

# Public Document Pack



Monitoring Officer  
**Christopher Potter**

County Hall, Newport, Isle of Wight PO30 1UD  
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## Agenda

Name of meeting	<b>CABINET</b>
Date	<b>THURSDAY 9 SEPTEMBER 2021</b>
Time	<b>5.00 PM</b>
Venue	<b>COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT</b>
Members of the committee	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love and I Stephens
	Democratic Services Officer: Sarah MacDonald democratic.services@iow.gov.uk

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1. **Minutes** (Pages 7 - 20)

To confirm as a true record the Record of Decision of the meeting held on 15 July 2021.

2. **Declarations of Interest**

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

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

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk), no later than two clear working days before the start of the meeting. Normally, Cabinet is held on Thursday, therefore the deadline for written questions will be Monday 6 September.

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

The procedure for asking questions without notice is provided below:

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

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

When signing in at the front desk as attending a Council or Cabinet meeting each member of the public is asked whether they wish to ask an oral question at the meeting AND/OR if the member of the public indicates themselves that they wish to ask an oral question.

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

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

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

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

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

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

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

4. **Chairman's Announcements**
5. **Quarterly Performance Monitoring Report - Q1** (Pages 21 - 82)
6. **Deployment of Discretionary Business Support Grant** (Pages 83 - 88)
7. **Council support to Visit IOW in progressing D BID 2** (Pages 89 - 130)
8. **Referral of Motion from Full Council - Newport City Status** (Pages 131 - 136)
9. **Climate & Environment Strategy** (Pages 137 - 366)
10. **Cabinet Member Announcements**

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

11. **Consideration of the Forward Plan** (Pages 367 - 370)

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

12. **Members' Question Time**

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to [democratic.services@iow.gov.uk](mailto:democratic.services@iow.gov.uk) no later than 5pm on Tuesday 7 September 2021. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

CHRISTOPHER POTTER  
Monitoring Officer  
Wednesday, 1 September 2021

## Interests

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

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

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer – Christopher Potter on (01983) 821000, email [christopher.potter@iow.gov.uk](mailto:christopher.potter@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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## **Notice of recording**

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

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

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

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

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



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

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

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

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## Record of decision

**THE FOLLOWING DECISIONS WERE TAKEN ON THURSDAY, 15TH JULY, 2021  
BY THE CABINET**

**THE CALL IN PERIOD FOR THESE DECISIONS EXPIRES AT 5.00 PM ON  
MONDAY, 26 JULY 2021**

Members of the Cabinet who were present

Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love and I Stephens

Members also present(non-voting)

Cllrs D Adams, G Brodie, C Critchison, S Ellis, K Lucioni, M Oliver, C Quirk, P Spink

Officers Present

John Metcalfe, Steve Crocker, Wendy Perera, Christopher Potter, Colin Rowland, Claire Shand, Carol Tozer, James Brewer, David Newton and Paul Thomas

Confirmed as a true record of decisions taken .....

**Leader of the Council**

<b>Agenda item</b>	Minutes
Decision reference	11 – 2021/22
Decision Taken	<u>RESOLVED:</u>  That the minutes of the meeting held on 16 June 2021 be agreed.

<b>Agenda item</b>	Declarations of Interest
Decision reference	12 – 2021/22
Decision Taken	Cllr Stephens declared an interest in Items 7 – 11 of the agenda, as his daughter was employed within the council's Children's Services Directorate.

<b>Agenda item</b>	Public Question Time - Maximum 15 Minutes for Written Questions and 15 Minutes for Oral Questions
Decision reference	13 – 2021/22
Decision Taken	<p>Written questions had been received from Mr M Ambrosini (PQ 33-21), Mr &amp; Mrs A Dowden (PQ34-21) and Mr D Coughlin (PQ 36-21). The Leader confirmed that they would receive a written response. Dr J Lockwood attended and read out his written question (PQ35-21) and the Cabinet Member for Environment, Heritage and Waste Management provided a response.</p> <p>An oral question were received from Cathy Foulkes of Ryde, relating to the Ryde Interchange project. The Leader confirmed that a written response would be sent.</p> <p>An oral question was received from Cameron Palin of East Cowes relating to the island's biosphere status. The Cabinet Member for Environment, Heritage and Waste Management provided a response and confirmed that the Island Plan consultation document would reference the biosphere status.</p>

<b>Agenda item</b>	Chairman's Announcements
Decision reference	14 2021/22
Summary of Discussion	The Chairman reported that she had been working hard on a number of things and would report back in due course. Thanks were also expressed to the Cabinet and staff for their support especially during COVID.

<b>Agenda item</b>	Mobile Home Licensing Fees Policy
Decision reference	15 2021/22
Summary of Discussion	The Deputy Leader presented the report and explained that there were currently six residential sites with approximately 250 pitches on the island. A recent change in legislation meant that as well as ensuring the sites were safer and appropriately managed, the local authority could charge fees. The Licensing Department would not make a profit but would charge the fee on a cost recovery basis. The Corporate Scrutiny Committee had noted the report.
Decision Taken	Option 1 – To adopt the proposed Mobile homes Licensing

	Fees Policy (at Appendix 1).
Reason for the decision and corporate objective it aligns with	To comply with legislation and to ensure cost recovery for the council.
Options considered and rejected	Option 2 – to adopt the policy with amendments that are deemed necessary.  Option 3 – not to adopt the proposed policy.

<b>Agenda item</b>	Quarterly Performance Report Q4
Decision reference	16 2021/22
Summary of Discussion	Cabinet Members noted the report.
Decision Taken	That Cabinet approves the Performance Report – Quarter ended 31 March 2021 and the priority report detail as set out in the Appendices.
Reason for the decision and corporate objective it aligns with	Ongoing management and monitoring of performance data, the council's strategic risk profile and financial situation is required to support the successful delivery of agreed council priorities.
Options considered and rejected	None.

<b>Agenda item</b>	Consultation on the closure of the 6th Form at Carisbrooke College
Decision reference	17 – 2021/22
Summary of Discussion	The Cabinet Member for Children's Services explained that this was, in effect, a paper exercise. The 6 <sup>th</sup> Form had closed in 2016 but still technically existed. The education provision was still available.
Decision Taken	That the Cabinet approves the publication of a Public Notice for the alteration of the upper age range so as to remove the Sixth Form at Carisbrooke College with effect from 31st December 2021.
Reason for the	All students allocated to Carisbrooke College have now left

decision and corporate objective it aligns with	<p>the Sixth Form and all Sixth Form students are now registered under Medina College. There are no post-16 students registered under Carisbrooke College.</p> <p>The Governing Board is therefore considering an alteration of the upper age range so as to remove the sixth form at Carisbrooke College and the school changing its age range from 11-19 to 11-16.</p> <p>There will be no detrimental effects on students or staff from this proposal.</p>
Options considered and rejected	None.

<b>Agenda item</b>	Post 16 Transport Policy Statement
Decision reference	18 – 2021/22
Summary of Discussion	There was a statutory requirement to review the Post-16 Transport policy every year. There were no changes to be made this year.
Decision Taken	To approve the proposed 2021 Post-16 Transport Policy Statement as set out in Appendix 1.
Reason for the decision and corporate objective it aligns with	The policy statement fits within the Council's commitment to the Outcome in the 2019-2022 Corporate Plan that "All young people will have the best start in life so that they can fill their potential," It supports students with learning difficulty or disability to continue into post 16 training or education.
Options considered and rejected	Not to approve the proposed Post-16 Transport Policy Statement as set out in Appendix 1.

<b>Agenda item</b>	School Term Dates 2022-2023
Decision reference	19 2021/22
Summary of Discussion	<p>The original consultation had run from 7 January to 26 February 2021. Ten responses had been received mostly from primary headteachers. Seven felt that the October break needed reviewing. Head teachers would prefer a two-week Christmas break.</p> <p>A further shortened consultation had recently taken place with headteachers. 31 had responded, 11 of which referred</p>

	<p>to the views of their staff. The majority had stated that they would prefer a two-week break at Christmas, with a one-week October break. The majority view had therefore been recommended for approval. It was important to achieve a balance and ensure adequate breaks for staff and it was felt that there was value in a longer Christmas break. Staff needed to be able to plan ahead.</p> <p>The Corporate Scrutiny Committee had recommended to Cabinet that a further consultation be undertaken due to concerns that parents' preference was for an additional week's holiday in October rather than the majority preference from the schools, via their headteachers, for an additional week at Christmas.</p>
Decision Taken	Option 1 – To approve the proposed calendar for term dates 2022/23 as in Appendix 3.
Reason for the decision and corporate objective it aligns with	Raising educational achievement is a priority of the council as set out in the council's Corporate plan. The standardisation of dates helps all schools to plan effectively.
Options considered and rejected	Option 2 – To approve an alternative calendar to that set out in Appendix 3.

<b>Agenda item</b>	Amendment to Academic Year 2021/22 to include extra Bank Holiday
Decision reference	20 – 2021/22
Summary of Discussion	It was explained that the amendment to the term dates for 2021/22 was required as a result of the extra Bank Holiday in 2022 for the Queen's Platinum Jubilee.
Decision Taken	To approve the proposed updated calendar for term dates 2021/2022 as set out in Appendix 2.
Reason for the decision and corporate objective it aligns with	Raising educational achievement is a priority of the council as set out in the council's Corporate Plan. The standardisation of dates helps all schools to plan effectively.
Options considered and rejected	To approve an alternative calendar to that set out in Appendix 2.

<b>Agenda item</b>	Decision Paper for Specialist Provisions for Sept 21 and update on Public Consultations
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Decision reference	21 2021/22
Summary of Discussion	The Cabinet Member summarised the report. There were to be eight places at Brading primary school for pupils with complex learning difficulties, and 15 places at Medina College for pupils with serious social, emotional and mental health needs. The Corporate Scrutiny Committee had welcomed the proposals.
Decision Taken	Option C. To increase the number of resource provisions by two with one at Brading CE (Controlled) Primary and the second at Medina College as outlined in this report Both resource provisions agreed.
Reason for the decision and corporate objective it aligns with	This proposal supports outcomes in the “Our Island   Our Vision Corporate Plan 2019 to 2022”. In particular, the proposal contributes to the development of a well-educated and skilled community and helps to ensure all young people have the best start in life.
Options considered and rejected	Option A – no additional resource provisions agreed.  Option B – One resource provision agreed.

<b>Agenda item</b>	Ryde Transport Interchange Project Delivery
Decision reference	22 – 2021/22
Summary of Discussion	The Cabinet Member for Infrastructure and Transport explained that a joint funding bid had been submitted three years ago and the council had entered into partnership arrangements with Portsmouth City Council. The island would benefit with approximately £10 million for the project. Consultation would now take place, with the final decision to be made after responses had been evaluated. There had been a historical issue with public engagement but this would now be addressed. The matter would come back to Cabinet in September to be properly considered, unless a decision was required before that, in which case a special meeting would be held. An amended Option 2 was recommended by the Cabinet Member which was agreed.
Decision Taken	OPTION 2: That the findings of the public consultation are reported to a future meeting of the cabinet to inform a final decision on the detailed design of those elements of the project to be implemented by the council. All other matters to be delegated to the Director of Neighbourhoods as above so as to advance the project prior to this decision.



Reason for the decision and corporate objective it aligns with	<p>The proposals for the Ryde Transport Interchange support the vision and aims of the Corporate Plan, through promoting the opportunity for Growth, further Regeneration beyond the scope of this project, and enabling Opportunity through better links with the Portsmouth city region. The revitalisation of the Ryde Transport Interchange will help promote wellbeing through promoting active travel and significant improvements to the associated infrastructure.</p> <p>Ryde Gateway has been earmarked as the council's flagship regeneration project within its overall 2019-2030 Regeneration Strategy for the Isle of Wight. Together with the Ryde Place Plan it has identified a set of strategic challenges and opportunities to the town and its future.</p>
Options considered and rejected	<p>OPTION 1: That authority is delegated to the Director of Neighbourhoods to: finalise the design and materials for those elements of the project to be implemented by the council informed by the findings of the public consultation, terminate leases as necessary to complete land assembly in a timely manner and to instruct implementation of works subject to construction costs being within the available funding and TCF programme window.</p> <p>OPTION 3: The cabinet vote to halt the project (including the railway station and the tramway pier elements as DfT are funding the whole package for completion by March 2023) by bringing all currently contracted work to an appropriate close to retain some return on investment for the council where possible, and return the funding. This would have a significant impact on the image and reputation of the Isle of Wight and make it very difficult to attract further funding for the foreseeable future.</p>

<b>Agenda item</b>	Draft Island Planning Strategy Consultation
Decision reference	23 – 2021/22
Summary of Discussion	<p>The draft strategy was seen as an opportunity for a full consultation on what was wanted in local communities on the island. The number of dwellings to be built had reduced to 486 per annum. The Corporate Scrutiny Committee had formally supported the proposals regarding the consultation and had requested that a task and finish group be established, to include Councillors from the Policy and Scrutiny Committee for Neighbourhoods and Regeneration, to formulate a submission as part of the consultation process, which would be reported to the Corporate Scrutiny Committee on 7 September 2021 for</p>

	<p>approval. There would be a nine-week consultation period to end on 1 October. Town and Parish Councils would be asked for feedback and it was planned to take the consultation 'on the road' as it was important that residents should be able to give their opinions on the Island Plan and how it would work in their areas. The background papers listed in the report would be made available for public scrutiny. Thanks was expressed to planning officers for their work in producing the draft plan, which had also received some involvement from the island's MP.</p>
Decision Taken	<p>Option 1 - to agree the revised draft Island Planning Strategy (as attached) for public consultation to run from 30 July until 1 October.</p> <p>To delegate any final editorial and presentational changes to the Island Planning Strategy to the Cabinet Member for Planning and Housing and the Director of Regeneration, so long as they do not materially alter the intention of the version agreed by Cabinet.</p>
Reason for the decision and corporate objective it aligns with	<p>Once adopted the local plan can be a positive tool in contributing to achieving a wide range of outcomes. In many instances however, the local plan cannot achieve the outcomes by itself and should be seen as one of the tools available to the Council to achieving its desired outcomes.</p> <p>Through the approach towards land-use and the planning policies within it, the local plan can contribute significantly to the delivery of a wide range of Council priorities. It can also support the delivery of a number of other core corporate strategies, particularly the Health and Wellbeing Strategy, the Regeneration Strategy, the Housing Strategy and the emerging Environment and Climate Change Strategy.</p>
Options considered and rejected	<p>Option 2 – to agree an alternative version of the draft Island Planning Strategy for public consultation to run from 30 July until 30 September.</p> <p>Option 3 – to agree an alternative version of the draft Island Planning Strategy for public consultation to run at a later date.</p> <p>Option 4 – await the content of the Planning Bill and progress a revised Island Planning Strategy under the new legislation.</p>

<b>Agenda item</b>	Contribution to Development of Southampton City of Culture Bid 2025
Decision reference	24 – 2021/22
Summary of Discussion	<p>The Cabinet member for Business and Regeneration thanked staff for dealing with the matter quickly. Cultural regeneration was one of the key priorities of the council and this was an opportunity to bring forward partnership arrangements with Southampton City Council. Cities of Culture were high profile for regeneration and through place plans the island had shown that it had a sense of pride. A meeting had been held with the bid director who had been overwhelmed with what the island could offer. It was proposed that an application would go to government in the next week, then in September applications would be shortlisted to six, following which a full business case would be prepared. The final six would receive £50,000 from government to help put their business case together. In January 2022 the final two would be decided and the final one announced in May 2022. This was an exciting opportunity which Southampton had been working on for a number of years. It would support cultural regeneration on the island and promote its biosphere status. It would bring together many cultural organisations on the island together. It was reported that 30 per cent of employment on the island was in the cultural sector. The Corporate Scrutiny Committee had welcomed the significant opportunity afforded by the Council's involvement and fully supported the proposed recommendation. It was clarified that the council would only give £10,000 per year if the Southampton bid was successful.</p>
Decision Taken	<p>Option 5 - To support the Southampton 2025 expression of interest for the UK City of Culture bid by confirming the Isle of Wight as a regional partner and providing an initial £10,000 contribution for this purpose, from within the existing budgets available for strategic partnerships.</p> <p>To instruct council staff to work with the bid team to identify the most appropriate programme of activities to take place, should the bid be successful, to support the Island's cultural regeneration and maximise the economic and cultural benefits for the Island.</p> <p>Should the SO2025 bid be successful, delegate the decision regarding further council support of £50,000 to support Island implementation of the bid's proposed activity programme to the Cabinet member for Regeneration and Business Development. then the additional funding as a</p>

	<p>regional partner of £10,000 per annum for the five years up to and including 2026 be the first call on the council's regeneration budget in each of those years.</p>
<p>Reason for the decision and corporate objective it aligns with</p>	<p>Active participation in the City of Culture bid also fits with our latest Corporate Plan 2019-22 which with the corporate priorities of growth, regeneration, opportunity and wellbeing. The strategic aim for the bid is economic regeneration based and reflected in the Council's adopted policies.</p> <p>The Isle of Wight identifies as part of the Solent economic region and works in close partnership with neighbouring authorities on areas of common concern and opportunity.</p>
<p>Options considered and rejected</p>	<p>Option 1 - No financial Contribution from the Council – This option is not recommended as it would not assist the chances of the bid to win the competition. This option would be seen as a lack of commitment to the process and would damage the potential for securing funding from other sources. If the bid were still successful there would be indirect benefits to the Island of visitors to the area in 2025 choosing to spend some time on the Isle of Wight.</p> <p>Option 2 - Lower financial contribution – This option is not recommended as it is anticipated that a lower financial contribution would be damaging to the bid application and would not be seen as favourable during the judging process, showing a lack of ambition to win the title.</p> <p>Option 3 - Higher financial contribution – This option is not recommended. A higher contribution could be used positively, but the model to develop the funding request focused on using comparator data to develop an evidence-based request and the justification for a higher contribution is not considered to be viable.</p> <p>Option 4 - Delay the decision on funding until post the Award of the Title – The Council could defer its decision on providing funding until post the award to the winning location. However, this option is not recommended as it would damage the potential for the bid to win the competition. This option would be seen as a lack of commitment to the process, other competitors with confirmed neighbouring Local Authority funding would be placed in a stronger position within the bid process.</p>

<b>Agenda item</b>	Cabinet Member Announcements
Decision reference	25 – 2021/22
Summary of Discussion	<p>The Cabinet Member for Adult Social Care, Public Health and Housing Needs thanked all those who participated in the opening of Howard House, which was to provide 17 high quality units for homeless people. Cllr Mosdell had greatly contributed in her previous role. The Health Care Bill had its second reading in parliament this week, and would have a significant impact on Adult Social Care. The council would be inspected by the CQC in future which would give assurance to residents. There had been much discussion regarding vaccinations. At 1 July, 84 per cent of care home workers had received their first vaccination, and 79 per cent had received the second dose. It was suggested that people travelling to and from the island took a Lateral Flow test in order to track and trace if necessary.</p> <p>Cllr Brodie confirmed the importance of the approval of local residents for the provision of homeless facilities, as was the case in his ward, unlike other areas of the island where opposition had been received. The Cabinet Member agreed and commended the people of Pan for their support.</p> <p>The Cabinet Member for Strategic Finance, Transformational Change and Resources advised that examination of the council's finances and policies was continuing, and expressed thanks to the Assistant Chief Executive and audit staff. The Kickstart programme was being expanded to provide 45 new placements for young people on benefits to help them into the workplace. A capacity review had been initiated with the utility companies on the island and there had been several recent issues. It would encompass all utilities with the support of the MP. A meeting was to be held with senior staff from Southern Water regarding capacity as this would help with future planning to feed into the Island Plan. Work methods for legal processes were to be revised and work was being undertaken to bring these into effect. A paper would be brought to Full Council in the future.</p> <p>The Cabinet Member for Business and Regeneration thanked the Regeneration team for their input into Howard House. The Council had received some European funding of £2.8 million for the business hub at Cowes. A site visit had been carried out and was positive. A press release was due out shortly.</p>

The Cabinet Member for Environment, Heritage and Waste Management reported that he would shortly be publicising a number of measures regarding the summer litter campaign, which had the support of the Welcome Back programme. There would be increased bin emptying and beach cleaning. Nine seasonal attendants had been employed who would report any issues. A fly tipping task and finish group had been set up with 10 other councillors, with an action plan to be produced. A report would be brought forward later in the year.

The Cabinet Member for Children's Services, Education and Skills praised school staff and students for their work over the last year and wished them all a happy summer holiday.

The Cabinet Member for Infrastructure and Transport reported that he continued to work on the management of the PFI contract in a partnership way, with service delivery at the centre. A speed review was being conducted and many emails had been received. The review would continue until the end of the year, and no decision would be made on individual areas until it had been concluded. Work was continuing on looking at the Floating Bridge operation. A bid had been submitted to extend the railways on the island. A response was awaited from the Department for Transport.

The Deputy Leader and Cabinet Member for Digital Transformation reported that as part of his brief he had attended a Police and Crime Panel meeting and had spoken with the Police and Crime Commissioner, who undertook to focus more on the island and its policing issues. It was also reported that the newly combined Hampshire and IW Fire & Rescue Service had undertaken to upgrade some of its buildings. A conversation had taken place with the Chief Fire Officer who would ensure that necessary repairs were carried out and the island would get what it had been promised. There would now be a precept payable for the fire authority, which may increase next year.

The Cabinet Member for Planning and Housing reported that there had been many planning applications and enforcement issues during the last few months, with March being the busiest month nationally. It was now hoped to unlock the backlog and residents' patience was requested. It was hoped that if the Planning Act was to come into force in October, the council could do more in relation to bringing empty homes back into use. The Cabinet Member

	had engaged with Housing officers and had been brought up to speed with his new portfolio and had learned a great deal.
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<b>Agenda item</b>	Consideration of the Forward Plan
Decision reference	26 – 2021/22
Summary of Discussion	There had been a few recent issues with the Forward Plan, however this had now been rectified and there would be more items added in the coming weeks.
Decision Taken	There had been a few recent issues with the Forward Plan, however this had now been rectified and there would be more items added in the coming weeks.

<b>Agenda item</b>	Members' Question Time
Decision reference	27 – 2021/22
Summary of Discussion	Written questions had been received from Cllr Hendry (MQ 10/21) and Cllr Spink (MQ 11/21) in relation to Planning matters. Both would receive written responses.  There were no oral questions from any other Councillors.
Decision Taken	Written questions had been received from Cllr Hendry (MQ 10/21) and Cllr Spink (MQ 11/21) in relation to Planning matters. Both would receive written responses.  There were no oral questions from any other Councillors.

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Purpose: For Decision

## Cabinet report

Date	<b>9 SEPTEMBER 2021</b>
Title	<b>PERFORMANCE AND FINANCE REPORT – QUARTER ENDED 30 JUNE 2021 AND FINANCE REPORT QUARTER ENDED 31 MARCH 2021</b>
Report of	<b>CABINET MEMBER FOR STRATEGIC FINANCE, CORPORATE RESOURCES AND TRANSFORMATIONAL CHANGE</b>

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### EXECUTIVE SUMMARY

1. The purpose of this report is to:
  - (a) provide a summary of progress against Corporate Plan activities and measures for the period April to June 2021 (unless otherwise stated and shown in detail at appendices 1-9);
  - (b) inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these;
  - (c) provide a report on the financial position of the council for the same period (shown in appendices 10 and 11) and for the financial position as at the end of 2020-21 (shown in appendices 12 and 13).

Performance Exceptions:

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

- Adult social care are facing significant pressures with regards to the ability to recruit staff, both into care settings and into social work type posts. Care providers are experiencing acute pressures currently and several have needed to resort to their business continuity plans. There are high levels of staff shortages, brought about by a mixture of staff being ill/having to isolate, people choosing to leave care jobs because of the pressures they have experienced during the pandemic and the high levels of vacancies elsewhere.

- Children's Services - Percentage of children with a referral within 12 months of a previous referral remains outside the target of 30 per cent – currently 36.3 per cent as at June 2021.
- Number of children looked after at month end (rate per 10,000 population) - The rate has stabilised at 108 as at the end of June 2021 but still remains twice the South East average and well above the target of 62.
- Resort and beach activities are exceptionally high this year due to restrictions and uncertainty on foreign travel. The council was successful in obtaining Government 'Welcome Back' funding to support additional litter picking and bin emptying in the main resort areas.
- Percentage recycled, reused or composted from all HWRC sites has fallen below the target of 85 per cent – currently 76.8 per cent as at the end of June 2021 (Year to date 76.6 per cent).
- There has been a considerable increase in the volume of planning applications resulting in delays to processing. The percentage of all planning applications determined within 26 weeks fell below target of 95 per cent (94 per cent June 2021). An enquires mailbox has been set up to manage proactive follow up of customer queries.
- The total number of visits across all Council Leisure Facilities: Swimming Pools, Sport Centres & Seasonal Sites – 64,700 in Q1, remains well below 2019-20 Q1 figure of 235,000 due to current restrictions.

## RECOMMENDATION

2. Option 2: Cabinet approves the Performance and Finance Report – Quarter ended 30 June 2021 and Finance Report Quarter ended 31 March 2021 and the priority report detail as set out in appendices 1-9, together with the council's financial position as set out at 10-13.

## BACKGROUND

3. On 24 July 2019, Full Council in place at that time approved a Corporate Plan which set out the council's vision and strategic priorities for the period 2019 to 2022.
4. The Alliance Group priorities are yet to be formally agreed via cabinet and will set the direction for the council for the next four years. At present this report uses the measures and indicators identified within the current published Corporate Plan.
5. The report contains an appendix for each Cabinet portfolio (1 to 9) and for the financial reports for the period (10 to 13).

## STRATEGIC CONTEXT

6. Ongoing management and monitoring of performance data, the council's strategic risk profile and financial situation is required to support the successful delivery of council priorities. As such, this report provides the Cabinet (and subsequently the

council's scrutiny function) with the necessary information to record achievements and challenge areas of underperformance and to account for it to the wider community.

## CONSULTATION

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

## SCRUTINY COMMITTEE

8. Content to be confirmed once considered by scrutiny

## FINANCIAL / BUDGET IMPLICATIONS

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

## SUMMARY POSITION OF Q4 2020/21 FINANCE

### Revenue – 2020/21

10. The net revenue budget for 2020/21 is £187.0 million. The original budget was approved at Full Council on 26 February 2020 with on-going savings totalling £4.5 million.
11. At this stage the accounts are still in draft until approved in late September 2021. At the end of financial year, the council is reporting an overall saving against the budget of £4.2 million (2.2 per cent). Once the position is finalised, the S151 Officer plans, under delegated authority to transfer the saving to supplement the Transformation Reserve (£1 million) and the Revenue Reserve for Capital (£3.2 million) in order to support further capital investment next year and future years where there is a substantial "capital gap" between funding and need.

12. The main variances against the budget are set out in the following table:

Key Items	Draft Outturn Variance £ million
<b>Main Pressure Areas:</b>	
Adult Social Care - main pressures relate to the volume of care packages and the delay in achieving savings targets	1.271
Tax Income Guarantee Scheme - income less than budgeted	0.970
<b>Main Savings Against Budget:</b>	
Adult Social Care - mainly staff vacancies in care management	-1.278
Resources - Treasury Management savings, contingency and Housing Benefit overpayment recovery	-2.646
Resources - Other Savings - mainly staff vacancies in various areas of Resources	-1.590
Miscellaneous items	-0.890
<b>Net Total Draft Saving Against Budget (2.2 per cent)</b>	-4.163
Transfer to Transformation Reserve	1.000
Transfer to Revenue Reserve for Capital	3.163
<b>Total</b>	<b>0.000</b>

See appendix 10 for a more detailed draft revenue outturn for 2020/21.

