel	24" Lifebelt on wall
129	Freshwater-Opp. Albion Hotel	30" Lifebelt on railings
130	Alum Bay Chine	30" Lifebelt
134	Totland-Seawall o/s Waterfront Café - removed private beach	30" Glasdon lifebelt on railing
136	Totland-Pier- left of café - removed private beach	30" Lifebelt on railings
137	Totland-400m North of Pier	24" Lifebelt on post
138	Colwell Bay-Warden Point	30" Glasdon Lifebelt on post

139	Colwell Bay-End of Chine Road	24" Lifebelt on post
139A	Colwell Bay- right of Chine Road	24" Lifebelt on railings
139B	Colwell Bay- right of Chine Road at demarcation sign	30" Lifebelt on post
141	Brambles Chine-top of slipway	24" Lifebelt
142	Fort Victoria-Victoria Road	30" Lifebelt on post
143	Norton-Sea Wall 200m East of Pier	30" Lifebelt of post
144	Norton-Sea Wall 300m East of Pier	30" Lifebelt on post
145	Norton-Sea Wall o/s Norton Grange	30" Lifebelt & rescue line on post
146	Norton-Sea Wall o/s Norton Grange	30" Lifebelt & rescue line on post
147	Norton-Seal Wall 100m East of Norton Grange	30" Lifebelt & rescue line on post
148	Yarmouth-Swing Bridge	24" Lifebelt on railings
149	Yarmouth-Swing Bridge	24" Lifebelt on railings
150	Yarmouth-Swing Bridge	24" Lifebelt on railings
151	Yarmouth-Common Town End	30" Lifebelt on post
152	Yarmouth-Common Centre	24"Glasdon on post
153	Yarmouth-Common Bouldnor end	30" Lifebelt on post

Appendix 5 – Designated Bathing Waters & Classification

BATHING WATER	2015	2016	2017	2018	2019
Compton - Private	Excellent	Excellent	Excellent	Excellent	Excellent
Totland Bay - Private	Excellent	Excellent	Excellent	Excellent	Excellent
Colwell Bay - IWC	Excellent	Excellent	Excellent	Excellent	Excellent
Gurnard - IWC	Good	Good	Excellent	Excellent	Excellent
Cowes - IWC	Excellent	Excellent	Excellent	Good	Good
Ryde - IWC	Good	Good	Good	Good	Good
Seagrove - IWC	Good	Good	Good	Good	Excellent
St Helens - IWC	Good	Excellent	Excellent	Excellent	Excellent
Bembridge - Private	Sufficient	Sufficient	Good	Excellent	Excellent
Whitecliff Bay - Private	Excellent	Good	Excellent	Excellent	Excellent
Yaverland - IWC	Good	Good	Good	Excellent	Excellent
Sandown - IWC	Good	Good	Excellent	Excellent	Excellent
Shanklin - IWC	Sufficient	Good	Good	Excellent	Excellent
Ventnor- IWC	Excellent	Excellent	Excellent	Excellent	Excellent

Appendix 6 APSE Benchmarking Questions

TOPIC OF QUESTIONS
<u>Public Slipways</u>
How many slipways within your jurisdiction do they manage
Type of slipway (wooden or concrete)
How often they are cleaned
Method of cleaning
Criteria used to determine which ones are cleaned and how often
How often are they risk assessed
<u>Beach Safety</u>
Type of emergency equipment provided
Location of emergency equipment
criteria used to determine the location
How often is the equipment inspected
Do you provide Beach Lifeguards
If yes who provides Lifeguards
If yes how many locations are lifeguards provided at
<u>Beach Awards</u>
Do you have beach awards
If yes to the above, how many and which ones
<u>Bathing Water</u>
How many bathing Water Designations in your area
How do you display the bating water classifications
Do you participate in the Short-Term Pollution warnings
If yes to above how is this advisory notice displayed

Appendix 7 APSE Benchmarking Responses

TOPIC OF QUESTIONS	Bournemouth	Poole	Havant	Brighton	Christchurch	Mid & East Antrim BC	Cornwall	Sefton Metropolitan BC	Fife College	Additional Comments
Public Slipways										
How many slipways within their jurisdiction do they manage	None		None			15	None	None but issue permits for vehicles to access foreshore for launching	Number unknown	These sit with Langstone Harbour Board and Chichester Conservancy
Type of slipway (wooden or concrete)	N/A		N/A			Concrete	N/A	N/A	Aware of 1 wooden and 1 concrete	
How often they are cleaned	N/A		N/A			Varies but approx. every 2 months	N/A	N/A	Never - tidal	
Method of cleaning	N/A		N/A			Chlorus and Power wash	N/A	N/A	N/A	
Criteria used to determine which ones are cleaned and how often	N/A		N/A			Monitored weekly, amount growth and slippery conditions scheduled events main factors	N/A	N/A	N/A	
How often are they risk assessed	N/A		N/A			Weekly	N/A	N/A	N/A	
Beach Safety										
Type of emergency equipment provided	Life rings, throw lines Defibrillator		Orange Buoys			Lifebelts	Life rings, throw lines and emergency telephones	Lifebelts	Lifebelts	
Location of emergency equipment	Each bathing water beach as well other busy sites		Equally spaced along seafront			Entrance to beaches and depending on length of beach every 200m	Coastal locations boating ponds and nature reserves	Along promenades	Walkways and beach	
criteria used to determine the location	Legally compliant, such as the Piers, popularity of area, RNLI stats, risk and emergency procedure review, needs assessment.		RNLI Risk assessment			Usage, hazards determined by inspections/risk assessments	Due to becoming a unitary authority a lot of equipment has been inherited, currently risk assessing and removing or offloading where not necessary or private	Water depth at high tide adj to prom or seawall	Designated beaches and popular recreational areas	

How often is the equipment inspected	Daily		Daily			Minimum weekly some sites daily	Monthly checked	Periodically no schedule	Weekly during April to August	
Do they provide Beach Lifeguards	Yes		No			No	Yes	Yes	Yes	
If yes who provides Lifeguards	RNLI		N/A			N/A	RNLI	RNLI	RNLI	
If yes how many locations are lifeguards provided at	15		N/A			N/A	26	3	6	
Beach Awards										
Do they have beach awards	23		Yes			Yes	Yes	No	Yes	
If yes to the above, how many and which ones	9 Blue Flags 14 Seaside Awards		1 Blue Flag Hayling Island			3 Seaside Awards	7 Blue Flags 13 Seaside Awards	N/A	14 Seaside Award	
Bathing Water										
How many bathing Water Designations in their area	14		3			3	100 the majority are privately owned	3	14	
How do they display their classifications	Beach Signage		Signage at sampling point locations			Displayed on information signs at the beaches and flags are erected annually	A3 Poster boards on site	On Notice boards adj to beach entrances	4 predictive signage and the rest are standard signage	
Have they opted for the Short-Term Pollution warnings	No		No			Yes	Yes	Yes	Yes	Does not fulfil the criteria Pollution area is not predictable
If yes to above how is this advisory notice displayed	N/A		N/A			Signage where the results are normally displayed	Warning notices displayed on the poster boards	Warnings on the notice boards as well as the Lifeguard units	Mobile Notices	

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**Isle of Wight
Council**

Purpose: For Information

Agenda Item Introduction

ISLE OF WIGHT COUNCIL

Committee	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Topic	LGA PEER REVIEW ACTION PLAN

Background

1. The Council's Corporate Plan 2021-25 committed to holding a review of Planning Services. This was independently undertaken by the Local Government Association (LGA) in May 2022.
2. The Peer Review report made six recommendations and identified a wide range of actions and outcomes linked to those recommendations, totalling 57 individual interventions.
3. The committee wish to review the progress that took place in 2023-24 on the peer review action plan and to be informed of the priorities for 2024-25.

