

# Public Document Pack



Monitoring Officer  
**Geoff Wild**

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## Agenda

Name of meeting	<b>POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION</b>
Date	<b>THURSDAY 1 OCTOBER 2020</b>
Time	<b>5.00 PM</b>
Venue	<b>VIRTUAL (MS TEAMS)</b>
Members of the committee	Cllrs M Beston (Chairman), P Bertie, J Jones-Evans, J Medland, C Quirk, S Smart and T Outlaw

Democratic Services Officer: Sarah MacDonald  
democratic.services@iow.gov.uk

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1. **Minutes** (Pages 5 - 10)

To confirm as a true record the Minutes of the meeting held on 2 July 2020.

2. **Declarations of Interest**

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



To observe the meeting as a member of the public/press please use the link provided. This link will be made available 24 hours prior to start of the meeting. Please ensure you access the meeting in good time. Guidance on how to access the public meeting can be found [HERE](#). Committee members and pre-arranged attendees will be contacted by Democratic Services to supply the appropriate link to participate in the meeting.

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

Questions may be asked of the Chairman and must be delivered by electronic mail to Democratic Services ([democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk)) no later than 5.00pm on Tuesday 29 September 2020. Each question must give the name and address of the questioner.

4. **COVID19 Response and Recovery**

(a) Visit Isle of Wight

The Managing Director of Visit Isle of Wight to outline the impact of Covid-19 on the 2020 season and plans for 2021.

(b) IW Chamber of Commerce

The Chief Executive of the IW Chamber of Commerce to outline the work being done by the Chamber to assist businesses on the Island.

(c) Isle of Wight Covid-19 Recovery Plan - Medium Term Plan to March 2022 (Pages 11 - 32)

To discuss the Council's actions being taken in response to the Covid-19 pandemic for the service areas coming within the remit of this committee. The Cabinet considered a report on this matter at its meeting on 10 September 2020 and the recovery plan is attached to aid discussion.

5. **Public Spaces Protection Orders - consultation** (Pages 33 - 52)

To consider a report on the responses received in respect of the public consultation on the Public Spaces Protection Orders prior to Cabinet making a decision on this matter.

6. **Pavement Parking** (Pages 53 - 74)

To consider the options contained within the Department for Transport consultation paper regarding pavement parking in order that the Cabinet Member can make an appropriate response on behalf of the Council.

7. **Housing and Homelessness** (Pages 75 - 80)

To consider an update on progress with the delivery of the homelessness and rough sleeping action plan.

8. **Regeneration Strategy Update** (Pages 81 - 84)

To be advised of the current situation regarding the delivery of the strategy and the key projects within this.

9. **Committee's Work Plan** (Pages 85 - 86)

To review the workplan.

10. **Members' Question Time**

A question must be submitted by electronic mail to Democratic Services no later than 5.00pm on Wednesday 30 September 2020.

GEOFF WILD  
Monitoring Officer  
Wednesday, 23 September 2020

## 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 – Geoff Wild on (01983) 821000, email [geoff.wild@iow.gov.uk](mailto:geoff.wild@iow.gov.uk), or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email [justin.thorne@iow.gov.uk](mailto:justin.thorne@iow.gov.uk).

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## Minutes

Name of meeting	<b>POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION</b>
Date and time	<b>THURSDAY, 2 JULY 2020 COMMENCING AT 5.00PM</b>
Venue	<b>VIRTUALLY VIA MICROSOFT TEAMS</b>
Present	Cllrs Michael Beston (Chairman), Paul Bertie, Julie Jones-Evans, Chris Quirk, Shirley Smart, Brian Tyndall
Cabinet Members	Cllrs Barry Abraham, Steve Hastings, John Hobart, Ian Ward, Wayne Whittle
Officers Present	Chris Ashman, Sarah MacDonald, Alex Minns, Wendy Perera, Colin Rowland, Paul Thistlewood,
Other Members Present	Cllrs Andrew Garratt, Michael Lilley, Matthew Price

### 1. **Minutes**

#### RESOLVED:

THAT the Minutes of the meeting held on 6 February 2020 be confirmed.

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

Cllr Tyndall declared that he was the Chairman of the Audit Committee, and the item relating to COVID 19 response and recovery was part of that Committee's remit.

### 3. **Public Question Time**

No public questions had been submitted.

### 4. **COVID Response and Recovery**

The Director of Regeneration presented an overview of the council's response to the COVID19 pandemic and recovery plans going forward. The council would continue with its response in the same way but would start to begin recovery in a phased manner over the next year. There was a balance to be struck between the return of businesses and maintaining social distancing. The council's key strategies and plans would have to be COVID proof and the Committee would wish to take an interest in the progress of actions at its future meetings. Mental health and the economic impact of COVID on the island were two important issues. The council's Outbreak Plan had been published the

same week and was a good point of reference for the future.

It was reported that the Fast Cat was not yet running again. This was an important transport link serving commuters and those using sustainable transport. Passengers were being directed by Wightlink to use the Fishbourne to Portsmouth route which was less sustainable and more time consuming for passengers. Visit IW had produced a video for visitors on how to stay safe, to be shown on the ferries. The hovercraft was providing a good service but was not directly linked to the rail network. The local member for Ryde had discussed the matter with the MP. The Cabinet Member for Infrastructure and Transport would be contacting Wightlink to discuss the matter. A query was also raised regarding the Cross Solent operators' views on temperature testing for passengers similar to that adopted for other forms of travel.

The Director of Neighbourhoods spoke about the short-term measures put in place in town centres to highlight the continuing need for social distancing. The markings were of a type that would eventually wash away.

Additional funding had been received from the government for cycling and walking plans, which were currently being worked on.

**RESOLVED:**

- a) The Director of Public Health to respond the topic of temperature testing of passengers travelling on cross Solent routes.
- b) The Cabinet Members be encouraged to engage with the Committee on the development of the recovery plans.

## **5. Public Spaces Protection Orders – Consultation**

The public consultation had recently been completed but the results had not yet been analysed. There had been 1022 responses to the survey, with another 50 emails and 3 hand written letters being received. The Director of Neighbourhoods would report back to the Committee before it was put before Cabinet for a decision. This would enable the Committee to see the type of issues that had been raised by the public to ensure that these were fully taken into account prior to a final decision. It was noted that there were not intended to be many changes to the present situation.

**RESOLVED:**

That a report be brought to the next meeting of the Committee on 1 October 2020.

## **6. Transport for South East (TfSE)**

The Cabinet member for Infrastructure and Transport gave a briefing on the purpose of the Delegated Decision being taken relating to Transport for the South East (TfSE) which was a proposed body not yet established but it was hoped would be agreed by the Secretary of State. There was currently no

single body to represent local authorities in the South East for transport related issues. The proposal was based on Transport for the North which had become an effective lobbying body to obtain funding from the government. Its main purpose was to look strategically at the SE area. The Leader of East Sussex council had visited and explained how it worked and asked whether the IW council would like to join. A temporary sub-board of six councillors has been set up. The Cabinet Member had raised concern that there had been no mention of the cross-Solent ferries. The IW only had one bus company which has control over fares and services with no competition, whereas across the solent there are several bus companies. TfSE would have the ability to have a South East policy and represent us to the bus companies and also to the Local Enterprise Partnership to obtain funding for transport issues. The proposal had been presented in Westminster and all MPs for the South East had attended and were in support. The Secretary of State was also supportive and had given funding of £1 million to develop the group. The proposal had gone to DfT and although a decision was not expected for several months, they were expected to approve it.

#### RESOLVED:

The proposal to be part of Transport for South East be endorsed and the Cabinet Member for Transport and Infrastructure be fully supported in his efforts to get the cross Solent ferries included within its deliberations.

### **7. Newport Harbour Masterplan**

The Director of Regeneration shared a presentation on the Master Plan for the Committee to consider the findings from the public consultation. It was proposed to regenerate the area for the benefit of the community and had been carefully crafted to have a balanced mix of affordable housing, conference facilities, hotel accommodation and employment. A cycle/pedestrian footbridge was proposed across the river enabling improved access to then hospital and college. There had already been input from the community following a public consultation, although it had been affected by the pandemic, with public meetings having to be cancelled. It was believed that more feedback was required from local residents.

Consultation had also taken place on the Supplementary Planning Document. 29 responses had been received raising issues of character, cycling access, design, flooding, parking and open space. The Environment Agency had requested a flood risk assessment for each development plot. The Director would be investigating additional funding sources.

The local member Cllr Price read out a letter he had written to the Committee on behalf of a number of local residents regarding the proposed housing in the space at the entrance to Seaclose Park. Cllr Price was supportive of the plan in relation to the harbour, town centre and heritage of the town and making the harbour commercially viable but was opposed to the proposed housing in the area currently used for public recreation and forming part of an open space for the town of Newport. He believed that there were plenty of brown spaces elsewhere that could be used, and that Seaclose Park should be preserved for sport and amenity areas and for the Isle of Wight Festival.

The Director of Regeneration explained that the housing would not be part of the park itself and the site had been identified in the Housing Strategy for affordable housing. There was green space at the entrance to Medina Leisure Centre which could be used for amenity/recreation purposes. It was also noted that the owner of the garage/car showroom was willing to be part of the scheme.

Cllr Price asked the Committee whether they would support an open-minded review into the allocation of land at the entrance to Seaclose Park for housing.

**RESOLVED:**

On the casting vote of the Chairman it was agreed that the relevant Cabinet Members, together with the Director for Regeneration, be requested to meet with Cllr Matthew Price to discuss further his concerns regarding the use of Seaclose Park within the masterplan before the Cabinet considers the matter at its 4 August 2020 meeting.

**8. Housing Strategy**

The Director of Regeneration updated the Committee on the Housing Strategy. The public had been generally supportive of addressing housing needs and homelessness but there were differing views. Low income families struggled to afford expensive homes, especially following the pandemic. It was important to break down the anti-housing lobby and engage with the IW population to find out what their needs are, including then potential for re-using flats over shops in the town A report was due to be considered by Cabinet in September 2020.

**RESOLVED:**

The outcome of the public consultation, together with the revised timeline for adoption of the Housing Strategy be noted.

**9. Committee's Workplan**

The Committee reviewed its workplan in the light of the pandemic and the pause in delivering the key priorities within the Corporate Plan. A number of issues were identified which members considered to be of relevance to be included it's the future workplan.

**RESOLVED :**

- a) At the meeting of the Committee on 1 October 2020 representatives from Visit IW and the Chamber of Commerce be invited to attend to provide an overview of the impact of Covid-19 on businesses.
- b) An update be provided on progress with the actions contained within the Digital Island Strategy at the 1 October 2020 meeting.
- c) A report be considered on 1 October 2020 on the housing needs service and implementation of the homelessness strategy, particularly in the light of Covid-19.

- d) The fully costed strategy on the Reduction in the Island's Net carbon Emissions had been delayed but would be submitted to the Committee in due course.
- e) The Committee could now commence its review on speed limits.
- f) The proposed monitoring of the delivery of the cycling and walking strategy be brought forward from the June 2021 meeting to the 7 January 2021.
- g) The Chairman would discuss with the Cabinet Member for Transport and Infrastructure the appropriate date that the Committee could have a report on the Local Parking Strategy.

10. **Members' Questions**

There were no Members' Questions

CHAIRMAN

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## **A Better Island**

### **Isle of Wight COVID-19 Recovery Plan – medium term plan to March 2022**

#### **Contents**

Introduction

Taking stock – what have been through and what have we learnt?

Impact – what has been the impact of the pandemic on our way of life and plans for the future?

What do we need to do to recover and build back better?

What do we need to consider in planning for recovery? – Environment Change, Brexit, Covid- 19 new outbreaks, Financial pressures

Three pillars of our recovery

- Community recovery
- Economic recovery
- Place recovery

Recovering together

Resourcing and Measuring Recovery

How to find out more and get involved

Appendix 1 – Pillar action plans

Appendix 2 – Key Performance Indicators

**Introduction** – The Covid-19 pandemic is regularly described as being a unique emergency with unprecedented impacts on every aspect of our lives. Seeking to “recover” from these impacts present individuals, families, whole communities and populations with difficult choices. As in any emergency those with the personal resilience, skills and resources to react and recover do so by taking stock, adapting, resetting and moving on. Those who are not fortunate to have these skills or lack the personal, economic and social networks to get through are those who suffer the most from the impacts of any negative event in their lives.

As the community leader for the Isle of Wight, the Council carries a particular responsibility to respond and then help the population recover from the traumatic events such as those caused by the pandemic. In discharging its statutory caring responsibilities, in particular, it must ensure any recovery from the effects of the crisis be they economic, social or environmental are carefully considered and prioritised and actioned, along with other partners – to enable “A Better Island”.

The range of actions necessary to enable successful recovery and the time these will take to implement and bear fruit are the subject of this Island Recovery Plan. The plan moves beyond an immediate recovery period which began in May 2020 and has lasted up to September 2020 to considering medium term recovery up to the end March 2022. It is likely the consideration of whether we have recovered and what actions we need to continue to take to ensure impacts are fully addressed will need attention beyond this period and be an issue for us to consider for many years ahead.

The nature of the current emergency means any recovery is conditional on an effective management of the continued risk of infection and the potential for a renewed emergency response requiring the type of measures taken in the first wave of the pandemic. Recovering from the impacts must take place in parallel with and be sensitive to maintaining a continued vigilance to respond to any serious resurgence of cases.

The Council as an employer, delivering of a wide variety of services would as an organisation like any other rightly plan for its own recovery and adapt what it does in the future to take account of recent events. In addition, the Council must consider the recovery of the Island as a whole, building on the fantastic response of the Island, as a whole community, to minimising deaths, harm and negative impacts during the first wave of the pandemic.

Terms such as returning to “business as usual” or adopting “a new normal” while understandable are not helpful when considering the Covid-19 pandemic. All the plans we had to improve our Island, tackle our challenges and make lives better now need to be “sense checked” in some cases these will have gained an increased significance and any original actions may need to be enhanced or accelerated, in other cases the impact of the pandemic may require a significant rethink before resetting the course to take. This recovery plan sets out those key actions, existing or new, that will be key to a successful recovery, who will be involved in delivering them, crucially, how they might be resourced and how we might measure the progress we make.

### **Taking stock – what have we been through and what have we learnt**

There can be no doubting the impact of the pandemic on the Isle of Wight. Those families who have lost loved ones, those recovering from physical and mental scars are the most obvious victims in need of recognition and support. Those who have lost their jobs, homes or their business, missed out on education, suffered from physical or mental abuse also require the help of the wider population and the organisations funded by the community to respond.

The Island takes great pride in the way all parts of the community came together to respond to the life threatening and life limiting environment created in the first half of 2020. The network of volunteers organised at really short notice to provide much needed assistance to the most vulnerable, the businesses who repurposed themselves to manufacture protective equipment, the local support groups on the ground and on social media who helped people get through, and a general sense of looking out for each other and going the extra mile that underpinned the selfless giving of time. All this combined with a complete re-tasking of public services to deal with the threat and impacts. Key workers across health, social care, education, transport, logistics and retail kept key services going at no small risk to personal safety.

This collective will and “can do” spirit that was so evident in responding to the emergency provides an excellent foundation to be sustained and grown in actioning recovery. Some key lessons and principles that helped in responding to the emergency to carry forward in recovery included:

- Mutual trust and respect
- Effective communications
- Pooling knowledge and resources
- Giving mutual aid where needed
- Co-designing solutions

The main actions that were taken in responding to the pandemic are summarised in the Community, Economic and Place recovery sections of the plan to remind us of what is possible and how, when challenged, action is taken to great effect.



**What do we need to do to recover and build back better** – Each pillar of recovery – Community, Economy and Place sets out a range of proposed actions to help address evidenced impacts and help the Island recover. Building back better commits us to take account of what we have learnt during the response and revisiting the new and long identified challenges we face with a renewed vigour. An imbalance in the age profile of our population and the additional cost that presents, lower than average business productivity and wage levels, an acute need for affordable housing and an aging physical infrastructure further compounded by the costs of getting to and from the Island. These challenges are known and continue to inform corporate planning and priorities pre and post pandemic. The pandemic has shone a light on the issues and opportunities underpinning these challenges as expressed by people's individual trauma and search for a restored, purposeful future existence. Delivering the recovery actions and the sustained collaborative environment that enables them will be the key measure of success for our collective recovery.

**What do we need to consider in planning for recovery** – In addition to the impacts and the specific actions to address them set out below our future recovery needs to be informed by the threats and opportunities afforded by significant global, national and local risks:

- Environment Change – The Council has declared a climate emergency and aspires to the Island achieving carbon neutral status by 2030. The potential for greater employment in sectors of the economy that help contribute to this goal will be an important part of future economic recovery.
- Brexit – The changed trading environment leaving the EU will create, the preparations for businesses connected with adjusting to this environment in the short term (31/12/20) and the opportunities provided for wider global trading relationships need to be reflected in our recovery planning.
- Covid-19 new outbreaks – the risk of future Covid-19 infection will remain a continued threat to recovery, the introduction of outbreak control measures and the resulting renewed need for support for those affected will impact on progress in achieving recovery. Our knowledge of the effectiveness of measures to reduce transmission, an established Outbreak control plan and Test and Trace arrangements as well as experience of the effectiveness of support those affected during the first wave will help in responding again and helping recovery reset if needed.
- Financial pressures – The ability of all partners to secure effective recovery is reliant on the identification of additional or repurposed resources to address service backlogs, replace lost income and adapt existing services to meet greater demand and wholly new responses. The recovery plan seeks to identify the proposed resources for the actions proposed either from any specific additional national funding opportunities, Covid-19 support funds or the relevant partner core budgets.