#### Capital 2020/21

13. The total capital budget for 2020/21 is £39.7m with a draft outturn position of actual expenditure of £27.6m. There is slippage in spending of £12.0m from 2020/21 into future years (i.e. simply representing budgeted spending that is forecast not to take place in 2020/21 but will now fall into 2021/22).

See appendix 11 for a more detailed draft capital outturn for 2020/21.

#### General reserves 2020/21

14. General Reserves at the end of quarter four indicates a balance of £13.6m. This is after taking account of the approved transfer to General Reserves of £1.4m as part of the revised medium term financial strategy in order to improve the council's financial resilience and enable the opportunity to further smooth out the council's necessary savings over a longer period.

## SUMMARY POSITION OF Q1 2021/22 FINANCE

### Revenue – 2021/22

15. The net revenue budget for 2021/22 is £151.8 million. The original budget was approved at Full Council on 24 February 2021 with on-going savings totalling £3.5 million.
16. At the end of the first quarter the council is forecasting a balanced budget. However, this includes a forecast income loss relating to the impact of Covid-19 of circa £3.3 million. At this stage in the financial year there is still a considerable amount of uncertainty surrounding the financial impact of Covid-19 but it is currently forecast that circa £0.4 million will be recovered from the Government Sales, Fees and Charges Scheme and the remaining circa £3 million will be a call against the Covid-19 contingency that was created in 2020-21 to offset the legacy impact of Covid-19 over the next three financial years.
17. Excluding the income loss from Covid-19, it is forecast that there is a net balanced budget.
18. The main variances against the budget are set out in the following table:

Key Items	Forecast Variance £ million
<b>Main Pressure Areas:</b>	
Lost Income associated with Covid-19	3.337
Children’s Services - mainly care package volume and costs	0.563
Miscellaneous items	0.317
<b>Main Savings Against Budget:</b>	
Resources - Treasury Management savings	-0.888
<b>Total Net Pressure</b>	<b>3.329</b>
Less Government Funding (Sales, Fees and Charges Scheme)	-0.400
Less Estimated Use of Covid-19 Contingency to cover net income loss	-2.937
<b>Net Total Forecast Variance Against Budget (saving)</b>	<b>-0.008</b>

See appendix 12 for a more detailed revenue budget monitor.

### Capital 2021/22

19. The total capital budget for 2021/22 is £71.0 million. As at quarter one the council is forecasting actual expenditure of £47.8 million. There is slippage in spending forecast at £23.2 million from 2021/22 into future years (i.e. simply representing budgeted spending that is forecast not to take place in 2021/22 but will now fall into 2022/23).

See appendix 13 for a more detailed capital budget monitor.

### General reserves 2021/22

20. General Reserves at the end of quarter one indicates a balance of £11.6 million. This is consistent with the revised medium-term financial strategy including the planned use of £2.1 million to enable the council to smooth out the necessary savings over a longer period.

### CARBON EMISSIONS

21. No impact identified.

### LEGAL IMPLICATIONS

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

### EQUALITY AND DIVERSITY

23. The council has statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and those who do not. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not considered that there are any direct equality and diversity implications arising from this report.

### PROPERTY IMPLICATIONS

24. There are no property implications arising from this proposal.

### OPTIONS

25. Option 1: Cabinet does not approve the Performance and Finance Report – Quarter ended 30 June 2021 and Finance Report Quarter ended 31 March 2021 and the priority report detail as set out in appendices 1-9, together with the council's financial position as set out at 10-13
26. Option 2: Cabinet approves the Performance and Finance Report – Quarter ended 30 June 2021 and Finance Report Quarter ended 31 March 2021 and the priority report detail as set out in appendices 1-9, together with the council's financial position as set out at 10-13

### RISK MANAGEMENT

27. A detailed analysis of the performance and the summary risk position of each corporate portfolio is provided in appendices 1-9.

## EVALUATION

28. Option 2 is recommended in that from the information provided in the report and appendices, Cabinet approves the Performance and Finance Report – Quarter ended 30 June 2021 and Finance Report Quarter ended 31 March 2021 and the priority report detail as set out in appendices 1-9, together with the council's financial position as set out in appendices 10-13.

### Appendices Attached

Corporate Plan priority reports for:

Appendix 1 Leadership;

Appendix 2 Deputy Leadership, Community Protection and Digital Transformation;

Appendix 3 Adult Social Care, Public Health and Housing Needs;

Appendix 4 Children's Services, Education and Lifelong Skills;

Appendix 5 Environment, Heritage and Waste Management;

Appendix 6 Highways PFI, Transport and Infrastructure;

Appendix 7 Planning and Housing Provision;

Appendix 8 Regeneration, Business Development and Tourism;

Appendix 9 Strategic Finance, Corporate Resources and Transformational Change;

Appendix 10: Draft Revenue Outturn – 2020/21.

Appendix 11: Draft Capital Outturn – 2020/21.

Appendix 12: Revenue budget monitor – Quarter 1 2021/22.

Appendix 13: Capital budget monitor – Quarter 1 2021/22.

## BACKGROUND PAPERS

[Medium Term Financial Strategy 2016/17 to 2020/21 and Efficiency Plan](#)

[Corporate Plan 2019-2022](#)

[Strategic Risk Report to Audit Committee 26-7-2021](#)

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WENDY PERERA  
*Assistant Chief Executive and  
Director of Strategy*

CLLR CHRIS JARMAN  
*Cabinet Member for Strategic Finance,  
Corporate Resources and Transformational  
Change*

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## 2021/22 Q1 – LEADER

### Cabinet Member Portfolio Responsibilities

- Civic Affairs
- Civic Events
- One Public Service
- Media
- Graphic Design
- Print Unit
- Covid-19 Recovery

### Service Updates

HRH Prince Michael visit at Steam Railway event.

Cllr Ian Dore appointed as Armed Forces Champion.

Policy officer appointed.

Digital Accessibility Strategy in place.

### Strategic Risks

Achieving the vision for the Island			Assigned to:		
			Chief Executive		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>14 RED</b>	<b>6 GREEN</b>	<b>12 RED</b>	<b>12 RED</b>	<b>12 RED</b>	<b>12 RED</b>
<b>No change in score</b>					

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# 2021/22 Q1 – DEPUTY LEADER, COMMUNITY PROTECTION AND DIGITAL TRANSFORMATION

## Cabinet Member Portfolio Responsibilities

- Emergency Planning
- Crematorium, Cemeteries & Registrars
- Coroner

### Regulatory Services

- Licensing
- Environmental Health
- Trading Standards
- Community Safety

### Digital Transformation

- Digital Services
- Corporate Applications Development
- Software Development
- ICT Operations and ICT Project Management
- ICT CCR (Configuration, Change and Release Management)
- ICT Compliance & Infrastructure
- ICT Data Communications
- ICT Desktop Support including Services Desk
- ICT Applications Support and Training
- Information Security Management

The website re-development project was impacted by the redeployment of staff to the Covid-19 pandemic response during 2020 and early part of 2021 which meant that not all of the intended deliverables were completed as planned beyond the build of the prototype website and revised content for three of the six service areas identified for review. An internal audit undertaken at the beginning of 2021 also revealed weaknesses in the project's governance arrangements for effective project management. Since that point, the project team have re-established a work programme to "catch up" from the initial phase that will allow for a new content management system to be built by November 2021 in readiness to populate with new content for a minimum of seven service areas upon which testing and modification can be undertaken with our customers in readiness for go live of a BETA site at the end of March 2022. Project governance arrangements have also been overhauled and have been put on a more robust footing upon which project management and delivery can be overseen.

A refresh of the council's own digital strategy is also underway as a means to set out the future direction for continuous improvement and exploitation of technology in this rapidly changing area. Having invested in the ICT infrastructure and established the basis of a "work from anywhere" model to allow for greater efficiency and effectiveness in service delivery, there will be much to build upon. A major part of the strategy however will always be about maintaining operational systems and ensuring the security of data and information so that there is on-going business resilience and compliance with our data protection obligations.

## Regulatory Services

### Licensing

- Increase of Licensing Act applications.
- One Licensing Sub Committee held.
- 79 Covid-19 related requests around non-compliance.
- Additional work to support and advise the events industry.
- 2 revocations of taxi driver licences.

Licensing Applications			
	April	May	June
Licensing Act	44	40	32
Tens	8	12	31
Street Trading	3	3	2
Street Licensing	6	2	2
Taxi All	37	43	29
All Other Includes – Boat, Animal, Gambling, Caravan, Piercing etc	7	17	27

### Environmental Health

#### Business Regulation

- Delivery primarily Covid-19 specific complaints/enquiries. A number of visits and interventions continued to ensure that premises were adhering to the restrictions that were introduced by the coronavirus legislation in order to prevent the spread of the virus.
- Following the easing of restrictions, the service have found an increased workload particularly food hygiene and health and safety complaints and investigations.

#### Environmental Protection

- Management/compliance checks of events is a significant amount of work where organisers are additionally required to produce Risk Assessments and have covid safe systems in place. We are providing a weekend/out of hours on call/shift from Fri-Sun. There have been 178 calls to the out of hours service since April with a significant increase in the last month (this is usual for the summer period).
- Completed 139 Licensing Consultations (97 of which were TENS) and 71 Planning Consultations. We have dealt with 670 service requests (e.g. complaints of statutory nuisance, noise, accumulations, fly tipping, pest control, filthy & verminous premises).
- 7 Local Authority Public Health Funerals.
- The Annual draft Air Quality report has been completed and submitted to DEFRA for verification.

### Trading Standards

- Quarter 1 has been a busy period for Trading Standards with our business as normal functions returning back to normal with an increased demand on the Service with a variety of enquiries.
- 14 calls regarding doorstep crime of which 4 have resulted in requiring to be investigated further.
- 282 complaints have been received and actioned 45 relating to financial abuse.
- We have recommenced our work with the National Trading Standards Scams Hub Team receiving referrals of island residents who have been subjected to scams where we are providing them with further advice and assistance. Call blockers that we have procured are also being installed at vulnerable residents' properties to stop them from being victims of scams.

	<ul style="list-style-type: none"> <li>• Money saved to consumers following trading standards interventions April – June  April 21 - £57,907  May 21 - £11,544  June 21 - £30,315  Total for Q1 = £99,766</li> </ul>
Community Safety	<ul style="list-style-type: none"> <li>• Draft 'Capacity building review' has been produced in relation to support within safe accommodation for victims and survivors of domestic abuse, a statutory Home Office funded requirement. The final report is being pulled together and will support the authority to be in the best position in relation to the new duties following the 2021 Domestic Abuse Act.</li> <li>• Sexual Violence Campaign completed. This digital campaign focused on the support available for victims which had a wide reach through social media, press release, radio interviews and online videos.</li> <li>• 32 jobs in relation to Anti-social behaviour dealt with ranging in themes with the majority falling in the following categories: Neighbour disputes, vandalism, property CCTV deployment, drug and alcohol misuse/abuse.</li> <li>• Funding secured for the Violent Crime reduction Unit confirmed for 2021/22 (£82,000)</li> <li>• 4 x interventions working with young people also received funding with a further small grants round launched, which will increase the number of interventions funded by the VRU working directly with Young People. 143 young people benefited in 2020.2021.</li> <li>• 'Smashed Tour' delivered to select Island Schools who benefited from this fully live, online theatrical experience and interactive workshop. The session, delivered through Microsoft Teams covers: The social and emotional causes of underage drinking, its impact on young people's lives, social influence and decision-making, where and how to help yourself and others</li> </ul>

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# 2021/22 Q1 – ADULT SOCIAL CARE, PUBLIC HEALTH AND HOUSING NEEDS

## Cabinet Member Portfolio Responsibilities

### Adult Social Care

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

### Housing Needs

- Homelessness
- Rough Sleeping
- Housing Related Support

### Public Health

- Family working
- Healthy Lifestyles
- Domestic Abuse
- Early Help Services
- Obesity
- Social Health
- Substance Misuse
- 0-19 Services

## Performance Measures and Service Updates

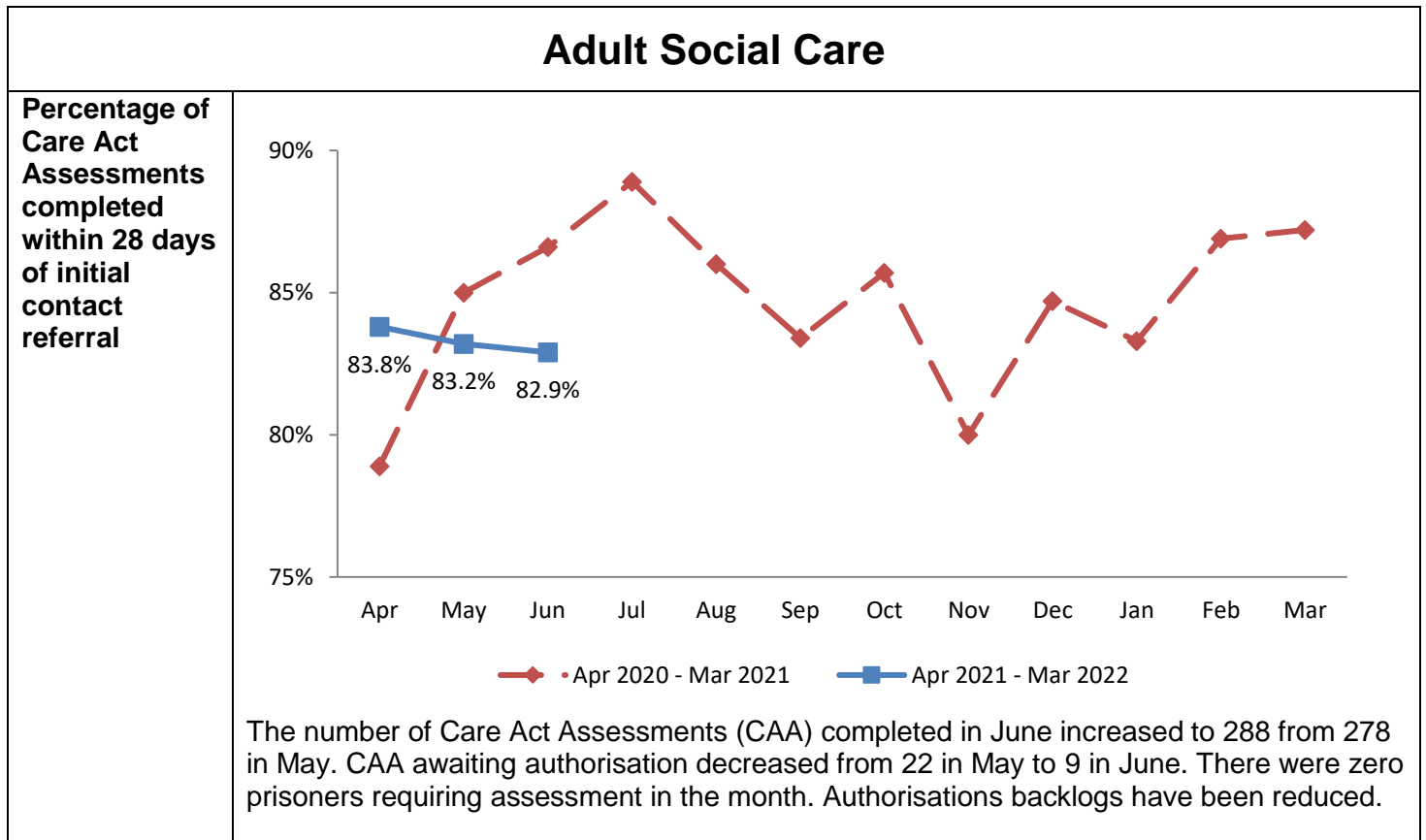
Adult social care are facing significant pressures with regards to the ability to recruit staff, both into care settings and into social work type posts. This is partly as a result of the pandemic – with some people deciding not to work in social care – compounded currently by the annual cycle whereby carers vacate their posts to take up more well remunerated posts in the hospitality sector. Led by HR, the DASS has commissioned a review of the council's salaries for ASC with its nearest neighbours (BCP, Portsmouth, Hampshire, Southampton and West Sussex) to ensure that the IoW remains competitive.

Care providers are experiencing acute pressures currently and several have needed to resort to their business continuity plans. There are high levels of staff shortages, brought about by a mixture of staff being ill/having to isolate, people choosing to leave care jobs because of the pressures they have experienced during the pandemic and the high levels of vacancies elsewhere. We are especially facing a shortage of nursing home beds on the

island, although we are hoping that the recent “bed review” undertaken of reablement activities divert some the NHS’s existing investment towards home based reablement.

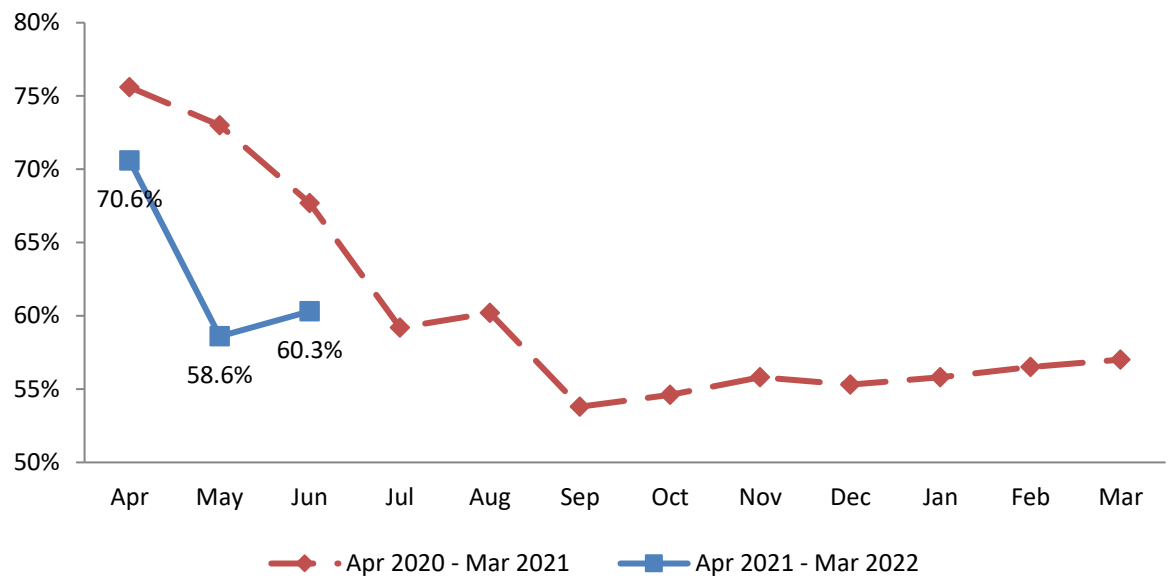
Whilst overall levels of safeguarding referrals remain high, we have not experienced the rapid rise in referrals we expected since families have been able to see and visit their loved ones in care homes (since March).

Adult social care are steadily expanding the level of integration with health, most recently across the ASC and NHS Trust’s reablement services.



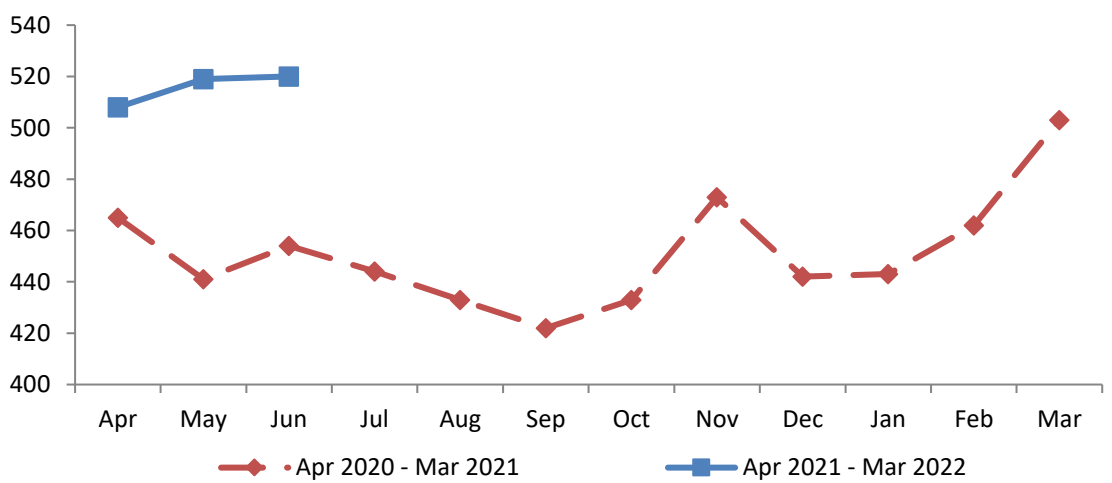


**Percentage of financial assessments completed within 7 days of referral**



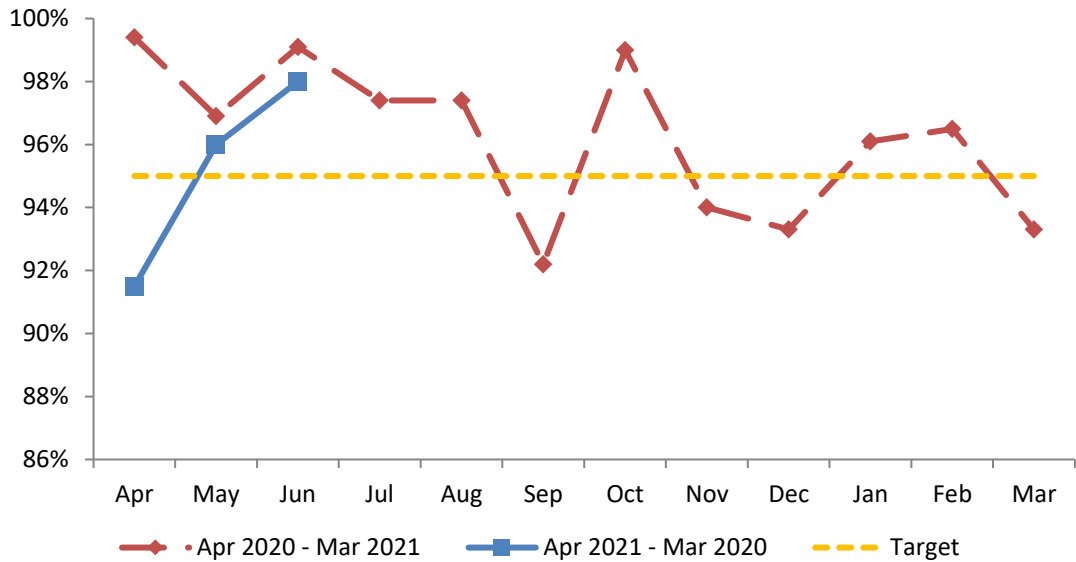
The team continue to work hard to maintain good performance, supporting those we serve. There was a considerable amount of leave taken in June which will always have an impact on performance. June saw the team complete 426 financial assessments which has increased from 377 in May. Now that the team are able to visit more freely it is hoped that this will continue to assist them with the timeliness of the financial assessments.

**Number of outstanding Deprivation of Liberty Standards (DoLS) Assessments**



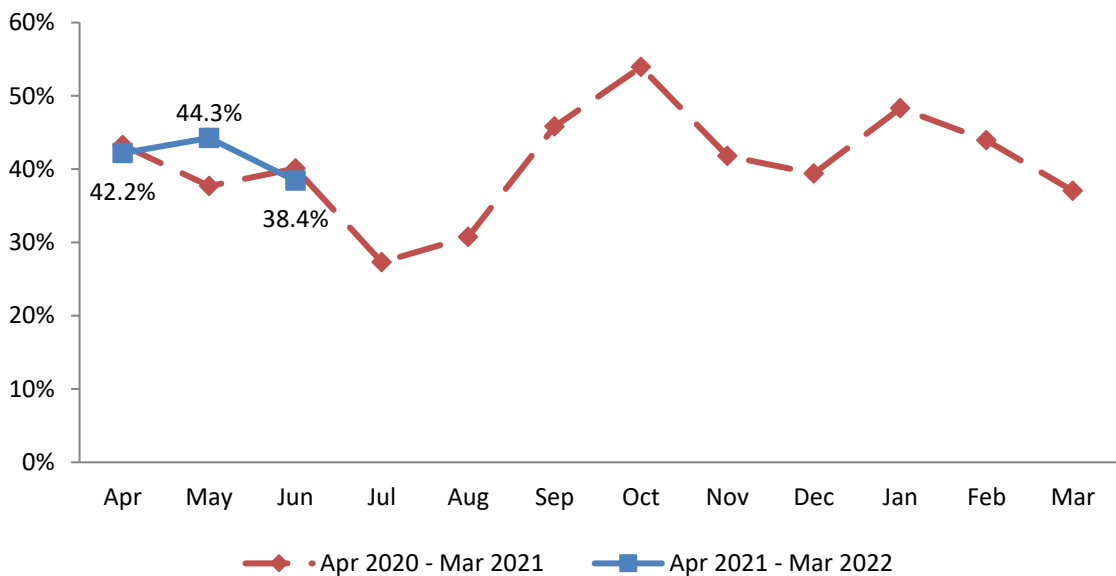
74 applications received in the month which is the same number as last month (47 in June 2020). 37 assessments were completed, with 35 authorised. There were 36 requests ended/not assessed/withdrawn due to a circumstance changed, of these 10 people died, 4 people moved and 22 people's circumstances changed. The numbers of outstanding assessments increased to 520 from 519 in May, compared to 454 in June 2020. We are developing a detailed plan to address overdue reviews (including DoLS) – and this will involve bringing in additional locum staff, for which funding is available (partly because of ongoing staff vacancies).

**Percentage of safeguarding meetings held within seven days of the referral being received.**



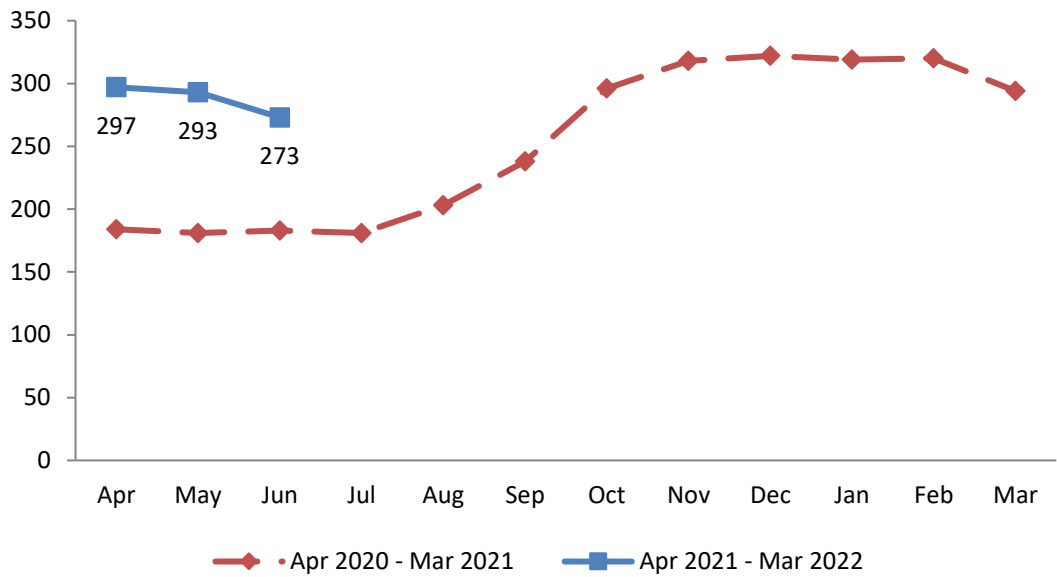
The 7-day data increased to 98 per cent showing the timely and effective triage being completed by the safeguarding duty workers. The Team also continues to support other ASC teams, providers and the public with advice and signposting as appropriate during this difficult time – which makes their performance all the more impressive.