Focus for Scrutiny

- What activities on the action plan were completed in 2023-24?
- What were the issues and challenges, were any activities not completed?
- What are the priorities for 2024-25 and beyond?
- Are these activities on track or are there any foreseen issues that need to be mitigated?
- Is there anything the committee can support with moving forward?

Document(s) Attached

4. Appendix 1 - Action Tracker

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Scrutiny Report

ISLE OF WIGHT COUNCIL

Meeting	POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION
Date	2 MAY 2024
Title	PLANNING LGA PEER REVIEW REPORT AND PROGRESS UPDATE
Report of	CABINET MEMBER FOR PLANNING, COASTAL PROTECTION AND FLOODING

Executive Summary

1. The LGA Peer review was undertaken in May 2022, and the subsequent report contained a number of recommendations to support the improvement of the council's Planning Service. A Steering Group was established with representation from an Officer, Councillors and external bodies.
2. The LGA Peer review report identified a total of 56 recommendations, actions and outcomes. An action tracker (see appendix 1) expanded the original outcomes of the LGA Peer Review report and currently lists 76 actions. To date 39 per cent of the 76 actions in the tracker have been completed and 53 per cent are in progress. Other project management documents such as a RAID (risks, assumptions, issues, decisions) log and a Benefits Realisation Plan are also being put in place.
3. The delivery of these actions has been progressed by Planning Services, whilst also delivering business as usual. It has been recognised that in order to deliver the desired outcomes further support and improved governance arrangements are required. It has been agreed with the Service Director and Strategic Director that stronger project governance will be wrapped around the delivery of the peer review outcomes to drive actions forward.
4. To support the delivery and completion of the Peer Review actions, budget within the service area has been identified to fund a 1-year, fixed term Project Delivery Officer post. It is intended to advertise for this post and recruit by the summer of 2024. This has been agreed by the Service Director and Strategic Director.

Recommendation

- | |
|--|
| 5. To receive the report and consider the progress update. |
|--|

Background

6. The Corporate Plan 2021 – 2025, under aspiration 29, committed to ‘complete a peer review of the service by April 2022 identifying areas of best practice and for improvement against comparator authorities. Implement an action plan in response to the recommendations of any review’.
7. The LGA Peer review was undertaken in May 2022, with a report being received by the Council on 21 June 2022. It contained a number of recommendations to support the improvement of the council’s Planning Service. A Steering Group was established with representation from an Officer, Councillors and external bodies, which has been meeting regularly since October 2022.
8. The Steering Group took the Peer Review report and grouped the recommendations, actions and outcomes within it into four key workstream areas. These are:
 - Progress the local plan (Island Planning Strategy)
 - Improve our enforcement function
 - Improve our planning application advice offer
 - Improve our development management function (how we determine planning applications).
9. There is also an overarching core principle of Improving Trust, Learning and Customer Service. The workstreams are interlinked, however, they are packaged into distinct workstreams and the work program set by the Steering Group reflects this.
10. As agreed by the Steering Group, the improving enforcement workstream has been prioritised and now the focus is on the pre-application advice workstream, which needs to be substantively completed before the improving the DM function workstream is tackled.
11. The delivery of these actions has been progressed by Planning Services, whilst also delivering business as usual. With all the pressures that delivering business as usual entails, it has meant that progress on the delivery of the Peer Review changes has been challenging. Delivery of the change programme has been impacted by unplanned absences of critical members of staff within Planning Services.
12. To date Planning Services have had some additional support from Organisational Intelligence to assist in progressing these recommendations, although this support has been reduced since Easter 2024.
13. Work is being undertaken to launch a simple, user-friendly customer (applicant) experience survey, to be issued alongside planning application decision notices. It is intended that this model will also be rolled in relation to pre-application advice. The responses will give us measurable and “live” information regarding customer experience of our service on an ongoing basis.
14. It has been recognised that in order to deliver the desired outcomes further support and improved governance arrangements are required. It has been agreed with the

Service Director and Strategic Director that stronger project governance will be wrapped around the delivery of the peer review outcomes to drive actions forward.

15. Organisational Intelligence has created an action tracker (see appendix 1), which is a live document, to record progress on the recommendations that have arisen from the peer review, which will also highlight resource requirements. This will inform and support the regular reporting of progress to both CMT and this committee. The action tracker expanded the original outcomes of the LGA Peer Review report and currently lists 76 actions. Other project management documents such as a RAID (risks, assumptions, issues, decisions) log and a Benefits Realisation Plan are also being put in place.
16. It is also to be noted that whilst the majority of actions sit within Planning Service, there are some actions that are attributed to Council colleagues outside of Planning Services. To move forward the activities required to deliver the specific, the future project structure will include a monthly working group of action owners to check progress and needs.
17. Teams has been utilised by the project team to collate evidence and track progress. This has also enabled actions to be progressed collaboratively with internal teams. Completed activities are now recorded with the caveat that evidence has not been fully collated to support the numbers above.
18. To support the delivery and completion of the Peer Review actions, budget within the service area has been identified to fund a 1-year, fixed term Project Delivery Officer post. It is intended to advertise for this post and recruit by the summer of 2024. This has been agreed by the Service Director and Strategic Director.
19. It is also proposed that moving forward the Steering Group be supported by this new post with progress also being reported through the Climate & Environment Officers & Members Board and a delivery group being established.
20. 39 per cent of the 76 actions in the tracker have been completed and 53 per cent are in progress. The status of the actions by workstreams are set out in the following table.

	Completed	In-progress*	Not started
Core Principle	14	19	3
Local Plan	2	4	0
Pre-app Offer	5	6	1
DM Function	1	9	2
Enforcement function	8	2	0
	30	40	6

21. A number of headline actions have been undertaken in 23/24 Q4 including:

- Agent's pre-app round table meeting (action tracker reference 3.05)

A meeting was held on 29/01/24 to provide agents and architects with an opportunity to provide feedback on their experiences of the pre-application service.

- Duty Officer service or 'walk-in Wednesdays' (3.02)

This service, which started on 31/01/24 allows members of the public to come in to have informal discussions with a planning service officer one afternoon a week at Seaclose. Over seven sessions since its introduction 38 people have attended (33 members of the public and 5 planning professionals).