## The Three Pillars of Recovery

### Community Recovery

- **Operate effective outbreak control arrangements and communicate key behaviours**
- **Address inequality of impact of Covid-19 on vulnerable groups**
- **Establish sustainable community response and recovery arrangements**

**Impacts** – 428 infections, 84 deaths, 5,921 people required to shield at the height of the pandemic, 47% increase in referrals to children's services (since start of March 2020 to end of July 2020), 53% increase in adult social care referrals (Overall Excess referrals in combined May, June, July 2020), 350,000 school days lost, 800% in single and 400% in family homelessness in accommodation (increase on 2019 figure), universal credit uptake increased from 7.46% (Mar 20) to 13.91% (May 20)

**Response** – Covid-19 helpline 9476 calls, Shielding support for 5000 people, 568 food boxes delivered (service ended on 7.8.20), care home support, carer support, 34 community and voluntary sector support hubs, social distancing measures in the main High Streets, Mental health action plan responses/campaigns, online support for school pupils, targeted support for vulnerable school children and families

**Recovery actions** – Test and trace system to control risk of infection (ongoing), sustainable arrangements for community hubs (Sep 20), securing successful return to full-time education (Sep-Oct 20), Reconfigured homelessness provision (Dec 20), Health and Social Care service recovery and winter pressure preparation (Sep 20 - ongoing), Education settings supporting the physical and emotional health of children through the PEACH programme (Jul 20 ongoing), Community mental health and resilience (ongoing), Expand ESF NEET project to include 19-24 yr olds

**Partners** – Public Health England, IOW NHS Trust and CCG, Housing Associations, Voluntary and Community sector

## Economic Recovery

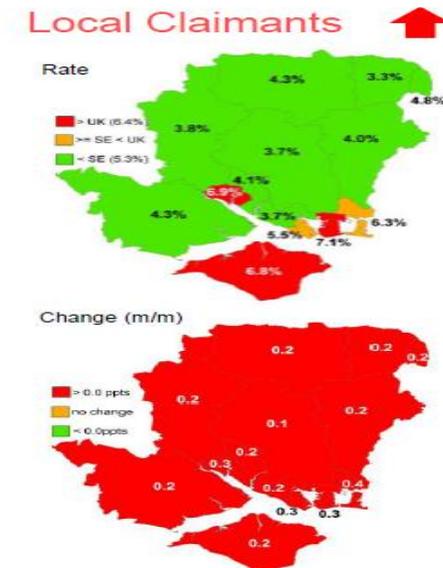
- **Create a skills system responsive to changing employer demand**
- **Support our residents into appropriate employment pathways**
- **Enable our residents to unlock their potential through upskilling, reskilling, training provision and apprenticeships**
- **Support our existing and new businesses to survive in the short term and to adapt and thrive in the new post-Covid economy**

**Impacts** – 34% take up rate for furloughed staff (Jun 20), people claiming out of work benefits has increased from 3.2% (2,580 people, Mar 20) to 6.6% (5,260 people, Jun 20), youth unemployment (18 to 24 yr olds) claimant count increased from 5.4% (505 people, Mar 2020) to 11.2% (1055 people, Jun 20), 9.8% business closure/failure rates (ONS - 2018)

**Response** – £47,455,000 Small Business Grant and Retail, Leisure and Hospitality Grant (as at 17 Aug 20), £2,959,250 Local authority Discretionary grants (paid out in full), 4,523 number of businesses received support protecting circa 22,000 jobs, Covid safe advice and guidance sessions to over 600 businesses in High Streets and Tourism economy, Rural economy response forum

**Recovery actions** – “Island Card” gift card scheme to enable Island spend (Oct 20), New “Island business advisers” (Sep 20), Short course training for unemployed people in Care, Hospitality and Construction (Oct 20), Olderpreneurs project to help over 50's start business (ongoing), Pop-up Business school to assist unemployed start businesses (Oct 20), Let's Buy Local campaign (ongoing), Island Opportunities – support for youth business start ups (ongoing), Youth employment support hub (Oct 20), Wight Innovation hub – new co working space for digital companies (Mar 21), Branstone Farm rural business hub (Dec 21)

**Partners** – Chamber of Commerce, FSB, Solent LEP, Isle of Wight College, DWP Jobcentre Plus, Care Providers, WightFibre, Natural Enterprise, NFU



- Following a small dip in June, all 14 local authorities in Hampshire registered increases in claimant unemployment rates in July.
- Hart had the lowest claimant count rate in Hampshire in July. The highest rates (above the UK average) were found on the Isle of Wight and in the two cities.

### **Place recovery**

- **Increase the supply and accessibility of homes of all tenures across the Island, and the supply of workspace that responds to changing needs**
- **Improve physical and digital connectivity in and between all of our settlements and the rest of the world**
- **Achieve sustainable, welcoming places with inclusive public realm improvements in our towns that are accessible for all**

**Impacts** – Increase in home-working, reduced visitor and business traffic to Island and on Island, uptake in cycling, increased sense of value of Island wellbeing and local identity

**Response** – changes to services to deliver Covid safe, more take up of online service access, increased Island profile linked to Test and Trace App pilot

**Recovery actions** – Revised “Covid proofed” Island Plan (Jun 21), 300 affordable housing units (April 22), Island Transport Plan (Dec 21), Branstone Farm – rural homes/jobs hub (Dec 20 – Dec 22), Camp Hill garden village (Apr 21 to 2025), Newport Harbour regeneration (2021 -2031), Major events programme – Diamond Races, Le Blanc, Tour of Britain, Island place marketing programme (Feb 21 – ongoing), Island infrastructure and development enabling funding submission (Nov 20), Heritage High Street programmes – Ryde and Newport (Sep 20 – Apr24), Ryde Interchange investment (Apr 21 to Apr 23), WightFibre Full Fibre roll out (Sep 20 – 2023), Medina Valley Marine growth programme (Mar 21- 2025), Cycling and Walking Infrastructure investment programme

**Partners** – Public, private and third sector partners

### **Recovering together**

The collaboration and collective will that characterised the Isle of Wight’s response to the pandemic needs to continue in planning and delivering Island Recovery. Recovery will continue to be a key concern for everyone on a personal, family and organisational level. Partnership working in this context between the public sector and with the private and community and voluntary sector has never been more important.

The Island Health and Well Being Board is best placed to adopt a “Island recovery task force” role to provide the strategic coordination and leadership to enable successful recovery. Supplementing its membership with the chair of the Island Economic board will ensure progress on economic recovery complements progress on community and place recovery.

A broader Island stakeholder forum will enable regular engagement with a wider cross section of interests in making progress on recovery.

Specific actions will necessity cross department, cross organisational and cross sector project groups informing and aligning with individual organisations key priorities, human and financial resources.

### **Resourcing and measuring recovery**

As stated above the financing of recovery actions will be challenging in an environment that placed increased pressure on core budgets due to the effects of the pandemic.

Central government funding to mitigate the worst effects of the pandemic has not been sufficient to cover an anticipated shortfall in addressing these pressures.

Any action linked to recovery therefore needs to draw on either existing planned resources linked to that action, any calls for funding bids linked to the relevant topic issued by government, lottery etc or additional partnership pooled resources.

At the end of 2019 an economic profile for the Island was completed and provides useful benchmark against which to measure our progress, in addition to this a set of wellbeing measures drawn from periodic survey results of a representative citizens panel will be developed. Crucially, testing our continued commitment and ability to work collaboratively will be important, using measures identified in established frameworks such as the “Building Back Better” framework.

**How to find out more and get involved**

Communicating progress and enhancing, adapting and changing our recovery approach based on feedback will be a key feature of the plan.

Become a member of the stakeholder engagement group.

Join our Citizens Recovery panel.

Check our interactive website – [www.iowrecovery.gov.uk](http://www.iowrecovery.gov.uk)

Appendix 1

Our Action Plan Community Recovery	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<ul style="list-style-type: none"> <li>Operate effective outbreak control arrangements and communicate key behaviours</li> </ul>			
Test and trace system to control risk of infection	<ul style="list-style-type: none"> <li>Continue to implement and refine the Island Outbreak Control Plan</li> <li>Implementation of new local government track and test responsibilities</li> <li>IWC support of second app pilot</li> </ul>	<ul style="list-style-type: none"> <li>Data from second app pilot to help with control and recovery</li> <li>Provide learning and leadership for stabilisation phase and possible step up and step down to LRF emergency planning structures</li> </ul>	<ul style="list-style-type: none"> <li>Review impact of Island Outbreak Control Plan</li> </ul>
<ul style="list-style-type: none"> <li>Address inequality of impact of Covid-19 on vulnerable groups</li> </ul>			
Reconfigured homelessness provision	<ul style="list-style-type: none"> <li>Complete planning and procurement tasks related to Assessment Hub development</li> </ul>	<ul style="list-style-type: none"> <li>3-7 Complete renovation works and manage transition from Phase 1 to Phase 2 offer</li> </ul>	
Health and Social Care service recovery and winter pressure preparation	<ul style="list-style-type: none"> <li>Assess nature of increased backlog on key service areas</li> <li>Adjust resource planning to address priority areas</li> </ul>	<ul style="list-style-type: none"> <li>Implement ICP System plan for winter pressures</li> </ul>	
<ul style="list-style-type: none"> <li>Establish sustainable community response and recovery arrangements</li> </ul>			
Sustainable arrangements for community hubs	<ul style="list-style-type: none"> <li>Community Action Isle of Wight (CAIW) leading on discussion with key community hub leads to develop resilience and sustainability</li> <li>Funding being determined</li> <li>CAIW sourcing project lead to set out development activity</li> <li>Community cell exit step down strategy to be presented</li> </ul>	<ul style="list-style-type: none"> <li>Determine the sustainable needs - review from CAIW on continued needs required for Covid-19 activity</li> <li>Continue to monitor needs to step up provisions subject to second wave</li> <li>Continue to provide a central helpline</li> </ul>	<ul style="list-style-type: none"> <li>Post Covid-19 reverting to business as usual model</li> </ul>

Our Action Plan	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<b>Community Recovery</b>	<ul style="list-style-type: none"> <li>Continue to provide a central helpline</li> </ul>		
Securing successful return to full-time education	<ul style="list-style-type: none"> <li>Continue to support all education settings in the return to the new academic year</li> <li>Continue to monitor guidance from central government</li> <li>Support the delivery of the PEACH programme</li> </ul>	<ul style="list-style-type: none"> <li>Continue to monitor central government guidance and support education settings on implementation if required</li> <li>Support the delivery of the PEACH programme</li> </ul>	<ul style="list-style-type: none"> <li>Continue to monitor central government guidance and support education settings on implementation if required</li> <li>Support the delivery of the PEACH programme</li> </ul>
Education settings supporting the physical and emotional health of children through the PEACH programme	<ul style="list-style-type: none"> <li>Development distribution of local map of support for families</li> <li>Children and young peoples' survey with the Youth Trust</li> <li>Public Health nursing support for primary and secondary school readiness</li> </ul>	<ul style="list-style-type: none"> <li>Feedback analysis for education settings to help implement good practise</li> <li>Using trusted PEACH brand to promote health protection in education settings</li> <li>Promote PEACH's Bronze awards for good practice</li> </ul>	<ul style="list-style-type: none"> <li>Ensure sustainability of PEACH programme</li> <li>Incorporate learning from pandemic</li> </ul>
Community mental health and resilience	<ul style="list-style-type: none"> <li>Develop and implement campaign to improve emotional wellbeing through Autumn and Winter</li> <li>Seek funding for Public Mental Health</li> <li>Delivery of the Out and About Project to provide confidence for shielded residents</li> </ul>	<ul style="list-style-type: none"> <li>Adapt and flexi response as pandemic continues to develop</li> <li>Analysing available data to improve offer</li> </ul>	<ul style="list-style-type: none"> <li>Review of impact of public mental health approach</li> <li>Implement learning to improve public mental health longer term</li> </ul>

Our Action Plan	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<b>Economic Recovery</b>			
<b>• Create a skills system responsive to changing employer demand</b>			
Short course training for unemployed people in Care, Hospitality and Construction	<ul style="list-style-type: none"> <li>Develop Island proposition for "Kickstart" offer (by October 2020)</li> </ul>	<ul style="list-style-type: none"> <li>Develop delivery programme with key partners subject to approval with jobs starting in October 2020</li> </ul>	<ul style="list-style-type: none"> <li>Continue delivering the Kickstart programme until conclusion in March 2022</li> <li>Final jobs to commence October 2021</li> </ul>
<b>• Support our residents into appropriate employment pathways</b>			
Island Opportunities – support for youth business start ups	<ul style="list-style-type: none"> <li>Continued delivery of the original contract with Island Opportunities</li> <li>Continued marketing and PR</li> </ul>	<ul style="list-style-type: none"> <li>Continued challenging and mentoring of individuals</li> <li>Establishing specific individual actions to progress business proposals</li> </ul>	<ul style="list-style-type: none"> <li>Review future sustainability of the project and other funding streams</li> </ul>
Youth employment support hub	<ul style="list-style-type: none"> <li>DWP Flexible support funding bid to reduce youth unemployment post Covid-19 to reduce claimants</li> <li>Targets will determine the bid submission</li> <li>Stakeholder involvement regarding funding and service gaps</li> <li>Phase 1 – Website/social media</li> </ul>	<ul style="list-style-type: none"> <li>Phase 2 – Physical hub "One stop shop"</li> <li>Weekly rota for organisations drop in to hub</li> <li>Phase 3 – Community Outreach programme</li> </ul>	<ul style="list-style-type: none"> <li>Meeting DWP targets to demonstrate good and successful model</li> <li>Meeting DWP targets to secure future funding</li> </ul>
Expand ESF NEET project to include 19-24	<ul style="list-style-type: none"> <li>Seek approval to extend age group</li> </ul>	<ul style="list-style-type: none"> <li>Promote to potential employers as part of wider government Kick Start package</li> </ul>	<ul style="list-style-type: none"> <li>Review take up and assess effectiveness of package of youth support</li> </ul>
<b>• Enable our residents to unlock their potential through upskilling, reskilling, training provision and apprenticeships</b>			
Olderpreneurs project to help over 50's start business	<ul style="list-style-type: none"> <li>Continue to provide mentoring and workshops to support new business creation</li> </ul>	<ul style="list-style-type: none"> <li>Continue delivery of the support</li> </ul>	<ul style="list-style-type: none"> <li>Review outcomes and consider the future of the scheme</li> </ul>

Our Action Plan	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<b>Economic Recovery</b>	<ul style="list-style-type: none"> <li>Confirm extension of project until December 2021 for delivery by the Chamber of Commerce</li> </ul>		
Pop-up Business school to assist unemployed start businesses	<ul style="list-style-type: none"> <li>Event planned for 12-23 October</li> <li>Instagram and Facebook advertising by Pop-Up Business School</li> <li>Sponsored by Housing Association, promoting to residents</li> <li>Council's social media promotion specifically for under 25's</li> <li>Determine if full or part virtual event</li> <li>Catch up event organised by Pop-Up Business School</li> </ul>	<ul style="list-style-type: none"> <li>CRM tool to be developed for a progress report for self completion</li> <li>Use data to determine a strategy for supplying future support</li> <li>Provide the tools for the unemployed to gain employment or for those wanting to change career</li> </ul>	<ul style="list-style-type: none"> <li>Inclusion and removal of barriers to then boost confidence to engage with the community</li> </ul>
<ul style="list-style-type: none"> <li><b>Support our existing and new businesses to survive in the short term and to adapt and thrive in the new post-Covid economy</b></li> </ul>			
Island Card gift card scheme to enable Island spend	<ul style="list-style-type: none"> <li>Agree principle and funding for and Island Card</li> <li>Contract to be signed</li> <li>Project Plan agreed</li> <li>Set up (6-8 weeks)</li> <li>Business promotion</li> </ul>	<ul style="list-style-type: none"> <li>Registration of businesses</li> <li>Launch of card for Festive period</li> <li>Monitoring of take up by businesses and usage</li> </ul>	<ul style="list-style-type: none"> <li>Review of benefits of card to Island businesses</li> </ul>
New "Island business advisers"	<ul style="list-style-type: none"> <li>Confirmation of funding via SLEP/ERDF</li> </ul>	<ul style="list-style-type: none"> <li>Employment of the business advisors</li> </ul>	<ul style="list-style-type: none"> <li>Programme to sustain business support past current grant funding</li> </ul>

Our Action Plan	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<b>Economic Recovery</b>	<ul style="list-style-type: none"> <li>• Agree resource sharing with New Forest District Council as partner</li> </ul>	<ul style="list-style-type: none"> <li>• Development programme of support</li> </ul>	
Let's Buy Local campaign	<ul style="list-style-type: none"> <li>• Confirm additional funding to Natural Enterprise to enable the campaign to continue until December 2020</li> </ul>	<ul style="list-style-type: none"> <li>• Review the success of the campaign and consider future resourcing</li> </ul>	
Wight Innovation hub – new co working space for digital companies	<ul style="list-style-type: none"> <li>• Confirm ERDF funding</li> <li>• Develop specification for building fit out</li> </ul>	<ul style="list-style-type: none"> <li>• Procure a management company to manage the facility</li> <li>• Procure company to deliver fitout and complete work</li> <li>• Appointment of Business Advisors</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing publicity of facility of space and building network support businesses and organisations</li> </ul>
Branstone Farm rural business hub	<ul style="list-style-type: none"> <li>• Dealing with procurement issues regarding whether to proceed with either traditional tender or design and build</li> <li>• Planning application for the business park and affordable housing to be determined</li> <li>• Finalise Goddard's Heads of Terms</li> </ul>	<ul style="list-style-type: none"> <li>• Construction procurement</li> <li>• Construction commences for affordable housing</li> <li>• Potential commencement of construction of brewery</li> <li>• Potential construction commencement on business hub</li> </ul>	<ul style="list-style-type: none"> <li>• Completion of brewery</li> <li>• Completion of affordable housing</li> <li>• Completion of business park Phase 1</li> </ul>