**Conversion rate of adult safeguarding concerns to enquiries**



Conversion rates (Concern to Enquiry) holding at reasonable levels. There were 576 concerns raised in total for Q1 resulting in 239 enquiries. There will always be more concerns than enquiries – but we aim to always be at circa 40% as otherwise it suggests that safeguarding thresholds (i.e., what is, and what is not a safeguarding matter) are not well understood by all partners (i.e., the police, the NHS, the VCS, care providers, housing providers, probation, fire and rescue and families, friends and neighbours).

**Number of reviews that are 3 months or more overdue**

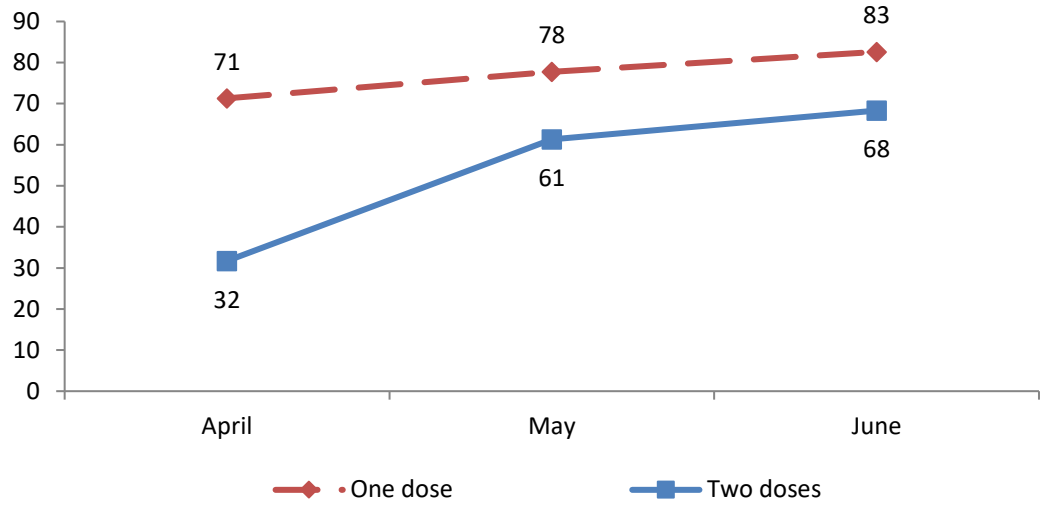


Overdue reviews matter because someone’s needs can, and do, change over time – and the care they receive from ASC should always be relevant to their needs. Whilst this indicator shows a positive trajectory over the first quarter (reviews more than 3 months overdue decreased to 273 from 293), it is still at a higher level than the previous year. This is because reviews were undertaken virtually from the end of March 2020 due to the pandemic – and for some people, this just was not possible (e.g., they could not participate in their review via the phone because of poor hearing, or they were not able to access zoom/ teams calls etc). So, the total number of overdue reviews has increased overall. In addition, performance in June saw a decrease in the number of reviews completed, down to 238 from 265 in May. The percentage completed within timescales decreased to 30 per cent from 31 per cent in May. Reviews less than 3 months overdue increased from 271 to 299.

We are developing a detailed plan to address overdue reviews (including DoLS) – and this will involve bringing in additional locum staff, for which funding is available (partly because of ongoing staff vacancies).

## Public Health

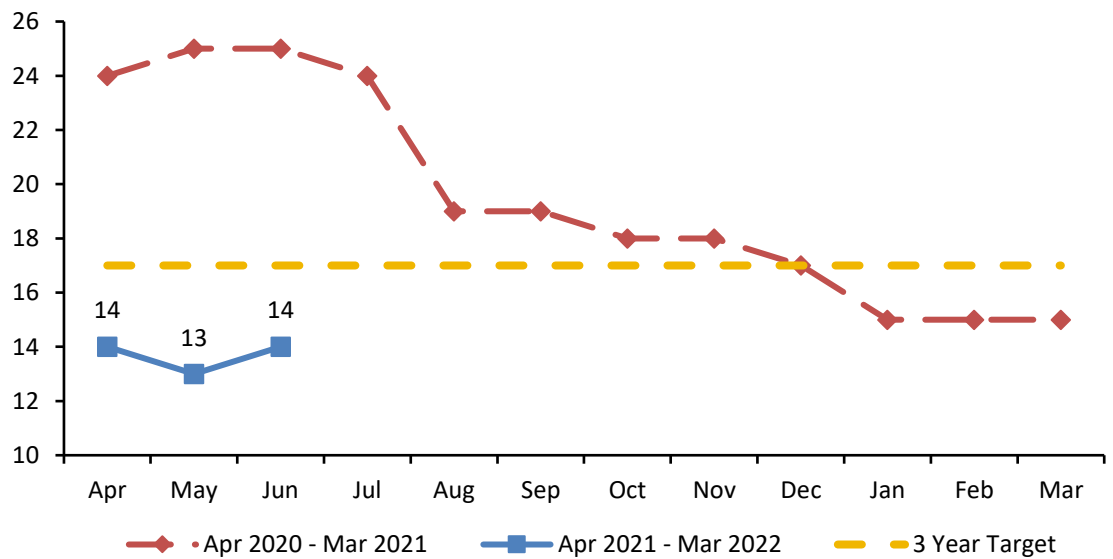
**Percentage of the population (16+) who have received at least one dose of the Covid-19 vaccine**



As at 27 June 2021, the total number of people aged 16+ who have received their first dose of a Covid-19 vaccine is 103,879, compared to the total population aged 16+ of 125,756. 85,909 people have received both doses of a vaccine.

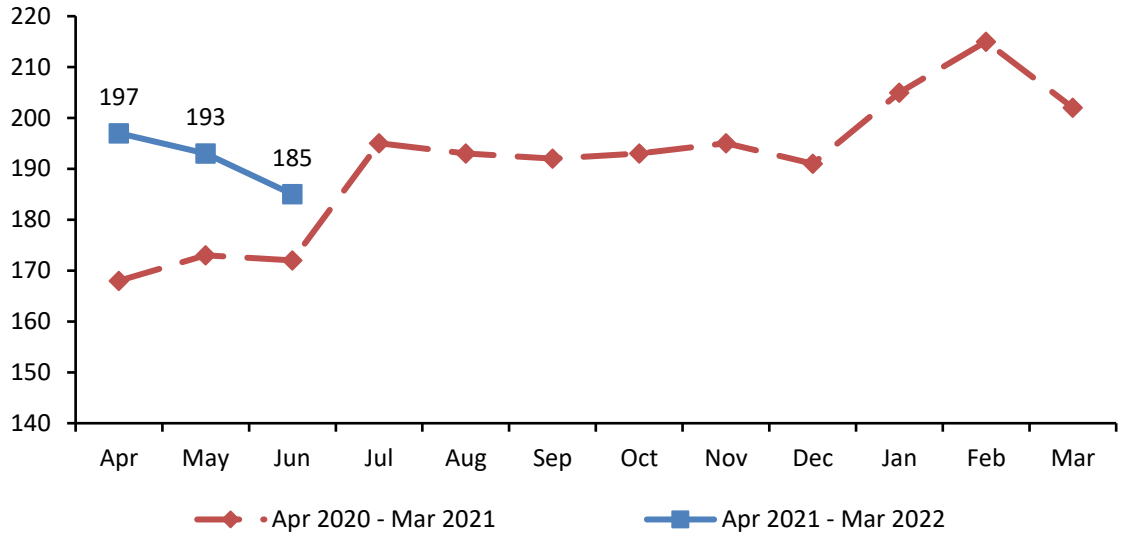
## Housing Needs

**Number of people on Band 1 of the housing register (at month end)**



Band 1 priority awarded to applicants with urgent housing needs some of which require specially adapted homes.

**Number of households in temporary accommodation at month end (Rolling 12 months)**



The number households in emergency and temporary accommodation continues to reduce but remain high overall when compared to pre-pandemic levels. The number of households who have been assisted to prevent or relieve their homelessness is down on previous years, which is indicative of the currently difficult housing market.

### Strategic Risks

<b>Failure to recruit acceptable quality of professional practice across Adult Social Care (ASC) and Housing Needs</b>			<b>Assigned to:</b> Director of Adult Social Care		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>14 RED</b>	<b>6 GREEN</b>	<b>10 RED</b>	<b>8 AMBER</b>	<b>8 AMBER</b>	<b>10 RED</b>
<b>Risk score has increased</b>					

<b>Failure to identify and effectively manage situations where vulnerable adults are subject to abuse</b>			<b>Assigned to:</b> Director of Adult Social Care Assistant Director of Operations		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>16 RED</b>	<b>6 GREEN</b>	<b>10 AMBER</b>	<b>12 RED</b>	<b>12 RED</b>	<b>12 RED</b>
<b>Reduction in risk score</b>					

<b>Failure to secure the required outcomes from the integration of adult social care and health</b>	<b>Assigned to:</b>
---	---------------------

			<b>Director of Adult Social Care</b>		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>16 RED</b>	<b>6 GREEN</b>	<b>10 AMBER</b>	<b>12 RED</b>	<b>12 RED</b>	<b>12 RED</b>
<b>Reduction in risk score</b>					

<b>Independent Social Care Sector Sustainability (care Homes and Home Care)</b>			<b>Assigned to:</b> <b>Director of Adult Social Care</b>		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>16 RED</b>	<b>6 GREEN</b>	<b>12 RED</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Change to Strategic Risk</b>					

<b>Additional demands placed upon the Isle of Wight Council and partners owing to pandemic flu or similar large-scale outbreaks</b>			<b>Assigned to:</b> <b>Director of Public Health</b>		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>16 RED</b>	<b>12 RED</b>	<b>16 RED</b>	<b>16 RED</b>	<b>16 RED</b>	<b>14 RED</b>
<b>No change to risk score</b>					

# 2021/22 Q1 – CHILDREN’S SERVICES, EDUCATION AND LIFELONG SKILLS

## Cabinet Member Portfolio Responsibilities

### Children & Families

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

### Education & Inclusion

- Special Educational Needs
- Alternative Education
- Early years Development
- School Improvement

### Access, Performance & Resources

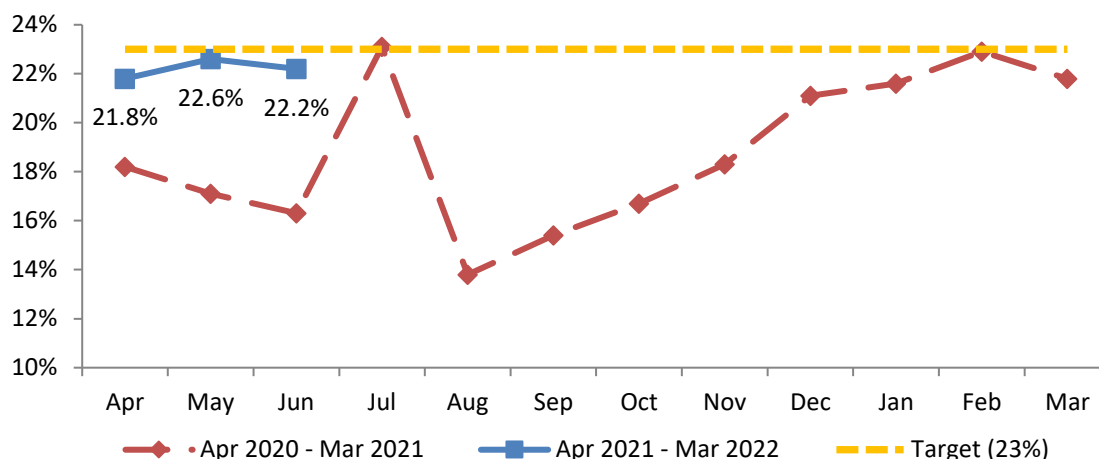
- Schools
- Asset Management
- Home to School Transport

## Performance Measures and Service Updates

GCSE and A Level examinations have been cancelled for the academic year 2020/21 due to the Covid-19 pandemic. The school improvement team has worked with providers to ensure the DfE guidance has been followed in the awarding of centre assessed grades. Early indications are that this process has gone well on the Island and that pathways to the next stage of education have been secured for practically all students.

Island Futures are offering an advice line for students to contact them should they wish to re-evaluate or explore the options available to them.

**Percentage of children who are subject to a repeat child protection plan (within two years of the previous plan)**

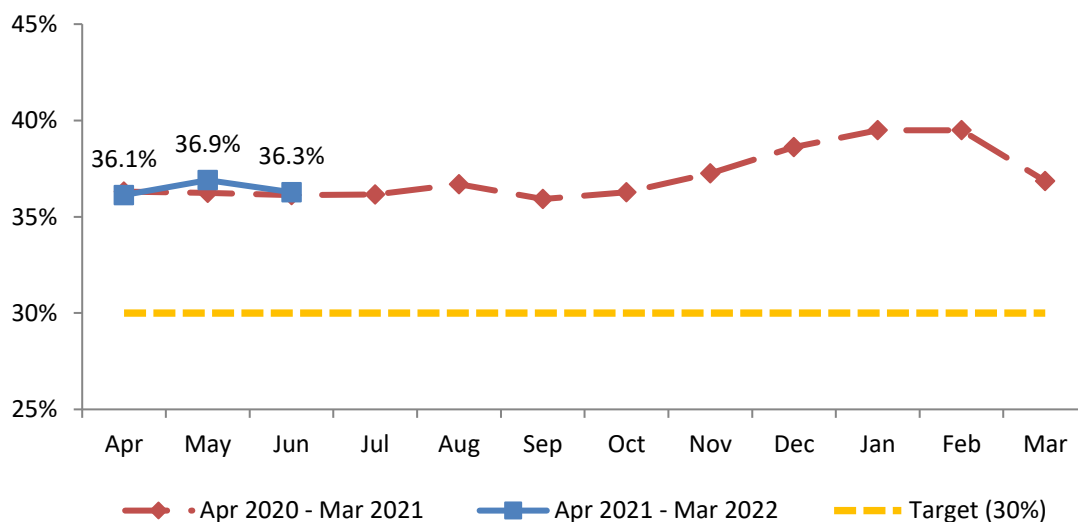


As anticipated the numbers have decreased marginally and remain below target. This should be seen in the context of numbers of children on a child protection plan increasing over the last 12 months as a direct result of the pandemic.

The reasons for a second or subsequent plan are for different but associated issues from the first plan and include adult mental health, substance misuse and domestic abuse.

The impact of covid and subsequent lockdowns on families was anticipated and additional investment was made to increase the numbers of frontline social workers to prepare and respond to this rise in demand.

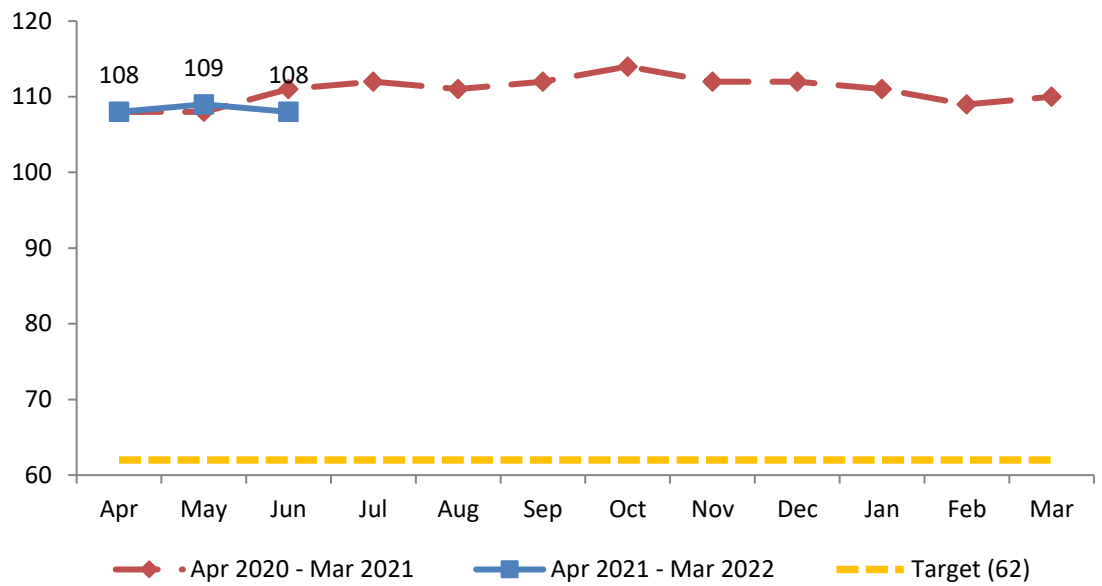
**Percentage of children with a referral within 12 months of a previous referral**



The re-referral rate remains consistent and is similar to Hampshire who share the same 'front door' Multi Agency Safeguarding Hub. Unlike other local authorities, MASH counts all re-referrals to ensure a more accurate view rather than only counting those re-referrals that originally progressed to an authorised completed assessment. In addition, schools do over-refer on the island but this is seen as a positive, as it encourages professionals to raise concerns even if they do not require a social work intervention.



**Number of children looked after at month end (rate per 10,000 population)**



The rate has stabilised but remains twice the South East average. There is well documented evidence that this is as a result of several factors; The work of the Transformation Programme and Resilience Around Families team evidences children are supported to remain safely at home wherever possible.

There is also good evidence of reunification work supporting children to return home when it is safe for them to do so. The rates and projections are factored into the Isle of Wight Sufficiency Duty report to inform future commissioning of places for children in the care of the Council.

The rates nationally are anticipated to rise by 15 to 20 per cent in the next 18 months above the projected annual rise of 6 per cent due to the impact on families of Covid-19 and subsequent lockdowns looks to be accurate.

## Strategic Risks

<b>Failure to improve educational attainment</b>			<b>Assigned to:</b>		
			<b>Director of Children's Services</b>		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>6 GREEN</b>	<b>10 AMBER</b>	<b>10 AMBER</b>	<b>10 AMBER</b>	<b>11 AMBER</b>
<b>No change to risk score</b>					

<b>Failure to identify and effectively manage situations where vulnerable children are subject to abuse</b>			<b>Assigned to:</b>		
			<b>Director of Children's Services</b>		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>5 GREEN</b>	<b>7 AMBER</b>	<b>7 AMBER</b>	<b>7 AMBER</b>	<b>7 AMBER</b>
<b>No change to risk score</b>					

# 2021/22 Q1 – ENVIRONMENT, HERITAGE & WASTE MANAGEMENT

## Cabinet Member Portfolio Responsibilities

### Environment

- Parks and Open Spaces
- Beach Huts and Beach Management
- Rights of Way
- Biosphere
- Climate Change and Environment
- Countryside Management
- Allotments
- Playing fields/sports grounds
- Amenity Land Hire

### Heritage

- Libraries
- Medina Theatre
- Museums
- Archaeology
- Records Office

### Waste

- Waste Collection (Household, Schools and Trade)
- Waste Disposal
- Forest Road Waste Recovery Park (MT plant and Energy from Waste Plant)
- Household Waste Recycling Centres
- Commercial Waste Recycling Centres
- Closed Landfill Sites
- Littering and Fly tipping

## Performance Measures and Service Updates

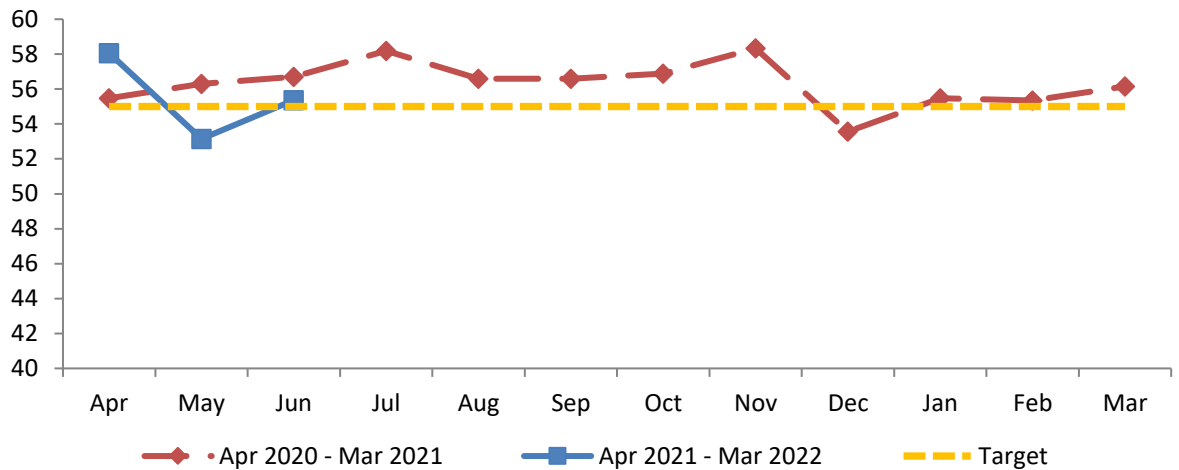
The services are currently recovering from the effects of the Covid-19 pandemic and have reopened to the public.

Resort and beach activities are exceptionally high this year due to restrictions and uncertainty on foreign travel. The council was successful in obtaining Government 'Welcome Back' funding to support additional litter picking and bin emptying in the main resort areas.

The severe rainfall affected several rights of way routes across the island and remedial works are being carried out or planned for the coming period.

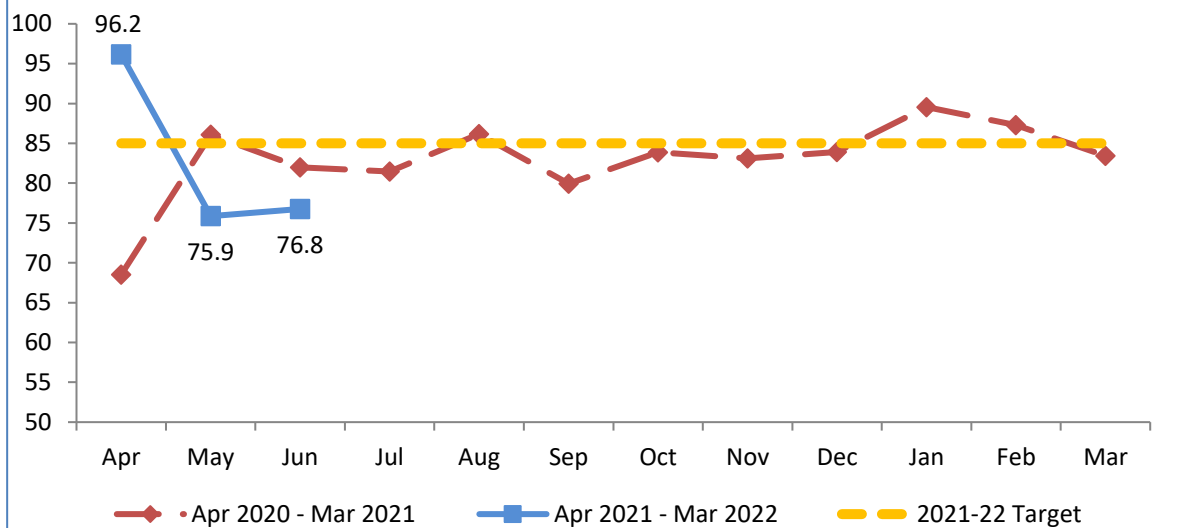
The Energy from Waste Plant remains on target to start operations in September. The HWRC booking system remains in place and has received a large number of positive responses due to the significant reduction in the queues and the implication this had on the nearby road network.

**Percentage of household waste recycled or composted**



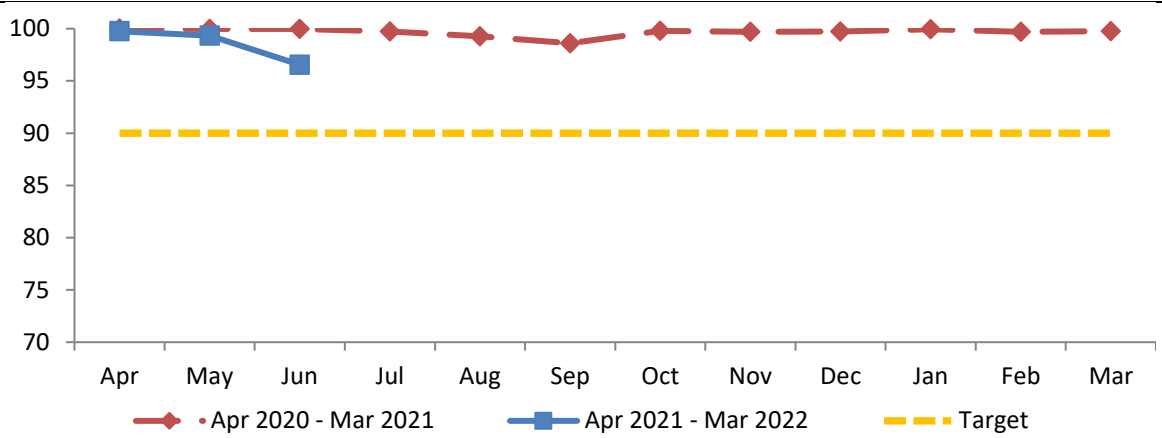
This was an improvement in June from May's figure of 53.15 per cent and this is in keeping to the contractual target. Improvements are due to strong garden waste throughput, with 47 per cent increase in Kerbside waste and 56 per cent from recycling centres. The combined tonnage of garden waste from these sources are akin to Summer tonnage seen pre-pandemic and are further evidenced by the continued increase in Household Waste Recycling Centre bookings. Year to date 55.57 per cent (2020/21 Q1 YTD 56.36 per cent).

**Percentage recycled, reused or composted from all HWRC sites**



Year to date 76.57 per cent (2020-21 82.63 per cent).

**Diversion of municipal solid waste from landfill**



Year to date 98.45 per cent (2020-21 99.98 per cent) This maintains the contractual requirement above 90 per cent diversion, but is down from last month's position. This is due to the amount of residual waste to landfill in addition to the usual rejects and fines in the offtaker process. This can include Mattresses (10.92 tonnes) or Paper & Card (1.32 tonnes).

## Strategic Risks

<b>Failure of the Waste contract resulting in significant financial and operational disruption for the council and its residents</b>			<b>Assigned to:</b>  <b>Director of Neighbourhoods</b>		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>5 GREEN</b>	<b>8 AMBER</b>	<b>8 AMBER</b>	<b>8 AMBER</b>	<b>8 AMBER</b>
<b>No change to risk</b>					

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# 2021/22 Q1 – HIGHWAYS PFI, TRANSPORT AND INFRASTRUCTURE

## Cabinet Member Portfolio Responsibilities

- Parking Service
- Floating Bridge
- Harbours
- Concessionary Fares
- Subsidise Bus Services
- Highways PFI Contract
- Other Highways

## Performance Measures and Service Updates

The Floating Bridge has been operating to over 95 per cent availability over the last 6 months with down times restricted to proactive and responsive repairs which have been mainly limited to off peak periods. Preparations are continuing in respect of the legal dispute with the vessel builders and designers.