- Planning Agents and Architects Forum (PAAF) (1.29)

The inaugural meeting of the PAAF was held on 09/02/24, with highlights from the meeting, along with ToRs and future meeting dates (every quarter).

- Implementing Power BI for internal and external reporting of performance (3.08)
A workshop was held on 26/02/24 with senior members of the planning team and Org Intel to progress this. Data has been extracted from Planning Services systems and Power BI connected to the data. Draft outputs have been shared and data checked.

22. As well as these, other changes include:

- Regular 'Wednesday Workshops' have been introduced for senior planning staff and planning committee members, which has helped to improve understanding of issues and improve relationships (action tracker reference 1.09).
- Re-introduce the annual site visit tour (known as the Good, the Bad and the Ugly tour) to reflect on decisions and what went well and not so well, so Officers and Councillors on the Planning Committee can all take learning outcomes (1.12).
- Changed the way the weekly list of planning applications is structured to make it easier for parish councils (1.18).
- Delegated authority has been extended so Principal Officers can sign off certain types of applications, which reduces bottlenecks and frees up capacity for the Managers to undertake other tasks (3.01 & 3.03).
- Published a refreshed Statement of Community Involvement, which was consulted upon even though there wasn't a statutory requirement to do so, because of the message it would send (1.26).
- Officers joined a number of Planning Advisory Service instigated peer support networks and being part of the officer group involved in helping PAS update their pre-app guidance (3.04, 3.06, 3.07).
- Consulted on and published a new Enforcement Strategy, which helped to manage reset expectations and be clear about when we will take action and how. It also introduced the approach of parish council funded capacity in enforcement, and there are now have three local councils signed up and funding additional officer posts/capacity (5.03, 5.04, 5.07, 5.09, 5.10).
- Introduced a Duty Officer on Wednesday afternoons in January this year. These 'Wednesday Walk-in sessions' provide direct access to a planning officer to the public, to help with any enquiries. This is to help reduce the number of incoming

calls/emails (to enable officers to determine applications) and to be more accessible to the public.

- Re-introduced the Planning Agents & Architects Forum, as a knowledge share with practitioners on the Island. Again, this is to help reduce the number of incoming calls/emails and to be more accessible. The meetings are quarterly, with the next one to be held on Friday 3 May (1.29).

23. Further work is also in the pipeline, including;

- Making enforcement information online and publicly accessible (this is dependent on the 3rd party software provider building the changes in to the next planned upgrade this spring).
- A customer charter.
- An accredited agent scheme.

24. The service bid for and secured an additional £100k of Government funding, which has funded a fixed term part-time Senior Planning Officer post and a Senior Lawyer (fixed term, full-time) to help clear the backlog of planning applications (see action 1.36 of the Action Tracker, Appendix 1). The planning post has been filled since February 2024 and the legal post is due to be filled from early June.

25. A key action was to reduce the 'backlog' of planning applications with the local planning authority. Following the introduction of a programme of review and action, as of Monday 22 April, the number of undetermined planning applications with the local planning authority stood at 405, which is the lowest figure since recording started (October 2021) and is down 32 per cent from the highest recorded figure of 596.

26. Officers have also worked to give greater visibility of work undertaken and progress made, with improvements to the information available online and taking opportunities to promote new and improved services with positive good news stories in the form of press releases.

Appendices Attached

27. Appendix 1: Action Tracker

Background Papers

28. [LGA peer review report](#)

Policy and Scrutiny Committee for Neighbourhoods and Regeneration agenda and minutes 5 May 2022

Policy and Scrutiny Committee for Neighbourhoods and Regeneration agenda and minutes 7 July 2022

Policy and Scrutiny Committee for Neighbourhoods and Regeneration agenda and minutes 5 January 2023

Policy and Scrutiny Committee for Neighbourhoods and Regeneration agenda and minutes 6 July 2024

[Decision review and monitoring and Appeals Performance Report](#) to Planning Committee 16 April 2024

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COLIN ROWLAND
*Strategic Director for Community
Services*

COUNCILLOR PAUL FULLER
*Cabinet Member for Planning, Coastal
Protection and Flooding*