Our Action Plan Place Recovery	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
<ul style="list-style-type: none"> <li>• <b>Increase the supply and accessibility of homes of all tenures across the Island, and the supply of workspace that responds to changing needs</b></li> </ul>			
Revised “Covid proofed” Island Plan	<ul style="list-style-type: none"> <li>• Undertake further evidence/planning policy impact Covid review</li> <li>• Establish approaches to Covid-19 related issues such as open space provision, space standards, cycling and walking provision and the future of the High Street</li> <li>• Publish Island Planning Strategy "Position Statement" in November</li> </ul>	<ul style="list-style-type: none"> <li>• Publish revised Regulation 18 consultation in June 2021</li> </ul>	<ul style="list-style-type: none"> <li>• Publish for Regulation 19 consultation</li> <li>• Submit draft plan to Secretary of State</li> <li>• Undertake examination in public</li> <li>• Adopt Island Planning Strategy</li> </ul>
300 affordable housing units	<ul style="list-style-type: none"> <li>• Discuss with Homes England grant levels for affordable housing at 60% of market</li> <li>• Working with RPs on the Island for potential JVs on Council owned land</li> </ul>	<ul style="list-style-type: none"> <li>• Delivery of Ryde Village, Ryde and Green Meadows, Freshwater as first Extra Care schemes on the Island, 150 units</li> <li>• Sale of Council sites to deliver affordable housing</li> <li>• Branstone Farm - 50 units</li> </ul>	<ul style="list-style-type: none"> <li>• VQ - part of wider regeneration scheme, to deliver affordable housing</li> <li>• Newport Harbour – potential to delivery up to 300 new homes, 35% affordable</li> <li>• Small Sites Programme – potential 150 new homes, 35% affordable</li> </ul>
Branstone Farm – rural homes/jobs hub	<ul style="list-style-type: none"> <li>• Dealing with procurement issues regarding whether to proceed with either traditional tender or design and build</li> <li>• Planning application for the business park and affordable housing to be determined</li> </ul>	<ul style="list-style-type: none"> <li>• Construction procurement</li> <li>• Construction commences for affordable housing</li> <li>• Potential commencement of construction of brewery</li> </ul>	<ul style="list-style-type: none"> <li>• Completion of brewery</li> <li>• Completion of affordable housing</li> <li>• Completion of business park Phase 1</li> </ul>

Our Action Plan Place Recovery	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
	<ul style="list-style-type: none"> <li>Finalise Goddard's Heads of Terms</li> </ul>	<ul style="list-style-type: none"> <li>Potential construction commencement on business hub</li> </ul>	
Medina Valley Marine growth programme	<ul style="list-style-type: none"> <li>Prepare Isle of Wight Investment Plan</li> </ul>	<ul style="list-style-type: none"> <li>Seek funding to deliver Isle of Wight Investment Plan and implement projects within it</li> </ul>	<ul style="list-style-type: none"> <li>Project delivery and review</li> </ul>
<ul style="list-style-type: none"> <li><b>Improve physical and digital connectivity in and between all of our settlements and the rest of the world</b></li> </ul>			
Island Transport Plan	<ul style="list-style-type: none"> <li>Agree brief, timescale and procure consultants</li> </ul>	<ul style="list-style-type: none"> <li>Undertake traffic modelling and consult on key objectives</li> <li>Take account of government sustainable transport policies and Island Plan, Regeneration strategy</li> </ul>	<ul style="list-style-type: none"> <li>Finalise, adopt and implement LTP subject to funding</li> </ul>
Island place marketing programme	<ul style="list-style-type: none"> <li>Coordinate information on proposed separate marketing campaigns</li> </ul>	<ul style="list-style-type: none"> <li>Support development and use of key messages in any campaigns</li> </ul>	<ul style="list-style-type: none"> <li>Promote Island as safe and prosperous location for investment</li> </ul>
Island infrastructure and development enabling funding submission	<ul style="list-style-type: none"> <li>Prepare Isle of Wight Investment Plan</li> </ul>	<ul style="list-style-type: none"> <li>Seek funding to deliver Isle of Wight Investment Plan and implement projects within it</li> </ul>	<ul style="list-style-type: none"> <li>Project delivery and review</li> </ul>
Ryde Interchange investment	<ul style="list-style-type: none"> <li>Confirm project scope and funding with “Transforming Cities partners”</li> </ul>	<ul style="list-style-type: none"> <li>Consult on scheme design taking account of Ryde regeneration place plan objectives</li> </ul>	<ul style="list-style-type: none"> <li>Implement scheme up to Spring 2023</li> </ul>
WightFibre Full Fibre roll out	<ul style="list-style-type: none"> <li>WightFibre confirm programme for West and South Wight roll out</li> </ul>	<ul style="list-style-type: none"> <li>East Wight installation continues</li> <li>Rural gigabit voucher scheme promoted</li> </ul>	<ul style="list-style-type: none"> <li>Island wide roll out upto 2023</li> </ul>

Our Action Plan Place Recovery	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
Cycling and Walking Infrastructure investment programme	<ul style="list-style-type: none"> <li>LCWIP been agreed</li> <li>Delivering Phase 1 and 2 of the active travel plan</li> </ul>	<ul style="list-style-type: none"> <li>Seek further funding to deliver further schemes</li> </ul>	<ul style="list-style-type: none"> <li>Agree to further extension of the LCWIP scheme to the remainder of the Island</li> </ul>
<ul style="list-style-type: none"> <li><b>Achieve sustainable, welcoming places with inclusive public realm improvements in our towns that are accessible for all</b></li> </ul>			
Camp Hill garden village	<ul style="list-style-type: none"> <li>MoJ assessing infrastructure costs, highways and services to de-risk site for development</li> </ul>	<ul style="list-style-type: none"> <li>Resolve infrastructure funding and establish as a project with One Public Estate Programme with the objective of the Council leading the future development of the site</li> </ul>	<ul style="list-style-type: none"> <li>De-risk the site by carrying out essential infrastructure works, gaining relevant planning permissions to start on site</li> <li>To identify development partners and market suitable land opportunities to establish a 10 year build programme</li> </ul>
Newport Harbour regeneration	<ul style="list-style-type: none"> <li>Gain Cabinet approval for the Newport Harbour Masterplan</li> </ul>	<ul style="list-style-type: none"> <li>Resolve the HRO</li> <li>Carry out environmental assessment studies as required by the EA</li> <li>On completion take forward the masterplan as a supplementary planning document for approval</li> </ul>	<ul style="list-style-type: none"> <li>Establish marketing programme for various aspects of the site</li> <li>Identify funding for the infrastructure work, eg harbour walls and foot bridge</li> <li>Identify development partners</li> <li>Programme manage the building of the hotel, housing and new buildings on the harbour front</li> </ul>
Major events programme – Diamond Races (DR), Le Blanc (LB), Tour of Britain (TB)	<ul style="list-style-type: none"> <li>Work with organisers on community awareness (DR)</li> </ul>	<ul style="list-style-type: none"> <li>Work with organisers to deliver event plan (DR)</li> </ul>	<ul style="list-style-type: none"> <li>To support the delivery of the event to ensure success of future events (DR)</li> </ul>
	<ul style="list-style-type: none"> <li>Write Delegated Paper (LB)</li> <li>Agree funding and produce contract (LB)</li> <li>Deliver the event (LB)</li> </ul>		

Our Action Plan Place Recovery	Short term Next 3 months	Medium term 3- 12 months	Longer term 12 months plus
	<ul style="list-style-type: none"> <li>• Event is postpone until 2022 (TB)</li> <li>• Sign new contract for 2022 (TB)</li> </ul>	<ul style="list-style-type: none"> <li>• Agree to deliver Tour of Britain Sportive and Classic event (TB)</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare with, promoters Sweetspot, final stage of Tour of Britain 2022 (TB)</li> </ul>
Heritage High Street programmes – Ryde and Newport	<ul style="list-style-type: none"> <li>• Establish project plans for both towns' improvements based on HAZ grant funding criteria</li> <li>• Planning of programme of works based on new commissioned design guide for the High Street and shop fronts</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct viability studies and construct business cases for funding restoration of key historic buildings eg Newport Guildhall and Ryde Theatre</li> <li>• Establish mechanisms for measuring footfall on the High Street through a joint commission between Newport and Ryde HAZ to measure recover efforts on the High Street</li> </ul>	<ul style="list-style-type: none"> <li>• Bring about positive improvements to the public realm and historic buildings in Newport and Ryde over the next four years of the programme</li> <li>• Design and funding of shop front improvements completed making the High Street more sustainable</li> <li>• Achieve significant Historic England grant funding levels to improve and future proof the historic heritage of the High Street through its landmark buildings</li> </ul>

## **Appendix 2**

### **Key performance indicators**

- Community
  - Infection rate
  - IMD
  - Community wellbeing survey responses
- Economic

### **Create a skills system responsive to changing employer demand**

- % of working age residents with NVQ Level1 or below
- Reduction in employer skills shortages in health and care; digital and creative; customer care and low carbon construction sectors

### **Support our residents into appropriate employment pathways**

- % of 16-17 year olds participating in education and training
- Employment rate 16-64
- Employment rate 16-64 by disabled residents
- Reduction in unemployment rate for 50+

### **Enable our residents to unlock their potential through upskilling, reskilling, training provision and apprenticeships**

- Apprenticeships total starts
- Reduction in unemployment rate for 18-24-year olds

### **Support our existing and new businesses to survive in the short term and to adapt and thrive in the new post-COVID economy**

DRAFT V.1 A Better Island – Isle of Wight Covid-19 recovery plan

- Workplace based GDP per head at current prices
- Private sector SMEs (0-249 employees) per 1000
- % of industries in the retail, accommodation and food service and health sectors
- % growth in the Information and Communication Sector

**Encourage our businesses to be inclusive and resilient, by tackling low pay, in-work poverty and to reduce their carbon emissions**

- Median gross weekly pay for full-time workers  
(workplace based)
- Reduction in jobs paying less than Living Wage
- % of residents paid the LW or higher

**Work with our anchor institutions and major employers to utilise our supply chains and increase spend with local businesses**

- % of IOW Council procurement spend on SMEs
- % of IOW Council procurement spend on third sector organisations
- % of IOW Council procurement spend on local organisations
- Place

**Increase the supply and accessibility of homes of all tenures across the Island, and the supply of workspace that responds to changing needs**

- Affordable workspace created as a result of Council initiatives
- Amount of commercial floorspace on the Island
- Ratio of median house price to median workplace based earnings
- Number of new affordable housing units delivered

**Improve physical and digital connectivity in and between all of our settlements and the rest of the world**

DRAFT V.1 A Better Island – Isle of Wight Covid-19 recovery plan

— % of premises with download speed of 30Mbits/s from fixed broadband

— % of premises with full fibre availability from fixed broadband

**Achieve sustainable, welcoming places with inclusive public realm improvements in our towns that are accessible for all**

— % of residents who feel their town centre is welcoming

— % of residents who feel safe from crime when walking in their local area (day/evening)

— % of new lodgements with an energy efficiency rating of A or B

— % of new lodgements with an environmental impact rating of A or B

— Community cohesion – extent to which residents agree their local area is a place where people from different backgrounds get on well together

— Extent to which residents are satisfied with their local area as a place to live

## POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION

1 OCTOBER 2020

**PUBLIC SPACES PROTECTION ORDER - SUMMARY OF RESPONSES ARE DETAILED BELOW.**

PSPO Area	Number of Responses	% in Support	% Disagree	Comments received	Recommendation
<p><b>Alcohol Control</b></p> <p>To give police officers the power to remove any alcohol from people causing anti-social behaviour.</p> <p>Consultation results and comments Appendix 1</p>	984	92%	8%	149	<p>Approve</p> <p>With the inclusion of Shanklin area.</p>
<p><b>Dog Fouling</b></p> <p>The current order requires A person in charge of a dog to remove faeces from any public land within the administrative area of the Isle of Wight.</p> <p>These areas will include parks, open spaces and the highway network.</p> <p>Consultation results and comments Appendix 2</p>	1013	98%	2%	47	Approve
<p><b>Dogs on Beaches</b></p> <p>Do people agree that the current dog control order should remain on selected</p>	860	80%	20%	249	Approve

<p>beaches, i.e. Dogs should be excluded from selected beaches between 1st May – 30<sup>th</sup> September each year.</p> <p>Consultation results and comments Appendix 3</p>					
<p><b>Dogs in Cemeteries</b></p> <p>Do people agree dogs should be on a lead when visiting Island Cemeteries</p> <p>Consultation results and comments Appendix 4</p>	821	95%	5%	75	Approve
<p><b>Dogs in Fenced Children's playgrounds</b></p> <p>Do people agree that dogs should be restricted from fenced children's play areas.</p> <p>Consultation results and comments Appendix 5</p>	806	93%	7%	69	Approve
<p><b>Dog Control on Public Highway</b></p> <p>The current order requires a person in charge of a dog to keep that dog on a lead at all time whilst on a length of road including adjacent pavements and verges.</p>	770	91%	9%	68	Approve

<p>Consultation results and comments Appendix 6</p>					
<p><b>Dog Control St Helens Duver Revetment</b></p> <p>Do people agree that dogs should be on a lead on parts of the revetment and car park during the period 1<sup>st</sup> May to 30<sup>th</sup> September</p> <p>Consultation results and comments Appendix 7</p>	821	75%	25%	204	Approve
<p><b>Dog Control Rights of Way</b></p> <p>Do people agree that dogs should be on a lead when walking through livestock</p> <p>Consultation results and comments Appendix 8</p>	757	85%	15%	142	Approve

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### Dogs in Public Places - Beaches

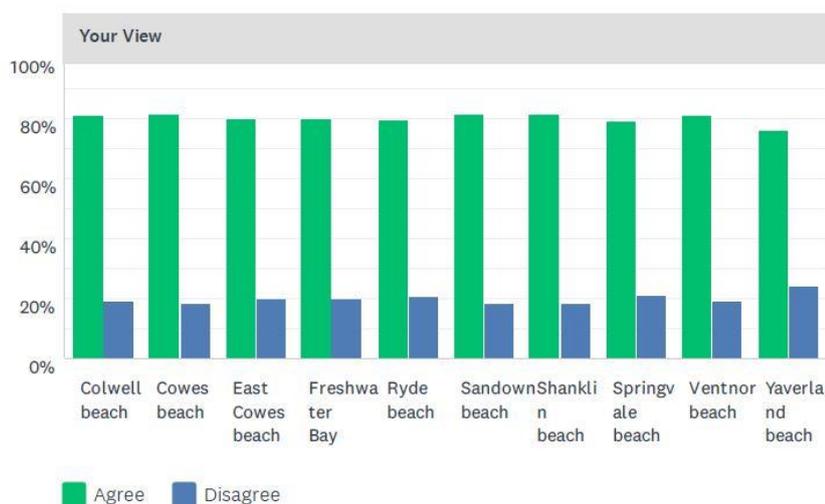
It is proposed to migrate the [current Dog Control Orders](#) (DCOs) - which permit dogs to use beaches during the winter into the PSPO.

This proposal would continue to exclude dogs from some beaches between 1 May - 30 September each year.

No new proposals or zones are proposed. to view maps of zones that are currently covered visit our [website](#).

Q3 Please indicate if you agree or disagree with this proposal to migrate the existing Orders for each location?

Answered: 860 Skipped: 267



Your View	AGREE	DISAGREE	TOTAL
Colwell beach	80.98% 643	19.02% 151	794
Cowes beach	81.30% 639	18.70% 147	786
East Cowes beach	79.85% 630	20.15% 159	789
Freshwater Bay	80.10% 632	19.90% 157	789
Ryde beach	79.44% 649	20.56% 168	817
Sandown beach	81.50% 652	18.50% 148	800
Shanklin beach	81.72% 648	18.28% 145	793
Springvale beach	78.93% 622	21.07% 166	788
Ventnor beach	81.02% 636	18.98% 149	785
Yaverland beach	76.17% 601	23.83% 188	789

## Comments Received

Comments – (249) People were asked to comment if they disagreed. [to view click on arrow]

1. I think all beaches should be available for people to exercise their dogs as long as they clear up any faeces let's be honest more damage is done by humans. Look at the rubbish they all leave behind.
2. The beaches i disagree too should be accessible to dogs, perhaps with the permit of them during peak times remaining on the lead above water level Again, with Ryde beach, when the tide is out dogs should be allowed to roam below water level off the lead with fouling penelties in place for those ignorant enough to no pick up after their dog. Yaverland beach, to the left of the ramp should remain accessable to dogs and their walkers on or off the lead
3. Beach area near the harbour. Many people continue to use it early in the morning despite date. Would it be possible to make this allowed?
4. The state of the beaches after humans have been on them over the past 3 months is more of an issue than dogs! Before we restrict dogs to beaches we need to look at human activity!
5. The beach at Cowes is rarely used for swimming and few people use it to sit on except during cowes week. Responsible dog owners should be permitted to use this beach all year round.
6. No need to amalgamate separate orders has been shown. What amendments are being considered to previous orders?
7. Sandown, Shanklin and Yaverland beaches need to have the space for dogs INCREASED due to the amount of people not just dog owners using it.
8. Colwell beach is used happily and responsibly by dog owners throughout the season. There may be a restriction in place at the moment but I don't believe it needs to be reinforced. Notices and the ability to fine for poor behaviour should be enough here
9. I disagree as even in these months the beach in sections have no one on them and the end section is very busy it would be helpful if the dog section was longer or best choice another section !
10. i think my dog should be allowed on all beaches,she dosnt make a mess like people do,i always clean up after her ,and she is always on a harness and lead,she helps with my depressionand i feel more confident and relaxed when shes with me.