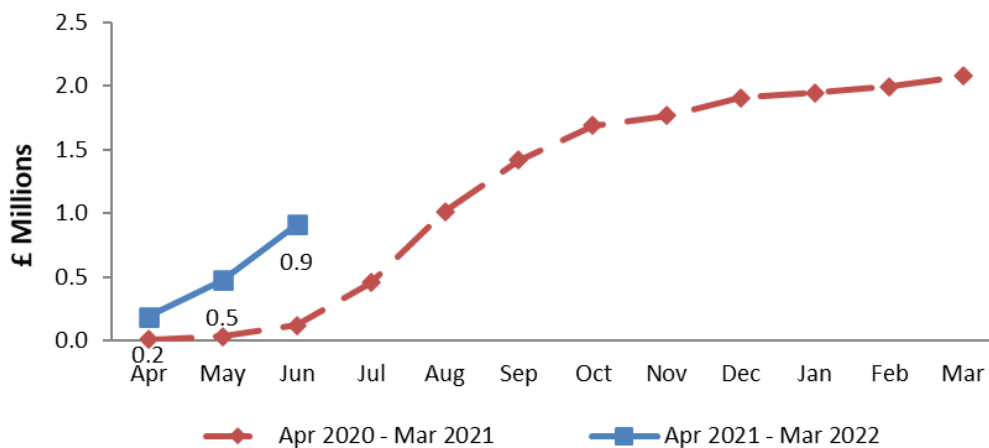
Following the relaxation of restrictions in relation to Covid-19 car parking activities have increased including significant visitor activity.

The Island Roads programme of works on highways retaining walls is continuing with a large number of investigations taking place including, in particular Ventnor.

Island Roads are also continuing to carry out remedial works and carriageway renewal programmes as well as the programme of rectification of those roads resurfaced as part of the Core Investment Period (CIP).

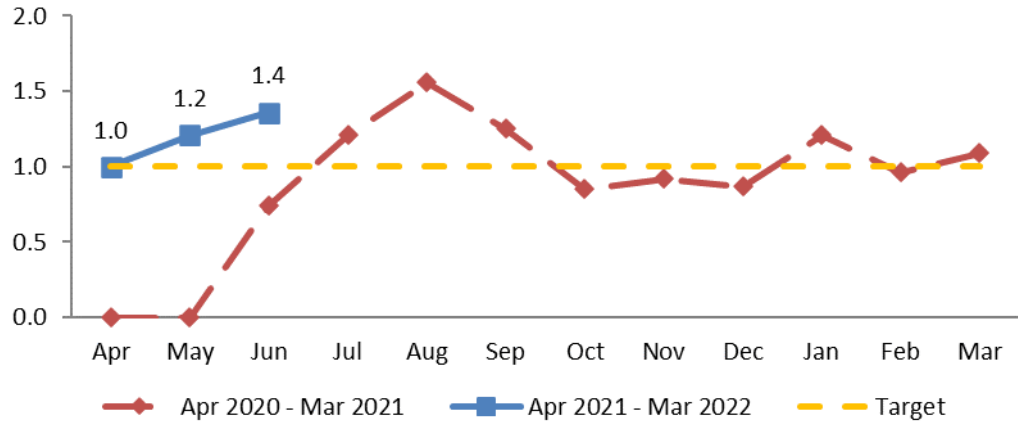
Preparations are underway, supported by Hampshire County Council (HCC) in the development of a revised Local Transport Plan. HCC are also assisting the council in the production of a Bus Improvement Strategy.

### Parking income excluding penalties (cumulative)



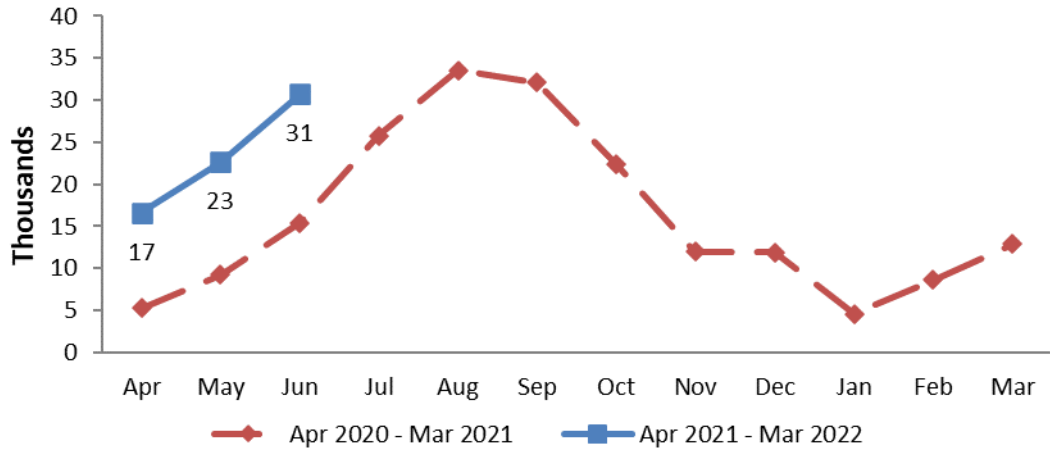
Signs of post pandemic recovery – increase on 2019 levels but currently below target (£1.29 million target income as at end of Q1).

**Number of Penalty Charge Notices issued per hour per Civil Enforcement Officer**



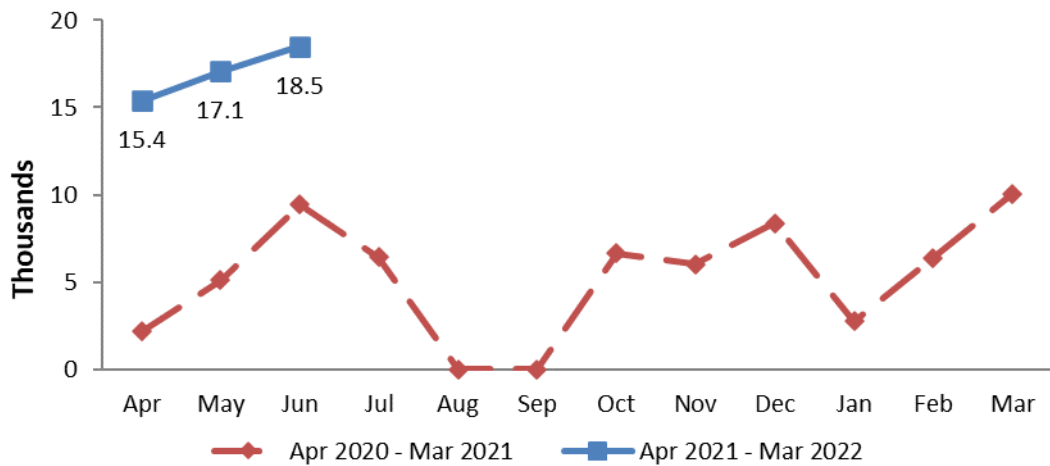
The evidence suggests that the appointment of the second supervisor whose role is to work closely with the Civil Enforcement Officers (CEOs) appears to be having a positive effect. The Penalty Charge Notices per hour figure of 1.36 is the highest figure of June since these figures were first recorded. Pleasingly the improvement is across the range of CEOs rather than a selected few.

**Floating bridge - Number of foot passengers (thousands)**



Increase reflects lifting of Covid restrictions and increased reliability of the service.

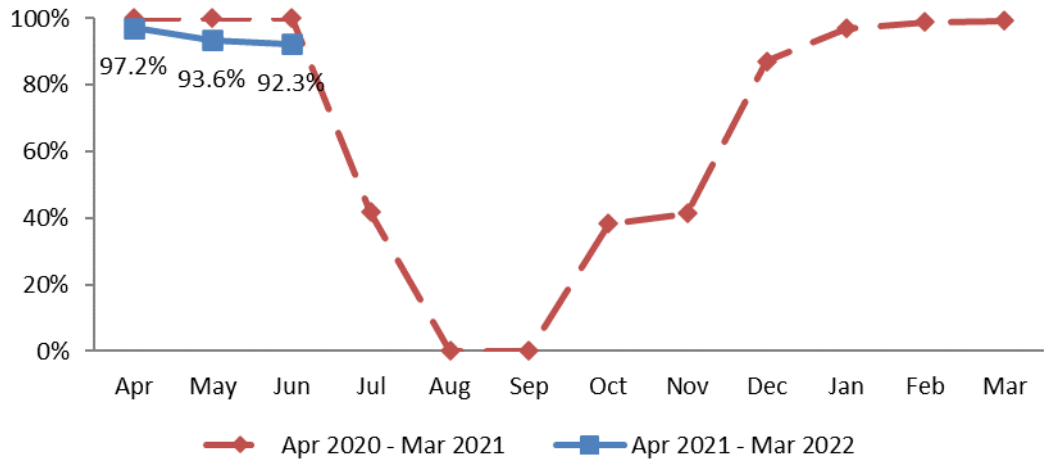
**Floating bridge - Number of vehicles (thousands)**



Increase reflects lifting of Covid restrictions and increased reliability of the service.

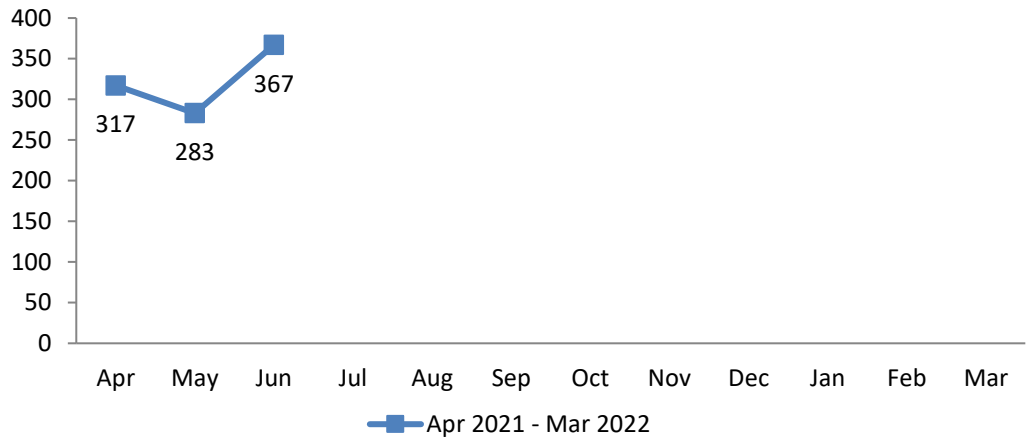


**Floating bridge - Hours operated as a percentage of scheduled hours**



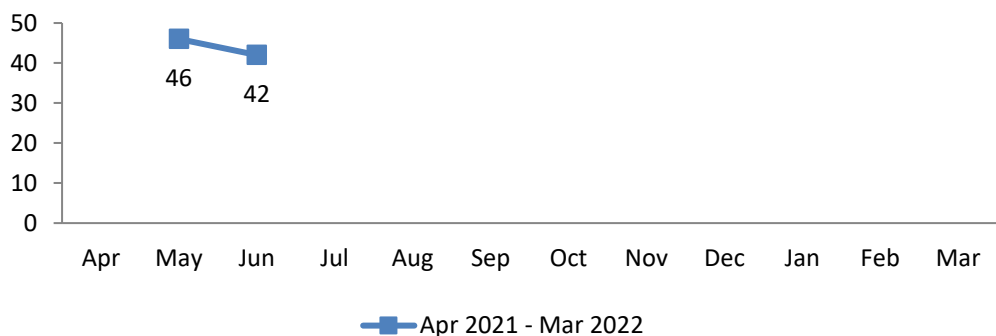
Increased performance reflects improvements to planned inspection and maintenance as well as a greater number of local specialist contractors which reduces downtime.

**Visiting vessels to Newport harbour (including the Folly)**



Whilst there is no comparison with 2020 as visitor facilities were effectively removed as part of Covid-19 mitigations, the lifting of the restriction should see an increase in numbers through 2021.

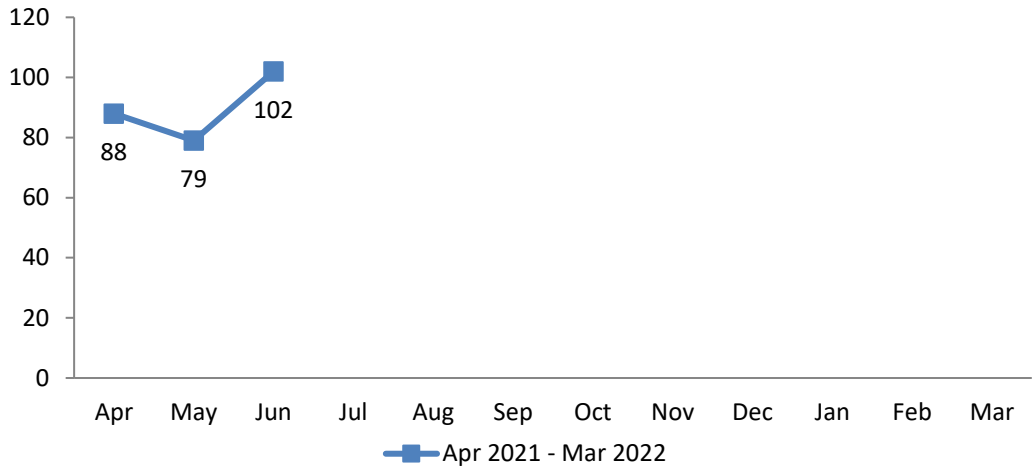
**Highways – Number of high priority cleansing enquiries (New measure)**



Island Roads have a programme of mechanical cleansing and litter pickers in a number of town centres. Highway waste identified outside of the programmed cleanse is dealt with by a reactive gang.  
 Reactive work is prioritised to ensure safety issues are resolved in a timely fashion with Island Roads fixed resource of one reactive gang.  
 Reactive works are carried out in the following order of precedence:  
 1 - Winter duties - snow / ice (when required)  
 2 - Removal of hazardous debris  
 3 - Removal of drug related litter

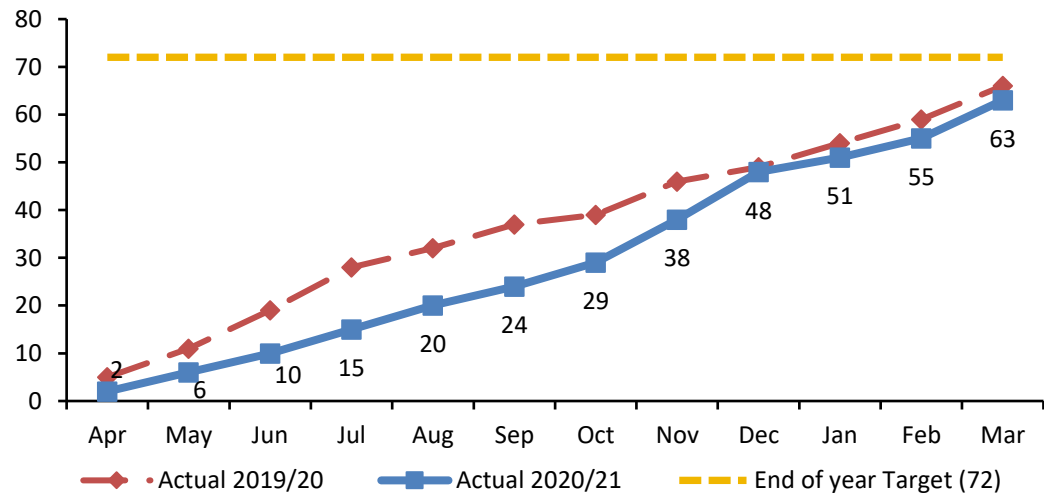
- 4 - Removal of offensive graffiti
- 5 - Fly tipping
- 6 - Cleansing standards
- 7 - Removal of non-hazardous debris
- 8 - Removal of non-offensive graffiti

**Highways - Category 1 defects (including pot holes) – 2 hour response (New measure)**



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

**Numbers of people (including children) killed or seriously injured in road traffic accidents - 3 month lag (Cumulative)**



This measure is reported on a three-month lag. There were 14 people seriously injured and one fatality between January and March 2021. None of these were children.

## Strategic Risks

<b>Failure of the Highways PFI contract resulting in significant financial and operational disruption for the council and its residents</b>			<b>Assigned to:</b>  <b>Director of Neighbourhoods</b>		
Inherent score	Target score	Current score	Previous scores		
			Feb 21	Sep 20	Jun 20
<b>16 RED</b>	<b>5 GREEN</b>	<b>8 AMBER</b>	<b>8 AMBER</b>	<b>8 AMBER</b>	<b>8 AMBER</b>
<b>No change to risk</b>					

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# 2021/22 Q1 – PLANNING AND HOUSING PROVISION

## Cabinet Member Portfolio Responsibilities

**Planning Policy**

- AONB
- Island Planning Strategy
- Local Development Framework

**Development Control**

- Planning Applications
- Planning Appeals
- Planning Enforcement
- Trees & Landscape

**Building Control**

**Housing Renewal & Enforcement**

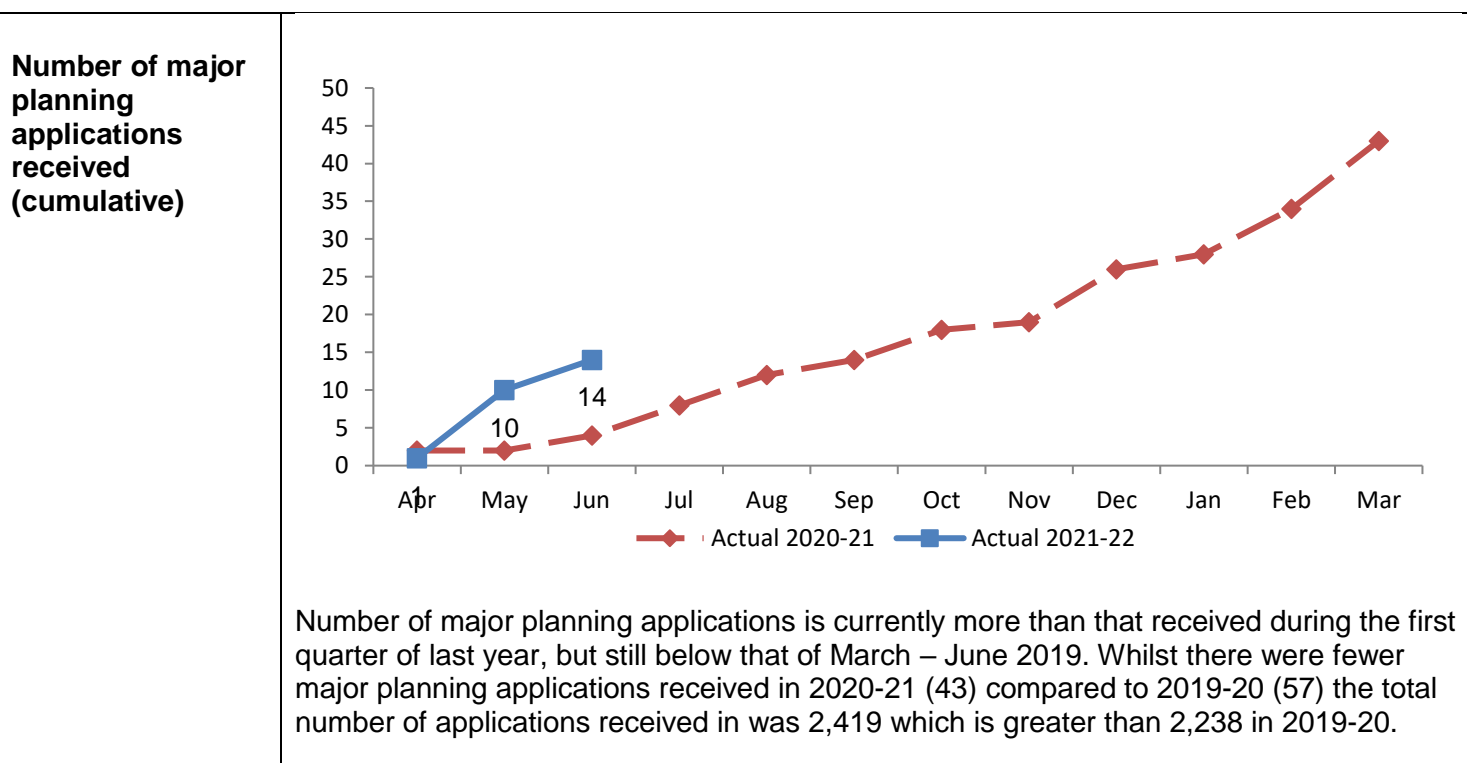
## Performance Measures and Service Updates

Completion and publication of consultaton draft of the Island Plan

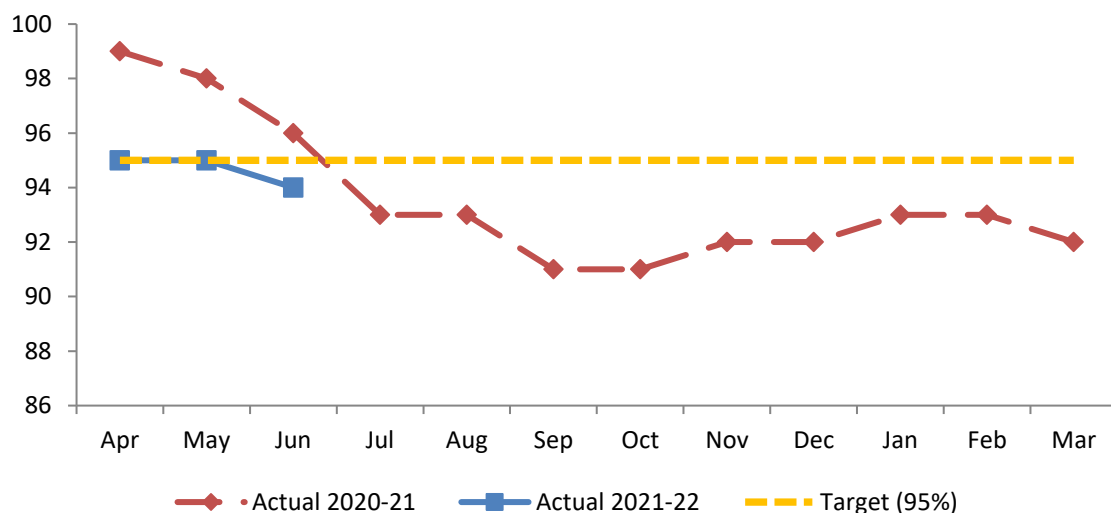
**Areas of Concern:**

Volume of planning applications resulting in delays to processing - enquires mailbox set up to manage follow up of customer queries

Increased demand for planning enforcement resulting in prioritisation of issues to be actioned



**Percentage of all planning applications determined within 26 weeks**



Whilst performance of this measure has been below target since July 2020, percentage of applications determined within 26 weeks was on target for the first two months of Q1, with June's performance dropping slightly below target, at 94 per cent.

**Housing Renewal:**

The Housing Renewal service have been undertaking the following key activities throughout Quarter 1 as well as other administrative and background work;

- Disabled Facilities Grants (DFGs) and Repair and Wellbeing Grants (RWG)
- House in Multiple Occupation (HMO) Licensing and standards enforcement
- Landlord and tenant housing standards enforcement
- Drainage nuisance enforcement
- Empty Property intervention, including collaboration with other service areas in regard to mutual interest properties
- Pan development completion certification work
- Deputyship house inspections and urgent works management

The latest DFG position is; Budget £1.7m; Current committed £1.82m (297 cases); Approved amount £818k; Spent £370k; New cases since April 91; Monthly average rate of new cases 25; Average DFG cost £9.1k; Forecast commitment by EOY £3.4m

# 2021/22 Q1 – REGENERATION, BUSINESS DEVELOPMENT AND TOURISM

## Cabinet Member Portfolio Responsibilities

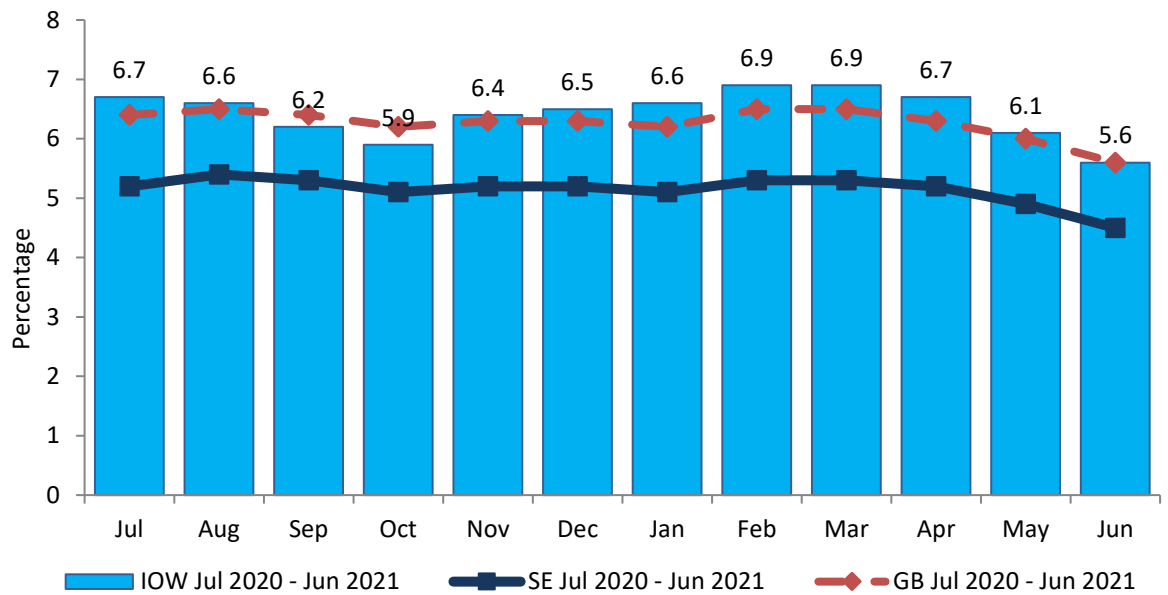
- |   |
|---|
| <ul style="list-style-type: none"> <li>• Economic Development</li> <li>• Events</li> <li>• Regeneration Projects</li> <li>• Leisure Centres</li> <li>• Sports Development</li> <li>• Tourism</li> </ul> |
|---|

## Performance Measures and Service Updates

- Continued payment of business support grants to over 1500 island businesses reaching a milestone of £100m paid since April 2020, submission of £7m Levelling Up fund bid for East Cowes Marine Hub, set up and communication of the Welcome Back Fund.
- Construction of new brewery and business units at Branstone Farm, confirmation of funding for £3m Innovation Wight project.
- Remedial urgent safety works completed at Camp Hill alongside completion of land transfer.
- Delivery of Cultural programmes in HHSAZ areas in Ryde and Newport.
- Secured supply of heating oil to the island through disposal of site at Island Technology Park.
- Development of refreshed masterplan for East Cowes waterfront.
- Development of Island skills plan
- Staged re-opening of leisure facilities to customers
- “Travel the Wight way” campaign launch in conjunction with VIOW and health partners

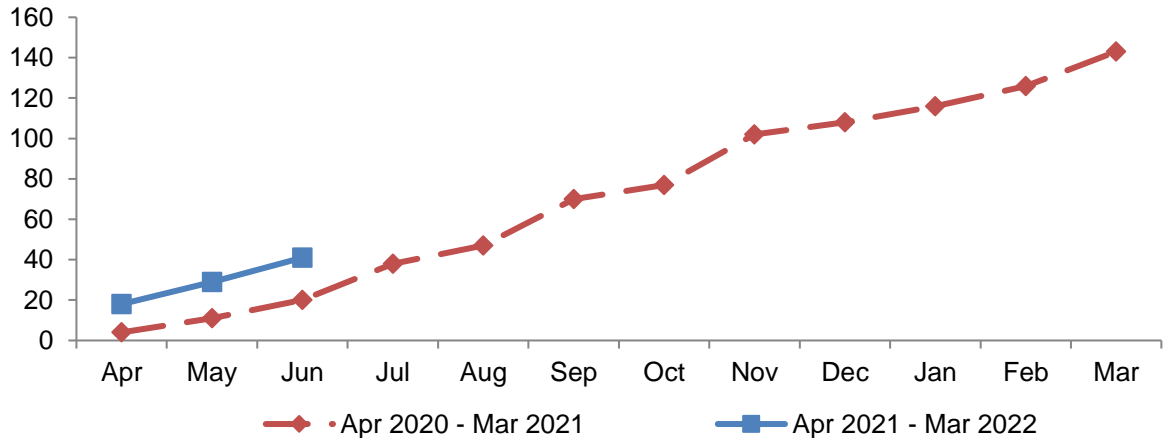
**Areas of concern** – Funding of infrastructure needed to bring key projects forward.