Planning Peer Review Action tracker		Master Schedule				Appendix 1		
		Start Date	End Date	Status	Project or Action Lead			
Main Tasks with individual actions		01/06/22	31/12/22	On Target		Progress	Evidence Provided and Expected	Comments
1	Core Principle: Improving Trust, Learning & Customer Service:	01/06/2022	31/12/2022	*	*			
1.01	Establish governance of action plan and reporting requirements	May/Jun 22 Check	May Check I drive	Complete	Ollie Boulter		See CMT reports Evidence Provided: Cllr - Staff-Other Feedback on PR actions list Peer review outcomes and action Excel Planning Peer Review report actions Aug 22 Planning Peer Review report objectives and V2 Evidence Expected:	Roadmap document, report to scrutiny and minutes of Steering Group itself. *new* Quarterly report on progress to CMT commencing 16 April 2024 CMT reports in preparation can be found within the Teams folder
1.02	Review of the Constitution is urgently required	01/06/22	30/04/24	In Progress	Chris Potter	Chris Potter will be part of the Planning Services Working Group. This will link in with future governance- potential committee structure to be discussed 1 May by Full Council. 27/03/24	Evidence Provided: Evidence Expected: Changes to Code of Practice, which is incorporated into the Constitution. These changes will be incorporated into planning training for new committee members. 27/03/24	The Peer Review Report stated: The existing constitution is comprehensive in its scope but requires a refresh, in particular a review of the code of practice for councillors and officers should be undertaken as a matter of urgency. A review of protocols would benefit from a joint input from both councillors and officers. This recommendation is considered to primarily relate to councillor attendance on site visits and the subsequent ability to vote on planning
1.03	Ensure Councillors declare all conflicts of interest fully and consistently	01/05/21	01/05/25	In Progress	Chris Potter		See evidence folder 1.03 Evidence Provided: Councillors training programmes Email Planning Committee - Declarations of Interest Email Evidence Expected:	Down to each individual member to satisfy themselves whether they have a conflict and whether it is declared. Planning workshops every six weeks. Not mandatory. Who will lead on this activity? When could it start and how long will it take?
1.04	Planning Committee decisions made objectively and professionally	01/05/21	01/05/25	On Target	Ollie Boulter		See evidence folder 1.04 Evidence Provided: 2021 - 2022 Appeals Performance Report PDF 202223 Decision review monitoring and Appeals Performance report PDF 2776-IWC-Monitoring-Report-202021-FINAL PDF IWC Annual Monitoring Report 2021.22 FINAL PDF Evidence Expected:	Evidence to include Wednesday workshops which include programme reviews of appeal decisions, committee reports. Annual paper to planning committee dealing with performance on appeals. (April/May). Number of appeals lost when committee goes against officer recommendation.
1.05	Provide greater clarity on the different roles that Councillors play on the Planning Committee	01/06/22	01/05/25	In Progress	Ollie Boulter		See evidence folder 1.05 Evidence Provided: Attendance on external training or conferences Excel Email Councillors training programmes Course_Attendance_councillors Excel Course_complete_councillors Excel Evidence Expected:	Linked to new member training. All Councillors receive general introductory training as ward members, which includes planning. Subsequent further training for those who sit on planning committee or are designated substitutes. Emphasises the difference between role of planning committee and that of ward member. Link TRAINING Module. OB, RC, JB, SW take lead whenever there is a new ward member elected onto the committee. Planning Committee members (and deputies) cannot sit on the planning
1.06	All Councillors need to adhere to the stringent processes and procedural rules	TBC	01/05/24	On Target	Chris Potter		See evidence folder 1.05 Evidence Provided: Attendance on external training or conferences Excel Email Councillors training programmes Course_Attendance_councillors Excel Course_complete_councillors Excel Evidence Expected:	Training provided to all members, constitution, code of practice for members and officers dealing with planning matters. Advice readily available. Should members not adhere to process or procedural rules, any alleged breach would need to be investigated. Training ongoing with new members on the committee.
1.07	Councillors need to think strategically when it comes to planning matters and not purely focus on local ward issues	TBC	01/05/25	In Progress	Ollie Boulter		See evidence folder 1.07 Evidence Provided: Agenda for next Planning training workshop Email Planning Committee Workshop Agenda for next Wednesday 14:00 - 16:00 Committee Room 4 Email Wednesday workshop#6 Slide deck Email Wednesday workshop 050723 Email Wednesday Workshop 081123 slides Email Wednesday workshops 081123 Email Evidence Expected:	Evidence- Training provided, Wednesday workshops, Committee reports
1.08	All Councillors should be well trained in the complexities of the planning system	01/05/21	01/05/25	On Target	Ollie Boulter		See evidence folder 1.05 Evidence Provided: Attendance on external training or conferences Excel Email Councillors training programmes Course_Attendance_councillors Excel Course_complete_councillors Excel Evidence Expected:	Evidence- Democratic Services can provide registers/info on member attendance. Ongoing learning through Wednesday workshops. Overlap with 1.09
1.09	Need for regular joint training, briefing and learning to ensure sound decision making	05/01/21	TBC	Complete	Ollie Boulter		See evidence folder 1.07 Evidence Provided: Agenda for next Planning training workshop Email Planning Committee Workshop Agenda for next Wednesday 14:00 - 16:00 Committee Room 4 Email Wednesday workshop#6 Slide deck Email Wednesday workshop 050723 Email Wednesday Workshop 081123 slides Email Wednesday workshops 081123 Email Evidence Expected:	Evidence- focus on Wednesday workshops. Overlap with 1.08
1.10	Introduce monthly planning committee & senior planning staff workshops	25/05/22	25/05/2022	Complete	Ollie Boulter		See evidence folder 1.07 Evidence Provided: Agenda for next Planning training workshop Email Planning Committee Workshop Agenda for next Wednesday 14:00 - 16:00 Committee Room 4 Email Wednesday workshop#6 Slide deck Email Wednesday workshop 050723 Email Wednesday Workshop 081123 slides Email Wednesday workshops 081123 Email Evidence Expected:	Evidence- Wednesday workshops have been introduced on a 6 weekly basis, half way between planning committee cycle. Agendas for Wednesday workshops are discussed and agreed between the Strategic Manager for Planning and the Chair of the Planning Committee.
1.11	Develop regular scheduled learning for Councillors and officers to review cases policies and outcomes (reflective practice - possibly action learning sets?)	25/05/22	25/05/2022	Complete	Ollie Boulter		See IWC monitoring reports Evidence Provided: IWC Annual Monitoring Report 2021.22 FINAL PDF Report of the Strategic Manager for Planning and Infrastructure	Evidence- Built into Wednesday workshop, appeal reviews, policy approaches, annual report to planning committee on planning performance.
1.12	Reintroduce programme of site visits - the good, the bad and the ugly	10/08/22	10/08/22	Complete	Ollie Boulter		See evidence folder 1.12 Evidence Provided: Members tour 2019 slides Members Tour 2022 full slide deck PDF Tour 2023 slides Evidence Expected:	Evidence- The Good the Bad and the Ugly are site visits where officers have the opportunity for combined learning, including crib sheet per location, and officers and members will have the chance to discuss and see things which worked and also where they did not necessarily work. 3-4 sites per trip. Site visits will take place on an annual basis.
1.13	Undertake behaviour awareness training for planning committee members	N/A	N/A	Not Applicable	Ollie Boulter		Evidence Expected:	Decision taken by Cllrs not to undertake the suggested type of training. Since then issues and tensions have been alleviated and behaviours have improved. No formal start made on the recommendation for
1.14	Raise the awareness for Councillors of the risk to legal challenge and costs of unguarded comments made in committee	01/05/22	01/06/22	Complete	Ollie Boulter		See evidence folder 1.14 Evidence Provided: Planning Service Peer Review activity Legal Email Evidence Expected:	Members made aware through initial training and ongoing Wednesday workshops. A representative from Legal Services attends all planning committee meetings. Councillors may wish to reflect on advice provided by officers.
1.15	Investigate the PAS Leadership Essentials (for councillors) courses that deal with current topics in planning such as the Governments new changes to the planning system, the political role in leading the planning services, and developer engagement and development viability	01/05/22	31/05/22	Complete	Ollie Boulter	PAS Leadership courses are essential courses, but staff have not attended any of these. The task was to investigate these courses. All Staff are encouraged to undertake training and professional	Evidence Provided: regularly monitor PAS and other provider courses and will sign up for them when appropriate. No evidence to support this. Some courses are online and some are residential.	Evidence- Initial investigations undertaken, it should sit with L&D and training offer. L&D asked to further explore.
1.16	All councillors have a role in explaining the positive impacts of sustainable development and inward investment to their residents and the electorate at large	01/06/22	01/05/25	On Target	Ollie Boulter		See evidence folder 1.16 Evidence Provided: Attendance on external training or conferences Excel course_attendance_councillors Excel courses_complete_councillors Excel Re Councillors training programme Email Evidence Expected:	Evidence- part of initial training. Records available from Democratic services. Elected member training is not mandatory since Elected Members are not employees of Isle of Wight Council. DS keep a record of induction sessions and attendance.
1.17	Actively seek customer feedback to baseline any improvements upon facts .To enable a plan to be drawn up and actions prioritised for improvement.	18/07/23	20/10/23	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Evidence- Launch event, PTCC events, applicants within 1-2years were written to, and questionnaire appeared within officers' email footer.
1.18	Improve the notification process to Councillors and Town and Parish Councils of new planning applications. This could be done by ward making it easier to follow		30/06/22	Complete	Ollie Boulter		See evidence folder 1.18 Evidence Provided: Press List 12.1.24 PDF Press List 16224 Email Press List 2.2.24 PDF Press List 9224 Email Re Notifications process to Town and Parish councils Email Evidence Expected:	Evidence- Notification process was improved by ordering applications by Ward, making it easier to follow. (First Action Complete) Weekly planning application lists are sent to T&PCC on a Monday and published on a Friday.
1.19	Incorporate early and ongoing informal dialogue into typical working activity to improve understanding and working relationships	13/07/2022	13/03/24	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Informal dialogue is now embedded into work across Planning Services. Both internally and externally. Externally: Wednesday workshops Internally: Wednesday Walk-in service Comms for Pre-app Launch of Planning Agents and Architects Further opportunities through improving Pre-app and DM workstreams.
1.20	Initiate a systemic review of the planning processes from start to finish to understand what is efficient and effective in the service and where it can improve. (PAS Development Management toolkit?)	01/01/25	31/01/25	Not Started	Ollie Boulter		Evidence Provided: Evidence Expected:	Part of the work programme for 2024-25. Strategic Manager to lead. Forms part of the Improving DM workstream which is due to commence once Pre-app workstream is complete.
1.21	Develop training, mentoring and coaching and other continuing professional development opportunities for officers so that a greater number of people can be delegated to make decisions	01/04/23	30/10/23	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Evidence- Subsequent to Peer Review recruitment of an additional Principal Planning Officer and both are now making delegated decisions.
1.22	Review the use of IT to support the processes (e.g. notification of receipt of applications and correspondence)	01/06/23	31/12/24	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Software Development have already made changes to the way pre-app can be paid for. This action is part of overarching workstreams, which are programmed for 2024. Planning working in collaboration with ICT.
1.23	Work out the implications of the skill set and resources within the service of relationship building and demand management	CHECK Enforcement Start date	31/03/25	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Falls as part of wider review of Development management. Lead Strategic Manager, supported by Planning Development Managers. Substantive work will commence once a full review of both the Pre-app and DM workstreams has been completed. However, Planning Services have already engaged with T&PCC, through IWALC, and have been open about what can be achieved with current level of resourcing. Planning Services are now able to offer an opt-in paid for enforcement function. Three Town and Parish Community Councils have committed to funding enforcement resource. Establishment of the PAAF also facilitates relationship building as should ease pressure on limited resources to engage with A+As.