11. I think dogs are less of a threat than humans at the moment...yes there are a few irresponsible owners (those who don't pick up, or worse, those that do bag the poop, but then discarding the bag in the bushes 😊) but these are definitely outnumbered by the majority of responsible owners...have areas where dogs have to be on leads, but don't restrict them altogether.
12. Dogs should be allowed all year round
13. Ryde and Yaverland should be open to dogs all year
14. Springvale Beach is mainly stones and very rarely do you see people sitting on this beach. Families like the sand not stones. It is mainly used by dog walkers at low tide when possible. This beach should, in my opinion remain dog friendly all year round. The main beaches that dog bans are in force I totally agree with
15. Dogs should be allowed access to our beaches
16. I maintain that humans cause far more fouling to beaches than dogs. Could we allow dogs onto beaches during this period with the instruction that they must be kept on a lead
17. We only ever take our dog very early in the morning when no one is about. And we often clean up behind the youth from the night before leaving all there bottles BBQ and other little. They should be band not our dogs. 99% of us clean up not only after our dogs but other people who cant take there little home.
18. Ryde and Sandown beaches should still have some access to responsibly owned dogs as it is likely to create less mess than the humans using them
19. Dogs should be allowed on all beaches all year. Maybe in the summer July and August on leads. They don't leave rubbish everywhere or start fights. Human idiots left the beach at Bournemouth in a dreadful state, not dogs
20. These are the less popular public beaches and would allow responsible dog owners to walk their dogs on some beaches.
21. I agree with Ryde, but believe it should be extended to beyond Appley Tower to the Dell Café area; that is a nice sandy area for families to sit and for children to play. It is also an area for beach football. Although all of this is pointless if nobody is ever prosecuted for allowing their dogs on all the beaches anyway. Lots of people totally ignore your rules and always have. Never seen a prosecution, ever. This survey must be costing money, so I hope it's not a waste.
22. The exclusion area is currently too broad and discourages holiday makers with dogs. The rubbish left by people is a greater problem
23. Clear signs with fines, the requirement for the animal to remain on a lead whilst on the beaches, the exact location of the allowable areas and the requirement for the picking up of faeces should be displayed in each area and be patrolled regularly by Council enforcers/wardens. Fines should be enforced for infringements. CCTV would be useful in ensuring compliance. To ensure animals are on a lead at all times would reduce the number of incidents where other dogs or humans are put in frightening circumstances or suffer actual bodily harm from dogs not properly restrained and acting in an aggressive manner.
24. Ventnor beach. I think dogs should be allowed all year around. Less dog attacks will happen and dogs are less likely to be injured by adders on beaches in the summer.
25. Many UK holiday makers, a key income generator for the Island, choose to holiday in the UK so they can take their dog. So they come here and have to leave their dog somewhere or miss out on family time on a beach. As long as on a lead, fine.
26. All of them . More rubbish is left by people than dogs..if dog owners are responsible they will clear up any poo, increase the amount of dog poo bins there are not enough and actually empty them !
27. Would it not be possible to allow some access to beaches in the evenings?
28. Dogs are part of a family, they should be allowed on beaches all year round
29. All beaches; dogs should be allowed on in the evening and early morning. Or on leads
30. I thought yaverland could be walked on anyway or is it just part of it?

31. People cause far more trouble than dogs could ever do. I don't see why they have to be excluded at all for any period or any part of the Island
32. All. Responsible dog owners always pick up after their dogs, and leave no litter, used barbecues, nappies or alcohol bottles or cans. People leave much more mess than any dog I've encounter. I suggest changing the rules to ban dogs off lead during high season.
33. There should be some beaches available for dogs to swim etc. Perhaps specific hours say early morning or evening. After all you should not have a dog out in the mid day sun! I refer to Yaverland specifically
34. I tire of this hatred of responsible dog owners. Deal with irresponsible owners, don't penalise everyone.
35. I think the duration of the ban should be shortened to peak months when children are on school holidays so a total ban during July , August then in June and September dogs allowed prior to 10am and after 6pm therefore a partial ban
36. People with dogs should be allowed on the beaches all year, at the height of the season, July and August after 6pm and before 10am. That is the only time the beaches on the Island are busy.
37. All beaches the ban should be reduced to July and August and from 10am to 6pm as they have done in Cornwall. This will encourage dog walking tourism which is very lucrative to the IW
38. I think that you should look at what Cornwall is doing, bans July & August & being able to walk dogs before 10am & after 6pm <https://dogfriendlyplaces.eu/en/news/details/2020-welcomes-new-rules-for-dog-owners-on-cornwall-s-beaches/>
39. Dogs should be allowed on all beaches. Owners should pick up after their dogs so put fines in place for not picking up poop but allow dogs on any beach
40. But I think the exclusion period for dogs on beaches should be extended to include April as this would also cover Easter school holidays when families and children would / may be use the beaches in these locations.
41. I feel if you allow dogs all year but during summer months restrictions until 6pm . Dogs are not a problem as much as humans and rubbish left.
42. I think dogs under control should be allowed on the beaches
43. I believe that this is a real missed opportunity to also include an element of zoning to have areas restricted to dogs over the winter too. The Isle of Wight Council played an active role in the preparation of an Access Management Assessment of Ryde beach and I truly believe that the zoning approach recommended in this should be put into place now.
44. Both Springvale and Yaverland beach are a lifeline for being able to exercise dogs on a beach in summer. We are always careful to keep our dog under control and clean up after him and have never encountered problems as we watch him and call him back if necessary, or put him on the lead if we see anyone with a picnic.
45. Springvale seems to be the only excluded beach along this coastline. Why? It is also the least popular beach for visiting & swimming from, and is much used during the other months, particularly as people walking their dogs along the beach have no idea this one is solely excluded.
46. AGREE
47. Yaverland has a well defined dog area which is fairly well respected.
48. Ryde beach. The summer ban on dogs should be extended to winter as well from Ryde Esplanade to the Big Kahuna kiosk. This stretch of beach is a key winter feeding area for Dark-bellied Brent Geese and Sanderling (Ryde East Sands is a Site of National Importance for this species). I cover a monthly Wetland Bird Survey for Ryde Sands and the level of disturbance by loose dogs and dog walkers walking the tideline is increasing each year and it would have caused a life threatening situation for the birds this winter if it had not been a mild winter. Bird Aware Solent are doing a brilliant job trying to educate people to give the birds room but they cannot be there every day so there are still plenty of dog owners who are unaware of the problems they cause. Obviously, as in the summer, not everyone is going to comply with a ban but they could freely exercise their dogs at

Puckpool in the winter as this area is not favoured by the birds. Sanderling, for example, roost on the revetment between Hovertravel and Ryde Harbour.

49. Yaverland

50. I do not believe you can agree or disagree ... I believe there should be set aside ONE beach on the Island for dogs the rest should be for Children. There should be ONE park set aside for Dogs the rest should be for children to play in.. Dog owner want everything EVEN if the rules were reversed and ONE Park ONE Beach or ONE Footpath was closed to Dogs for people to walk without watching where they put there feet, dog owners would ignore the rule, dogs don't read.
51. Springvale beach seems a complete waste of time to have a dog ban on there is hardly ever anyone on it in the summer because it's not that nice a beach
52. Our dogs need somewhere they can exercise - and also our Island holds itself out as dog friendly - most dog owners are responsible - action should be taken to encourage/enforce the bad ones and not penalise all of us.
53. 2 Beaches, Colwell Beach and Freshwater Bay. Dogs are family members to a lot of people and therefore like to take their dogs on a day out. But only if properly controlled
54. I think dogs should be allowed on the beach in winter and specific times in summer ie 8-9.30am 5.30-7pm in summer with owners responsibility for faeses
55. Yaverland beach is enjoyed all year round by many dogs owners who are Island residents and council tax payers, there are few beaches available during the summer months, this beach sits along Sandown beach which is plenty big enough for tourists and beach lovers who do not wish to share with dogs.
56. Better enforcement is needed, I will not take my children onto Yaverland beach in the summer as the amount of dog poo there is a public health hazard.
57. Dogs should be allowed on tourist popular beaches all year around, but on leads during summer season
58. Again this order is not fully policed as there are many times when dogs and their owners are seen on beaches during the 1st May to 30th September period. Question? How many individuals have been caught and prosecuted. Signs and orders are no good if they are not enforced.
59. Appley Beach in Ryde through to Seaview has always been used through the summer. We are advertised as a dog friendly Island many businesses now allow dogs. We need to promote the Island for tourism for walking and outdoor pursuits. Give the Island a chance! More bins, more wardens thats the answer catch the irresponsible dog owners
60. Dogs need to be freely exercised and allowed to exhibit normal behaviour all months of the year (Animal Welfare Act 2006) and not just in the winter and this can cause psychological issues to then not be allowed , why can there not be a section on all or most beaches where dogs can be allowed? Humans are the ones who leave mess/waste and not the actual dog, and penalties for this need to happen. Accessing information on where you can take your dog on a beach in summer is very difficult to find in the IOW (only where you cannot go....most places!) This proposal is also not great for tourism and business, a lot of people holiday in the UK with their dogs because they want them on holiday with them and most accommodation does not allow you to leave your pets unattended in the property.
61. East Cowes and Cowes. The length of the beaches, which are shingle are easily accessed by dogs and the majority of the shoreline is under water at high tide. In my view the shore is more likely to be used by dog walkers and for most of the area dogs have to be on a lead due to the proximity of the road. They are not beaches packed with tourists. In these areas, I think dog walkers should take precedence
62. Dogs have always been allowed on this beach all year. With summer bans on Sandown and Shanklin I don't think this beach should be included. Especially for holiday makers that are supposed to be coming to a dog friendly isle
63. I think all beaches should have accessibility during winter months.

64. I think all beaches should be open to dogs all year. I live in Ryde so would like to see Ryde Beach open to dogs all year. I certainly disagree with restricting dogs on beaches.
65. Sadly owners do not always clear up after their dogs have been on the beaches. As it's a big selling point in Ryde keeping dogs off the beach during the summer months is a must. Lots of small children and babies enjoy the beach and we must keep it that way.
66. I strongly feel that dog walking should continue year round on these beaches. Maybe during the busier months for families using the beaches the dog walking hours could be specified for early mornings and later days but still to include daylight hours. Everyone benefits
67. As long as owners completely clean up after their dogs and that dogs are under complete control
68. All beaches mentioned. Why would you want to restrict this, people get huge enjoyment from it not to mention the revenue for local businesses.
69. It wasn't broken before so what are the councils true motivations behind this?
70. On beach outside of summer holidays
71. Summer is the time when dogs need to cool off.....so to ban them is ridiculous. Whilst I agree that to have beaches without dogs is great, can we have dog only beaches where only people with dogs can go. This might alleviate the clash
72. I disagree in terms of all of them, particularly Yaverland which is the best known dog beach on the IW!!! We are known to be a dog-friendly island, which in turn and despite terrible ferry prices, attracts many holiday makers and creates prosperity for all working or connected in any respect to providing services and goods to those visitors. Also, we have many island dog owners who frequent the pubs, cafes, etc during their dog's walk and are often responsible for keeping these businesses afloat. If we restrict both visiting and island dog owners & their dogs, we will damage the islands economy.
73. I think the exclusion period should only be from 1st of April to 31st August
74. Cornwall are relaxing some Babs and changing hours of restrictions for others to encourage tourism. This should be emulated in my opinion
75. There is no logical reason to keep dogs off beaches 24 hours a day all year round. Most of our dogs are cleaner and better behaved than humans and they have an absolute right to be allowed on beaches after a certain time in the evening after the people have gone back to their hotels etc. I am writing this as a human who is seriously ill and can only walk short distances and much easier for me on sand due to the pain given to me by the NHS. Having lived in Shanklin for the past 75 years I really do resent being kept off the beach for half of each year as I need my companion with me at all times. A little more intelligence and compassion please from our Isle of Wight councillors.
76. All
77. There is nothing nicer than to see dogs enjoying themselves on beaches... Don't ruin it for those of us that actually like dogs.
78. I believe the less popular beaches, especially East Cowes would benefit from allowing dogs in the summer. These are not 'sandcastle' type beaches and rarely are people seen sunbathing on them. I believe having dogs on these beaches will add value to that area and aid tourism.
79. Dogs under control should be allowed on the beach 24/7
80. These blanket bans dont maximise the island's potential as a dog friendly destination, and are too long in duration. Take a look at what Cornwall County Council is now doing, following a major public consultation, in reducing the duration of most of its beach bans to cover the peak holiday months of July and August only, and making them daytime (10am to 6pm), with only its Blue Flag beaches retaining a longer ban - and even this starts in mid May (not 1 May) and is also 10am to 6pm. These proposals were overwhelmingly supported by both the public and the holiday industry - dont let Cornwall steal a march on our island!
81. Ryde Beach is a haven in the winter for migrating and winter visiting birds feeding there. Dogs chase the birds and owners seem to enjoy this as much as the dogs, thus the birds are disturbed many

many times daily, often almost continuously, obviously to their detriment whilst trying to feed.

Dogs off leads should be prohibited all year round.

82. Plenty of no do beach further towards sandown
83. Is this new as I was unaware that Yaverland beach was only ok for dogs October to April?
84. In my opinion, these orders should not exist, as they are discriminatory against dog owners. The vast majority of these people abide by the law and walk their dogs on a daily basis without incident, so it is difficult to see how this kind of draconian legislation can be justified. The council has significant targeted powers to deal with irresponsible dog owners, such as Acceptable Behaviour Contracts and Community Protection Notices, and should be making more effective use of these rather than penalising the many for the sins of the few. Under the terms of the Animal Welfare Act 2006, dog owners have a legal obligation to exercise their dogs off the lead and this is made significantly harder when suitable places suddenly become out bounds. I also believe these kinds of bans have a detrimental effect on businesses, because they reduce the number of people coming to an area and by extension the number of customers.
85. Any dog on any beach should be under control of the owner. They should not be stopped in the summer months.
86. I feel that the dog exclusion period is too long and should end as soon as the Autumn term starts in schools
87. I am pleased to see that there are no longer any proposals to extent the existing beach restrictions and while I accept that some areas should be kept clear of dogs for the enjoyment of all I disagree with the blanket restriction between 1st May and 30th September. Dogs also require access to beaches to cool down in the summer especially when they live on the island. Dog walking is a matter of keeping your dog in good physical and mental health and for most islanders (and presumably visitors) access to the nearest public areas which often includes the beach is required before and after work regardless of the time of year. With all of the island's beaches being tidal, there are times when those beaches are not necessarily accessible but in other Counties in the UK (Cornwall and Devon for instance), dog restrictions on beaches are only during the busiest hours of the day 8am to 6pm when presumably most holiday makers are using the beach and available as usual to all outside of those busy hours. I would therefore ask for the Council to reconsider the curent blanket period restriction which represents a large proportion of the year and actually fails to include one of the busiest time for holiday makers during Easter but includes months when there are only limited numbers of visitors (and specifically children) on our beaches.
88. I disagree this should be in force between 1st May - 1st September. Given our very poor summers this period is too long. 1st June - 1 September would be more acceptable. It would also be helpful to have a designated lane down each side of the beach so that dog-walkers can easily access the 100 m boundary e.g. below the water line.
89. Ryde & Yaverland could have dog areas.
90. Dogs should only be banned from non-tidal beaches on summer weekends and summer school holidays
91. These beaches are large enough to accommodate dogs. I am not familiar with the others.
92. Only a few owners don't clean up after their dogs. But loads of people litter the beaches. Punish those who leave the beach dirty, dogs deserve to be allowed to go.
93. Ryde and Yaverland
94. Disagree with Freshwater Bay and Totland. In neither case is the beach remotely used heavily by holidaymakers, or for sunbathing/swimming. Freshwater all on sloping shingle. Totland, a lightly used beach.
95. I would love to be able to take my dog onto the beach with me in the summer. We always pick up her mess and she is very well trained and always under control. It is such a pity that the responsible dog owners have to be limited because of irresponsible people.