**Percentage of out of work benefits claimants per month**



The number of out of work benefit claimants has increased significantly due to the Covid-19 pandemic from 2,580 at the end of March 2020 to 5,550 at the end of May 2020. This has now fallen to 4,420 at the end of June 2021. The percentage of IW workforce that claims out of work benefits is 5.6 per cent at the end of June (down from a peak of 7 per cent at the end of May). Averages for Great Britain are 5.6 per cent and 4.5 per cent across the South East Region. The Isle of Wight, regional, and national figures are falling.

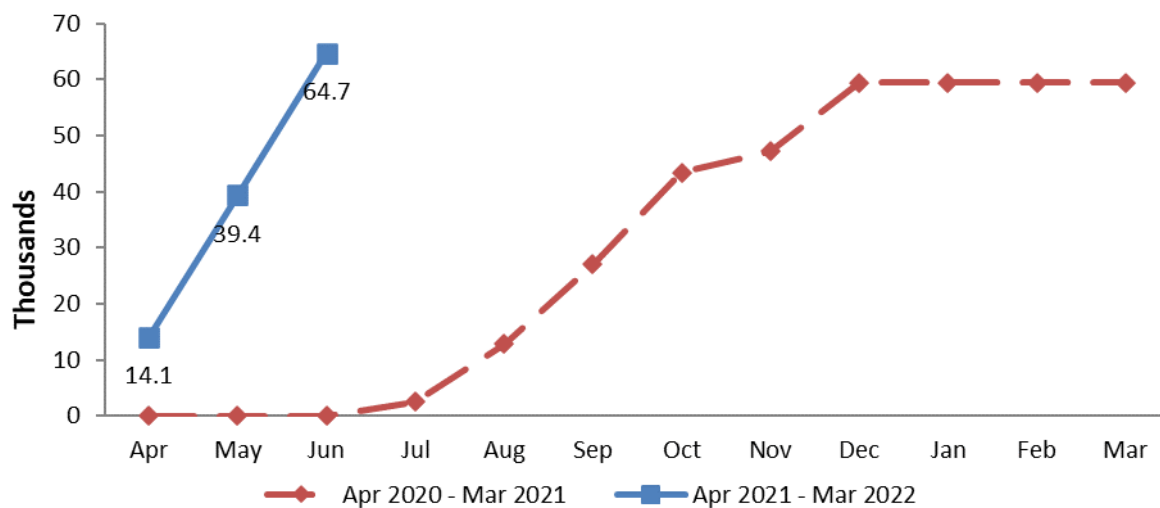
**Number of unique contacts with businesses (not in contact before) - Cumulative**



There were 41 unique contacts with businesses in Q1 and 44 business support sessions provided. This compares to 20 contacts at the same point last year, with 38 support sessions provided.



**Total number of visits across all Council Leisure Facilities: Swimming Pools, Sport Centres & Seasonal Sites (Cumulative)**



There has been a dramatic increase in the number of visits to leisure facilities so far in 2021-22 – this reflects the impact the coronavirus pandemic has had with limited facility opening over the last 18 months. Compared to 2019-20 the total number of visits is still low as a result of restrictions (235 thousand visits in Q1 2019-20).

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# 2021/22 Q1 – STRATEGIC FINANCE, CORPORATE RESOURCES AND TRANSFORMATIONAL CHANGE

## Cabinet Member Portfolio Responsibilities

- Housing Benefit
- Council Tax Benefits
- Finance
- Internal Audit
- Property Management
- Strategic Asset Management
- Commercial Property Portfolio
- HR
- Legal
- Elections
- Democratic Services
- Business Centre
- Learning & Development
- Procurement & Contract Management
- Business Intelligence

## Performance Measures and Service Updates

The delivery of the local elections in May 2021 saw a cross organisation effort to respond to the additional challenge of making sure that they could be undertaken in a Covid-19 secure manner. A programme of councillor induction has followed to provide those new and returning councillors to settle into their term of office and have access to the relevant support and information needed to fulfil their duties and responsibilities. A programme of councillor development will continue over the remainder of the term to provide opportunities for personal development as necessary and to keep up to date with new legislative or best practice developments that underpin continuous improvement.

An area of improvement now established as a result of the cabinet member induction into their service areas is the requirement for any external commissions for legal support to be channeled through our own internal legal services department. This is to make sure that the most cost effective and appropriate sources of advice are sourced and so that it is possible to maximise the discounts that are available to the council through its framework agreements.

Our contact centre performance continues to show good progress in respect of call waiting times which are now consistently below the 60 seconds target. The number of calls received by the contact centre remains at a similar level however and so there is further work to be undertaken to ascertain how, through our website we can enable people to find resolution to their enquiries wherever possible by digital means, thus enabling call handler time being available to those who most need that source of help. The contact centre manager is a

member of the council's website project board as a means to contribute to the design and delivery of effective on-line information and answers to common enquiries.

Work is underway to refresh the council's organisational development strategy to take account of the progress made to date in the delivery of its "Believe in Great" cultural change programme, the learning gained from the new ways of working that have become commonplace during the pandemic and of course the considerations necessary to take into account as we move into the recovery phase. There is an annual programme of staff surveys and quarterly pulse surveys to assist in the monitoring of this strategy and its action plan for development. Thus far, there has been a year on year improvement in the levels of satisfaction within the workforce although important to recognise that there is still work to be undertaken. Sickness absence levels have also seen a significant improvement during the period of the pandemic, largely due to the changes in working arrangements but the refreshed attendance management strategy will aim to maintain this trend whilst also focussing on those areas which are of concern through the regular absence data monitoring.

### **Risk update:**

#### **Insufficient capacity**

The council is not alone in that there are some known areas of occupational shortfalls and which means that they are a challenge to source, recruit and retain. A significant amount of work has been undertaken to develop the council's "employment offer" as an attractive place to work. Alongside this, there have also been specific and targeted recruitment campaigns undertaken in both children's and adult social care to assist in generating interest and increase in recruitment to the area. There is however, work to be done in modernising the council's recruitment processes and systems to reduce the amount of time and effort it takes to conduct a successful recruitment exercise whilst also staying compliant with our legal obligations, as well as to make it easy and simple for prospective candidates to apply.

Aligned to this is the need for effective workforce planning to ensure that there is business resilience and continuity, particularly in areas where there are specialist roles or those which can be difficult to recruit. With the support of the Local Government Association, a pilot programme that will seek to refresh the council's approach to workforce planning and establish a cross organisational approach for the future and in which can afford greater confidence of planning and preparation for the future business needs.

During the period of the pandemic, staffing capacity has been at its most stretched with the necessity for staff redeployment to keep and maintain essential front-line services to be operational as well as delivering other important related public services and processing of payments of the government grants received to support businesses and residents. As we move into the recovery phase, those demands have become less, and staff are returning to business as usual as well as responding to any backlogs that exist. Close monitoring of capacity continues to be undertaken.

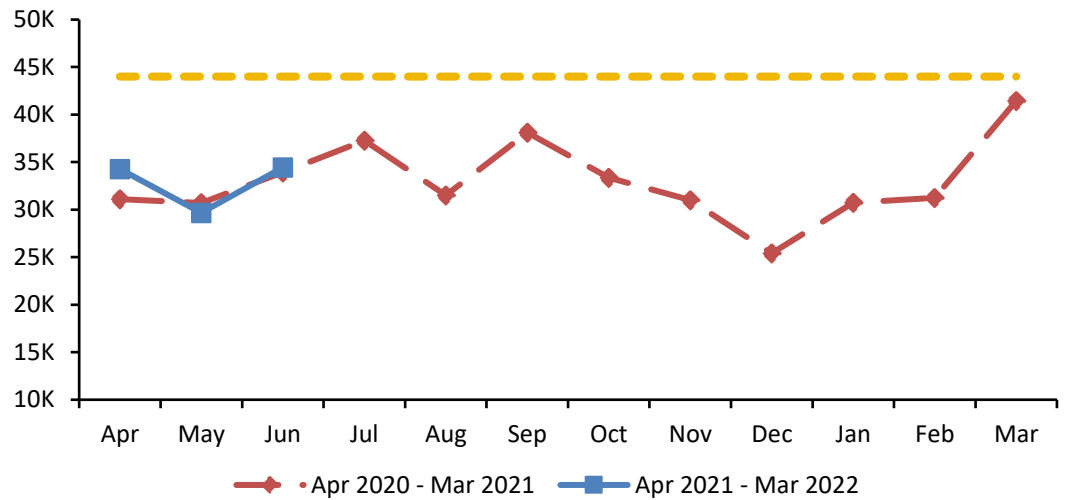
The focus of attention for the development of organisational culture continues to be that of the delivery of the council's "Believe in Great" cultural change programme that is seen as being central to aligning staff to the successful delivery of the council's priorities. A key element of this work is making sure that our performance management arrangements are both robust and engaging for staff to have a clear understanding of their role, the expectations placed upon them, agreed performance objectives that have an intrinsic link to

the council's priorities, regular performance review meetings to discuss progress and ensuring that there is appropriate support in place to secure the desired outcomes.

Alongside this is a comprehensive workforce development programme designed to meet the learning needs of staff in their day to day work which includes the use of the apprenticeship levy funding to support continuous personal development as well as providing the necessary underpinning learning for new apprentices to the organisation.

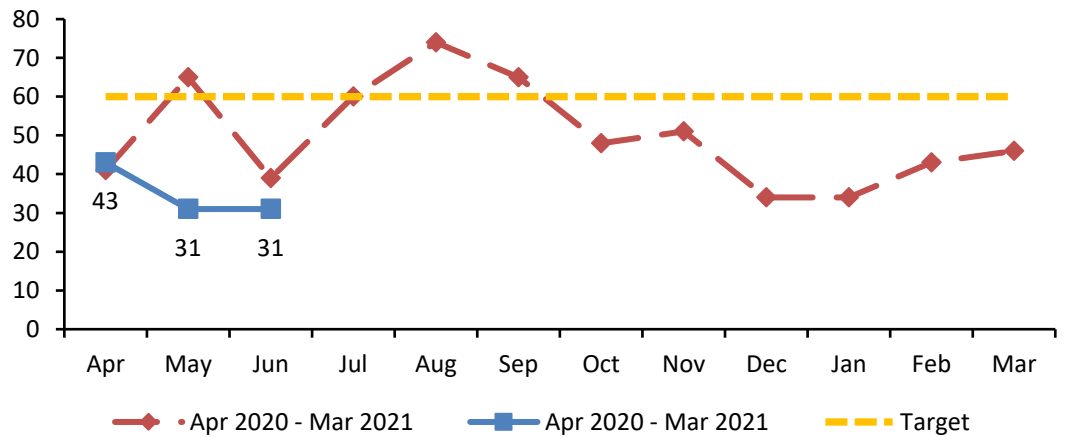
<p><b>Average number of days lost due to sickness per permanent employee (excluding schools))</b></p>	<p>Sickness figures remain at very low levels. Number of staff with 14 or more calendar days sickness within the preceding 12 months (199 at the end of June) is at the lowest point since August 2018 and average number of working days lost due to sickness remains close to the lowest ever level (slight increase from 5.6 in May to 5.8 in June).</p>
<p><b>Number of FOI requests received (Monthly figure)</b></p>	<p>Of the 83 requests received in June, Corporate Services received 26, Neighbourhoods received 25, Children's Services received 14, Adult Social Care and Community Well-being received 6, Regeneration received 5 and Public Health received 3. A further 4 requests were received but the service was not recorded. In total, 1,151 FOI requests were received in 2020/21. This compares favourably to 2019/20 where 1,383 were received. Reductions in FOI requests reflects well on the amount of information that is provided online via iow.gov.uk or through social media.</p>

**Number of calls made to the contact centre per month (Monthly figure)**



The number of calls received over quarter one is in line with the first quarter of 2020/21 and lower than in previous years.

**Average time to answer calls in the contact centre (in seconds) (Monthly figure)**



The average speed of answer has improved during quarter one, down to 31 seconds in June 2021, from 43 seconds in April and well within the target of 60 seconds. Percentage of calls resolved at the first point at contact remains over 90 per cent (June 91.04 per cent)

## Strategic Risks

<b>Lack of financial resource and the ability to deliver the council's in-year budget strategy</b>			<b>Assigned to:</b> Director of Finance and Section 151 Officer		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>5 GREEN</b>	<b>12 RED</b>	<b>12 RED</b>	<b>14 RED</b>	<b>3 GREEN</b>
<b>No change to risk score</b>					

<b>Lack of financial resource and the ability to deliver the council's medium-term financial strategy</b>			<b>Assigned to:</b> Director of Finance and Section 151 Officer		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>9 AMBER</b>	<b>16 RED</b>	<b>16 RED</b>	<b>16 RED</b>	<b>13 RED</b>
<b>No change to risk score</b>					

<b>Insufficient staffing capacity and skills</b>			<b>Assigned to:</b> Director of Corporate Services		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>8 AMBER</b>	<b>9 AMBER</b>	<b>9 AMBER</b>	<b>9 AMBER</b>	<b>9 AMBER</b>
<b>No change to risk score</b>					

<b>A change in organisational culture fails to keep a pace with the speed of organisational change, negatively impacting on the delivery of the required transformation to deliver the corporate plan</b>			<b>Assigned to:</b> Director of Corporate Services		
<b>Inherent score</b>	<b>Target score</b>	<b>Current score</b>	<b>Previous scores</b>		
			<b>Feb 21</b>	<b>Sep 20</b>	<b>Jun 20</b>
<b>16 RED</b>	<b>6 GREEN</b>	<b>6 GREEN</b>	<b>6 GREEN</b>	<b>6 GREEN</b>	<b>6 GREEN</b>
<b>No change to risk score</b>					

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CABINET REVENUE BUDGET MONITOR - DRAFT OUTTURN 2020-2021

Portfolio/Service Area	Budget £000	Draft Outturn £000	Draft Variance -under/over spend £000	Comments
<b>Adult Social Care &amp; Public Health</b>				
ASC Care Packages	40,835	42,106	1,271	The main variance is caused by a delay in the delivery of savings relating to reviews of care packages, this has been due to the impact of the pandemic and the need to prioritise social work activity. There are also various pressures relating to the volume of a range of care package types, in particular home care.
ASC Other	10,433	9,155	-1,278	Mainly savings in care management
Housing Needs	3,389	3,389	0	
Public Health	0	0	0	No variances. Any net variance at year end is balanced by a transfer to or from the Public Health reserve
<b>Portfolio Total</b>	<b>54,657</b>	<b>54,650</b>	<b>-7</b>	
<b>Children's Services, Education &amp; Skills</b>				
Children's & Families	21,218	21,195	-23	Pressures in Leaving Care costs and in-house fostering but these are currently being partially offset by savings in residential care placements and staffing budgets.
Education & Inclusion	1,808	1,658	-150	Various minor variances
Access Performance & Resources	4,596	4,166	-430	Savings due to refund of contract payments re Home to School Transport
<b>Portfolio Total</b>	<b>27,622</b>	<b>27,019</b>	<b>-603</b>	
<b>Community Safety &amp; Public Protection</b>				
Bereavement Services	-664	-698	-34	Various minor variances across the service
Emergency Planning	2,035	2,010	-25	Income received from NHS Trust
IW Fire & Rescue Service	6,183	6,296	113	Various minor net pressures
Registrars & Coroners	800	855	55	Mainly relating to pressures within the Coroner's service
Regulatory Services	1,111	981	-130	Various variances including staff savings from vacancies
<b>Portfolio Total</b>	<b>9,465</b>	<b>9,444</b>	<b>-21</b>	
<b>Environment &amp; Heritage</b>				
Leisure/Amenities/Sports Development	2,139	1,935	-204	Covid pressures have been compensated for from Covid funding leaving various variances including savings on activity within the commercial sales team
Libraries	1,062	921	-141	Various operational savings
Museums/Archaeology/Records Office	739	731	-8	No significant variances
Music Service	0	0	0	
Parks & Open Spaces/Countryside/Coastal Management	1,649	1,607	-42	Various minor savings
<b>Portfolio Total</b>	<b>5,589</b>	<b>5,194</b>	<b>-395</b>	
<b>Infrastructure &amp; Transport</b>				
Car Parking	-1,876	-1,880	-4	Covid pressures have been compensated for from Covid funding leaving no significant variance
Floating Bridge	705	1,101	396	Pressure due to additional operational costs being incurred
Harbours	-10	-8	2	No significant variances
Highways PFI Contract & Management	17,892	17,948	56	No significant variances
Public Transport & Crossing Patrols	4,761	4,739	-22	No significant variances
<b>Portfolio Total</b>	<b>21,472</b>	<b>21,900</b>	<b>428</b>	

Portfolio/Service Area	Budget £000	Draft Outturn £000	Draft Variance -under/over spend £000	Comments
<b>Leader &amp; Strategic Partnerships</b>				
Chief Executive	658	535	-123	Various minor variances
Civic Events	12	2	-10	No significant variances
Communications	407	402	-5	No significant variances
<b>Portfolio Total</b>	<b>1,077</b>	<b>939</b>	<b>-138</b>	
<b>Planning &amp; Housing</b>				
Housing Renewal	308	297	-11	No significant variances
Planning	878	761	-117	Various minor variances
<b>Portfolio Total</b>	<b>1,186</b>	<b>1,058</b>	<b>-128</b>	
<b>Procurement, Projects &amp; Forward Planning</b>				
Procurement	258	272	14	No significant variances
Waste Contract	3,482	3,530	48	No significant variances
<b>Portfolio Total</b>	<b>3,740</b>	<b>3,802</b>	<b>62</b>	
<b>Regeneration &amp; Business Development</b>				
Economic Development	376	362	-14	No significant variances
Events	13	-12	-25	No significant variances
Regeneration	912	856	-56	No significant variances
<b>Portfolio Total</b>	<b>1,301</b>	<b>1,206</b>	<b>-95</b>	
<b>Resources</b>				
Corporate Finance Items	45,815	43,169	-2,646	Includes treasury management savings and Housing Benefit overpayment recovery
Financial Management & Audit	1,889	1,543	-346	Mainly staff savings from vacancies and internal audit fees
Strategic Land & Property Assets	824	849	25	No significant variances
Dir. Corp Services/HR/ICT	4,801	4,317	-484	Main variance relate to staff savings from vacancies and ICT operational costs
Legal/Democratic/Elections & Land Charges	2,169	2,002	-167	Various variances including staffing
Shared Services	4,026	3,824	-202	Various variances including staffing
Learning & Development	1,006	810	-196	Mainly savings in the training budget and staffing costs
Org Change & Corporate Performance	344	124	-220	Various variances including staffing being recahrged to Covid grant work
Pan Management Company	5	5	0	
<b>Portfolio Total</b>	<b>60,879</b>	<b>56,643</b>	<b>-4,236</b>	
<b>Total</b>	<b>186,988</b>	<b>181,855</b>	<b>-5,133</b>	
<b>Tax Income Guarantee Scheme</b>		<b>970</b>	<b>970</b>	Income received less than that budgeted for
<b>Grand Total</b>	<b>186,988</b>	<b>182,825</b>	<b>-4,163</b>	Savings against budget of 2.2%
Transfer to Transformation Reserve			1,000	
Transfer to Revenue Reserve for Capital			3,163	For future use in the Capital Programme
<b>Net Final Position</b>			<b>0</b>	

## CABINET CAPITAL PROGRAMME - Draft Outturn 2020/21

	Budget £	In year 20/21 only		Total Scheme (incl previous and future years)			Comments
		Draft Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Adult Social Care, Public Health &amp; Housing Needs</b>							
Residential and Community Care equipment replacement programme	41,445	40,872	573	41,445	41,445	0	Ringfenced funding will slip into 21/22
Gouldings	47,671	0	47,671	1,733,377	1,733,377	0	On going project - delivery programmed for 21/22
Relocation of LD clients with complex needs - Brooklime House, Bluebell Meadows	188,190	6,645	181,545	1,761,335	1,761,335	0	Ringfenced funding will slip into 21/22
Relocation of Elmdon LD residents - Carisbrooke House	54,918	0	54,918	475,000	475,000	0	Ringfenced funding will slip into 21/22
Wightcare Digital switch over	217,045	62,726	154,319	400,000	400,000	0	On going project over 5 years, ringfenced funding will slip into 21/22
Adelaide	2,213	2,213	0	1,473,000	1,473,000	0	On going project - delivery programmed for 22/23
Howard House	821,547	158,425	663,122	821,547	821,547	0	Ringfenced funding will slip into 21/22
St Lawrence water supply	38,715	72	38,643	101,964	101,964	0	Awaiting final connections and invoices from Southern Water
	<b>1,411,745</b>	<b>270,954</b>	<b>1,140,790</b>	<b>6,807,668</b>	<b>6,807,668</b>	<b>0</b>	
<b>Children's Services, Education and Skills</b>							
Schools capital maintenance programme	2,633,503	1,336,116	1,297,386	6,790,144	6,790,144	0	Ringfenced funding will slip into 21/22
Priority schools building programme	10,332,910	9,364,156	968,754	25,192,433	25,192,433	0	Ringfenced funding will slip into 21/22
Involved formula capital	783,037	334,752	448,285	783,037	783,037	0	Ringfenced funding will slip into 21/22
Healthy Pupils Capital Fund	51,986	36,286	15,700	103,025	103,025	0	Ringfenced funding will slip into 21/22
SEND	267,388	43,643	223,745	347,726	347,726	0	Ringfenced funding will slip into 21/22
Beaulieu House	48,224	38,236	9,988	138,243	138,243	0	On going project expected to complete in 21/22
East Cowes Family Centre	9,375	539	8,836	9,375	9,375	0	Ringfenced funding will slip into 21/22
New Island Learning Centre	42,000	10,165	31,835	2,003,181	2,003,181	0	Ringfenced funding will slip into 21/22
Foster carers adaptations	81,783	40,828	40,955	200,000	200,000	0	On going grant funding scheme, will slip into 21/22
	<b>14,250,206</b>	<b>11,204,722</b>	<b>3,045,485</b>	<b>35,567,166</b>	<b>35,567,166</b>	<b>0</b>	
<b>Community Safety and Digital Transformation</b>							
Crematorium cloisters/sewage plant etc	4,101	4,101	0	41,920	41,920	0	On going project expected to complete in 21/22
GSCx Govt security requirements	132,719	61,651	71,068	132,719	132,719	0	Annual programme of compliance works, will slip into 21/22
ICT rolling equipment replacement programme	366,578	366,578	0	366,578	366,578	0	Annual programme of replacement equipment
Back up server/storage and firewall replacement	126,278	59,999	66,280	1,008,000	1,008,000	0	On going programme of works, slip into 21/22
Corporate applications update	203,598	101,095	102,503	203,598	203,598	0	Annual programme of software replacement, will slip into 21/22
Adults key applications	2,667	2,667	0	2,667	2,667	0	Project completed and closed
Access systems/video conferencing	10,954	0	10,954	80,000	80,000	0	Further works planned for 21/22, will slip
Cyber security back up solution	175,000	0	175,000	175,000	175,000	0	Work and budget agreed late 2020, delivery planned for 21/22, will slip
	<b>1,021,895</b>	<b>596,091</b>	<b>425,804</b>	<b>2,010,482</b>	<b>2,010,482</b>	<b>0</b>	

	Budget £	In year 20/21 only		Total Scheme (incl previous and future years)			Comments
		Draft Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Environment, Heritage and Waste Management</b>							
Library self service	79,680	62,945	16,735	79,680	62,945	16,735	Project complete and closed, underspend returned to corporate reserves
Gunville Greenway	36,781	36,781	0	36,781	36,781	0	On going project to link with West Wight Greenway
Rights of Way	105,174	89,561	15,614	105,174	105,174	0	On going annual programme of works, committed remaining budget in 21/22
Medina Greenway cycle path	30,558	0	30,558	58,000	58,000	0	Ringfenced funding will slip into 21/22
West Wight Greenway	55,679	5,679	50,000	455,679	455,679	0	Ringfenced funding will slip into 21/22
Sandown and Ventnor Coastal studies	6,079	4,000	2,079	150,000	150,000	0	Ringfenced funding will slip into 21/22
Coastal defences	62,400	0	62,400	255,000	255,000	0	Delivery delayed due to team capacity issues, slip into 21/22
Coastal monitoring	300,486	300,486	0	300,486	300,486	0	Annual programme delivered by HFDC
Downside Recreation ground drainage	23,985	5,675	18,310	90,000	90,000	0	On going programme of works, slip into 21/22
East Cowes Community Library	50,000	50,000	0	50,000	50,000	0	One off grant allocation - completed and closed
Public realm	113,948	18,319	95,629	266,877	266,877	0	On going programme of works, slip into 21/22
Waste contract capital payments	0	0	0	71,202,530	71,202,530	0	Final works delayed into 21/22, budget reprofiled accordingly
	<b>864,770</b>	<b>573,445</b>	<b>291,325</b>	<b>73,050,207</b>	<b>73,033,472</b>	<b>16,735</b>	
<b>Infrastructure and Transport</b>							
Newport Harbour Walls and Quayside	350,000	15,273	334,727	1,115,000	1,115,000	0	
Old year integrated transport schemes	298,152	143,866	154,286	400,652	400,652	0	Ringfenced funding will slip into 21/22
Highways Network Integrity Priority Works	768,962	55,852	713,110	768,962	768,962	0	Ringfenced funding will slip into 21/22
Safety schemes - Small Brook junction	750,000	21,591	728,409	750,000	750,000	0	Ringfenced funding will slip into 21/22
Newport junctions	5,010,348	4,361,327	649,021	10,797,128	10,797,128	0	Ringfenced funding will slip into 21/22
MOOS vehicle	20,935	20,935	0	20,935	20,935	0	One off spend, completed and closed
Port hole and challenge fund projects	0	0	0	2,116,000	2,116,000	0	Programme of works being developed, budgeted profiled in 21/22
Transforming Cities Fund - Ryde	54,281	33,913	20,367	9,848,550	9,848,550	0	On going programme of works, ringfenced funding will slip into 21/22
Highways PFI Capitalised Unitary Charge	6,001,619	6,001,619	0	13,495,991	13,495,991	0	Annual charge
FB6 handhelds and contactless	11,115	11,115	0	38,865	38,865	0	Project complete and closed
Island line match funding	300,000	300,000	0	300,000	300,000	0	One off grant payment
FB6 traffic management	111,000	0	111,000	111,000	111,000	0	Ringfenced funding will slip into 21/22
Cowes ferry	218,858	223,224	-4,366	5,453,940	5,453,940	0	Further requirement awaiting outcome of legal case
	<b>13,895,270</b>	<b>11,188,716</b>	<b>2,706,554</b>	<b>45,217,023</b>	<b>45,217,023</b>	<b>0</b>	
<b>Planning and Housing Renewal</b>							
Disabled Facilities Grants	2,268,266	1,259,307	1,008,959	2,268,266	2,268,266	0	Full allocation of budget made, awaiting completion of works and claims to be submitted. Ringfenced funding will slip into 21/22
Housing Renewal and Well Being Grants	199,491	63,449	136,041	199,491	199,491	0	Ringfenced funding will slip into 21/22
Community housing fund	471,067	27,765	443,301	567,252	567,252	0	Ringfenced funding will slip into 21/22
Green homes grant	575,023	19,922	555,101	575,023	575,023	0	Ringfenced funding will slip into 21/22
East Wight Landscape Project - Down to the coast	159,505	159,505	0	451,543	451,543	0	Project completed and closed
ASB and community safety CCTV	2,225	986	1,238	3,000	3,000	0	Ringfenced funding will slip into 21/22
	<b>3,675,577</b>	<b>1,530,935</b>	<b>2,144,642</b>	<b>4,064,575</b>	<b>4,064,575</b>	<b>0</b>	