1.24	Review the long term resource requirements of the planning service and staffing to ensure that there is clarity of role throughout so that the service use the right people, right skills to do the right work	01/08/22	31/08/22	Complete	Ollie Boulter		See evidence folder 1.24 Evidence Provided: Planning employee numbers overview WORD Evidence Expected:	Workforce Planning Session review undertaken in Aug 2022, re right people right skills. Demonstrated service is doing well to mitigate against loss of knowledge/retirements etc and no change to level of service. Now BAU-checked annually.
1.25	Re-introduce the 'grow your own' approach to recruitment	01/08/22	31/08/22	Complete	Ollie Boulter		See evidence folder 1.25 Evidence Provided: Planning employee numbers overview WORD Evidence Expected:	Evidence- Career development pathway in place- Ongoing commitment to growing your own and developing staff internally. Awaiting updates on external appointments
1.26	Publish a Statement of Community Involvement (SCI)	01/04/23	28/02/24	Complete	James Brewer		See evidence folder 1.16 Evidence Provided: 5213RGN Statement of Community Involvement PDF SCI 12 02 24 Email Evidence Expected:	Formal document. Been through consultation. https://www.sharepoint.com/:b:/s/PlanningServices-PeerReview/EQymZMDYtEhO12DXTyKfgvCtdsWTSbn-K24mze2uOQ7e=1YPPUo Press release to be written to go alongside the SCI and have now received confirmation that the SCI has been published.
1.27	Establish and publish a Customer Charter for the service	01/04/23	30/09/24	In Progress	Ollie Boulter		See evidence folder 1.27 Evidence Provided: Evidence Expected:	Research on existing and alternative LA charters taken place. Linked to workstreams of 2024, pre-app offer and development management. This workstream is awaiting the completion and publication of the new Corporate Customer Charter to act as a trigger and guide.
1.28	Re-introduce the regular cluster meetings for the Parish, Town and Community Councils	13/03/24	31/04/25	On Target	Ollie Boulter		Evidence Provided: Evidence Expected:	Format currently under consideration. New format of PAAF works and has increased engagement. Therefore given pressure on resources, a similar format will be trialled for Town Parish and Community Councils to attend. This will then be supplemented by access to the T&PCC online learning hub.
1.29	Officers to re-engage with the Agents and Architects forum	23/10/23		In Progress	Ollie Boulter		See evidence folder 1.29 Evidence Provided: Evidence Expected:	Email drafted (5/12/23) to be sent to Agents and Architects re: feedback session on pre-app service planned for 29 January 2024. Need to follow up on more routine matters for the forum and how IWC Planning Service can be more involved. A agents and Architects forum met 09/02/2024
1.30	Create an online learning resource hub for Councillors and Parish, Town and Community Councils	23/10/23	29/03/24	On Target	Ollie Boulter		See Isle of Wight Council: Planning Information hub - home (learningpool.com) Evidence Provided: Evidence Expected:	Initial meeting with ST and KA (07/11/23). It was agreed that the Learning Hub could be used as a platform to provide PT&C councillors one location for planning related resource and training. OB to send KA initial thoughts. Spring '24 proposed as deadline. 22/11/23- outline to KA for a demo to be shown to PSISG. Learning Hub Demo presented at PSISG 04/12/23. Steering Group agreed it should be developed in hand with J2J training/info sessions for PT&Cs. MN spoke to KA 17 01 2024. MN to discuss with OB needs for each tile and KA can develop from there. LINK TO EVIDENCE IS CURRENTLY A WORK IN PROGRESS
1.31	Councillors and staff need to collaborate to understand planning policy and the resultant rules and regulations and what they mean for those involved in planning and the benefits to an agreed Island Plan	01/06/22	20/03/24	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Links back to wider training. This is being achieved through all councilor briefings, group leader briefing, cabinet briefings, Regent and Neighbourhoods Policy and Scrutiny, Corporate Scrutiny, Cabinet and Full Council. Recent examples: Strategic Manager and Policy manager recently gave a Group Leader (12/03/24) briefing, draft IPS on Corporate Scrutiny (12/03/24). Also discussed and debated the Regent and Neighbourhoods Policy and Scrutiny Committee (with support from planning officers). IPS due to be debated 30/03/24 which will therefore indicate whether councillors have a good understanding of planning policy, rules and implications.
1.32	The website needs to improve to allow self service and help manage demand	23/10/23	31/12/25	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Initial meeting with Helen Davis (27/11/2023) to discuss planning peer review and potential improvements. Website team have since been involved and changes already made to the website to make it more accessible and user friendly. Examples of self service include changes made to online pre-app payment options December 2023. 100% of payments have been made online since January 2024. Further changes are anticipated once Pre-app and DM offer are improved.
1.33	The planning service should work collaboratively with partners to seek better outcomes	N/A	N/A	Not Applicable	Dawn Lang		See evidence folder 1.33 Evidence Provided: Evidence Expected:	Links to development sector partners and strategic housing partnership. Dawn Lang should lead on this. DL noted there are no plans to reestablish the SHP (12/01/2024)
1.34	Consider introducing the Portfolio holder into the Developer Forum to allow democratic oversight	23/01/24	31/05/25	In Progress	Ollie Boulter		See evidence folder 1.34 Evidence Provided: Evidence Expected:	Portfolio holder will be introduced to the SHLAA Panel when it meets in the future. There is no set date for this meeting. Zara McKie will invite Portfolio holder when the next meeting is decided.
1.35	Publish notes of the Developer Forum meeting (Recognising there will be commercially sensitive discussions that will be confidential)	23/01/24		In Progress	James Brewer		See evidence folder 1.35 Evidence Provided: Evidence Expected:	Developer forum notes to be published following the next meeting - James Brewer contacted 23/01/2024 - meetings are only held when they are needed to be held so there is no set date for this meeting
1.36	Introduce a new S106 tracking system, complimentary public facing information and mechanism for Parish, Town and Communities Councils to identify projects that S106 monies could go towards. Link to recent Audit recommendations.	01/04/23	No planned end date	In Progress	Sarah Wilkinson		See IWC Planning Obligations Evidence Provided: Evidence Expected:	This is a work in progress and links to the infrastructure funding statement that is published every year. https://www.iow.gov.uk/environment-and-planning/planning/infrastructure-funding-statement/planning-obligations/ this links into the public facing information and work is being done to update historic work in the data base. Discussing with finance the use of bank staff to update the database, which will lead to the development of accessible public facing information. Follow up
1.37	Revamp the new Councillor and committee members training material	01/05/24	30/05/25	Not Started	Russell Chick		Evidence Provided: Evidence Expected:	This activity has not started yet, there are two streams of training, for new members and then more detailed training for members of the planning committee. Triggers for this are after the annual meeting and after the Council's election
1.38	Investigate whether a structured and regular programme of learning for Councillors could be mandatory	14/12/23	31/05/24	Not Started	Chris Potter	Chris Potter will be part of the Planning Services Working Group. 27/03/24	See evidence folder 1.38 Evidence Provided: Evidence Expected:	Will need to check with Democratic Services/Monitoring Officer, to ascertain if this is feasible. New member training is not given as a matter of course, but is if asked for. Response from ST 04/01/2024, follow up