96. The existing order is that Yaverland beach is available to dog walkers off of the lead. Despite the ambiguity in this question this facility should remain
97. We believe responsible dog owners would pick up any dog fouling at any time of year and should not be banned for specific months of the year from beaches. The emphasis should be on fouling by people and litter left by the public.
98. I think the date should be altered. From Easter to 30th September. Weather can be very mild in April.
99. I disagree that dogs should be banned from beaches in the summer months. Often these beaches are empty early mornings/ late evenings when it's cool enough to walk. Responsible dog owners are already keeping the beaches cleaner than most other humans.
100. I think dogs should be able to use the beach all year round there should be no restrictions
101. There are too many bans. While I'm OK with the principle, too few, or too small, areas remain in summer. Also the demarcation could be clearer.
102. As long as the area beyond the tower is still available for dog use and below the tide line
103. I am referring to all the beaches. Restrictions on dogs are already too excessive.
104. The duver St. Helens and Sandown dogs should be able to sit with families on beach and more dog showers and free poo bags needed and availability to buy dogs treats in vending Machines
105. I feel that the current exclusion from 1 May to 30 September is out of date with current times. Beaches now empty until school holidays begin. Surely a more reasonable time period could be found. For example 1st July until (approx) 10 September
106. Dogs should not be allowed on any beaches, owners do not pick up the poo and there is no one to police it.
107. On the beaches I have disagreed on it would be good if dogs could go on these beaches after 6pm and before 10am during the summer months.
108. Ryde beach and Shanklin beach are large enough to have an area where dogs are allowed all year round, and Yaverland always used to allow dogs all year round, especially if Sandown beaches are dog free for the summer, People who bring their dogs on holiday like to go to the beach with them, what are they supposed to do with them ? - leave them at their lodgings. It could put people off coming to the Island.
109. Disagreed to ALL. Dogs and families go together and not for breaking up
110. I disagree with the ban on dogs on any beach. Dogs ( in the main) are part of a family, by banning dogs, the council are effectively excluding the public who own dogs from enjoying public spaces.
111. Dogs should be allowed on all beaches. Patrols should be in place to fine owners not clearing up after their dogs (any beach user should be fined for leaving any mess / litter).
112. I feel that banning dogs from beaches on the island during the summer months puts off tourists and people living on the isle of Wight with dogs in their families from visiting. Keeping them on a lead seems a more prudent way of controlling dogs on beaches during these months, enabling families to still enjoy the facilities during the summer without the worries of leaving their beloved pets behind.
113. Dogs should not be allowed on beaches at any time of year. The owners just let them foul the beach and don't clean up. Why should it be any different dependent on time of year? They are all year round facilities.
114. This beach with Sandown beach is big enough to allow dogs here in summer months
115. Honestly it sounds dramatic but this would be the last straw for me. Humans make the mess, they are responsible. Think about how the beach looks the day after a heat wave/bank holiday!
116. Other counties that I visit regularly actively welcome dogs and dog owners to visit. The IOW relies on the holiday industry and should not take any steps that can be interpreted as discriminating against a section of the potential holiday visitor.

117. I disagree, I think I dogs should be allowed on beaches all year round. Dogs are cleaner than humans, who leave bbq, broken glass and all sorts on the beach in the summer!
118. Should leave a zone open to dogs as that is only area for all of cows
119. Dogs should be banned from all beaches, all year round
120. I feel there should be dog friendly areas of beaches to allow ALL family members to enjoy summer days on the beach. After all the dogs make far less mess than a lot of the people who visit the beaches! Just compare the state of beaches in the winter to the summer months 😊 so therefore I disagree to all the above beaches being excluded in the stated months but would feel far happier if they chose to keep some areas/some beaches dog friendly all year whilst having particular areas/beaches dog free for those who don't like/are scared of dogs. But on a more equal scale.
121. Dogs should be allowed on all beaches - it's the humans that create the most mess and destruction
122. Things should be left as they are, but you should actually hire some people to patrol and fine owners who do not pick up after their dogs.
123. Dogs should be able to use ALL beaches ALL year!
124. All
125. Most of the time there is only dog walkers on these beaches, do'nt penalise all dog owners for the irresponsibility of a few, I litter pick all year round while walking my dog and there is more rubbish on the beaches and in the countryside than dog mess and its getting worse
126. Springvale beach should be removed from the Order and proposals. This beach is not a sandy beach and is not regularly used by beach goers in the summer months. The beach is almost entirely covered by the high tide twice a day and only appears to have been included as it adjoins an area of free car parking. It is an ideal beach for dog walkers in the summer months. The signs banning dogs from the beach will not be seen by people walking along the beach from Puckpool to Seaview or vice-versa. This area should be removed from the proposal.
127. Dogs should be banned from all beaches all year round including all esplanades. Fed up treading over mess on pavements (especially in Shanklin). Why do dog owners think it is ok for their dogs to pee over everything such as a bench people are sitting on or children's sandcastles. Ban from all beaches!
128. There is no rationale for a dog ban on Springvale beach. This is not an area that is commonly used for recreation and bathing. It is bounded by 2 areas where dogs are allowed all year round and it is difficult from the beach side to know where the area changes. This area is also fully tidal up to the sea wall / defences. This appears to be an anomaly with the ban more aimed at pushing people arriving in cars to areas where they are required to pay to park as these areas are dog-friendly beaches!!
129. I feel it is unfair to exclude dogs from areas they should be allowed to use,c during high time during the day a limit could be out in place, but evenings when rarely used would be a good time for them to have access all year round
130. I would like the council to consider following the model used by Cornwall , another tourist area that advertises as dog friendly. This model allows beach access , to all beaches during summer months after 6pm
131. disagree - all beaches
132. Yavaland have dogs on all year round. Left of the slope
133. The council's should provide dog boxes
134. Disagree
135. All of them. Litter on the beach is more harmful than dog poo. That can be washed off. Being cut by plastic,glass, fishing hooks can lead to having to visit the hospital. Alot of tourists also visit the l.o.w because they can bring their dogs into the beach.
136. Yaverland

137. Yaverland is one of the few beaches where dogs can be exercised all year and this should continue
138. I disagree with excluding any dog at any time of the year from any beach, dogs are not the problem, irresponsible owners are.
139. Each beach, if large enough, should have an area where dogs are allowed all year round as Appley currently does. Between certain landmarks should be designated a dog friendly area all year round. But I agree to there being exclusion zones for dogs during summer months.
140. Dogs should NOT BE excluded from beaches at all. In my experience humans are much more inclined to leave a disgusting mess behind
141. Dogs should be banned from beaches all year round in tourist beaches. Ventnor, Shanklin, Sandown, Ryde and Colwell.
142. I feel it's acceptable to have dog free zones during the existing times. I can see no reason why dogs should be banned during the winter months also. I have yet to witness any problems caused by dogs on beaches. For many, dogs are a life line for the elderly and those living alone. Please don't include the winter months. I see far more litter on the beaches left by humans, and very very rarely dog mess. Walking on the beach with my dog is an absolute pleasure, as it is for many others
143. I disagree with the proposed banning of dogs from Ryde beaches.
144. As far as i am aware yaverland to the left of the car park is open to dogs and should remain like it all year.
145. Dogs should be allowed on the beach all year round. The isle of wight should be a dog friendly in order to attract tourists.
146. Leave things as they are. Majority of dog owners are responsible people and pick up after there dogs. Why should a lazy few spoil it for everyone else.
147. Dogs should be kept off all beaches ALL the time
148. A requirement for responsible dog ownership and to remove feaces is sufficient. Banning dogs from beaches impacts holidaymakers with dogs. These are the people who choose a uk holiday because they have a dog. Responsible dog ownership should be promoted, not a blanket ban.
149. dogs should be allowed on beaches allover the island all year as long as the owners are responsible
150. On Ryde beaches it is difficult to ascertain which parts of the beaches should be dog free. The signage is not helpful and dog walkers move along the beach from one area to another passing from a restricted area into a permitted area and vice versa. Dogs need to be banned completely from all parts of the beaches at Ryde during the extent of the summer season and autumn periods. Dog owners quite simply do not pick up,they tend to just brush a covering of sand over the excrement that their dog leaves behind.After all that is one of the reasons people take their dogs to the beach.
151. All, there is no need to ban dogs from beaches as horses are allowed and humans leave pollution but they aren't banned.
152. There is no place to comment on Horses on beaches. I've seen a woman with 3 collies ride her horse from her horse box in the Zoo carpark to the beach at Yaverland. They were all off the lead and I doubt if she had any means of clearing up after them OR the horse. I strongly object to horses fouling beaches but I don't object to them being exercised on them or being allowed to swim in the hot weather. Yaverland is an area used by many water sports enthusiasts so they shouldn't have to put up with excrement from dog or horse. Just make it a requirement to clean up after horses as well as dogs. I tried for years to get something done via local council officials and it going to IWCC but none of you are prepared to do anything. I expect there are too many horse owners at County Hall.
153. Springvale is not really used as a family sitting beach due to the high tides, stones and shingle. I walk along here fairly regularly during the year with my dog and children and never see families using this area other than walking their dogs. This beach, I believe should remain for dog walkers and their dogs

154. All beaches. Everyone has the right to enjoy the islands beaches equally. Instead of removing dogs from these large areas you could perhaps split them into dog and no dog zones. People without dogs should have the same restrictions applied and should only be allowed in the no dog zones
155. Beaches should have dogs banned all year.
156. I would like it to stay as it is now - with dogs allowed on the beaches in winter but not in the summer from 1st May to 30th September. This seems to be fine with a lot of people and there are other beaches you can go to with your dog. However as for Ventnor Beach, dogs on this beach in the summer months are mainly from holiday makers who are not aware dogs are not allowed on the beach and they don't see the signage that tells them this. The amount of times I have had to point the signage out, which is clearly displayed on the railings at the top of every step down to the beach. I think it should also be painted on the ground at the top of the steps as everyone looks down to see their footing with the steps down. As for the locals, most of them comply with this but you will always get one local in the very late of night and early hours of the morning with their dog on the beach. No one around to give them a ticket/fine. Ventnor Town Council refused to pay for the extra dog warden service so a dog warden is non-existent in Ventnor. And with no fines being issued for a couple of years I don't expect to see any change in the situation. As a dog owner and beach cleaner for Ventnor Town Council who cleans Ventnor Beach from very early in the morning from 1st April to 30th September, 7 days a week I know what I'm talking about. Once I'm done the Beach Safety Team take over. I believe my colleagues, when on duty last year advised 50 ish people throughout the season to kindly remove their dog from the beach. But with no dog wardens around if the person doesn't want to remove the dog there is nothing they or even myself can do other than advise them - especially if that person turns nasty.
157. I disagree with dogs not allowed on all of the above beaches. A dog is part of your family. You wouldn't leave a child at home and go to the beach. But you are expected to abandon your dog!!!
158. Although I agree with this proposal in all areas. I believe that the period of restriction of dogs on beaches should be extended to run from 1 April or even 1 March which would then include the Easter holidays when the weather can be good enough for families to enjoy the beaches.
159. Springvale beach. This is a rocky and often weedy beach used primarily by walkers. I can't see the reason for excluding dogs from this beach.
160. Tollgate to Puckpool
161. Suggestion: for Springvale beach - large notices are needed both sides of the wall so people understand. At low tide it is possible to walk a dog from either Ryde or Seaview direction and not be aware of the order
162. I would add St Helen's Duver as it is a bathing beach.
163. I think the Ryde Beach area exclusion area should be extended to the whole of the beach. This is a popular area with families and the boundaries of the present limits are not easily identified 'on the ground'. It is common to see the exclusion zone being ignored.
164. dogs shouldn't be allowed on sandy beaches
165. The way it is worded makes it hard to understand if you are proposing that dogs should be banned from all beaches all of the time. I disagree if this is the case
166. Agree on basis that if it works leave well alone.
167. Clearer signage is required at East Cowes showing exactly the exclusion zones that apply during summer.
168. Yaverland should be kept as a dog friendly beach all year. Families who bring their dog on holiday need somewhere to go.
169. Dogs are not causing any harm being on a beach. The beach is there for everyone to enjoy and banning dogs from the beach means you are banning a percentage of council tax payers from enjoying this facility.
170. Dogs should be allowed on all beaches,

171. All locations: many people on the island own dogs, some are families some are elderly people, with a dog as their only companion. Dog owners feel severely restricted and penalised in the summer due to these current laws. Additionally many people come the island with their dogs whilst visiting. Open the beaches up, it will increase tourism and the appeal of the island.
172. Any responsible dog owner will put their dog on the lead if there was any danger to their dog or to wildlife, do not punish the many because of the few. Dogs need to be let off the lead to let off steam. The way some adults and children behave, perhaps they should be banned or put on a lead!
173. I would prefer that dogs are not allowed on any of our beaches at any time of year, our beaches are one of our biggest tourist attractions, and having large packs of dogs off leads fouling beaches is off putting to family wanting to enjoy our beaches
174. Disagree on all beaches, I think dogs should be allowed on all beaches before 9am & after 6pm during the summer months so there is no confusion & everyone gets to enjoy the beach.
175. I am a responsible dog owner who picks up any dog poo my dogs do. They are good for my mental health and for my fitness. There are a few people that are not responsible with their dogs, tackle them instead of tarring every dog owner.
176. East Cowes beach is not suitable for human bathing so I don't object to dogs using it
177. It would be better if the dog free zone ended at the end of the Esplanade and dogs allowed from the slipway. Access on to the beach beyond the Fishermans Cottage can be difficult for elderly dog walkers. It will also make it easier for families visiting with children. I also think horses should be banned from beaches.
178. Yaverland in particular has always allowed dogs and should remain so
179. Nobody ever enforces the rules of dogs on beaches anyway so why waste taxpayers money on people sitting at desks dealing with this when nothing will change anyway???
180. We want holiday makers on the iow they bring dogs , dogs should not be left in hot cars , if they can not take a dog on the beach it would discourage the holiday growth keep a dog on the lead would be better.
181. There are very few areas on East Cowes seafront where dogs are permitted especially as most of the Green has now been made into a very large children's play area. The beach is not widely used and many people in East Cowes walk on the seafront. Springvale beach is not widely used, so I see little point in banning dogs. Incidentally, there are no accessible dog or any other bins in the area.
182. ryde dog control zone should extend to project beach soccer area and springvale removed to allow summer access as compensation
183. All of them if the dog fouling order is followed through properly there shouldn't be any problem with dogs going On beaches and terms should state any dog on the beach during peak times should be kept on a lead
184. Your statement that no new proposals or zones are proposed it incorrect. Your 'new' map for the Sandiwn area has been extended. The original zone extended west "to the public conveniences adjacent to Lake slipway". This is taken from the current dog control order. You new map has extended the zone to the west of the cafe (Hink) . You have no mandate to extend it...so please correct the 'new' map asap
185. We have always been allowed to go on the left hand side of the slipway at the end of the car park at the end of Yaverland beach our dog loves to run along that stretch of the beach, it's the closest one to us and now we won't be able to unless you are talking about the beach in front cafe
186. I disagree with banning dogs from all beaches. The council is trying to solve the wrong problem. The presence of the dogs is not the problem, the leaving behind of faeces or aggressive and uncontrolled dogs being present is the problem.
187. Allow dogs on beaches all year round
188. I disagree with Springvale zone as not a popular beach for families, believe you are trying to keep the rich 2nd home owners of Seaview happy rather than year long round residents

189. I see no reason why responsible dog owners should be excluded from these areas during summer months.
190. Dogs should be allowed on a lead all year round
191. Dogs should never be allowed on beaches.
192. East Cowes is hardly a tourist beach, I think dogs should be allowed on it. Yaverland is the only beach to take a dog during the summer. There are plenty of other beaches which restrict dogs, I think it is fair to have one dogs can use. Many tourists bring their dog on holiday so would be nice if they can enjoy a beach with their dog and that could be promoted as such
193. Prohibition should be 12 months of the year. Why is it ok for me to get dog dirt all over my shoes on April 30, but not on May 1 ?
194. I disagree to the length of time may to September I have been many time to the beach and no one the beach I would say June to end August and or time could go on before 8 am and after 8 pm ?
195. Dogs should be allowed on all beaches at all times
196. People are responsible for the mess left on beaches not the dogs.
197. Do you want people to come to the Island on holiday? A vast amount want to bring dogs AND go to the beach!
198. Can not stop dogs on any beach through winter. You don't have the resources to police it anyway!
199. Dogs should be banned from beaches at all times unless on leads
200. This is unnecessary
201. All beaches should be dog friendly all year round.
202. Another idea might be to allow dogs to be walked on these beaches in the evening, such as after 8pm.
203. Yaverland, Sandown and Ryde are great places for dog walkers to socialise. and to socialise their pets. Rather than exclusion of all dogs, action should be taken against bad owners
204. All beaches. There is far less or damage done by dogs than by the people leaving litter and dirty nappies
205. Agree. Love having dogs about. Re Ryde beach ..Please be aware that there are quite a few people who exercise their dogs... and it does seem to be multiple groups of dogs .. after dark and do not pick up at all when they think they cannot be seen.... watched this often, over the wall by the swan lake
206. Have always used yaverland beach year round , we expect dogs to be on that beach and go there because dogs are allowed
207. With restrictions on Shanklin and Sandown it is not necessary to include Yaverland. East Cowes is not primarily a swimming beach
208. Once the children go back to school in September the beaches should be accessible to dogs. So please alter the date to September 7th .
209. It hardly a beach and the only reasonable safe place to take your dog. If people pick up their dog mess there should be no problem. You are not allowing residents and holiday makers much choice over the summer period even Bournemouth has dog beaches set aside not shit unsafe area you are offering not
210. No objection in principle but would ask that sporting events (beach soccer etc) not be held in the small dog friendly area which further reduces dog areas
211. I disagree on Ryde and yaverland beaches as I feel it is important that dogs with responsible owners should be allowed on these all year as a basic freedom of movement.
212. Springvale is not overly used by people during the summer months as most prefer the sandy side of Appley beaches....it's mostly seaweed and rock strewn and as you can use Seaview end of the beach which isnt a lot different to that of Springvale beach I think the ban is pointless and unnecessary.