	In year 20/21 only			Total Scheme (incl previous and future years)			Comments
	Budget £	Draft Outturn £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Leader and Strategic Partnerships</b>							
Fire fleet	235,627	232,299	3,328	307,135	303,807	3,328	Transferred to new Fire Authority, small underspend returned to corporate reserves
	<b>235,627</b>	<b>232,299</b>	<b>3,328</b>	<b>307,135</b>	<b>303,807</b>	<b>3,328</b>	
<b>Regeneration and Business Development</b>							
Branstone Farm	226,550	344,012	-117,462	4,227,000	4,227,000	0	Budget to be reprofiled in line with spend plans, 1st claim to LEP submitted
Venture Quays	1,300,000	1,121,010	178,991	11,300,000	11,300,000	0	On going project, remaining budget will be slipped into 21/22
Nicolson Road	100,870	63,175	37,695	1,646,906	1,646,906	0	On going project, remaining budget will be slipped into 21/22
Heritage High Streets	25,000	6,147	18,853	1,000,000	1,000,000	0	On going project, remaining budget will be slipped into 21/22
Medina Avenue	629,340	0	629,340	650,000	650,000	0	On going project, remaining budget will be slipped into 21/22
Other Regeneration Schemes	750,000	0	750,000	15,202,807	15,202,807	0	On going project, remaining budget will be slipped into 21/22
Salix Decarbonisation grant	70,000	31,940	38,060	2,523,575	2,523,575	0	On going project, remaining budget will be slipped into 21/22
Sandown micro brewery and museum	20,000	20,000	0	70,000	70,000	0	Project complete and closed
Electric charging points	22,000	0	22,000	22,000	22,000	0	Delivery delayed due to IR capacity, ringfenced grant will be slipped
Medina Pool Room Plant	1,317	1,317	0	444,188	444,188	0	Project complete and closed
Heights Leisure centre conversion	51,860	0	51,860	757,304	757,304	0	Final retention payment due
Sales and marketing equipment	24,800	0	24,800	24,800	24,800	0	Project delayed due to COVID and closure of leisure facilities, reprogramming for 21/22
	<b>3,221,736</b>	<b>1,587,600</b>	<b>1,634,136</b>	<b>37,868,580</b>	<b>37,868,580</b>	<b>0</b>	
<b>Resources</b>							
Fleet vehicle replacement	265,290	177,481	87,809	465,290	465,290	0	On going programme of replacements, budget will be slipped into 21/22
Strategic assets	371,070	265,045	106,025	1,087,868	1,087,868	0	On going programme of maintenance, budget will be slipped into 21/22
Guildhall contingency	18,332	0	18,332	18,332	0	18,332	Small underspend returned to corporate reserves
Enabling flexible use of office accommodation	12,304	0	12,304	298,187	295,883	2,304	£10k required for 21/22, small underspend returned to corporate reserves
County hall windows, toilets and lifts	180,785	4,484	176,302	980,000	980,000	0	On going programme of works, budgets will be slipped into 21/22
County hall CCTV and security	17,500	0	17,500	0	0	0	Works delayed to 21/22 due to Covid, budget will slip
Contact Centre telephony	207,232	0	207,232	207,232	207,232	0	Works being procured, budget will slip to 21/22
	<b>1,072,513</b>	<b>447,009</b>	<b>625,503</b>	<b>3,056,908</b>	<b>3,036,272</b>	<b>20,636</b>	
<b>Total Programme</b>	<b>39,649,339</b>	<b>27,631,771</b>	<b>12,017,568</b>	<b>207,949,744</b>	<b>207,909,045</b>	<b>40,699</b>	

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Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
<b>Adult Social Care, Public Health &amp; Housing Needs</b>				
ASC Care Packages	38,065	38,373	308	Various minor variances across care package types resulting in net forecast pressure.
ASC Other	13,748	13,521	-227	Savings related to staffing costs mainly as a result of vacancy savings
Housing Needs	3,337	3,190	-147	Minor savings in housing related support
Public Health	2,392	2,392	0	No significant variances forecast. Any net variance at year end is balanced by a transfer to or from the Public Health reserve
<b>Portfolio Total</b>	<b>57,542</b>	<b>57,476</b>	<b>-66</b>	
<b>Children's Services, Education &amp; Skills</b>				
Access Performance & Resources	4,134	4,247	113	Various minor variances
Children's & Families	21,573	21,941	368	Net pressure forecast in the care budget - main pressure is in residential placements including 2 secure placements and leaving care costs, partly offset by savings in purchased foster care placements
Education & Inclusion	1,754	1,836	82	Various minor variances
<b>Portfolio Total</b>	<b>27,461</b>	<b>28,024</b>	<b>563</b>	
<b>Community Safety &amp; Digital Transformation</b>				
Emergency Planning	230	224	-6	No significant variances forecast to date.
Bereavement Services	-871	-672	199	Net pressure mainly relating to income budgets
Registrars & Coroners	661	851	190	Various pressures in Coroners Service and income loss on weddings in Registrars Service due to Covid
Regulatory Services	1,072	1,057	-15	No significant variances forecast to date.
ICT	5,314	5,364	50	Various minor variances
<b>Portfolio Total</b>	<b>6,406</b>	<b>6,824</b>	<b>418</b>	
<b>Environment, Heritage &amp; Waste Management</b>				
Amenities & Theatres	-418	-296	122	Various minor variances including loss of theatre income due to Covid
Libraries	938	937	-1	No significant variances forecast to date.
Museums/Archaeology/Records Office	463	709	246	Main pressure relates to income losses due to Covid
Music Service	0	0	0	No variances forecast to date
Parks & Open Spaces/Countryside/Coastal Management	1,641	1,630	-11	No significant variances forecast to date.
Waste Contract	3,691	3,690	-1	No significant variances forecast to date.
<b>Portfolio Total</b>	<b>6,315</b>	<b>6,670</b>	<b>355</b>	
<b>Infrastructure &amp; Transport</b>				
Car Parking	-4,847	-3,721	1,126	Main pressure relates to loss of car parking income due to Covid
Floating Bridge	110	571	461	Pressure relates to income loss and operational costs
Harbours	-2	5	7	Minor income loss due to Covid
Public Transport & Crossing Patrols	5,003	4,977	-26	No significant variances forecast to date.
Highways PFI Contract & Management	15,034	14,950	-84	Minor saving relating to staff vacancies
Shanklin Lift	-36	-16	20	Net pressure related to income loss due to Covid
<b>Portfolio Total</b>	<b>15,262</b>	<b>16,766</b>	<b>1,504</b>	

Portfolio/Service Area	Budget £000	Forecast Outturn £000	Forecast Pressure/- Saving £000	Comments
<b>Leader &amp; Strategic Partnerships</b>				
Chief Executive	698	684	-14	No significant variances forecast to date.
Civic Events	12	12	0	No significant variances forecast to date.
Communications	479	501	22	No significant variances forecast to date.
<b>Portfolio Total</b>	<b>1,189</b>	<b>1,197</b>	<b>8</b>	
<b>Planning &amp; Housing Renewal</b>				
Housing	299	300	1	No significant variances forecast to date.
Planning	682	715	33	No significant variances forecast to date.
<b>Portfolio Total</b>	<b>981</b>	<b>1,015</b>	<b>34</b>	
<b>Regeneration &amp; Business Development</b>				
Economic Development	376	373	-3	No significant variances forecast to date.
Events	13	13	0	No significant variances forecast to date.
Regeneration	756	794	38	No significant variances forecast to date.
Leisure/Sports Development	-284	1,299	1,583	Pressure relates to income loss at leisure centres due to Covid
<b>Portfolio Total</b>	<b>861</b>	<b>2,479</b>	<b>1,618</b>	
<b>Resources</b>				
Corporate Finance Items	25,345	24,457	-888	Mainly savings forecast in treasury management interest charges
Financial Management & Audit	1,889	1,794	-95	Savings mainly from staff vacancies
Strategic Land & Property Assets	1,019	1,091	72	Various minor pressures forecast to date
Dir. Corp Services & HR	-498	-528	-30	No significant variances forecast to date.
Legal/Democratic/Elections & Land Charges	2,104	2,057	-47	No significant variances forecast to date.
Shared Services	4,135	4,082	-53	No significant variances forecast to date.
Learning & Development	1,053	1,004	-49	No significant variances forecast to date.
Procurement	258	256	-2	No significant variances forecast to date.
Org Change & Corporate Performance	460	447	-13	No significant variances forecast to date.
Pan Management Company	0	0	0	No variances forecast to date.
<b>Portfolio Total</b>	<b>35,765</b>	<b>34,660</b>	<b>-1,105</b>	
<b>Total</b>	<b>151,782</b>	<b>155,111</b>	<b>3,329</b>	
<b>Sales Fees and Charges Compensation Scheme</b>	<b>0</b>	<b>-400</b>	<b>-400</b>	Estimated compensation for quarter 1 for income losses identified in service areas above
<b>Covid net income loss from Covid Contingency</b>		<b>-2,937</b>	<b>-2,937</b>	Estimated net loss of income not covered by the SFC Compensation Scheme which only runs for qtr. 1
<b>Grand Total</b>	<b>151,782</b>	<b>151,774</b>	<b>-8</b>	<b>Budget is forecast to be in balance at year end</b>



**CAPITAL PROGRAMME FORECAST - JUNE 2021**

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Adult Social Care, Public Health &amp; Housing Needs</b>							
Residential and Community Care equipment replacement programme	50,573	50,573	0	50,573	50,573	0	Annual rolling programme of specialist equipment replacement in council run care and learning disability homes funded from Better Care Fund Govt. grant
Gouldings	167,671	167,671	0	997,671	997,671	0	Council funded refurbishment works programmed to commence 2022 outside of winter peak pressures to provide en suite rooms and reablement facilities
Relocation of LD clients with complex needs - Brooklime House, Bluebell Meadows	181,545	181,545	0	1,761,335	1,761,335	0	Final phase of NHS funded purchase and then adaptation works to Brooklime House providing accommodation for LD clients with complex needs
Relocation of Elmdon LD residents - Carisbrooke House	54,918	54,918	0	475,000	475,000	0	Final phase of NHS funded works to Carisbrooke House providing improved independent accommodation for LD clients previously accommodated at Elmdon.
Wightcare Digital switch over	254,319	254,319	0	400,000	400,000	0	4th year of Wightcare equipment digitalisation programme funded from Better Care Fund Govt grant
Adelaide	40,994	40,994	0	1,473,000	1,473,000	0	Council funded refurbishment works programmed to commence 2023 outside of winter peak pressures to provide en suite rooms and reablement facilities
Steward House	663,122	663,122	0	821,547	821,547	0	Capital element of a £1m project of works to provide a homeless assessment hub at the former Barton School site which commenced in Feb 21. The IWC is contributing £500k to the overall project which levers in another £500k from Govt grant.
St Lawrence water supply	38,643	38,643	0	101,964	101,964	0	Final phase of council funded works to provide mains water to properties in St Lawrence
	<b>1,451,785</b>	<b>1,451,785</b>	<b>0</b>	<b>6,081,090</b>	<b>6,081,090</b>	<b>0</b>	

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Children's Services, Education and Skills</b>							
Schools capital maintenance programme	4,447,394	3,000,000	1,447,394	4,447,394	4,447,394	0	Annual, grant funded rolling programme of capital condition works to schools. Timing of works may be dependant on holiday periods so some slippage across financial years is expected.
Priority schools building programme	10,118,535	9,618,535	500,000	25,192,433	25,192,433	0	Grant funded programme of new schools builds across 8 sites - Barton, Brading, Binstead and Greenmount completing in 21/22 with Wroxall, Wootton, Dover Park and Freshwater continuing into 22/23. £500k of this budget is a risk reserve (in line with the grant agreements) so this is being forecast as slippage. If not required it will be returned to the annual capital maintenance programme.
Devolved formula capital	711,806	311,806	400,000	711,806	711,806	0	Annual programme of grant funding passported on to schools for capital works/equipment. Although the council is the accountable body for this funding, the schools control how and when it is spent so we are forecasting some slippage
Healthy Pupils Capital Fund	15,700	15,700	0	103,025	103,025	0	Final phase of grants to schools expected to complete in 21/22
SEND	723,745	223,745	500,000	723,745	723,745	0	Annual rolling programme of works to provide SEN places and facilities funded by Govt grant. Plan for delivery of this years allocation (£500k) needs to be submitted to Govt in June for approval in order to access the grant so actual delivery of this is expected to slip.
Beaulieu House	89,988	89,988	0	172,521	172,521	0	Council funded works to update and improve facilities at council run home
East Cowes Family Centre	8,836	8,836	0	10,000	10,000	0	One off grant funded works
New Island Learning Centre	31,835	31,835	0	2,003,181	2,003,181	0	Final phase of council funded works to relocate and improve ILC following fire at former location
Foster carers adaptations	140,955	40,955	100,000	200,000	200,000	0	Council funded grant scheme available to foster carers to support home adaptations/extensions. Spend will depend on demand so some slippage is forecast.
	<b>16,288,794</b>	<b>13,341,400</b>	<b>2,947,394</b>	<b>33,564,106</b>	<b>33,564,106</b>	<b>0</b>	
<b>Community Safety and Digital Transformation</b>							
Crematorium cloisters/sewage plant etc	18,309	18,309	0	48,263	48,263	0	Final phase of council funded improvement works to crematorium facilities
GSCx Govt security requirements	171,068	171,068	0	171,068	171,068	0	Annual programme of council funded works to ensure continuing compliance with GSCx requirements
ICT rolling equipment replacement programme	126,137	126,137	0	126,137	126,137	0	Annual rolling programme of council funded ICT end user equipment replacement
Back up server/storage and firewall replacement	166,280	166,280	0	1,108,000	1,108,000	0	Final phase of programme of council funded ICT core software and equipment replacement
Corporate applications update	232,503	232,503	0	232,503	232,503	0	Annual rolling programme of council funded ICT application replacements (corporate functions, not service specific)
Access systems/video conferencing	40,954	40,954	0	110,000	110,000	0	Final phase of establishment of council funded video conferencing facilities across key sites
Air Con, UPS and switches	250,000	250,000	0	550,000	550,000	0	First phase of council funded works to upgrade physical infrastructure of server room
Cyber security back up solution	175,000	175,000	0	175,000	175,000	0	Capital element of wider, council funded project to ensure security of systems and information
	<b>1,180,250</b>	<b>1,180,250</b>	<b>0</b>	<b>2,520,970</b>	<b>2,520,970</b>	<b>0</b>	

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Environment, Heritage and Waste</b>							
Rights of Way	115,614	115,614	0	115,614	115,614	0	Island wide rights of way improvement works, partially funded from transport grant which may be supplemented by S106 funding as appropriate
Active Travel - Rew Lane	272,846	272,846	0	272,846	272,846	0	Govt grant funded Active Travel project to improve Rew Lane for pedestrians and cyclists
Medina Greenway cycle path	30,558	30,558	0	58,000	58,000	0	Council funded works to improve Medina Greenway
West Wight Greenway	477,376	477,376	0	483,055	483,055	0	First phase of council funded works to establish a green way connection from Newport to the West Wight, with S106 contributions utilised where available
Sandown and Ventnor Coastal studies	2,079	2,079	0	150,000	150,000	0	Final element of EA funded programme to develop coastal strategies for Sandown and Ventnor
Coastal defences	167,400	67,400	100,000	255,000	255,000	0	Minor council funded, capital maintenance works to various coastal defences (timber groynes/seawalls/etc). Although there is a planned programme of works, there is also an element of reactive work as a result of winter storms etc which until known means we do forecast some slippage
EA Coastal defences schemes	251,633	251,633	0	40,951,633	40,951,633	0	21/22 budget is match funding for a proposed EA project for Yarmouth to east Cowes coastal defences. Additional budget has also been included in future years for provisional schemes that are currently being developed by the EA. This provisional budget is made up of IWC funding of £6m levering in £35m from the EA.
Downside Recreation ground drainage	18,310	18,310	0	90,000	90,000	0	Final phase of council funded works to improve drainage
Public realm	235,058	235,058	0	235,058	235,058	0	Annual programme of council funded works to public realm including parks and car parks boundaries, play equipment and seafront facilities
Records Office Alarm	3,500	3,500	0	3,500	3,500	0	Replacement of alarm system at Records Office
East Cowes Library/Community Hub	35,000	35,000	0	85,000	85,000	0	Grant allocations to East Cowes funded from S106 developer contributions
Waste contract capital payments	4,524,156	4,524,156	0	63,851,876	63,851,876	0	Final phase of council funded capital works to Forest Road site and programmed purchase of replacement fleet. This has been delayed by contractions not being able to get on site during COVID19.
Green waste vehicle	300,000	300,000	0	300,000	300,000	0	Purchase of additional green waste vehicle to meet demand, funded from income generated by scheme
	<b>6,433,531</b>	<b>6,333,530</b>	<b>100,000</b>	<b>106,851,582</b>	<b>106,851,582</b>	<b>0</b>	

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Infrastructure and Transport</b>							
Newport Harbour Walls and Quayside	1,066,666	1,066,666	0	1,133,618	1,133,618	0	Council funded works to address Newport Harbour condition including dredging and walls
Old year integrated transport schemes	154,286	154,286	0	154,286	154,286	0	Slipped works from 19-20 programme of highways improvements funded from annual transport grant expected to complete in 21-22
Highways Network Integrity Priority Works	1,524,110	800,000	724,110	1,524,110	1,524,110	0	Slipped works from 20-21 and new programme of works for 21-22 focused on network integrity priorities. Delivery will depend on Island Roads capacity given all other transport related schemes so we are forecasting some slippage. Funded mainly from annual transport capital grant.
Safety schemes - Small Brook junction	728,409	728,409	0	728,409	728,409	0	Slipped scheme from 20-21 to improve Small brook junction as no 1 safety priority across island. Funded mainly from annual transport capital grant.
Newport junctions	3,968,346	2,168,346	1,800,000	10,757,128	10,757,128	0	Programme of works to improve Newport junctions funded mainly by S31 grant. St Marys is nearing completion and St Georges underway. Remaining element of scheme will be subject to report to cabinet so we are forecasting slippage of those element.
Pot hole and challenge fund projects	2,116,000	0	2,116,000	2,116,000	2,116,000	0	One off allocation of Govt grant funding to be allocated to specific projects. Until specific projects are identified we are forecasting slippage of this budget.
Transforming Cities Fund - Ryde	6,345,487	6,345,487	0	9,848,550	9,848,550	0	Programme of works to improve Ryde interchange, Pier , Railway Station and Bus Station as part of a wider cross Solent project headed by Portsmouth City Council. The IWC financial contribution to this is funded from Govt grant and levers in a further £3.9m of funding from Southern Vectis, £29m from Wightlink, £25m from Network Rail and South West trains.
Highways PFI Capitalised Unitary Charge	2,695,163	2,695,163	0	2,695,163	2,695,163	0	Annual capital element of PFI unitary charge funded as part of the overall PFI contract
Car parking contactless	80,000	80,000	0	240,000	240,000	0	3 year programme to upgrade to contactless car parking payment meters funded from transport grant
Speed management	300,000	300,000	0	300,000	300,000	0	Project to improve speed management across island funded from transport grant
FB6 traffic management	111,000	111,000	0	111,000	111,000	0	Variable message signs for FB traffic
FB6 CCTV	17,000	17,000	0	17,000	17,000	0	CCTV for FB6
FB6 chains	15,000	15,000	0	15,000	15,000	0	Programmed replacement of chains
Cowes ferry	0	0	0	5,453,940	5,453,940	0	On going works to FB6, budget to be agreed
	<b>19,121,467</b>	<b>14,481,357</b>	<b>4,640,110</b>	<b>35,094,204</b>	<b>35,094,204</b>	<b>0</b>	

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Planning and Housing Renewal</b>							
Disabled Facilities Grants	3,180,998	2,000,000	1,180,998	3,180,998	3,180,998	0	Annual programme of disabled facilities grants funded from the better care fund grant to enable people to remain independent in their own homes. Householders control contractors appointed and timing of works (which continue to suffer delays due to COVID) so we are forecasting some slippage
Housing Renewal and Well Being Grants	136,041	136,041	0	136,041	136,041	0	Annual programme of housing grants to top up DFGs and support other housing priorities
Community housing fund	1,443,301	443,301	1,000,000	1,567,252	1,567,252	0	Grants to individuals and community groups to develop and support self build projects, funded from Govt grant and delivered in partnership with Community action IOW. Timing of spend will depend on demand and delivery by self builders so we are forecasting some slippage.
Compulsory purchase orders	750,000	0	750,000	750,000	750,000	0	Budget to support CPOs if necessary. We are forecasting slippage until such point as CPOs are identified
Green homes grant	555,101	255,101	300,000	575,023	575,023	0	Grants available to individuals to improve fuel poverty and home insulation across island, funded from Govt grant. Timing of spend dependent on demand so some slippage is expected
ASB and community safety CCTV	1,238	1,238	0	3,000	3,000	0	Minor project to upgrade CCTV
	<b>6,066,681</b>	<b>2,835,682</b>	<b>3,230,999</b>	<b>6,212,315</b>	<b>6,212,315</b>	<b>0</b>	
<b>Regeneration and Business Development</b>							
Branstone Farm	3,857,754	3,857,754	0	4,201,766	4,201,766	0	1st phase of build on former Branstone Farm site to develop business park and housing and infrastructure. Partially funded by Solent LEP grant.
Venture Quays	178,991	178,991	0	1,300,000	1,300,000	0	Initial works to Columbine Building purchased in 2021 as part of larger Venture Quays site. Further phases of works to wider site are being developed and will be subject to financial appraisal. Funded from overall regeneration budget.
Nicolson Road	1,167,695	0	1,167,695	1,990,000	1,990,000	0	Planning consent has been granted for Nicolson Road, awaiting financial appraisal for next steps. Until this is released we are forecasting slippage. Funded from overall regeneration budget.
Heritage High Streets	623,853	623,853	0	1,000,000	1,000,000	0	Match funding for Heritage High Streets works in Ryde and Newport leveraging in an additional £1m from Govt grant. Delivered in partnership with Town Councils.
Camp Hill Infrastructure	0	92,013	-92,013	0	0	0	Works will be funded from MOJ receipt of £6.3m but we are currently working to establish split between capital and revenue and what VAT treatment is required
Medina Avenue	629,340	0	629,340	650,000	650,000	0	Project on hold pending outcome of PSP negotiations, forecasting slippage until agreed.
Other Regeneration Schemes	9,775,404	0	9,775,404	24,859,713	24,859,713	0	Budget available for other regeneration projects not yet released. Until the schemes are released we are forecasting slippage on this budget
Salix Decarbonisation grant	2,470,767	2,470,767	0	2,502,707	2,502,707	0	Project to 'decarbonise' council buildings by installing solar panels and other carbon neutral energy sources, funded from Govt grant
Electric charging points	22,000	22,000	0	83,760	83,760	0	£22k IOWC budget to install on street electric vehicle charging points which will lever in up to £67k or 75% of costs from Govt grant
Beach huts	92,583	92,583	0	201,130	201,130	0	2nd phase of beach huts to be built at St Helens funded from income generated by scheme
Heights Leisure centre conversion	51,860	51,860	0	757,304	757,304	0	Retention payment due for completed project
Sales and marketing equipment	74,800	0	74,800	74,800	74,800	0	Marketing offer via key council sites and facilities delayed due to Covid closures and redeployment of resources, so forecasting slippage until delivery reviewed
	<b>18,945,046</b>	<b>7,389,820</b>	<b>11,555,225</b>	<b>37,621,179</b>	<b>37,621,179</b>	<b>0</b>	

	In year 21/22 only			Total Scheme (incl previous and future years)			Notes
	Budget £	Forecast £	Variance under/(over) £	Budget £	Forecast £	Variance under/(over) £	
<b>Corporate Resources</b>							
Fleet vehicle replacement	287,809	287,809	0	287,809	287,809	0	Annual council funded programme to replace council fleet as necessary
Strategic assets	356,025	256,025	100,000	356,025	356,025	0	Annual council funded programme to maintain council property portfolio which continues to experience delay due to COVID so we are forecasting some slippage
County hall windows, toilets and lifts	676,302	0	676,302	980,000	980,000	0	On going programme of council funded works to improve county hall, works to lifts and toilets completed, works to old building windows under review. Due to the uncertainty about working arrangements and COVID we are forecasting slippage.
County hall CCTV and security	17,500	17,500	0	17,500	17,500	0	Council funded works to improve access security at county hall
Contact Centre telephony	207,232	207,232	0	207,232	207,232	0	Council funded project to replace call centre telephony system currently being tendered.
	<b>1,544,867</b>	<b>768,566</b>	<b>776,301</b>	<b>1,848,566</b>	<b>1,848,566</b>	<b>0</b>	
<b>Total Programme</b>	<b>71,032,420</b>	<b>47,782,390</b>	<b>23,250,030</b>	<b>229,794,012</b>	<b>229,794,012</b>	<b>0</b>	

Purpose: For Decision



## Cabinet report

Date	<b>9 SEPTEMBER 2021</b>
Title	<b>DEPLOYMENT OF DISCRETIONARY BUSINESS SUPPORT GRANT (ARG)</b>
Report of	<b>CABINET MEMBER FOR REGENERATION, BUSINESS DEVELOPMENT AND TOURISM</b>

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### EXECUTIVE SUMMARY

1. This paper sets out the financial support provided to Island businesses by the council over the COVID pandemic through discretionary grants funded by central government. It also describes the level of support provided by the council through statutory grants to business premises mandated to close over the period and sets out the approach for committing remaining discretionary funds which must be spent by 31 March 2022.
2. In summary, the council has dispensed a total of £99,799,908 in 21,984 individual grant payments since May 2020 to Island businesses. The focus for the grants has been largely across the retail, hospitality and leisure sectors which were required to close during national lockdowns and are vital components to the wider Island economy. In addition, the discretionary funds made available helped support many Island businesses that were ineligible for the main grant programme but were significantly impacted as a result of being either part of a supply chain to the sectors that had to close over the past 18 months or were operating from non-business rated premises and/or in sectors not mandated to close.
3. The council has been awarded a total of £7,906,518 of discretionary funding, most recently referred to as Additional Restrictions Grant (ARG) and to date has dispensed £7,632,571 in 1,865 payments to businesses.
4. There is therefore currently £273,947 uncommitted ARG funding and the proposal is to target projects and programmes that will support local business and the economy in the ongoing recovery from the pandemic. The details of these projects and programmes and how they are delivered are yet to be concluded and given the timescales for spending the remaining grant it is

proposed that the Cabinet member in consultation with the Isle of Wight Economic Development Board (which includes representation from key business organisations such as the chamber of commerce, federation of small businesses and Visit IOW) are tasked with agreeing those details with a commitment to report back to Cabinet after March 2022 on the outcomes.