2 Progressing the Local Plan				*				
2.01	Strong corporate, political and managerial leadership is required to deliver a local plan	21/09/23	No planned end date	In Progress	Natasha Dix		Evidence Provided: Evidence Expected:	Natasha Dix to lead on this via Project Board, CX is on the Island Plan Project Board. This is a well established project board to steer progress of the new local plan. However this board is more informal than previously thought with no formal agenda.
2.02	Councillors and officers need to work together collaboratively to take ownership of the local plan as a delivery vehicle for wider council ambitions	01/05/22	No planned end date	In Progress	James Brewer	Officers have provided briefings to councillors in advance of their scrutiny, cabinet, and full council meetings. These included group leader and an all member drop-in session. Two councillors took up	Evidence Provided: Evidence Expected:	Regular briefings are held with councillors, with the project board, and in part the Wednesday workshops Note consider BAU on picklist
2.03	Urgently adopt and finalise the Island Plan	01/05/22	No planned end date	Significant Delay	Ollie Boulter	Paper and recommendation to proceed with the DIPS considered by Full Council 20/03/24.	Evidence Provided: IWC Forward Plans Evidence Expected: Decision, minutes of Full Council and Cabinet	Full council 20/03/24 received a paper and recommendation to proceed with the DIPS. However, it was agreed to return the DIPS to cabinet with a Regular briefings are held with councillors including the Wednesday workshops and also through reports to planning committee.
2.04	Recognise the presumption in favour of sustainable development and the threat of government intervention if the local plan is not adopted	01/05/22	No planned end date	In Progress	James Brewer		See Committee details - Planning Committee - Isle of Wight Council Evidence Provided: Evidence Expected:	
2.05	Consideration should be given to the establishment of a Local Plan Panel/Committee, which will increase transparency and engagement in the process	01/05/22	30/08/23	Complete	James Brewer		See evidence folder 2.05 Evidence Provided: Evidence Expected:	this activity is complete, the action has been considered and the view is that for future plans a local plan panel or committee will be introduced, given the work to date on the IPS, the council's scrutiny process facilitates increased transparency and engagement. e.g 12 December 2023 when a special meeting of the Council Scrutiny Neighbourhoods and Regeneration committee was convened to consider draft IPS
2.06	Re-establish the strategic housing partnership to discuss potential developments that are in the 'pipeline' and how these can be differently prioritised	N/A	N/A	Not Applicable	Dawn Lang		See evidence folder 1.33 Evidence Provided: Evidence Expected:	Links back to earlier action 1.33 and Dawn Lang to consider. DL has noted that there are no plans to re-establish the Strategic Housing Partnership
2.07	Update the Local Development Scheme (LDS) - The document that sets the timetable for the production of new or revised development plan documents	TBC	TBC	Complete	James Brewer	The LDS was updated in February 2024 following the ministerial	See Local Development Scheme Evidence Provided: Evidence Expected:	Date tbc and dependent on political dialogue and activity
3 Improving our Pre-application advice offer				*				
3.01	Review the process of making decisions on pre-application advice to understand bottlenecks and implement improvements	TBC	31/12/24	In Progress	Ollie Boulter		See evidence folder 3.01 Evidence Provided: Evidence Expected:	Invitation to round table discussion for contributions in respect of system use, to understand what improvements can be made to the process. Meeting to be held 29th January (3hrs) Links to the customer survey summer 2023 and expect to complete by year end 2024
3.02	Review other LA good practice examples on pre-application advice	01/05/22	31/12/24	In Progress	Ollie Boulter		Officer of the Day' Walk-in service launched 31/01/2024 Evidence provided: Evidence Expected	Examples of best practice held by OB and PAS have also published new guidance on Pre-Apps, which includes best practice and by completing 3.06 and 3.07 have built up good knowledge of those examples. Duty Officer of the day re-introduced 31/01/2024.
3.03	Introduce a structured hierarchy, so that direct line management is shared between more people and the use of short and quick 'in principle' responses to pre-applications	31/08/23	31/12/24	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Line management responsibilities are under review with staff being prepared and trained to take on appropriate level of responsibility and management. Eg. participation on the council's leadership development programme. This links to bottlenecks in processes at the Planning team leader level. Since Oct 2024 Householder applications have been signed-off at the Principal Planning Officer level rather than Planning Team Leader level. This has generated tangible capacity at the Team leader level enabling them to undertake other work. This could be extended to minor applications being signed off by Principals. Pre-app system is currently being reviewed as part of the Pre-app workstream. Wednesday walk-ins aka Duty officer service which enables quick 'in principle' responses.
3.04	Make use of PAS: Pre-application advice and Planning Performance Agreements (PPAs)	05/05/22	31/12/24	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	This will be one of the outcomes of the wider pre-app review. New PAS guidance has been received from 05/05/2022
3.05	Establish working group of providers and users of the service to understand their requirements and expectations	19/10/23	31/12/24	On Target	Ollie Boulter		See evidence folder 3.01 Evidence Provided: Evidence Expected:	Invitation to round table discussion for contributions in respect of system use, to understand what improvements can be made to the process. Meeting to be held 29th January (3hrs) Links to the customer survey summer 2023 and expect to complete by year end 2024
3.06	Planning officers to participate in PAS Pre-app and PPA Project group	01/01/23	31/05/23	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Project group set up by PAS to check through the information provided, OB part of the Project Group. Email sent 28/02/2024 to OB
3.07	Buddy up with other LPA's to share experience and learning	01/01/23	01/01/23	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	See 3.06 there is an informal group that meets virtually Officers attended BAU 28/02/2024 See above
3.08	Implement performance indicators to track case backlogs more effectively	01/05/22	31/05/22	Complete	Ollie Boulter		See evidence folder 3.08 Evidence Provided: Evidence Expected	Use of software and spreadsheet tracking of cases and routine review of cases takes place on a Wednesday by OB with follow ups as appropriate. Meeting held with Power BI team 26/02/2024 which illustrates continued
3.09	Reference Pre-app in officer reports	01/05/22	30/09/22	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Pre-app referenced where appropriate to do so and use of standard wording is applied to reports on planning applications Email sent 28/02/2024
3.10	Improve the PPA offer and increase their use	01/01/23	31/12/24	On Target	Ollie Boulter		Evidence Provided: Evidence Expected:	Planning Performance Agreement is part of what the pre-app advice could be and is part of the wider review of the pre app service. Meeting 29 01
3.11	Undertake the PAS DM Challenge Toolkit on pre-applications	31/01/24	29/02/24	Not Started	Ollie Boulter		Evidence Provided: Evidence Expected:	This is an online toolkit, which will be undertaken to inform how the pre-app service is improved
3.12	Urgently address the backlog of outstanding pre-application advice	01/05/22	31/12/24	Complete	Ollie Boulter		Evidence Provided:	Evidence will be spreadsheets that show completed and outstanding