213. East Cowes beach is rarely if ever used by anyone other than dog walkers even during the period when the bans are in force. Visitors and residents with children use the play area not the beach.
214. Please can it be made an offence to let dogs chase and harrass the bird flocks on the beach in winter.
215. dogs should be allowed on beaches all year round to encourage dog tourism. Especially those which are not naturally sun bathing / family spaces
216. Neither springvale or yaverland are used predominantly by families and are used more by dog walkers. There are other beaches very close by: ie Ryde and Sandown that should remain dog free and allow dogs and their owners to use the other two beaches all year round
217. It would be nice to see some action taken when the orders are breached, especially in Freshwater Bay
218. Dogs should be allowed all year round. During the summer months on a lead! During winter permitted off the lead.
219. All beaches... No logical reason to exclude if responsible dog owners.
220. Dogs should be allowed on some beaches, they are not a nuisance
221. I am a responsible dog owner and I know how to keep my dog under control
222. I thinks dogs should have access to the beaches all year round. They are a huge part of many families . Obviously - should be responsibility owned.
223. Existing legislation deals with dogs not under proper control, banning dogs is draconian. Many residents and visitors with dogs should be allowed to enjoy the environment as much as those without dogs.
224. Freshwater bay
225. Dogs should be banned from all beaches at all times of the year
226. Some Beaches should be accessible
227. All of the beaches.
228. Main tourist beaches are okay but why less frequented sites. Having additional dog wardens and environment officers to enforce orders are better deterrents.
229. All areas. These powers should be extended to cover the whole year. Island residents and visitors use these areas all year round. Those who do not wish to be approached by dogs or very young children are effectively excluded from most beaches and public spaces where dog owners allow their dogs off the lead and out of their control. Since many dog owners show little appreciation of other's feelings, it is important to provide more protected areas for the full year to allow everyone equal opportunity to enjoy the island.
230. Springvale is not a typical bathing beach and offers continuity to dog walkers along this stretch. It is very popular with walkers and families with dogs using the beach.
231. I do agree but another option is to allow dogs all year on beach but only after 6pm summer time.
232. Dogs should not be allowed where children play which right of the slipway during the months Mar - Oct
233. Dogs should be allowed on beaches
234. All beaches Dogs should be excluded from all island beaches during the period, outside of the period they should be kept on leads. Too many irresponsible owners allow dogs to run, chase & foul on the beaches, personal experience of children & adults being attacked, towels, toys and children's sandcastles being urinated on etc
235. North-east beaches in winter need dogs to be kept off to protect wading birds.
236. BEACH HARDLY USE FOR RECREATION OTHER THAN DOG WALKING
237. I'm not sure if I'm agreeing to have existing kept or extended, but I am in fouvour of keeping dogs off public beaches for as long as possible.

238. I don't think dogs should be allowed on beaches period. I've taken my child to all the above beaches, only to find find huge dog turds buried in the sand! Disgusting.
239. This should be amended to only cover weekends and school holidays from 1/6 to 31/8. Outside these times the beaches are deserted
240. All - well behaved dogs should be acceptable at all times
241. We regularly walk our dogs on all the above beaches, winter or summer. Why stop dogs on beaches? They're part of our family.
242. I find dogs on beaches to be a nuisance and would like areas further restricted
243. Allow dogs on the beaches as per restrictions in place.
244. I would hope that there will still be dog friendly beaches as now please.
245. My only concern is that the council appear to be assuming that the repeal of the power to make Dog Control Orders, automatically enables them to be replaced by a PSPO. The conditions for a PSPO appear more stringent. I would submit that more assessment is still needed that the criteria for a PSPO are met in all cases.
246. The council already have the powers to deal with dogs on beaches, but don't bother to enforce them.
247. Dog owners could get a criminal record for a civil offence. This is not right
248. More rural beaches should not be included, such as East Cowes, west Cowes, Freshwater Bay and Ventnor beach, as these should be inclusive for all. But I do think more 'tourist' type beaches should be kept free from dogs during the summer, as not all dog owners keep their dogs under control or indeed clean up after them!
249. allow sandown / yaverland which are noy particularly nice beaches (bandstand onwards) to allow dogs all year

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<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>

1. Department for Transport

Open consultation

## Pavement parking: options for change

Published 31 August 2020

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### Ministerial foreword

Transport is at the heart of how we live our lives. It helps us get to work, stay in touch with friends and family, contribute to society and access vital services like healthcare and education. Access to transport is central to building a stronger, fairer society.

While many people take for granted the ability to travel easily from A to B, this is not the reality for everyone. For our ageing population, and the 13.3 million people (21% of the population) who identify as having some sort of disability, access to transport can be far from straightforward.

This government is therefore determined to make sure that disabled people have the same access to transport as everyone else, and that they can travel easily, with confidence and without extra cost. That is why the government's [Inclusive Transport Strategy: achieving equal access for disabled people](#), published in July 2018, aims to create a transport system that provides equal access for disabled people by 2030, with assistance if physical infrastructure remains a barrier. Disabled people will be able to travel confidently, easily and without extra cost. Progress continues to be made in delivering our commitments in the strategy, including on pavement parking.

Through the Department for Transport (DfT)'s close contact with a range of stakeholders, I know that pavement parking can cause real problems for pedestrians, but particularly for wheelchair users, people with visual impairments and those with prams or buggies. We are also told that the current legislative framework may not be as clear or effective as it could be. These are important concerns, and I take them seriously.

However, it is also important to recognise that in many narrow streets pavement parking is necessary to maintain free-flowing traffic, including for emergency services. Local authorities are best placed to assess how parking should be managed in their communities.

Pavement parking has been prohibited in London since 1974. While successive governments have recognised there is no perfect solution to this complex problem, I believe it is time to look again at this issue in detail. Following the DfT's detailed review of pavement parking and the government's response to the [Transport Committee's 2019 report on pavement parking](#) (published 12 March 2020) this consultation seeks your views on some options to help local authorities to tackle this problem.

I am keen to hear your views.

Baroness Vere of Norbiton

Parliamentary Under-Secretary of State, Department for Transport

## **Introduction**

Although the 'pavement' is defined as the 'footway' in legislation, the more commonly used term 'pavement' is used in this document to mean the part of a highway which shares its border with the carriageway ('road') on which there is a public right of way on foot. This is distinct from a 'footpath', which does not border a road.

Many towns and cities were not designed to accommodate today's high traffic levels; and at some locations, especially in residential areas with narrow roads and no driveways, the pavement is the only place to park without obstructing the carriageway. However, irrespective of whether pavement parking is deemed necessary, there are inherent dangers for all pedestrians; being forced onto the carriageway and into the flow of traffic. This is particularly difficult for people with sight or mobility impairments, and those with prams or buggies. While resulting damage to the pavement and verges is, uppermost, a trip hazard, maintenance and personal injury claims are also a cost to local authorities.

Since 1974, parking on pavements, with certain exceptions, has been prohibited in Greater London by the [Greater London Council \(General Powers\) Act 1974](#). Exemptions at specific locations can be permitted through an administrative resolution and indicated by traffic signs. A national prohibition was enacted in Scotland in November 2019 but has yet to come into force. The reverse applies elsewhere in England, where parking on pavements and verges is permitted unless specifically prohibited by a local authority (either street-by-street or zonally); the prohibition requiring a formal Traffic Regulation Order (TRO). The DfT is

currently running a project looking at how the TRO legislative framework can be improved, to make TROs easier to implement, including for pavement parking.

As part of its wider agenda to improve accessible transport, the DfT's commitment to review the laws on pavement parking was featured in its Inclusive Transport Strategy and [Cycling and Walking Investment Strategy safety review](#). Last year, the DfT completed an exercise to gather evidence on the problems pavement parking causes, the effectiveness of current legislation, and the case for reform.

To further develop its understanding of the pavement parking problem, the DfT is seeking your views on:

- whether its ongoing work (Option 1), explained in more detail below, to improve the TRO process, under which local authorities can already prohibit pavement parking, is sufficient and proportionate to tackle pavement parking where it is a problem; or if not:
- which of 2 specific options you prefer. These were identified in the department's review of the pavement parking problem, and echoed by the Transport Committee; are aimed at providing better tools for local authorities. These options, explained in more detail in this consultation document, are:
  - legislative change to allow local authorities with civil parking enforcement (CPE) powers to enforce against 'unnecessary obstruction of the pavement' (Option 2), or:
  - legislative change to introduce a London-style pavement parking prohibition throughout England (Option 3).
- any alternative proposals you may have for managing pavement parking

The DfT recognises that there are pros and cons for each of the options, and your responses on each will inform how this issue should be addressed.

## How to respond

The consultation period began on 31 August 2020 and will run until 22 November 2020 so ensure that your response reaches us before the closing date. If you would like alternative formats (Braille, audio CD, and so on), contact [pavement.parking@dft.gov.uk](mailto:pavement.parking@dft.gov.uk).

You may respond via:

- the [online survey](#), our preferred method
- by downloading the response form and emailing [pavement.parking@dft.gov.uk](mailto:pavement.parking@dft.gov.uk)
- emailing [pavement.parking@dft.gov.uk](mailto:pavement.parking@dft.gov.uk) directly

Due to remote working for the foreseeable future, we cannot accept hard copies of responses but please let us know if you are unable to respond by using the survey or by email.

When responding, state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, make it clear who the organisation represents and, where applicable, how the views of members were assembled.

## Freedom of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department for Transport.

The Department for Transport will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties.

## **Current laws on parking**

The [Traffic Management Act 2004 \(TMA\)](#) places a network management duty on local authorities to manage their road network to reduce congestion and disruption. The TMA also provides specific powers for parking enforcement to be undertaken by local authorities rather than the police. Local authorities have powers under Part I of the [Road Traffic Regulation Act 1984 \(RTRA\)](#) to set restrictions or exemptions relating to parking within specific areas via the use of TROs, or Traffic Management Orders within London. For the purposes of this document, the term ‘TRO’ means either legal mechanism.

Local authorities can use a TRO to create local road traffic measures; for example, yellow line parking restrictions, ‘no entry’, ‘no left turn’ / ‘no right turn’ on roads for which they are responsible for managing. These measures can be applied to specific locations or larger areas. They can apply at all times or during specific time periods and can exempt certain classes of traffic. Under RTRA Sections 4 and 6, the conditions of a TRO are indicated to the road user by traffic signs and/or road markings, either prescribed by regulations (currently the [Traffic Signs Regulations and General Directions 2016](#)) or specially authorised by the Secretary of State.

## **Civil parking enforcement**

Part 6 of the TMA allows most types of parking contraventions to be enforced by local authorities as a civil matter, instead of as a criminal matter by the police. Local authorities are not forced to do so, but they may choose to take on these CPE powers by applying to the Secretary of State for the power to enforce parking restrictions within geographical local areas. As the parking offences are no longer criminal in such areas:

- enforcement ceases to be the responsibility of the police and becomes the responsibility of the local authority
- Civil Enforcement Officers (CEOs) instead of ‘traffic wardens’ place Penalty Charge Notices (PCNs) on offending vehicles
- the penalty charges are civil debts, due to the local authority and enforceable through a streamlined version of the normal civil debt recovery processes
- motorists wishing to contest the validity of a PCN may make representations to the local authority. If rejected, they may then appeal to independent adjudicators, whose decision is final (meaning there is no right of further appeal through the courts)

- the local authority retains the proceeds from the penalty charges, which are used to finance the enforcement and adjudication systems. Any surpluses must be used for prescribed purposes only.

Endorsable parking offences, like those involving dangerous parking (where a driver's licence can be endorsed with penalty points), remain criminal and can only be enforced by the police. Stopping offences at pedestrian crossings may be enforced by the police or the local authority, but police action takes precedence.

Currently, 96% of local authorities in England have acquired CPE powers. Elsewhere, all parking offences remain subject to criminal law and enforceable by the police. Furthermore, on trunk roads and motorways, the police are responsible for enforcing traffic regulations, so illegal parking on these roads is a criminal offence.

### **Powers to tackle pavement parking**

A pavement parking prohibition was introduced in London in 1974. Local authorities in England (outside London) can enforce against pavement parking where:

- vehicles are parked in contravention of existing waiting restrictions (for example yellow lines, which also apply to the verge and the pavement)
- a designated prohibition has been implemented through a TRO and prescribed, or authorised, traffic signs and bay markings; or
- the vehicle parked is a 'heavy commercial vehicle' with an operating weight of over 7.5 tonnes

### **Unnecessary obstruction of the highway**

The offence of unnecessary obstruction of the highway, which includes the road as well as the pavement, already exists and has not been decriminalised. There are existing statutes and regulations which allow proceedings to be brought by the police under criminal law for situations where parking on the pavement, in such a way as to cause obstruction, is deemed to be avoidable. These include:

- section 137 of the [Highways Act 1980](#), as amended; for wilfully obstructing the free passage along a highway
- regulation 103 of the [Road Vehicles \(Construction and Use\) Regulations 1986](#) as amended; for causing or permitting a motor vehicle or trailer to stand on a road so as to cause any unnecessary obstruction of the road

Local authorities are currently unable to enforce against obstruction using their civil parking enforcement powers.

### **Revenue raised from parking enforcement**

Parking schemes should be self-financing and the law does not allow local authorities to use parking enforcement schemes for the purpose of raising revenue. Section 55 of the RTRA (as amended) requires that any surplus made on parking enforcement operations is directed towards the costs, incurred by the local authority, of other schemes to improve local transport and environment, including:

- local public transport schemes
- highway or road improvement projects
- improvement measures to reduce environmental pollution

## **Progress to date**

## Parking evidence review

Last year the department completed an evidence review looking at the problems caused by pavement parking, the effectiveness of current legislation, and the case for reform. The review was structured around 3 main questions:

1. How severe are the problems caused by pavement parking?
2. How effective is the current legislation?
3. Do any of the potential reform options have merit?

The department met a broad range of stakeholders, including Guide Dogs; Living Streets; the Disabled Persons Transport Advisory Committee; the British Parking Association; the parking adjudicators inside and outside London (London Tribunals and The Traffic Penalty Tribunal respectively); AA and RAC; and Local Government Association, London councils and over 40 local authority parking managers.

A wide range of evidence was gathered from a variety of sources including local authority parking managers, council reports, stakeholder surveys, site visits, road safety data, photographs, tweets, newspaper articles, to understand the problems caused by vehicles parking on pavements, and the effectiveness of the current regime.

The evidence gathered was comprehensive in its breadth but not in its depth, although we believe the review yielded sufficient information to enable reliable conclusions to be drawn.

Of the 68 local authority responses to a survey carried out by the department, 57 reported that pavement parking was a widespread problem in their area.

The findings confirmed that vulnerable pedestrians are most at risk, and in particular: people with visual impairments; people who use mobility aids, including guide dogs, wheelchairs, and mobility scooters; young children and people with prams and pushchairs. A review of surveys carried out by organisations representing disabled people, as well as cycling and walking, and the correspondence submitted by members of the public provided anecdotal evidence of pedestrians being injured or very nearly injured, because of vehicles parking on pavements. The surveys indicated that 95% of visually impaired people had had a problem with vehicles parked on pavements in the previous year. This figure rose to 98% of wheelchair users. A survey found that 32% of respondents with vision impairments were less willing to go out on their own because of pavement parking. The figure was 48% for wheelchair users.

However, there was little quantitative data on the safety implications of pavement parking. While it is possible to say with some confidence the number of pedestrians injured or killed on pavements, identifying the direct cause of these accidents proved more difficult. Moreover, the number could be further obscured by pedestrians being killed or injured in the road while navigating around vehicles parked on the pavement.

Of the 68 local authority responses to how many pedestrians had been hurt in the previous year; either by being hit by a vehicle while walking in the road to pass a parked vehicle or by a vehicle driving on the pavement to park:

- 3 estimated up to 10 incidents
- 4 estimated more than 10 incidents
- 7 confirmed no incidents
- 54 did not know

National statistics and datasets were found to be neither granular enough nor collected in a manner that enabled the department to identify and quantify individual cases where the injury or fatality was primarily a consequence of a vehicle having parked on a pavement. It is also possible that the number of such occurrences is lower as a result of some people going out less often. While it was not possible to quantify on a national level the safety risk posed by vehicles parking on pavements, the department does not dispute that pavement parking can endanger the safety of pedestrians.

Several disability organisations shared stories submitted by their members and service users, confirming that many people do find pavement parking to be a very substantial obstacle to the journeys they need to make to carry out their daily lives.

Pavement parking may also have a negative financial impact on local authorities, arising from repairs to pavements and liability for personal injury claims resulting from pedestrian trips or falls on cracked or uneven paving surfaces.

In response to our enquiries as to whether they had to repair pavements damaged by parking vehicles in the previous year, 39 out of the 68 local authority responses confirmed they had, most of which in more than 10 instances; while only 2 said that they had not. The remaining 27 did not know, as they either do not record the cause of damaged pavements or said that it would be difficult to ascertain the causes in some cases.

The costs reported varied considerably. One authority estimated that 10 to 20% of the pavement repair budget of £500,000 is spent repairing pavements damaged because of pavement parking each year.

The evidence review identified 2 main options for possible legislative change, should this be considered necessary.

- Option 2 - to enable local authorities to enforce against an offence of ‘causing an unnecessary obstruction of the pavement’, as deemed by the CEO; or
- Option 3 - to introduce a national prohibition on pavement parking, except at locations where local authorities choose to allow it

These are described in more detail in Chapter 3.

## **The Transport Committee inquiry into pavement parking**

In April 2019, the Transport Committee launched an inquiry into pavement parking. Their [report](#) was published on 9 September 2019. In line with the department’s view, they recommended that the government consult on allowing local authorities to enforce against obstructive pavement parking, with a view to making such an offence subject to civil enforcement under the TMA 2004. They also recommended that, in the long term, the government legislates for a nationwide prohibition on pavement parking across England, outside London, enforceable by local authorities.

The Transport Select Committee published the government’s response on 12 March 2020.