## BACKGROUND

5. Following the start of the pandemic in March 2020, the government announced a range of financial measures aimed at supporting businesses in general and specifically those that were mandated to close when the Prime Minister announced the first national lockdown.
6. As well as the furlough scheme, suspension of business rates and various loans schemes, the government announced a grant programme for small businesses that were operating from business rated premises. This was to be funded by the government and administered by local authorities. It soon became apparent that many business impacted by the pandemic were ineligible for those funds and following considerable lobbying by councils further resources were provided to councils as a discretionary fund in order that local authorities could identify support for other businesses in their local area.
7. The council was originally allocated £2.9 million (based on £200 per head of population) and it was agreed to provide grant payments based on an application process to support a range of businesses that in the main were ineligible for the main grant fund such as bed and breakfast accommodation not registered for business rates, taxi drivers, market stall holders etc and those in the 'supply chain' for the tourism, hospitality and retail sector.
8. Subsequent national lockdowns (and ARG) for November 2020 (£2.8 million) and January/April 2021 (£1.2 million) provided the council with additional resources to continue to support those business and sectors most impacted by the pandemic.
9. A final 'top up' tranche of £852,000 discretionary funding was also provided in order to assist businesses prepare for reopening after the last national lockdown. The guidance on the final ARG element of the grants was that monies needed to be spent by 31 March 2022 and that councils needed to manage any remaining funding over the autumn/winter of 2021/22 as there was no further funding being made available to deal with any subsequent COVID challenges.
10. The council closed the applications process for the last phase of its ARG in May 2021. This leaves £273,947 to be spent by 31 March 2022.
11. In deliberation with the Isle of Wight Economic Development Board Executive a number of business support projects and areas of activity have been identified:



12. Activities supporting our town centres including Small Business Saturday and 'pop up' shops in the lead up to the Christmas period.
13. In conjunction with Portsmouth University and funding via 'Build Back Better' delivering a range of training and learning for businesses linked to COVID recovery including digital and online.
14. Working with learning providers on support for short courses, work placements and apprenticeships, particular in hospitality sector.
15. Continuing support for current business mentors and 'olderpreneurs' projects being delivered via the chamber of commerce.
16. Support for the cultural sector with the development of a key cultural event outside the main season and gaining an understanding of the sectors value to the island economy.
17. Additional support for the Youth Hub programme funded by Department for work and Pensions (DWP) and the Kickstart programme in helping young people into work.

#### STRATEGIC CONTEXT

18. The council is currently reviewing its Corporate Plan to reflect the key objectives of the new administration.
  - Supporting growth in the economy.
  - Ensuring that all resources are used in the most effective way .
19. Supporting the Island economy and local business is a key priority.

#### CONSULTATION

20. Throughout the pandemic the council has provided continual updates on the delivery of the various COVID business grant programmes and has consulted business organisations such as the chamber of commerce, federation of small businesses, IW College and Visit IOW on the development of the discretionary grant scheme via the Isle of Wight Economic Development Board.
21. In terms of the remaining ARG, the council has sought the views of the economic development board executive and its views have helped shape the range of projects and programmes that are being developed for delivery.

#### FINANCIAL / BUDGET IMPLICATIONS

22. The funds for the discretionary grants (ARG) are provided directly and in advance to the council from government which has so far received £7.9 million and spent £7.6 million which leave a total of £273,000 remaining.

23. The specifically identified and secure for business support expenditure and spend must be evidenced by 31 March 2022 or be subject to clawback.
24. The guidance covering the COVID business grants states that funding is provided for revenue expenditure not capital and cannot be spent to support council services.

### LEGAL IMPLICATIONS

25. The funding is provided by government and allows the council discretion to determine the eligibility criteria for the grants. However, there is an expectation that the funding will help business that have been severely affected by COVID related restrictions. Grant funding is not available to businesses that are in administration, insolvent, struck off companies house register or have exceed the permitted subsidy allowance.

### EQUALITY AND DIVERSITY

26. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

### OPTIONS

27. The options available are as follows:

**Option A** To support the remaining COVID discretionary business grant funds being committed in the areas set out in paragraphs 12 to 17 above with details to be agreed by the Cabinet member in consultation with the Isle of Wight Economic Development Board Executive.

**Option B** To retain the unspent grant to provide individual grant payments to businesses at a later date (but before 31 March 2022).

**Option C** To not spend the remaining grant and return the unspent sum of £273,947 to government.

### RISK MANAGEMENT

28. The council could choose to retain the unspent funds in order to deal with any unforeseen challenges to individual businesses that arise later in the autumn and winter as a result of the COVID pandemic.
29. Given the limited remaining sums of grant money, the council would only be able to offer very small grants which would have little impact on any businesses ability to survive or sustain itself over the autumn and winter.

30. It would also place a burden on the council to put back in place its internal process, staff and resources to run and manage a grants programme when those resources are being deployed to other priority activities of the authority.
31. In addition, it could leave the council at risk of not fully allocating its funds leading to those funds not supporting the local economy and being clawed back by central government.
32. If the council decided not to spend any further grant it would clearly be required to hand back the unspent resource which would not then be available to support local business and economic activities to the detriment of the Island economy and putting businesses and jobs and greater risk.
33. While the delivery of projects and programmes to support businesses more generally would require to be resourced this could be mitigated by commissioning third parties to deliver outcomes or enable existing funding stream already being delivered to be supplemented to achieve greater benefits and/or additional economic outcomes.
34. The nature of the support and resources required would be a considering factor in agreeing the level of grant support and priority for each project which partners in the Isle of Wight Economic Development Board Executive would be able to advise and reflect on in determining the detailed project outcomes.
35. The delivery of the agreed projects would be monitored by the economic development board with updates to the council's Scrutiny Committee and a final report following completion once the funding deadline concludes on 31 March 2022.

## EVALUATION

36. The discretionary business grant scheme has to date provided invaluable direct financial support which has helped sustain businesses over the COVID pandemic, many of which might otherwise have ceased trading with the resultant loss of jobs and wider implications to the Island economy which is heavily reliant on small and micro companies.
37. The Institute of Fiscal Studies report in June 2020 identified the Isle of Wight (alongside Torbay) as the least resilient in the country to the impact of COVID and the use of this remaining discretionary business grant funding in support of local businesses and the economy of the Island is an important element of the ongoing recovery.

## RECOMMENDATION

**Option A** - To support the remaining COVID discretionary business grant funds being committed in the area set out in paragraphs 12 to 17 above with details to be agreed by the Cabinet member in consultation with the Isle of Wight Economic Development Board Executive.

## BACKGROUND PAPERS

Financial support for business during coronavirus (COV-19) BEIS

<https://www.gov.uk/government/collections/financial-support-for-businesses-during-coronavirus-covid-19>

Isle of Wight Recovery Plan

<https://iow.moderngov.co.uk/documents/s1281/Appendix%201%20-%20A%20better%20island%20-Recovery%20plan.pdf>

IFS Report (June 2020)

<https://ifs.org.uk/inequality/the-geography-of-the-covid-19-crisis-in-england/>

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CHRIS ASHMAN  
*Director of Regeneration*

CLLR JULIE JONES EVANS  
*Cabinet Member for Regeneration, Business  
Development and Tourism*

Purpose: For Decision



## Cabinet report

Date	<b>9 SEPTEMBER 2021</b>
Title	<b>SUPPORT TO VISIT IOW IN PROGRESSING DESTINATION BUSINESS IMPROVEMENT DISTRICT (D-BID) 2</b>
Report of	<b>CABINET MEMBER FOR REGENERATION, BUSINESS DEVELOPMENT AND TOURISM</b>

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### EXECUTIVE SUMMARY

1. This paper seeks to establish the IWC's support for a new D-BID which would provide for the funding and delivery of a range of tourism activities in support of the visitor economy of the Island. It also seeks to agree for the council to run and manage the D BID process ( ballot and levy collection) and as a levy payer for some of its facilities, such as leisure centres, agree to cast its vote for those premises in favour of a new D BID being established.
2. The council supported the original D BID which was agreed in 2016 and has been delivered over the past 5 years by Visit Isle of Wight, the Islands Destination Management Organisation (DMO) of which the council is a board member. The legislation covering BIDs requires that the current D BID arrangements must conclude in September 2021 and that any new proposition must be voted on by those tourism businesses identified to pay an annual levy based on a percentage of the business rates of their premises to the BID organisation (VIOW).
3. Over the past few months VIOW have been undertaking a wide-ranging consultation and engagement exercise with the tourism industry on the Island in order to ascertain the likely support for a new D BID. A document called the "Wight BID - the story so far" setting out the benefits delivered to tourism businesses and the wider economy over the past 5 years has been widely circulated on the Island by VIOW. (appendix 1)
4. Following this initial engagement, VIOW concluded that there is sufficient support for a new D BID and have now produced a prospectus and business plan for the delivery of the new B DID over the next 5 years (appendix 2). They

are seeking formal confirmation from the council that it is prepared to run and manage the ballot of businesses (hereditaments) required by the regulations and subsequently collect the levy, if there is a successful outcome from the vote in support of the prospectus and business plan.

5. To be successful the D BID would require the support of the majority of tourism businesses (in both number and total rateable value) who would, as a result, pay an additional levy on top of their business rates.

## BACKGROUND

6. BIDs (Business Improvement Districts) originated in “downtown areas” of the USA as a way of local businesses joining together to undertake specific activities in support of their local economy. This was a response to the dominance of large shopping malls and other out of town development.
7. In this country the BID proposition firstly focused on specific town centres or areas of large cities (i.e. the West End of London) to improve the retail offer and attract more shoppers and businesses to the area creating more jobs, improved viability and a higher quality retail experience. In recent years other tourism destinations have used BIDs to support the tourism economy although the IOW D BID is the only to cover an entire local authority area.
8. The regulations to create a Destination BIDS (D-BID) require that any proposition to raise a levy is supported by a 51 per cent of the sector by both rateable value and those voting businesses being asked to pay the levy. This ensures both small and larger operations are engaged in the proposal and process for which their support is being sought.
9. Visit Isle of Wight (VIOW) is the Island’s destination management organisation (DMO) set up between the public and private sector to lead on growing the visitor economy. VIOW leads on the tourism marketing campaign and a range of other tourism activities through the levy payments whilst the IWC has a wider input into the tourism product through its investment in regeneration, infrastructure and areas such as beaches, parks and the wider public realm. VIOW also receives funding from other private companies such as the larger tourism attractions, ferry companies etc in support of this joined up approach.
10. Since 2016, VIOW have been delivering the original D BID proposition supported by the tourism levy payers at that time. The range of activities undertaken over the past 5 years are summarised in the recent prospectus circulated by VIOW across the Island which sets out the benefits ( appendix...) to both businesses and the wider economy.
11. The pandemic has created real challenges for most businesses over the past 18 months not least those in the tourism sector. Whilst there has been significant financial support through the council dispensing COVID business grants totalling some £100m alongside furlough support and other funds and loans, the recovery of the local economy is still fragile with the Institute of Fiscal Studies (IFS) warning that the IOW, alongside Torbay, are the two areas of the

country least resilient to responding to the impacts of COVID. Torbay have recently completed their D BID process which found support with the majority of tourism businesses in the area and has provided significant funding for a range of marketing and other activities in support of the local economy.

12. VIOW have been engaging with tourism businesses over the summer via a prospectus which sets out the achievements of the past 5 years of the D BID, and seeks views on what could have been done better and what businesses would want to see in any future D BID. This consultation and engagement has helped frame the current proposition and business plan ( appendix ..) which will now form the basis of a wider consultation with the tourism industry before being finalised as the proposal to be put to a formal ballot.
13. Under the BID regulations the council also has specific responsibilities in the following areas:.
14. **Veto of BID proposals** (*regulation 12*) - the council should satisfy itself that the BID proposal does not conflict with any existing formal council policies nor propose a disproportionate burden on particular businesses by way of an unfair levy charge on a certain 'class' of levy payers.
15. The current proposal does not conflict with key existing council policies and does not place a disproportionate burden on any one group of businesses either through a disproportionately higher rate that is not reflected in the scope of the BID proposals or a disproportionately lower rate for certain businesses leading to unfair subsidisation.
16. **Submission of the BID proposals** (*regulation 4*) - the council should be satisfied that the submission from VIOW includes:
  - a copy of the summary BID proposals;
  - a consultation report detailing the extent of the consultation;
  - a summary of the business plan, particularly finances and financial management of the BID; and
  - a demonstration that finances are available to cover the cost of the ballot in the event that it fails and if the number of persons voting in favour was less than 20 per cent of the number of persons entitled to vote.
17. **Content of the BID proposals** (*schedule 1*) - the council needs to check that the final BID proposals include all of the details stated within schedule 1 to the BID regulations.
18. As a result of the timescales involved in finalising the new D BID proposal for ballot, if further modification and changes are made (provided these are not substantive) they may need to be agreed in consultation with the relevant Cabinet member. This approach may also enable the timely sign-off of the BID proposal in accordance with schedule 1 of the BID regulations and an Operating Agreement. The Operating Agreement largely relates to the process of levy collection on behalf of VIOW by the council.

19. Once these statutory obligations have been fulfilled and only if all of the elements, described above, have been included in the BID proposal can the ballot process be instigated. Finally, the D BID proposer (VIOW) needs to formally notify the billing authority (Isle of Wight Council) to instruct the local authority's returning officer to hold the ballot.

## STRATEGIC CONTEXT

20. The council is currently reviewing its Corporate Plan to reflect the key objectives.
  - Supporting growth in the economy
  - Ensuring that all resources are used in the most effective way
21. Tourism is a key component of the island's economy and any proposition seeking to sustain and grow the visitor economy would support the councils objectives.

## CONSULTATION

22. The consultation exercise undertaken by VIOW has been critical to the development of the new BID proposal and in enabling the council to fulfil its duties under the BID regulations.
23. A business on-line survey closed on 30<sup>th</sup> July 2021 which asks a number of questions, but primarily about the direction of focus for the BID renewal if it is voted in by the Island's business community.
24. Once the responses are collated, then this will form the basis of the draft business plan that will then be consulted on during August and early September both at in-person and on-line meetings with a view to finalising the plan, to be sent to the potential BID levy payers in Mid-September.
25. This finalised business plan will be the plan that will be voted on by all businesses during October 2021, with the ballot closing on 28<sup>th</sup> October 2021 and the result being declared the following day.
26. The importance given by VIOW to consultation feedback is critical in shaping the proposal that will require the support of a majority of tourism related businesses at ballot in order for it to succeed.
27. The current timetable envisaged by VIOW for the formal ballot process is as follows:

Notice to Ballot Holder to Conduct Ballot At least 70 days before Day of Ballot -19 August 2021

Ballot List & Wording for Documents to Ballot Holder At least 56 days before Day of Ballot-2 September2021



Notice of Ballot Sent At least 42 days before Day of Ballot-16 September 2021

Despatch of Ballot Papers At least 28 days before Day of Ballot- 30 September 2021

Appointment of Proxy At least 10 days before Day of Ballot- 18 October 2021

Cancellation of Proxy At least 5 days before Day of Ballot- 23 October 2021

Issue of Replacement Ballot Papers 4 days before Day of Ballot- 24 October 2021

Close of Ballot This is the 'Day of Ballot' - 28 October 2021

Declaration of Result At least 1 day after Close of Ballot 29 October 2021

### FINANCIAL / BUDGET IMPLICATIONS

28. Costs to the council in supporting the BID can be broken down as follows:
29. Firstly, the postal ballot will be met from the council from the economic development budget with the cost estimated at no more than £8,000 (printing ballot papers, postage, notification to voters etc.) and is non-recoverable.
30. Secondly, any costs associated with the Operating Agreement, largely relating to levy collection. The council will be responsible for levy collection on behalf of VIOW and all of the associated costs will be initially paid by the council but will be reclaimed in full from the D BID levies collected before any payment of such to the BID company (VIOW).
31. Thirdly, if the D BID is successful a number of council premises will be liable to pay a levy contribution to the D BID. In 2016 37 properties (including leisure centres) would contribute £13,241 per annum. The levy payments are already allocated in existing budgets as they have been paid to the previous D BID over the last 5 years.

### LEGAL IMPLICATIONS

32. The power to undertake the BID process is included in Business Improvements Districts (England) Regulations 2004 and the key elements of the council's responsibilities are set out above.

### EQUALITY AND DIVERSITY

33. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

## OPTIONS

34. The options available are as follows:

**Option A** To support the D BID proposition, agree to run and manage the legal processes necessary to undertake the ballot of potential levy paying businesses, agree to cast its votes in favour of the D BID proposition and set aside the funds required to pay the levy if successful.

**Option B** To not support the D BID proposal.

## RISK MANAGEMENT

35. If the council chooses not to support the D BID it might still proceed ( unless the council chooses to veto the BID proposal, given the regulatory power available) but there is a significant risk that the D BID proposal would fail and the resources available to VIOW in order to promote and develop a high quality tourism offer on the Island in support of the broader local economy would be greatly diminished. Less resource to promote the Island as a destination will lead to reduced visitor numbers and as a consequence impact on jobs and economic growth.
36. Even if the council agrees to support the D BID proposition, the proposal developed by VIOW may still fail to win support from the majority of businesses who would be required to vote in support of it. VIOW has undertaken a robust and inclusive business engagement campaign as part of the D BID process to set out the benefits that the original D BID achieved and to ensure the final proposition is best placed to achieve majority support.
37. If the D BID fails it is likely that marketing of the tourism product will fall back to individual business who do not operate at a scale that can compete with other major resorts and the budget they have at their disposal. Any joined up marketing that might take place will be dictated by those contributing the resources which would leave smaller businesses without a voice in the nature of campaigns being delivered and alignment with other key objectives ( including sustainable travel, green energy, etc.)
38. There is currently no viable alternative route to resource and deliver the activities undertaken by VIOW under the sorts of activities delivered via the previous D BID arrangements. Whilst opportunities to explore other options for funding, such as a landing tax, could be progressed this would take considerable time and effort and may ultimately be more unpalatable than a levy and unachievable in that it would require primary legislation through parliament.

## EVALUATION

39. The new D BID proposition provides the opportunity to secure and sustain the activities of VIOW in promoting the visitor economy and underpin the existing levels of private sector investment currently supporting the growth of the

tourism sector. VIOW has proved to be an effective public/private sector partnership that has helped promote the Island as a leading destination over recent years in competition with other major UK resorts. The impact of not supporting the D BID could lead to the fragmentation of the Islands joined up approach to tourism and significantly reduce the resources available to compete with other resorts at a time when the islands economy is at its most fragile, post COVID.

40. While there is always a risk that a majority of business will not support the new D BID levy, VIOW have used this opportunity to campaign for the continuation of their activities in support of the tourism sector which is a vital component of the local economy in terms of both value and jobs. Securing £2.5m to invest in improving the visitor economy through a new D BID proposition over the next 5 years via a well-established partnership of the public and private sector is the only realistic option to help secure the Islands economic recovery and compete against other destinations.

### RECOMMENDATION

**Option A.** To support the D BID proposition, agree to run and manage the legal processes necessary to undertake the ballot of potential levy paying businesses, agree to cast its votes in favour of the D BID proposition and set aside the funds required to pay the levy if successful.

### APPENDICES

Appendix 1- Visit Isle of Wight BID story so far

Appendix 2 -Wight BID proposed business plan

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e-mail ashley.curzon@iow.gov.uk

CHRIS ASHMAN  
*Director of Regeneration*

CLLR JULIE JONES EVANS  
*Cabinet Member for Regeneration, Business  
Development and Tourism*

## D BID VIOW narrative

### Isle of Wight D-Bid

Fundamentally, Visit Isle of Wight's job is to promote the Island as a destination off the Island, however with "lockdowns" a plenty in this past 16 months it has meant that the way VIOW have gone about their business had to change virtually overnight, gone were the major marketing campaigns. Looking more inwards to guide and assist the businesses that needed help, assistance, and guidance during uncertain times, being that signposting organisation that everyone needed at the time. VIOW's lobbying work of local and national government alongside national tourism bodies became a key part of what was required to ensure that government grants, assistance went to the correct places, and when there were loopholes, that these were addressed.

Creation of the "one-island" messaging to ensure that tourism, travel, and local authorities all spoke as one, continues even today as the latest version of "Travel the Wight Way" is launched in line with the "Step-4 Roadmap" changes, to ensure that visitors, businesses, and the Island's local population all work as one for the benefit of the Island.

Visitors to the Isle of Wight, in a normal year number 2.4 million people to the Island, who are a mixture of staying and day visitors, along with people "Visiting Friends & Relatives" or VFR, they spend £330 million each year with the overall economic impact being £470.4 million, which supports over 8,000 jobs both directly and indirectly in the tourism, travel and hospitality sector.

For the past 5 years, the off-island marketing activities that Visit Isle of Wight create and distribute have primarily been funded through a tourism focused D-BID (Business Improvement District) which equated to around £500,000 each year, this current BID period concludes on 31<sup>st</sup> August 2021 – so what happens then for the Island's tourism marketing presence on arguably the most highly competitive market where all of the UK's holiday and city break destinations are fighting for their share of the finite visitor spend.

Do we just sit back as Island businesses and say, "We are the Isle of Wight – they will come"? Absolutely not, as the Island and its businesses we must fight for its "share of voice!" in this highly competitive marketplace, to do that funding is the key issue that is staring us in the face, and right here – right now the potential answer is to renew the current BID period for another period, whilst longer term options and solutions are considered, both locally, regionally, and nationally.

Wight BID renewal is the route to potentially securing just over £2.9 million over 5 years to market and promote this amazing and beautiful Island in line with the wishes of the potential BID levy payers, that is why VIOW have instigated an on-line business survey for BID levy payers asking some key question about what has gone well and not so well in the past 5 years alongside asking what potential BID levy payers would like to see as the focus / key messages and targets of what the BID monies would be spent on. There will also be consultation sessions to debate what the focus should be. This will form the basis of an overall business plan that the potential BID levy payers will be asked to vote on in October 2021.

The value of tourism on the Island and the numerous activities that Visit Isle of Wight deliver to sustain and build that visitor profile is wide and varied and whilst the Isle of Wight may be small in size in comparison to some of the perceived tourism "big-hitters" such as Cornwall, The Lake District, Yorkshire, Kent, and Manchester to name but a few, the Isle of Wight certainly packs a punch.

Will Myles, Managing Director of Visit Isle of Wight said "I doesn't go un-noticed by myself and my team, that the marketing activity that we produce and promote the Island with is often seen in a slightly different format being used by other destinations nationally – I take that as a bit of a back-handed compliment, as my team and I are highly professional and are very good at what we do, our focus is always what can we develop and create to market this Island in such a way that people want to visit for the day, 2 or 3 days, a week or three and some find it so amazing that they make life decisions and stay."

Will went onto say “The renewal of the D-BID is critical to the promotion of this island, the tourism, businesses of all shapes and sizes that operate here deserve that higher level marketing activity to be carried out, the work continues, and I want Visit Isle of Wight to do their best for all businesses and that is exactly what we will do, this is a team effort!”

The overall process of developing the BID Renewal has already commenced, current BID levy payers have already had delivered to them a brochure that shows the impact that VIOW has delivered in Marketing, Press and PR terms for existing BID Levy payers and ultimately the Island.

As previously stated, there is currently a business on-line survey taking place that closes on 30<sup>th</sup> July 2021 which asks a number of questions, but primarily about the direction of focus for the BID renewal if it is voted in by the Island’s business community.

Once the responses are collated, then this will form the basis of the draft business plan that will then be consulted on during August and early September both at in-person and on-line meetings with a view to finalising the plan, to be sent to the potential BID levy payers in Mid-September.

This finalised business plan will be the plan that will be voted on by all businesses during October 2021, with the ballot closing on 28<sup>th</sup> October 2021 and the result being declared the following day.



Isle of  
**Wight**



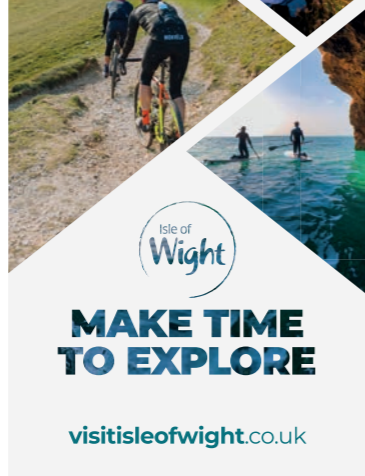
# The Wight BID

– the story so far

**VISIT**  
**ISLE OF WIGHT**



THE WIGHT BID IN ACTION



# The Wight BID - the story so far

The Wight BID (Business Improvement District) is an organisation whose aim is to raise the profile of Isle of Wight and ensure those that come, visit or do business here have the best experience possible.

It is managed by a partnership of businesses and stakeholders through Visit Isle of Wight Ltd (VIOW). The Wight BID commenced in 2016 for 5 years and its primary aims were simple:

- 1 To attract in excess of 370,000 additional visits to the Island.
- 2 To generate an extra £60million of direct tourism spend into levy payer businesses.





**The business community, through a series of consultation and engagement events, created a business plan. A series of agreed projects and services were to be delivered under three main headings:**

**THEME 1 Attracting Visitors for Life**

Attracting new visitors and retaining their loyalty in years to come.

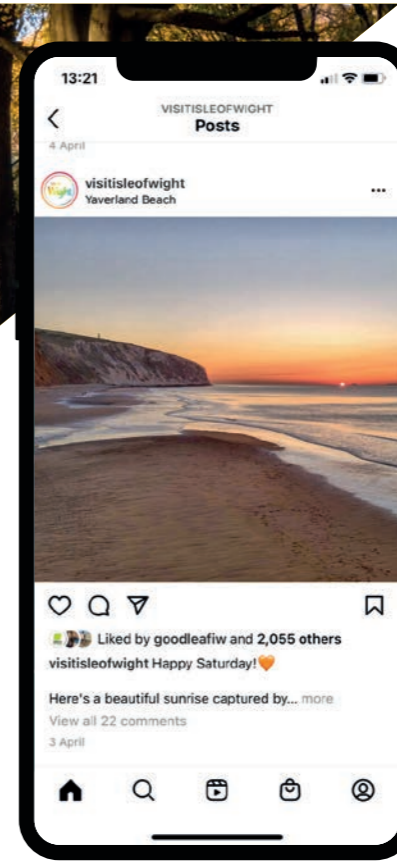
**THEME 2 Delivering the Experience (and encourage visitors to explore more)**

Making sure our Island products and experiences exceed visitor expectations for all visitors including those with special needs, and ways of traveling here.

**THEME 3 Working Together**

Island collaborations and partnerships to ensure that the levy payers priorities and requirements are supported and actioned both those with the authority to do so.

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**THE WIGHT BID IN ACTION**

Instagram

2,000 likes for a single post



Working alongside a range of other partners, the VIOW Board of Directors (drawn from local business representatives who work on a voluntary basis) have striven over the last 5 years to deliver the business plan projects. This newsletter will set out what they have made happen and what we now need to do going forward.

Whilst the pandemic has meant unprecedented challenges for the destination and its businesses, we are seeing the 'light at the end of the tunnel'. We believe a joint commitment to continue the Wight BID is vital to the Island's recovery and growth. The fact is that the tourism and hospitality industry is a pivotal part of our economy, providing thousands of livelihoods and we are all dependent on the 2.7 million visitors we attract each year.

Your BID levy raises over £400,000 each year to deliver the projects that you, the businesses voted for. Your commitment has also allowed the VIOW management to secure over £300,000 external funding.

In 2021 the Wight BID will be coming to the end of its first five year term and so will the hard won progress we have made to date. We now look to you to review our work to date and to build upon this by helping us to formulate a business plan for the next 5 years and by voting "YES" to renew the BID.

Remember that if you choose for the BID not to continue then all the work and achievements so far will cease at the end of this year.