4 Improving our Development Management Function:								
4.01	Formalise the process to deal with the backlog of 200 unresolved cases	01/08/23	30/06/24	In Progress	Ollie Boulter		See evidence folder 4.01 Evidence Provided: Evidence Expected:	Number of unresolved cases is less than 200. Bid submitted for planning skills delivery fund. Funding has been secured (£100k) this funding is divided between planning and legal (75%) has gone to legal to assist with the processing of planning obligations to enable consents to be issued. the process of recruitment using this funding is underway. the remaining funding is being used by planning to fund short term additional capacity and we are hopeful that someone will be in place in next couple of weeks / See above - will have identified any cases that can be FOD
4.02	Urgently address the backlog of outstanding applications and conclude whether they need to be withdrawn or determined	01/08/23	30/06/24	In Progress	Ollie Boulter		See evidence folder 4.01 Evidence Provided:	Justin Thorne to ensure that this funding reduces delay to (S106) agreements and correct monitoring is in place . NB. There is a KPI reported to Corporate Service Board around this (Corporate SB as this is a Legal Services measure rather than specifically a planning one).
4.03	Understand the amount of delay to legal agreements (S106) and implement performance indicators to track	01/08/23	30/06/24	In Progress	Justin Thorne		Evidence Provided: Evidence Expected:	Email to Justin Thorne 25/01/2024. He advised that MOU needs to be completed before 1 year post can be advertised. 20/02/2024 email to OB. OB liaising with Legal currently to reconcile this. 26/02/2024. OB also needs an application tracker to understand what issues there are in the system.
4.04	Consider whether staff in the admin team could allocate applications and other work to free up team leaders	TBC	TBC	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	This was not considered to be an appropriate course of action, whilst recognising thought process and freeing up time for team leaders has been considered differently , including changes to hierarchy within planning services
4.05	Planning service could reach out to partners to increase resources and improve service delivery. There appears to be a number of other partners who are willing to work this way on projects of mutual benefit that are worth exploring	05/01/22	No planned end date	In Progress	Ollie Boulter	HE have provided support on complex applications relating to Heritage assets (Such as the Norris Castle application), which has included providing specialist staff to support planning officers at Planning Committee. Southern Water are funding some new posts that will be within the council and this will free up capacity for	Evidence Provided: Evidence Expected: Richard Peats HE Team Leader - present at the meeting where the decision was made, to provide support to IWC Officers.	HE appeared to be prepared to involved with reference to Norris Castle, Southern Water and specific issues, Planning Services are prepared to exploit opportunities as they arise as well as being open to New Ways of Working
4.06	Make use of the PAS DM Challenge kit: Provides a 'health check' for Planning Authorities and acts as a simple way to develop an action plan for improvements	01/01/25	31/01/25	Not Started	Planning Management Team	Links to 1.20 27/03/24	Evidence Provided: Evidence Expected:	Online application and readily available resource. Potential start date 01/09/2024 https://www.local.gov.uk/pas/welcome-development-management/development-management-challenge-toolkit DM element of the LGA Peer review is currently pushed back, due to staff pressures
4.07	Make use of the new PAS note about handling major applications: Project managing major planning applications	01/01/25	31/01/25	Not Started	Sarah Wilkinson	Links to 1.20 27/03/24	Evidence Provided: Evidence Expected:	Online application and readily available resource. Potential start date 01/09/2024 https://www.local.gov.uk/pas/our-work/pas-archive/project-managing-major-planning-applications DM element of the LGA Peer review is currently pushed back, due to staff
4.08	Establish a working group of providers and users of the service to better understand their requirements and expectations	01/10/23	30/09/24	In Progress	Planning Management Team		Evidence Provided: Evidence Expected:	Development of working group is underway.
4.09	Introduce an accredited agent scheme	01/06/23	31/12/24	On Target	Ollie Boulter		See Accredited Agents Scheme folder Evidence Provided: Evidence Expected:	Letters have been issued to Agents advising of the intention to set up a scheme following LPA best practice. Comms and branding will need to be considered. Evidence is being gathered in the folder.
4.10	Update the local requirements for validating planning applications to reflect IPS requirements (when adopted) and any other relevant changes within the service and community engagement	08/01/24	31/12/2024	In Progress	Russell Chick	Commented on a draft 17/04/2024. Plan is to discuss at the next PAAF 03/05/2024. There will be a consultation process of 6 weeks.	Evidence Provided: Evidence Expected:	validating requirements are in the process of being updated by Russell Chick to mitigate potential future backlogs, by frontloading as much as possible the application process. 17/04/2024
4.11	Introduce a Design Review Panel to improve the design quality of planning applications and new developments	02/01/23	31/12/24	In Progress	Sarah Wilkinson	Details of Southampton DRP are in the evidence folder at this stage	See evidence folder 4.11 Evidence Provided: Evidence Expected:	Initial work has been started to understand what 'good' design looks like. This could be undertaken by James Brewer. Check notes from Southampton Design review meeting (SW attended)
4.12	Update and formalise the 'playbook' which sets out the processes and expectations of staff	01/05/22	TBC	In Progress	Planning Management Team		Evidence Provided: Evidence Expected:	In part this work is underway and staff have IAG on a regular basis. these have been standalone sections. SW/RC have been sending these guidance notes out. Some interaction with the customer charter. Planning Senior Leadership team i/c. Also L&D and PM Framework to consider. DM element of the LGA peer review is currently pushed back due to staff
5 Improving our Enforcement Function:								
5.01	Develop a proactive approach to communications with all stakeholders, which could include discussions with councillors, communities and town and parish councils about what the tools of the service are and the reality of enforcement issues.	01/05/22	30/09/24	In Progress	Ollie Boulter		See Executive Minutes March 2023 Evidence Provided: Evidence Expected:	Work started after the Peer review and will always be in progress. New enforcement strategy published [May 23] have attended a number of IWALC meetings to explain approach and enforcement strategy. Have also discussed with T&PCC's.
5.02	Urgently address the backlog of outstanding enforcement complaints	01/11/22	11/05/23	Complete	Ollie Boulter		Evidence Provided: Evidence Expected:	Planning Complaints that are submitted regarding planning services are now administered via Emily Tapsfield. Planning Enforcement complaints go direct to planning services and are made online. There is a shared generic email address for this, which the team have access to. OB to follow up.
5.03	Urgently review the enforcement strategy to ensure better understanding for stakeholders of the powers available (including more training to manage expectations)	01/11/22	11/05/23	Complete	Ollie Boulter		See Planning Enforcement Strategy Evidence Provided: Evidence Expected:	Implementation of the Planning enforcement strategy published May 23, links into 5.04. Resource prioritisation and tightening of processes applied to Enforcement activities.
5.04	A refreshed enforcement strategy will ensure that these resources are used effectively	01/11/22	11/05/23	Complete	Ollie Boulter		See Planning Enforcement Strategy Evidence Provided: Evidence Expected:	Enforcement strategy published and online - see 5.05
5.05	Review Cornwall County Council's Enforcement Guidance and Policy as an example of best practice	05/01/22	31/05/22	Complete	Sara Thorne		See Planning Enforcement Strategy - CORNWALL Evidence Provided: Evidence Expected:	Enforcement officers reviewed Cornwall's enforcement documents to inform IWC new enforcement strategy. this also resolves 05.03 and 05.04.
5.06	Training in Enforcement would help provide clarity on its limitations and help manage expectations	01/09/22	TBC	In Progress	Ollie Boulter		Evidence Provided: Evidence Expected:	Training including discussions regarding new enforcement strategy with IWALC (for example) this is not a statutory requirement and is not a punitive tool. Other examples include newly elected members, the work that is being done with the online planning information hub for T&PCC councils (check on meeting dates) Trade training in enforcement
5.07	Expectations around effective enforcement need to be carefully managed through a clear strategy and process	01/11/22	11/05/23	Complete	Ollie Boulter		See Planning Enforcement Strategy Evidence Provided: Evidence Expected:	Planning enforcement strategy published May 23. Expectations can be managed through the Planning Enforcement strategy. There can be fixed reporting for enforcement, this will provide a quantitative indication of resolved cases. Check for metrics and discuss with EB/KB-T and OB
5.08	The Council's Internal Auditors to undertake a formal audit of Development Management and Enforcement	01/10/22	11/01/23	Complete	Ollie Boulter		See IWC 22-23 Final Planning and Enforcement Report signed Evidence Provided: Evidence Expected:	Copy of Audit retained in the teams folders.
5.09	Introduce and implement a new Enforcement strategy	01/11/22	11/05/23	Complete	Ollie Boulter		See Planning Enforcement Strategy Evidence Provided: Evidence Expected:	Planning enforcement strategy published May 23
5.1	Present the direction of travel of the new Enforcement strategy and the opportunities for Parish, Town and Community Councils to buy into the service	01/05/22	06/10/23	Complete	Ollie Boulter	Executive Minutes March 2023 (iwalc.org)	See evidence folder 5.1 and Executive Minutes March 2023 Evidence Provided: Evidence Expected:	New Enforcement strategy includes Isle of Wight priorities and local priorities are worked through as set out in the strategy. There is an offer within the strategy to allow for services to enable those who want it, to fund additional capacity to work on the required priorities. Offer has been taken up by a number of T&PCC. Benefits have been clear with Newport