## **Proposed options to tackle pavement parking**

### **Option 1: to rely on improvements to the existing TRO system**

Existing legislation allows local authorities to introduce TROs to manage traffic; the requirements of which must be conveyed to the motorist via prescribed or authorised traffic signs and road markings. Local authorities make TROs for many reasons, for example, to restrict traffic manoeuvres (one-way or banned turns) or to set speed limits. TROs also allow local authorities the freedom to decide if and how they wish to restrict or prohibit pavement

parking in their local area. The combination of a TRO with the necessary traffic signs and road markings creates a pavement parking restriction, which local authorities with CPE powers can enforce against by issuing PCNs. Parking enforcement remains the responsibility of the police where a local authority does not have CPE powers.

However, because it had become clear that the process for making TROs can be time-consuming and burdensome for local authorities, the department announced in August 2019 that it would be reviewing the legislation associated with TROs. The first stage of this review involved the department developing proposals for legislative change in partnership with a broad range of stakeholders.

User research was carried out on behalf of the department into the current legal process for making TROs. This looked at ‘pain points’ experienced by those who interact with the TRO process (local authorities and applicants) and recommended changes to legislation. This review drew on the findings of the TRO Discovery report that encouraged the department to determine whether the legislation could be simplified. It made other recommendations for reform, including looking at how traditionally paper-based TRO data, which is a rich source of information, could be digitised to support the transport network of the future.

These recommendations will be subject to further consultation in 2020; and the scope of legislative change, and whether change will require primary and/or secondary legislation, will require careful consideration in light of the consultation findings.

### **Option 2: to allow local authorities with CPE powers to enforce against ‘Unnecessary obstruction of the pavement’**

The offence of unnecessary obstruction of the highway, i.e. the road, verges, pavement, bridleways, and so on, already exists; although this is only enforceable by the police as a criminal matter.

Option 2 proposes to allow local authorities with CPE powers to enforce unnecessary obstruction as a civil matter, by issuing PCNs to vehicles found to be causing an ‘unnecessary obstruction of the pavement’. This would enable CEOs to address instances of unnecessarily obstructive pavement parking as and when they find it, without the need to prohibit it nationally. The guidelines contained in the [Civil Enforcement of Parking Contraventions \(Guidelines on Levels of Charges\) \(England\) Order 2007](#) provide for the higher PCN charge level of £70 for pavement parking.

We do not, at this stage, propose full decriminalisation (meaning completely removing enforcement from the police) as there may be some circumstances where a particularly dangerous obstruction of the pavement is more appropriately dealt with by the police as a criminal matter. Under this option, unnecessary obstruction of the pavement could therefore be enforced by either the police service (via fixed penalty notices (FPNs) or by local authorities (via PCNs)), although we would expect police intervention to be the exception. In the unlikely event of 2 penalties being simultaneously issued to the same vehicle, a police FPN would take precedence over a PCN issued by a local authority which would be required to cancel the PCN and refund any payment. Unnecessary obstruction of the highway other than the pavement would remain a police matter.

Option 2 would be achieved by splitting the ‘pavement’ from ‘road’ in regulation 103 of the Road Vehicles (Construction and Use) Regulations 1986 - which makes unnecessary obstruction of the road an offence - and adding it to the list of contraventions subject to civil enforcement in schedule 7, paragraph 4(2) of the TMA, using the powers under paragraph 5 of that schedule.

This option would also include exceptions, for example, breakdown or emergency service vehicles; highway maintenance vehicles; utility maintenance vehicles; or where it can be proved that a vehicle had been used for loading and unloading goods (for up to 20 minutes, or longer if the authority permits it). A [proposed list is at Annex B](#).

However, while it is considered necessary to include exemptions for emergencies, and to maintain free-flowing traffic and sustainability for delivery firms, we do not propose to exempt Blue Badge holders, or any businesses not concerned with deliveries. The aim of the policy is to keep the pavement free of obstruction as far as possible; and we believe that other exemptions would defeat this objective.

It is acknowledged that the concept of ‘unnecessary obstruction’ is inherently vague. To help mitigate this, we could recommend in guidance to local authorities that their schemes provide for the use of warning notices on the first occasion an individual vehicle is identified as causing an obstruction.

### **Some advantages**

This option would enable local authorities to issue PCNs to vehicles which are deemed to be causing an unnecessary obstruction of the pavement, without the need to prohibit pavement parking nationally.

This option would require secondary legislation and could be implemented relatively quickly. Pavement parking would not become an offence in all cases, so local authorities would not need to carry out costly and time-consuming audits of their road networks; nor would it be necessary to place traffic signs and bay markings to indicate where pavement parking would need still to be permitted. This is particularly relevant in rural areas where pavement parking is less likely to be a problem, and where placing signs to permit it would be disproportionate.

Enforcement against this offence would be more targeted than a general prohibition of pavement parking. Local authorities would be able to penalise pavement parking where the pavement has clearly been blocked unnecessarily.

### **Some disadvantages**

Parking offences currently subject to local authority civil enforcement are violations of clearly defined restrictions indicated by traffic signs and road markings, for example, yellow lines or white bay markings. By contrast, ‘unnecessary obstruction’ is more difficult to define, vulnerable to misinterpretation and would require detailed assessment in each case.

Unlike most other parking offences, there would be no traffic signs or bay markings informing motorists of local regulations: ‘obstruction’ is a general offence that may occur anywhere so it cannot be indicated by traffic signs or bay markings.

If this option was pursued, secondary legislation and/or guidance would be needed to clarify the definition of an ‘unnecessary obstruction of the pavement’ in order to prevent inappropriate and inconsistent enforcement.

### **Defining ‘Unnecessary obstruction’**

‘Unnecessary obstruction’ does not lend itself to a simple definition that works in all circumstances. It would be almost impossible to anticipate all the possible real-world circumstances and to prescribe them in regulations. This would almost certainly result in situation overload, with a list that appears exhaustive but with unforeseen situations still being overlooked. Instead, we would propose to define the scenarios where pavement parking would, and would not, be deemed appropriate in updated statutory guidance. The benefit of this approach is that statutory guidance would be more responsive to any necessary changes, avoiding the time-consuming process of updating regulations.

However, it may still not be possible to comprehensively define what we mean by unnecessary obstruction in guidance. It may be relatively easy to define a pavement obstruction but not so easy to define when it is necessary. For example, ‘Obstruction’ could be determined by whether the pavement width between the vehicle and the backline of the pavement is sufficiently wide so as not to obstruct the passage of a wheelchair user or person with a pram or buggy. Leaving a minimum width of 1.5m between the parked vehicle and the back edge of the pavement could be deemed to be not causing an obstruction of the pavement. This width is derived from Section 3 of the DfT’s [inclusive mobility guidance](#); it is the absolute minimum required for a wheelchair user and a person on foot to pass one another.

The more difficult question, if the space left by the vehicle was less than 1.5m and so causing an ‘obstruction’, is how to determine whether this was ‘unnecessary’.

One approach could be to establish that a vehicle is parked unnecessarily on the pavement where it could otherwise be parked fully on the carriageway without blocking either one-way or two-way traffic (allowing that two-way traffic may have to give way to vehicles approaching in the opposite direction). However, this wouldn’t work in all scenarios. It might be reasonable for traffic to give way on quiet residential roads, but it could cause significant congestion on heavily trafficked roads of the same size, so there may be a case for vehicles being on the pavement.

Furthermore, the following sequence of events could occur which might give the wrong impression of unnecessary pavement parking:

- Event 1 - Vehicle A is already parked fully on the carriageway
- Event 2 - Vehicle B arrives and parks directly opposite on the pavement so as not to block traffic
- Event 3 - Vehicle A drives off
- Event 4 - Vehicle B is left appearing to a CEO to be unnecessarily pavement parked

Another way might be to say that two-way traffic must be able to freely pass without giving way. However, this would result in pavement parking on many roads as it would mean allowing pavement parking on all roads where the carriageway is less than (say) the width of at least 4.5 vehicle widths (to allow for vehicles to park on both sides of the carriageway and two-way traffic to pass freely between them).

Thus, we begin to see that a precise definition of ‘unnecessary obstruction’ may be difficult to achieve. We may only be able to issue scenario-based guidance to local authorities, which still might not cover all situations that could arise.

### **Option 3: a national pavement parking prohibition**

Option 3 would in effect extend the existing London-wide pavement parking prohibition. This option would require changes to primary legislation to prohibit pavement parking by default, except at locations where local authorities decide to allow it. This could be done as a general default prohibition across England, or defined in certain circumstances (for example urban areas), as informed by this consultation.

The existing London pavement parking prohibition allows for London councils to introduce exemptions by passing administrative resolutions (for example for narrow streets where pavement parking is essential to ensure traffic flows and to prevent vehicle displacement where there is nowhere else to park). New legislation prohibiting pavement parking in Scotland requires that the exemption of particular streets must be by the making of an order by the local authority in much the same way that English authorities currently make TROs.

We would propose basing the regime on the London model, as recommended by the Transport Committee.

Local authorities would be expected to decide where pavement parking remained necessary and to introduce the necessary exemptions and to place traffic signs and bay markings to indicate where pavement parking is permitted. The bay could be placed completely on the pavement where there is sufficient width, or [‘part on / part off’ as shown in Figure 1].

The legislation for both London and Scotland also includes exceptions to the prohibition for certain vehicles including, for example, breakdown or emergency service vehicles; highway maintenance vehicles; utility maintenance vehicles; or where it can be proved that a vehicle had been used for loading and unloading goods (for up to 20 minutes, or longer of the authority permits it). Our [proposal for exceptions is at Annex B](#).

However, while it is considered necessary to include exemptions for emergencies, and to maintain free-flowing traffic and sustainability for delivery firms, we do not propose to exempt Blue Badge holders, or any businesses not concerned with deliveries. The aim of the policy is to keep the pavement free of obstruction as far as possible, and we believe that other exemptions would defeat this objective.

**Figure 1.** A residential London street with an exemption from the London-wide pavement parking prohibition. Upright traffic signs show the start and end of permitted pavement parking, and white bay markings show how much of the pavement drivers may occupy.



### **Some advantages**

This option would establish a general rule against pavement parking except where there is specific permission for it. We propose this would mirror the London pavement prohibition; with exemptions in place at many locations.

Motorists would benefit from a consistent rule: 'you must not park on a pavement except where signs permit'. Traffic signs and bay markings would show drivers where pavement parking was still allowed.

Local authorities could introduce exemptions to permit pavement parking by the simpler means of administrative resolution<sup>1</sup> instead of promoting TROs to prohibit pavement parking. This is because the default position is an enforceable pavement parking prohibition whereas the exemption is a simple 'permission' that requires signing but no enforcement.

This approach would foster active management of pavement space. It would require local authorities to decide where vehicles should have priority over pedestrians and vice versa.

## **Some disadvantages**

A national pavement parking prohibition would be the most significant change to English parking law in several decades, and local authorities would need to undertake a substantial amount of work to prepare for it.

In many areas pavement parking is essential, so it is important that it should continue to be allowed where this is the case. Each local authority would need to survey their road network, identify areas where pavement parking is routine, determine where it remains necessary, pass resolutions to permit it, and place traffic signs and bay markings to inform drivers where pavement parking is still permitted.

It is likely that the introduction of a national prohibition would need a significant implementation period. This process of identifying and implementing exemptions could be time consuming and expensive. Local authorities have indicated that the scale of this task should not be underestimated. It is not known how many streets would need to be exempted from a national prohibition, nor how many streets may need to be exempted in any single town or city. One authority has estimated the cost at around £670,000. Some authorities we talked to stated that they depend on pavement parking to preserve traffic flow in terraced areas, and believe they would need to exempt large residential areas from the prohibition.

Currently, pavement parking is partly self-regulating and fluctuates in response to spikes of parking demand, such as community events, local festivals, etc. By restricting pavement parking only to those areas indicated by traffic signs and bay markings, this option would fix the provision of pavement parking at a relatively static level. The local authority may authorise enough pavement parking bays for residents, but not enough to accommodate an unknown level of visitors.

A national prohibition might be inappropriate in rural areas, such as country roads where pavement parking may be safer. It would be difficult to comprehensively assess all rural settings and may be disproportionate to direct resources to place traffic signs on quiet country roads. There is also a greater dependence on private transport in rural areas. Suburban areas may also face specific challenges.

The implementation of a national prohibition would also be particularly difficult in environmentally sensitive areas, such as historic towns and villages, where there is likely to be strong resistance to placing of traffic signs and bay markings to indicate where parking is permitted. Moreover, reducing traffic sign clutter was a key aim of the DfT's traffic signs policy review, and a major update to the regulations<sup>2</sup> governing the appearance and use of traffic signs included a number of changes to facilitate this.

London is more conducive to a pavement parking prohibition, with much lower levels of car ownership per household and higher mode shares for public transport. Elsewhere car ownership per household tends to be higher and consequently, the demand for parking is greater.

## **What will happen next?**

A summary of responses will be published within 3 months of the consultation closing. Paper copies are available on request.

If you have questions about this consultation contact [Pavement.parking@dft.gov.uk](mailto:Pavement.parking@dft.gov.uk).

## **Annex A: impact assessment**

The [impact assessment is listed separately](#).

## **Annex B: exceptions for certain vehicles in specific circumstances**

B.1 The table below sets out those vehicles which we propose should not be subject to the prohibition proposed in Option 2 or Option 3.

Vehicle when being used for:

- fire brigade purposes
- police purposes
- parking in accordance with a direction given by a constable
- ambulance purposes
- the provision of, or in connection with, urgent or emergency health care, by a registered medical practitioner, registered nurse or registered midwife
- the purpose of saving life or responding to another similar emergency
- the purpose of providing assistance at an accident or breakdown
- postal services (within the meaning of section 125(1) of the Postal Services Act 2000)
- delivery, collection, loading or unloading of goods to, or from any premises, in the course of business; where this cannot reasonably be carried out without the vehicle being parked on a pavement; and the vehicle is so parked for no longer than is necessary for these purposes, and in any event for no more than a continuous period of 20 minutes
- collection of refuse by, or on behalf of, the local authority
- street cleansing purposes by, or on behalf of, the local authority
- gritting or salting or the clearance of snow by, or on behalf of, the local authority
- road works by, or on behalf of, the local authority
- road maintenance (including street furniture) by, or on behalf of, the local authority
- street works by, or on behalf of, the local authority or statutory undertakers, including utility companies
- to comply with the duty in section 170 of the Road Traffic Act 1988 to stop after an accident

Other situations - in respect of Option 3 only:

- any vehicle authorised by the council to be parked in a specified place at a specified time

## **Annex C: full list of consultation questions**

### **Introductory Questions**

Question 1

For contact purposes only:

- Your name
- Your email

Question 2

Are you responding as:

- an individual?
- on behalf of an organisation?

### **Questions for individuals**

Question 3

Do you think vehicles being parked on the pavement is a problem in your area?

- Yes
- No
- Don't know

Question 4

Pavement parking causes you problems because:

- you have a sight impairment
- you have a mobility impairment
- you use a buggy or pram to transport children
- another issue

Question 5

Would you leave home more often if there was no pavement parking?

- Yes
- No

### **Questions for all respondents**

Question 6

Do you think vehicles parked on the pavement is a problem in your area?

- Yes
- No
- Don't know

Question 7

Do you prefer:

- option 1?
- option 2?
- option 3?
- an alternative option? (please describe it)

**Option 2 - to allow local authorities with CPE powers to enforce against 'Unnecessary obstruction of the pavement'**

Question 8

How would you define an 'unnecessary obstruction of the pavement'?

Question 9

Do you think a warning notice should be given for first-time offences of causing an unnecessary obstruction by parking on the pavement?

- Yes
- No
- Don't know

Question 10

What do you think are the advantages and disadvantages associated with Option 2?

**Option 3 - England-wide pavement parking prohibition**

Question 11

Do you think a national prohibition should apply:

- on no roads (since you are against the proposal)?
- on all public roads within the country?
- only on roads with speed limits up to 40mph (this includes roads in villages, towns and cities); or
- in an alternative way of your description? (please describe)

Question 12

Should a national prohibition apply to:

- pavements only?
- pavements and verges?

Question 13

What are your views on the impact this would have on the built and historic environment?

Question 14

What do you think are the advantages and disadvantages of Option 3:

- for rural areas including villages?
- for suburban areas?
- for town and city centres?
- overall?

Question 15

Do you believe Option 2 or Option 3 would have an impact on the environment?

Option 2

- Yes
- No
- Don't know

Option 3

- Yes
- No
- Don't know

If answering “Yes” to an option, please explain the impact you think will occur and whether it is positive or negative.

#### Question 16

For both options 2 and 3, we propose exceptions for those vehicles listed in Annex B. (The final listed exception applies to option 3 only.)

- What, if any, other additional vehicles or services would you like to exempt and why?

### **Questions on the equality duty**

#### Question 17

In respect of people who share any of the following protected characteristics:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race
- religion/belief
- sex
- sexual orientation

Please describe any negative impacts that the options in this document might have on these objectives:

- eliminating discrimination
- advancing equality of opportunity
- fostering good relations

Please clearly identify the specific consultation option, the protected characteristic affected, which objective is affected and the nature of any negative impact.

### **Final comments for all respondents**

#### Question 18

Do you have any other comments?

### **Questions for organisations (other than local authorities)**

#### Question 19

Your organisation’s name is?

#### Question 20

Is your organisation a commercial business?

- Yes
- No

#### Question 21

Does your organisation routinely make deliveries as part of its business?

- Yes
- No

Question 22

Do you agree that 20 minutes of pavement parking would be adequate for a delivery?

- Yes
- No

If you answered “No”, why not?

Question 23

If you answered “No”, of all the daily deliveries that you may make, what percentage do you think will take longer than 20 minutes each to be completed?

Question 24

In your opinion, what types of delivery that you make would require greater than 20 minutes?

**Questions for local authorities**

Question 25

Are you representing a council?

- Yes
- No

Question 26

Has your authority introduced a TRO, or TROs, to implement pavement parking restrictions?

- Yes
- Don't know
- No

If you answered ‘No’, why not?

If you answered ‘Yes’: \* How many has your authority introduced in each of the last 10 years? \* Typically, how long does a TRO take for you to put into place (in weeks)? \* What was the average monetary cost (to the nearest £) of introducing a single TRO? (please breakdown costs eg administration, legal, advertising, traffic sign purchase / installation & road marking creation).

Question 27

Could you please provide where possible, for each of the 5 years 2015-2019, figures or estimates (please specify which) for your local authority:

- the number of injury claims made to your local authority
- the number of injury claims made due to pavement parking
- the number of injury claims for which compensation was paid
- the number of injury claims made due to pavement parking for which compensation was paid
- the total compensation paid for injury claims
- the total compensation paid due to pavement parking

Question 28

What was the:

- total spend on pavement repairs for each of the 5 years 2015 to 2019?

- the percentage of this total spend due to pavement parking: for each of the 5 years 2015 to 2019?

## **Option 2**

### Question 29

If your council has civil enforcement powers and was permitted to enforce the offence of 'unnecessary obstruction', would your council elect to do this?

- Yes
- No
- Don't know

### Question 30

If you answered "Yes" or "Don't know", what number of staff, in your authority, would need to learn the new enforcement guidance?

### Question 31

Can you foresee any additional, unfunded costs outside of the normal issuing and processing of PCNs?

- Yes
- No
- Don't know

### Question 32

What are these costs (list the individual costs and the total average expenditure based on a per annum basis)?

## **Option 3**

### Question 33

In your authority area, estimate based on your total road network, on how much road is pavement parking necessary to ensure free-flowing traffic is maintained? Give the amount:

- in kilometres
- as a percentage of the total road length

### Question 34

What do you expect an assessment of your road network, to identify exemptions, to cost overall and how do the costs break down individually (£)?

### Question 35

Would your authority need to provide more parking provision to implement option 3?

- Yes
- No
- Don't know

Please provide any relevant evidence to support this view.

### Question 36

Please provide an estimate of the cost of implementing exemptions in your area, including:

- staff costs

- traffic signing costs
- bay marking costs
- removal of traffic signing for previously implemented TROs restricting pavement parking in your area

Question 37

Can you foresee any additional, unfunded costs beyond the normal costs of issuing and processing PCNs?

- Yes
- No
- Don't know

Question 38

Give an explanation and breakdown of the number of additional:

- staff for your local authority?
- salary costs for your local authority?
- hiring costs for your local authority?
- training costs for your local authority?

Question 39

What additional staff roles do you envisage?

Question 40

Do you expect any other, non-staff, costs to arise from a national pavement parking prohibition?

- Yes
- No
- Don't know

Question 41

What are these costs (list the individual costs and the total average expenditure based on a per annum basis)?

Question 42

What potential benefits, if any, do you think there will be for your authority from a national pavement parking prohibition (such as existing costs being reduced)? Provide any monetary benefit where possible.

Question 43

The government is looking to local authorities to introduce more cycle facilities to encourage active travel. Do you think this will cause issues for a national pavement parking prohibition?

- Yes
- No
- Don't know?

If you answered "Yes", please describe the issues.

**Final comments**

Question 44

Do you have any other comments?

## Footnotes

1. An official decision that is made after a group or organisation has voted. [\[2\]](#)
2. [The Traffic Signs Regulations and General Directions 2016  
(<http://www.legislation.gov.uk/uksi/2016/362/contents/made>) [\[2\]](#)

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**POLICY AND SCRUTINY COMMITTEE FOR NEIGHBOURHOODS AND REGENERATION – 1 OCTOBER 2020**

**Homelessness and Rough Sleeping Action Plan**

**2019-2020**

	Strategy commitment	Lead partner	Completion by					Progress (RAG)
			2020					
			Q3	Q1	Q2	Q3	Q4	
<b>1. Prevention:</b> providing people with the ways and means to address their housing and other needs to avoid homelessness.								
1.1	We will ensure established housing governance forums drive forward the strategic vision.	Local Authority – Housing Programme Officer Board						Housing forums are established across the IOW Council. Housing are a key partner and represented in various partner organisation forums. These will need to be further reviewed post C19 to ensure all remain fit for purpose. Consideration to be given to Housing having membership at the health and wellbeing Board as highlighted as best practice in the Governments Homelessness and Rough Sleeping Strategy.
1.2	We will co-produce a communication strategy with key partners in relation to homelessness and rough sleeping.	Local Authority Communication Team						A communication strategy for housing was completed in 2019. This will need to be refined following C19.
1.3	We will develop a document that outlines our corporate approach to care leavers at risk of homelessness- aspiring to end homelessness for this cohort.	Local Authority – Children Services and Housing Needs						Completed- Agenda item on the Housing Programme Officers Board and Corporate Parenting Board (Oct 2020)

1.4	We will develop a strategic approach to homelessness prevention; including service level agreements that define pathways from criminal justice, hospital discharge and leaving care.	Local Authority and partners						In progress; This will need to be refined following C19. We are working in collaboration with specialist MHCLG advisers to help inform these work streams.
1.5	We will strive to achieve The SAHRA certification (Self-Assessment Homelessness Reduction Act) operated by the National Practitioner Support Service (NPSS)	Local Authority – Housing Needs						We continue on a journey of improvement and are working towards achieving this accreditation.
1.6	We will utilise and make applications to access all available funding streams to support the prevention agenda making the best use of the public purse.	Housing Needs	As opportunities/ new funding is advertised.					We have 100% success rate. Since January 2020 we have received nearly 1 million pounds from three bids we have made to MHCLG. This includes a recent award of over £500k to help us recover/reset from C19.
1.7	We will identify and agree the development of alternative accommodation options to eliminate the use of Bed and Breakfast accommodation for homeless families	Local Authority – Housing Programme Officer Board						We have entered into an agreement with Southern Housing Association and have nomination rights for a provision that negates the need to use B and B for homeless families.

1.8	We will end rough sleeping in collaboration with partner agencies by making efficient use of existing and future resources to reflect the needs of the island.	Supporting People Providers							We have significantly reduced rough sleeping reducing from 11 in November to 3 in September 2020. We are hopeful that as we mobilise a new single homeless accommodation pathway offer proposed to go live in November 2020 that we will move closer to this aspiration. We have reduced rough sleeping by 87.5% in less than 2 years. This would not have been achieved without our partners and although we still need to do more there is active participation and progress being made across the system.
1.9	We will analyse the use and impact of the 'Duty to refer' mechanism and formulate a briefing report outlining successes and learning.	Local Authority alongside mainstream partners.							This has been completed and an action plan has been created to address a number of deficiencies that remain across the system. This includes the development of a virtual training module we hope to roll out to partners.
1.10	We will utilise the Health and Wellbeing Board to scrutinise the sphere of influence of any particular service decision on the homelessness prevention agenda.	Health and Wellbeing Board							In progress although as noted in 1.1 Housing are not a core member of the board. This is highlighted as best practice in the governments rough sleeping strategy.
<b>2. Intervention:</b> focusses on helping people who are already in crisis to get swift, targeted, person centric support.									
2.1	We will develop a Somewhere Safe to Stay Assessment Hub where the Islands people will have access to a range	Full co-production of service, pathways and commissioning							A paper was signed off at Housing members Board on the 17.6.2020. It was agreed to renovate a local authority asset to meet this commitment funded through a combination of grants awarded to Housing services. It is

	of support services to meet their needs and resolve their incidence of homelessness.	led by the local authority with health partners, people with lived experience, housing partners and						envisaged this will be live in March 2021. In the interim an alternative solution has been created to fulfil this function.
2.2	We will design and implement a new Supporting People service offer.	Local Authority – Housing Needs						We have completed the procurement associated to supported accommodation for all household types. The design of the community support offer remains in progress.
2.3	We will review our Temporary Accommodation, modernising and improving our service offer to prevent further social and economic deterioration.	Local Authority						This has been delayed by C19 but remains a piece of work that is being progressed albeit in the context of the unknowns that surround the housing market.
2.4	We will assess the impact of our policies upon people threatened by or homeless i.e. Allocation policy.	Local Authority and partners						C19 has disrupted any reviews.
2.5	We will target mental health as a priority area to improve homelessness prevention/ intervention.	The NHS Trust and Local Authority						This has been slow due to the transformation work that has been undertaken by our partners. We are exploring how we can align and integrate service offers as a mechanism to better meet the needs of those we serve to prevent homelessness and aid recovery.

3. Recovery: emphasises how we will support people to find a new home quickly and rebuild their lives.							
3.1	We will develop community resilience by increasing access to personal development and well-being opportunities for individuals and households on the cusp of or recovering from an episode of homelessness i.e. life training, relationship development, tenancy support, financial management, creative courses and physical activity.	Local Authority and providers					We will work in collaboration to build on the response success associated to C19 and the opportunities that present as we embark on a journey to reset.
3.2	We will increase access to, and the number of, affordable properties.	Regeneration Members Board					This is pending post C19
3.3	We will utilise best practice and analysis of local need to influence and inform developments and front-line practice.	Housing Vulnerable Persons Board					Continuous process- We attend various regional and national forums to ensure we remain at the forefront of best practice.
3.4	We will implement and support the IOW Council's Empty Property Strategy Action Plan.	Housing Renewal					On-going.

3.5	Services commissioned under the umbrella of supporting people will develop peer support/ lived experience steering groups to help shape services and create a homeless champion network.	Supporting People Team						In progress- This was part of the specification and methods of delivery have been outlined by providers. Services are not due to go live until November 2020.
3.6	We will ensure that all services that provide homelessness prevention/ interventions will be underpinned by PIE (Psychologically Informed Environments) principles	Local Authority-Housing Needs						In progress. All new commissioned SP services are contractually required to be psychologically informed.
3.7	We will work with the Private Rented Sector (PRS) to develop a new accommodation quality standard.	Landlord forum						We are in the process of finalising a draft version which will be circulated for consultation.

## Regeneration and Neighbourhoods Policy Scrutiny committee – 1<sup>st</sup> October 2020

### Cabinet member update – Regeneration

#### Service overview

The Regeneration directorate within the council, under the leadership of the Director for Regeneration, comprises the Regeneration team, Planning services, the Corporate Property and Economic development teams.

The directorate was formed as a result of a key proposal in the councils medium term financial strategy, to develop capacity, to maximise potential returns on councils assets and help grow the local economy. Since their appointment the regeneration team has focused on developing key projects towards identifying the necessary resources and methods of delivery, whilst at the same time developing a holistic regeneration strategy for the Island.

In July 2017 a major conference to launch the regeneration programme was held, where over 130 stakeholders interested in collaborating with the council to achieve successful regeneration gathered, to explore how the proposed projects and key issues such as economic development , housing and tourism might be taken forward. The team also launched an Island conversation through promoting an on line survey “The Wight We Want”, to secure the views of Islanders on the type of island they want to see for future generations.

The impact of the Covid 19 pandemic on the islands population, and in particular its economy, is still being felt, highlighting the continuing need for progressing the regeneration programme as part of an overall Covid -19 recovery plan “A Better Island” agreed by cabinet in September 2020

The key developments in terms of recent and current activities of the regeneration directorate that are relevant to the interests of this committee are listed below:

#### Area profiles and regeneration plans –

*Heritage High St Action Zone funding* -£1m of government funding for Ryde and Newport High sts secured to maximise their heritage value was recently confirmed by government. The bids were developed in partnership and the Isle of Wight was the only council to secure two successful projects. Improving public realm, shopfronts , housing and diversifying uses of the high st are the main activities planned over the next 4 years

*A place plan for Newport* is now in its second year of implementation , developed in conjunction with Newport Business association and Newport Parish council, following extensive consultation it sets out 15 key actions for regeneration of the town to feed into the Island regeneration strategy

*Ryde Place Plan* – agreed in Feb 2020 this sets out the key priorities for sustainable regeneration in Ryde developed in partnership with the town council , the business association and community groups

*Cowes and Northwood Place Plan* – reactivated consultation following easing of lockdown restrictions will result in a place plan for this part of the island before the end of 2020

*East Cowes Town Plan* – led by the town council community consultations identify key areas of concern with the aim of developing collaborative solutions

**BAE Ascensos contact centre/ Innovation Centre** – the cabinet , as its first decision in May 2017 agreed a package of support to bring up to 600 contact centre jobs to the Isle of Wight. Ascensos, a leading outsource customer service provider, with blue chip clients such as B&Q and Argos decided to set up their first U.K. presence outside Scotland on the island , drawn by the prospect of a loyal, skilled workforce and a package of support including the provision of suitable premises and help with recruitment.

Feedback from the company indicates they have been delighted with the quality of support they have received and the staff they have recruited so far . Their current and future space requirements reflect the need for greater social distancing as indicated by government guidance

The project also provides flexible space for the potential future relocation of council services, the provision of shared functions with other parts of the public sector and a potential business incubation facility – subject to funding being confirmed the first phase of these uses is scheduled for Spring 2021.

**Newport Harbour** – consultation on the proposed masterplan for Newport harbour highlighted to two main issues.

1. The Environment Agency requested further, more detailed flood risk modelling be undertaken prior to the adoption of the masterplan as a supplementary planning document
2. Community concern regarding proposed allocation of the land at Fairlee Rd, termed “Seaclose Gate” for housing

Both of these issues are being addressed prior to consideration of the masterplan by the councils cabinet.

The request to the MMO for the issue of a Harbour Revision order is about to begin its parliamentary consideration to be taken forward by the relevant government department.

Marketing and promoting the development – post covid - will require each of these issues to be resolved if an attractive, de-risked development offer, that meets community expectations is to attract interest from the development market.

**Nicholson Rd** – Following preparation and submission of a Phase 1 detailed application and outline application for further phases, planning committee approved the Nicholson Rd business park on 22/9/20 subject to conditions linked to road infrastructure

A strategic Ryde East junctions study is due to report in October 2020 helping inform the phasing, costing and potential financing of key road improvements in this area.

Bids to government to support funding of improved infrastructure can now progress along with a full business case for the phased development of the employment units. In the interim, temporary community use of the green space at the site during any lockdown scenarios has been facilitated.

**Venture Quays and the wider Medina Valley** – the council acquired the sites known as Venture Quays in East Cowes on 28/8/20 to help protect marine manufacturing employment at the site. The other sites and buildings offer scope for commercial leisure and housing development as part of a much needed refresh of the waterfront masterplan for East Cowes, working closely with the town council and their emerging town plan. The regeneration team have also been identifying the funding

and investment model that would enable the council to construct the necessary buildings in the Medina Valley to accommodate new and existing Marine businesses operating in this vitally significant sector of the Islands economy. The timescales involved in securing the necessary environmental permissions for the Kingston site have required consideration of other additional potential waterfront sites including the marine employment zone as part of the Medina Yard mixed use development. Officers continue to work closely with all stakeholders to ensure appropriate accommodation for boatbuilding is made available within the necessary timescales.

**Dinosaur Isle and the wider bay** – A process of “competitive dialogue” is underway to identify a potential investment partner for Dinosaur Isle. Discussions with other land owners in the Eastern Bay area are exploring the potential for a shared vision for the area.

**Camp Hill** – discussions with MOJ officials scheduled in the next quarter to identify options to bring this site forward for development

### **Transport and Infrastructure**

As part of the development of a new Island Plan an updated transport strategy is being commissioned following on from the report of the transport and infrastructure task force and a LEP funded Island infrastructure plan. The Transport Infrastructure Board continues to co-ordinate the planning and improvements of transport services to and from the island.

A programme of improvements for Island line, including provision of new rolling stock are scheduled to commence in Winter 2020

Digital Infrastructure – the accelerated commercial roll out of full fibre continues as is scheduled to be completed in 2023

### **Housing**

New partnership based Island housing strategy to be considered by cabinet October 2020 .

The executive is reviewing its partnership delivery arrangements to adopt a project by project approach to working with partners to deliver affordable housing.

A model for small to medium sized developments with supporting infrastructure eg employment units on council land as proposed at Branstone Farm is helping inform consideration of other sites. The council was successful in securing £2.25m from the government Getting Building fund for the Branstone Farm scheme.

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## Policy and Scrutiny Committee for Neighbourhoods and Regeneration

### Workplan 2020/21

Date of meeting	Item	Background
<b>1 October 2020</b>		
	Housing and homelessness	To monitor progress with actions following the review of the housing needs service and implementation of the homelessness strategy
	Chamber of Commerce	To consider the impact of Covid-19 on Island businesses and actions being taken to help in their recovery.
	Visit Isle of Wight	To consider the impact of Covid-19 on the tourist industry and actions being taken to help in its recovery.
	Public Spaces Protection Orders – Outcome of consultation	The Director of Neighbourhoods agreed at the July meeting to report on the outcomes of the consultation.
<b>7 January 2021</b>		
	Delivery of cycling and walking strategy	To monitor the delivery of projects included within the approved strategy.
	Regeneration Strategy	To monitor progress with the completion of businesses cases for at least five key development sites and secure support for their implementation where appropriate
	Reduction in the Council's net carbon emissions	To monitor the delivery of the action plan supporting the strategy.
	Local parking strategy	To discuss the development of a local parking strategy.

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