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Policy and Scrutiny Committee for Neighbourhoods & Regeneration - Workplan 2022/25

The committee assists Cabinet in the development and implementation of key plans, policies and activities set out in the Corporate Plan relating to the delivery of relevant services, including:

Waste & Recycling
Highways &
Transportation
Regeneration

Economic Growth
Housing
Local Enterprise Partnership

Countryside & Environment
Planning
Heritage

Date	Agenda Items	Description & Background	Lead Officer/Cabinet Member
2 May 2024	Industries of the Future	To hear from engineering and service industries that already exist on the Island on their approaches, to encourage others to inwardly invest into the island.	Cabinet Member for Economy, Regeneration, Culture and Leisure
	Coastal Path Maintenance & Beach Access	To review the delivery of the agreed budget that relates to coastal path maintenance and beach access as per the scoping document approved by the committee in October 2023	Cabinet Member for Planning, Coastal Protection and Flooding Leader (with responsibility for Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)
	Retaining the A3055	To review relevant information regarding the A3055 to assist in formalising future options on how the road can be retained.	Leader (with responsibility for Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)
	Beach Management Framework 2021-2026	To monitor the progress of the framework in line with the action plan and target dates that were approved by Cabinet in January 2021.	Cabinet Member for Planning, Coastal Protection and Flooding

	LGA Planning Peer Review Action Plan	To review the progress that took place in 2023-24 on the peer review action plan and to be sighted on the priorities for 2024-25	Cabinet Member for Planning, Coastal Protection and Flooding
5 June 2024 - INFORMAL	TBC		
4 July 2024	Island Infrastructure	To consider the internal infrastructure of the Island for households and businesses to look ahead to a long term strategy.	Leader (with responsibility for Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)
	Highways PFI Contract	To review the current contract in depth to understand the successes and challenges.	Leader (with responsibility for Transport and Infrastructure, Highways PFI and Transport Strategy, Strategic Oversight and External Partnerships)
	Regeneration Strategy	To review the progress with delivery of the strategy following the senior management restructure	Cabinet Member for Economy, Regeneration, Culture and Leisure
8 August 2024 - INFORMAL	TBC		
3 October 2024	Skills Development	To consider the level of skilled people on the Island and investigate ways to encourage people to stay or return to work on the Island.	Cabinet Member for Economy, Regeneration, Culture and Leisure
6 November 2024 - INFORMAL	TBC		
2 January 2025	Visitor Economy	To consider the previous tourist season and upcoming marketing plans from Visit IW as well as issues and concerns raised over the last 12 months and how can tourism can be improved.	Cabinet Member for Economy, Regeneration, Culture and Leisure
	Corporate Plan - Waste Management	The committee to monitor progress with the Corporate Plan activity of annually reducing the volume of non-essential waste sent to landfill to achieve net zero by April 2025.	Cabinet Member for Regulatory Services Community Protection, and ICT