We also know that the business environment is still competitive. Since our last vote other destinations, such as the English Riviera (Torquay), Lincolnshire Coast (Skegness) and the Yorkshire Coast (Scarborough) have set up BIDs. We know too that people's leisure and shopping habits continue to change so that the Isle of Wight will also have to continue to adapt to survive.

We ask now that you vote to enable Visit Isle of Wight to continue on our mission - to position the Island as a unique and aspirational destination to visit - supporting essential tourism and local business.

**THE WIGHT BID IN ACTION**



ENGLISH HERITAGE

• English Heritage competition • 1 May - 30 June 2021



330K digital database



430k magazine circulation



1.34m English Heritage members



**Vote YES for the Wight BID again!**





HM Government

# ENJOY Summer SAFELY

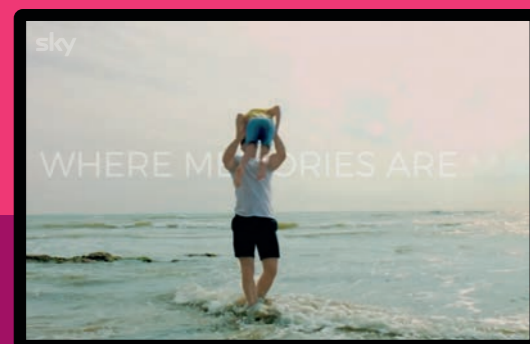


## VIOW put forward dates, agreed costs and contacts for the activations below within the £80k budget:

- ✓ 456k impressions on Sky Adsmart 4 week campaign targeted regionally
- ✓ Advertorial with Waitrose Magazine
- ✓ DAX campaign with Heart FM
- ✓ Extension of existing campaign with Expedia
- ✓ Run of Network advertising
- ✓ Social media advertising using Facebook and Instagram on and off Island
- ✓ Digital campaign with Local IQ across regional news site portfolio
- ✓ Media partnership with Isle of Wight County Press
- ✓ Hampshire and Island bus shelter sites

## Final activation as taken from VIOW's proposed marketing plan by Govt. agency included:

- ✓ 456k impressions on Sky Adsmart over 2 weeks nationwide
- ✓ Run of Network and digital display advertising via Mobster
- ✓ Social media advertising using ESS IOW Facebook and Instagram
- ✓ Digital display and ½ print advert with Isle of Wight County Press



## 456k impressions on Sky Adsmart

## THE WIGHT BID IN ACTION



Ian Griffiths

## Chair's Comments

VIOW has worked tirelessly over the last five years to implement a diverse range of projects, to attract the visitors that we want to the Isle of Wight. This achievement and the attendant successes we have seen could only have happened in direct response to you, the voters and sponsors of the Wight BID. It has been your ideas on how to enhance trading, increase footfall and grow profitability that has driven our work and motivated us to be ambitious for our destination.

At the core of our work, driven by a private sector management approach, has been the belief that local business should influence and control decisions about their place and their local trading environment. Our aim is that visitor numbers will increase the frequency and length of their visits will increase as will

spend, giving your business more opportunity to prosper.

VIOW continues to work diligently on your behalf, to fulfill your wants and needs both individually and for our destination as a whole. We welcome your feedback, support and guidance and we both need and value your responses to our surveys and newsletters. We are keen to continue to underpin our current success and plan for the future and build innovatively to deliver. We can only do this with your ongoing support and commitment.

The Wight BID serves as a proactive, tried and tested mechanism that can bring together all the tourism businesses active within the Isle of Wight, facilitate a consensus of ideas, create a well-informed business plan and implement that plan with a wide range of partners including the local council. We simply cannot afford to lose our BID.

As you read this document and review our successes over the last 5 years, we would ask that you have an eye to the future. We need your help in shaping the plans for the future. In addition to that, it is crucial that you vote "YES" to the next BID term when the ballot takes place later this year.



Will Myles

## A message from the MD

Since I joined Visit Isle of Wight back in March 2018, it has been my goal and ambition to create and deliver "best in class" marketing and promotion for the Isle of Wight to be used off the Island, to encourage visitors to make the Island their number 1 choice for their day, short- or longer-term breaks. I believe we have done that; we have challenged potential visitors' perceptions about the Island, and about what we have to offer here.

The Isle of Wight is a special place, and we will do everything we can to promote it in the right way. The team at Visit Isle of Wight are the heartbeat of the organisation and are creative, dedicated, and passionate about what they do, above all they are highly professional. We have changed the way we do things over the current BID period, changed the media and mediums that we use, I believe for the better and we will continue to evolve with the most up-to-date tactics and media. The team at Visit Isle of Wight have delivered the agreed outputs for the current Wight BID and will continue to do so when the next BID term is voted in. We are Visit Isle of Wight and this is what we do, for you and the Island every day.



# What is a Business Improvement District (BID)?

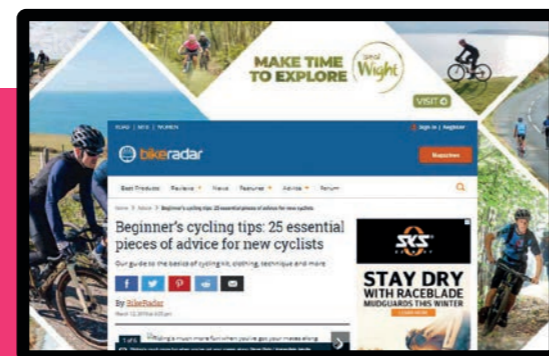
**A Business Improvement District or BID is an arrangement whereby businesses collaborate to decide what services and improvements (in addition to those already provided by your business rates) they wish to make in their location, how they are going to manage and deliver those improvements and what they are prepared to pay to make them happen.**

This information forms a business plan that will be voted upon by all prospective levy payers. If the majority vote YES by both number and rateable value, a BID is created. The BID Company exists for a maximum of 5 years and must spend the funding raised within the BID area and in accordance with the agreed business plan.

There are currently over 300 BIDs in the UK including seven Tourism/Destination BIDs like the Isle of Wight.

## An investment in your business

This document aims to both review the success of the Wight BID and also offers the opportunity to all in the BID area to secure a second term. A chance to invest over £3m over the next 5 years again to secure the firm foundation we have laid and to build upon it. Together we can continue to grow and cement the Island's top destination status.



- Digital centre point for Cyclist & Mountain Bike UK magazine
- 26 - 30 October 2020 / 17 - 21 May 2021
- Regional targeting



**100k impressions split over two four day campaigns**

Part 1 - 54.5k impressions / 272 clicks / 2% CTR | Part 2 - 49,015 impressions / 114 clicks / 1% CTR



## The funding – your money, your say

Many places have decided to adopt this private sector management model called BID, to better implement the wishes and wants of their business community. The Wight BID, managed through VIOW, is an example of this and is funded by businesses in the area that pay a levy. That money is ring fenced and can only be spent within the BID area on the ideas agreed and voted upon in the business plan. The levy is separate from normal business rates (these pass straight to the government). Services required of public agencies as part of your business rates are base-lined, and BID money cannot substitute or replace these.

## The BID Company

VIOW is managed by a Board of Directors drawn from local large and small businesses from within the BID area. It is a private, not for profit, independent company. Any levy payer is eligible to become a member of VIOW and be put forward to serve as a Director of the BID.

## The vote

If you are eligible to pay the levy, you are eligible to vote, so you decide. Of those that vote, if a majority of businesses vote in favour of the BID by number and by total rateable value, the levy will be mandatory on all businesses in the BID area. The proposal may exempt some businesses (e.g. those with low rateable values or certain sectors), however they are not eligible to vote.

## What happens if it is a 'NO' vote

If you do not vote "YES" then the Wight BID will simply cease to exist in its current form as of the end of this year. All marketing, PR, events and promotional activities on behalf of the Island and businesses as funded by the BID will also cease at this time.



- Digital campaign across Expedia, Ebookers and Hotels.com driving to VIOW landing page
- Planned live dates 1 February to 31 March 2020 (paused on 10 March due to COVID-19)



**895.4k impressions** across all platforms



**\$34.8k\* revenue** generated for Isle of Wight accommodation providers using Expedia over 38 days



**Approx. \$11 dollars\* generated** for Isle of Wight accommodation providers to every \$1 spent by Visit Isle of Wight

\*All Expedia feedback metrics are reported in US Dollars

- 1,079 clicks on adverts
- 0.12% click through rate, compared to 0.08% Expedia average
- 375 room nights booked as a result of click through to VIOW landing page





# Our achievements

Much of our work is operational and addresses the services you, our BID levy payers, wanted to see delivered in addition to those the local authority provide.

Here is a summary of some key of achievements of the BID over the last 5 years under our 3 themes (bearing in mind that the last year has been severely impacted by the COVID 19 pandemic).

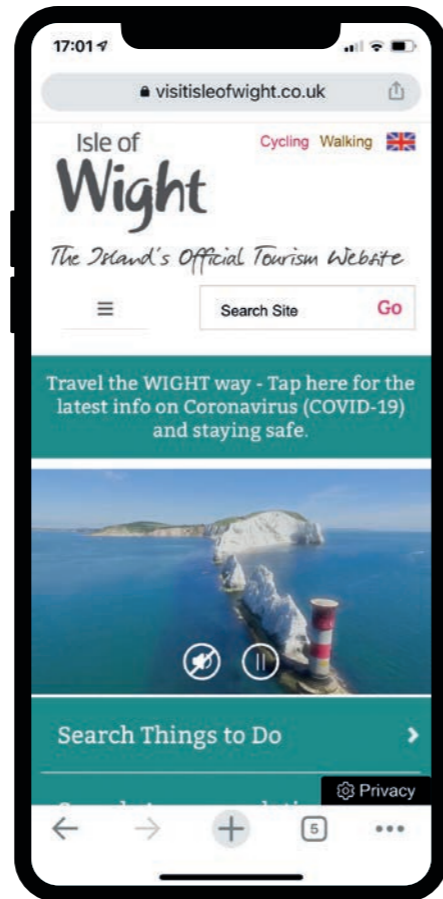
## THEME 1

**▲ 6% INCREASE**  
 IN FIRST TIME VISITORS  
 (2016-2019)



## Attracting visitors for life

Since the Wight BID commenced, the organisation has focused its high profile 'Above the line' advertising campaigns at specific key booking periods for the Island. The campaigns have been focused on "changing perceptions" of the Island to show all of the different elements that are on offer for different demographics to encourage more first time visitors to come. The Visit Isle of Wight website, which is always the main call to action for any campaign, focuses on the specific campaign information.



### Our key achievements include:

- Over 1.5m people visit our website annually
- VIOW has over 58k+ Facebook followers, over 16k+ on Twitter and over 26k+ on Instagram
- Major campaigns during key booking periods - Twixmas, Pre Easter & Post Easter
- Over £17.5m worth of mainly national but also local PR has been generated by the BID (see page 13)
- An average of 50,000 brochures are produced annually and distributed via 12+ exhibitions and on request
- Attended 10 overseas and UK exhibitions annually over its lifetime to promote the Island and what it has to offer to both individuals and groups
- Between 2016-2019 first time visitor numbers have increased by 6%
- The average length of stay has remained steady at about 3 nights
- The total number of visitors to the Island has remained steady at just over 2.4 million.

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THE WIGHT BID IN ACTION

### THE WIGHT BID IN ACTION



**THE SUNDAY TIMES**  
 TRAVEL CHECKLIST

- 1/4 page advertorial
- 4 April / 26 June / 25 July 2021
- 61% AB demographic

**650K** circulation **1.83 million** readership

London Evening Standard NATIONAL GEOGRAPHIC TRAVELER



**225,000** circulation  
**1.2 million** readership



Supplement sent to  
**210k digital subscribers** via email

- Full page + 1/4 page advertorial
- 24 February 2020
- Targeting: London/commuters



**Vote YES for The Wight BID**  
 to see these services and projects continue



# Great British **FOOD**

- Full page advert
- 2 November 2020 to 2 March 2021

**75,000**  
 readership



Page 105

**sky**

**436k**  
 impressions



**2 views** per household  
 (views counted as 75% of the total advert watched)

Web analytics for recovery marketing period before, during and after Sky ad was live:

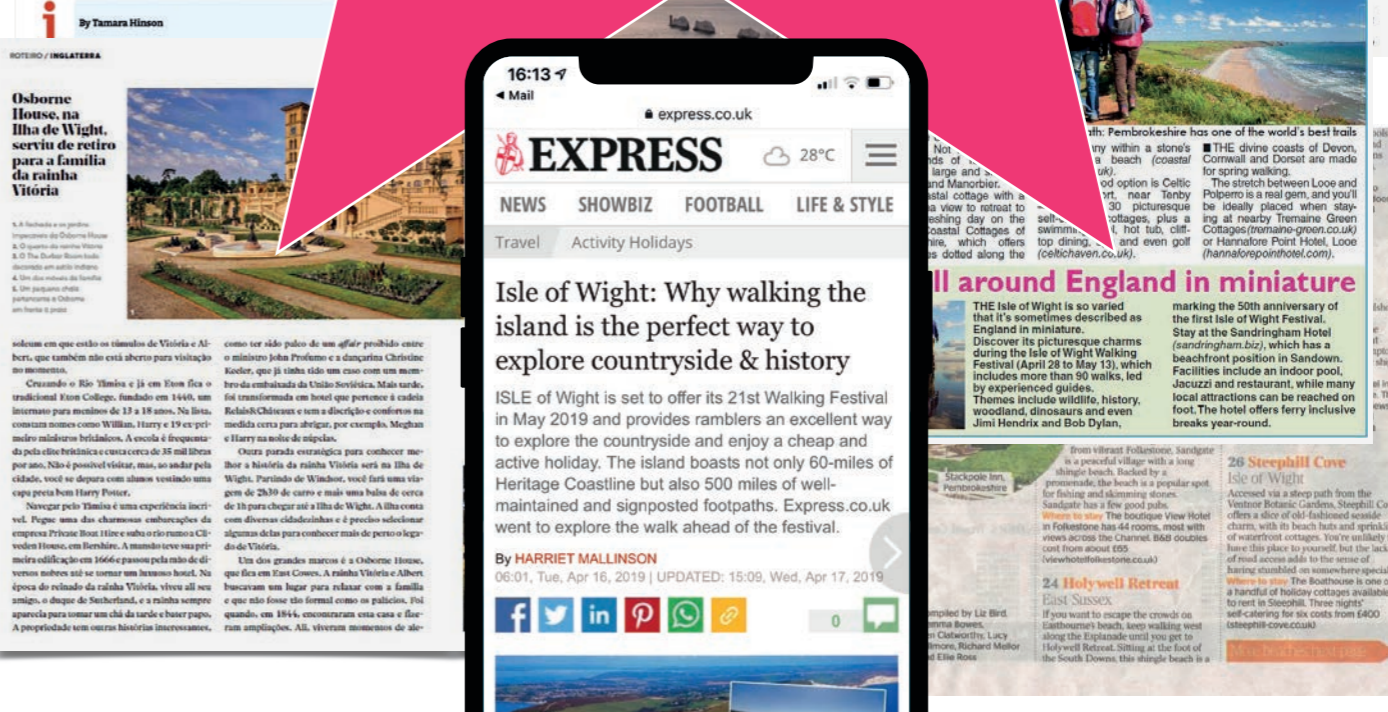
Time period	Users	New Users	Sessions	Page Views
27 May - 30 June 2020 – organic social media only	94,837	89,482	116,267	261,521
27 June - 31 July 2020 – RON, Social ads & newsletter live	196,854	187,749	266,957	720,482
27 July - 31 August 2020 – Sky campaign live	255,322	242,147	363,129	951,346
27 July - 31 August 2019 – comparative data	234,219	218,495	325,848	734,532



THE WIGHT BID IN ACTION



**£17.5**  
**MILLION**  
 of press  
 & PR  
 coverage

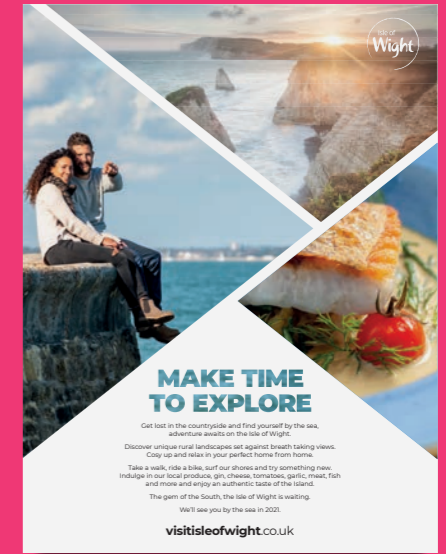




Run of  
network  
digital  
adverts:

220,897,330  
impressions  
90,603 clicks  
(Sept 2019 - June 2021)

**THEME 2**



**BBC goodfood**

- Full page advert
- 2 December - 2 January
- 40+ AB demographic with culinary/lifestyle interest



200,000  
circulation  
**1 million**  
readership



- Digital takeover
- Regional targeting
- 15 December - 15 January (paused)
- 29 March - 4 April (final impressions used)

**35k impressions**  
**697 clicks to website**

THE WIGHT BID IN ACTION

# Delivering the experience

The Wight BID created a specific accessibility tourism travel group to look at the Island from an access for all perspective.

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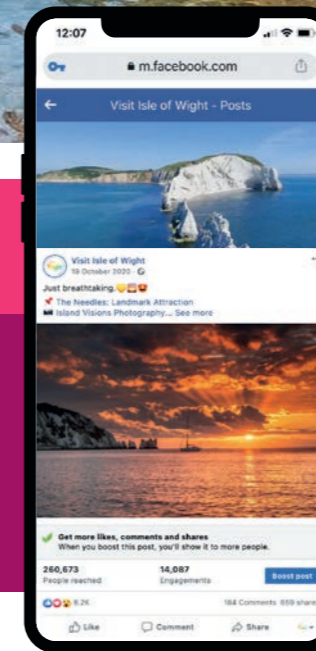


**Our key achievements include:**

- Visit Isle of Wight **website was specifically altered to access standards** and new pages and icons included detailing businesses targeting access customers.
- HM Government champion for Accessibility spoke at the VIOW tourism conference – Chris Veitch.
- VIOW works with **Euan's Guide** to promote accessibility.
- Ongoing activities take place across the organisation to interact with the transport suppliers to **work collaboratively to promote integrated transport**.
- VIOW is a **key member of the Island Transport Infrastructure group** chaired by Industry expert Christopher Garnett.
- VIOW works closely with IW Council to assist in the destination management of the Island including **Beach Cleaning, Marketing Panels, Events Advisory Panel, Accessibility Panel**.

**facebook**

**+260,000**  
people reached  
from a single  
post



- The **quarterly visitor research** underpins every piece of lobbying and encouragement that VIOW undertakes.
- Whilst support to promote and gain Blue Flag status was withdrawn due to the overall costs of the process, our **10 beaches attain local quality awards**. However Sandown did attain Blue Flag status in 2021.
- VIOW **interact and liaise with the various Island destinations** to enable them to comment on the content for their specific pages, to review the local destination information and to input back to VIOW. The 5 main towns of Shanklin, Cowes, Newport, Ventnor and Ryde actively contribute.
- **Victoria's Island, Warrior Trail and Slow Wight Travel Guide** have been created during the period.





**THEME 3**



VIOW have created campaign toolkits to support your marketing



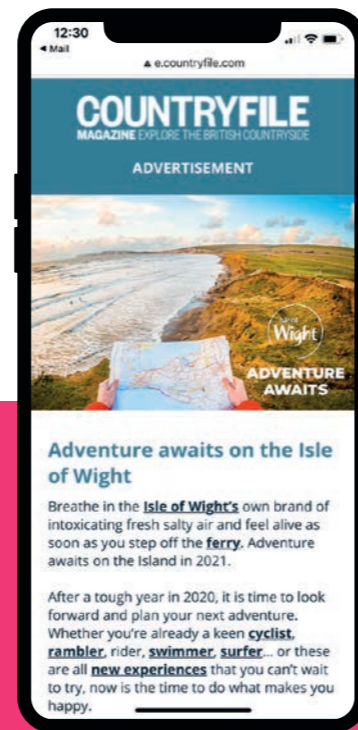
# Working together

This is a hugely important part our service, with engagement and communication at the heart of all of our work.

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**Our key achievements include:**

- The **VisitWightPro website** was created for this very point, **VIOW interact with the levy payers by e-newsletter at least once per week** detailing relevant information, signposting national, regional and local information.
- All board **reports, minutes, research and promotional toolkits** are all placed on the website to show involvement.
- Carried out an annual series of **BID engagement roadshows** across the Island.
- Plans in the form of **Pick & Mix SLA approach for Town Councils and Larger Retail businesses** have been created and are in place. NFU Mutual and Enterprise Car Hire have already supported this project.
- The Board of VIOW was set up to ensure the BID board consisted of a fair representation of businesses and that **BID payers had a larger share of voice** during decision making.
- VIOW have created **digital and creative toolkits for all campaigns**. These are easy to use and available to all BID levy payers to support their own promotional efforts, helping to **create a strong all Island message**.



**COUNTRYFILE**  
 MAGAZINE EXPLORE THE BRITISH COUNTRYSIDE

• SOLUS newsletter • 17 May 2021

**20K** distribution

THE WIGHT BID IN ACTION



**COVID 19 Support**

During the COVID-19 outbreak, VIOW have had to pivot the organisation and to support businesses more to sign-post, to lobby, to assist with the business grant process, to give vital information to businesses. This has included multiple e-newsletter interactions with information, a series of re-opening seminars for sectors of the tourism industry. This has all been carried out in collaboration with IW Council, IW Chamber of Commerce and Visit England.

- Over **120 emails sent** to keep businesses informed.
- **26 other posts** covering subjects from safety messaging to marketing during the pandemic.
- **14 Sector specific re-opening sessions** have been held with over **400 businesses attending** in total.

# Discover Wildlife

THE WIGHT BID IN ACTION

- **Live 26 Oct 2020 – July 2021** (paused Nov 2020 – April 2021)
- **Live 4 to 6 weeks**
- **50+ AB demographic with outdoor interests**

**Regional targeting:** Greater London, Brighton, Bath, Bristol, Slough, Birmingham, Bournemouth, Coventry, Dudley, Gloucester, Guildford, Oxford, Portsmouth, Reading, Swindon, Southampton, Salisbury, Worcester, Leicester, Dorset, Northampton, Milton Keynes, Redhill, Hemel Hempstead, Kingston upon Thames, Sutton, Twickenham, London, Luton

Desktop **35,631 impressions**  
**1,432 clicks**

Mobile takeover **12,812 impressions**  
**50 clicks**

Mobile scroll **12,809 impressions**  
**166 clicks**

**Total to date:** **61,252 impressions**  
**1,598 clicks**



**IMPORTANT**

# The next 5 years

**In October this year, the Wight BID will need to undergo a renewal ballot to seek and secure a further five years of the Business Improvement District. The basic principles however will remain the same, and primarily it is all about recovering and strengthening the visitor economy – which not only has a positive impact on tourism businesses, but also on businesses across the Island.**

With public sector funding being squeezed to the limit – there is NO PLAN B. Quite simply...

- 1) A 'NO VOTE' means crucial marketing and events will cease. The profile and success of the Isle of Wight as a visitor destination will be greatly impacted.
- 2) A 'YES VOTE' means that we can continue to build upon the first 5 years; and secure the Isle of Wight's position as a top UK visitor destination.

With that in mind, we would be grateful if you could complete our online survey and return by 30 June 2021.

 Find the survey here: [www.surveymonkey.co.uk/r/WightBID2021](http://www.surveymonkey.co.uk/r/WightBID2021)  
 Or you can complete it via [www.visitwightpro.com](http://www.visitwightpro.com)

**For any other information and to keep in touch contact:**  
 Will Myles, BID Director at [will@visitwight.org](mailto:will@visitwight.org) or 01983 521555

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"Sit back, and relax...  
 let the day to day melt  
 away and reconnect  
 with the beautiful  
 outdoors..."



- 30 second radio ad
- Live from 6th June 2021
- Targeting ABC1 25+yrs across Hampshire, Dorset, Sussex, Surrey & Thames Valley

 **1.3 million impressions**

Across Global portfolio including Capital, Classic FM, Heart FM, NME, Radio X, Smooth Radio & LBC



[www.visitisleofwight.co.uk](http://www.visitisleofwight.co.uk)

## COUNTRYFILE

MAGAZINE EXPLORE THE BRITISH COUNTRYSIDE

- Back page advert
  - March 2020
  - Targeting 45+ AB demographic
- Booked pre-COVID alongside digital web takeover (paused)

**45.3k**  
print circulation



**264k**  
readership



THE WIGHT BID IN ACTION



## Bournemouth Land Train

- Full sponsorship of three carriage train
- 6 x 2m banners above carriages
- Targeting locals and visitors to Bournemouth beach and town to visit

Approx. **400k footfall**  
 on sunny weekends on the beach and sea front

Live for **12 months**





Isle of  
**Wight**

 **Vote YES for the Wight BID again!**

Visit Isle of Wight Ltd,  
The Guildhall, High Street, Newport,  
Isle of Wight PO30 1TY

Telephone (01983) 521555

**VISIT**  
**ISLE OF WIGHT**

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## **THE WIGHT BID**

**Business Plan 2021-26**

### **CONTENTS**

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BID Levy Rules & Ballot

Measuring Performance

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Get in Touch

**PRIVATE & CONFIDENTIAL DRAFT**

## INTRODUCTION

The Wight BID came into being in 2016. Its primary purpose was to deliver professionally coordinated destination marketing for the Island through the Visit Isle of Wight (VIOW) company.

VIOW has worked tirelessly over the last five years to implement a diverse range of projects, to attract the visitors that we want to Isle of Wight. This achievement and the attendant successes we have seen could only have happened in direct response to you, the voters and sponsors of the Wight BID. It has been your ideas on how to enhance trading, increase footfall and grow profitability that has driven our work and motivated us to be ambitious for our destination.

At the core of our work, driven by a private sector management approach, has been the belief that local business should influence and control decisions about their place and their local trading environment. Our aim is that visitor numbers will increase, and the frequency and length of their visits will increase as well.

Working alongside a range of other partners, the VIOW Board of Directors (drawn from local business representatives who work on a voluntary basis) work diligently on your behalf, to fulfil your wants and needs both individually and for our destination as a whole. We are keen to continue to underpin our current success and plan for the future and build innovatively to deliver. We can only do this with your ongoing support and commitment.

The Wight BID serves as a proactive, tried and tested mechanism that can bring together all the tourism businesses active within Isle of Wight, facilitate a consensus of ideas, create a well-informed business plan and implement that plan with a wide range of partners including the local council. We simply cannot afford to lose our BID.

Whilst the pandemic has meant unprecedented challenges for the destination and its businesses, we are seeing the 'light at the end of the tunnel'. We believe a joint commitment to continue the Wight BID is vital to our recovery and growth. The fact is that the tourism and hospitality industry is a pivotal part of our economy, providing thousands of livelihoods and we are all dependent on the 2.7 million visitors we attract each year.

Your BID levy has raised over £2.5m over 5 years to deliver the projects that you, the businesses voted for. Your commitment has also allowed the VIOW management to secure a very high level of match funding, over £1.5m.

In October 2021 the Wight BID will need to undertake another ballot in order to continue its work for another five year term, and continue the progress we have made to date. We need you to look at this Business Plan and make the decision to vote 'YES' to continue our work. Remember that if you choose for the BID not to continue then all the work and achievements so far will cease at the end of this year.

We know that the business environment is still competitive. Since our last vote other destinations, such as the English Riviera (Torquay), Lincolnshire Coast (Skegness) and the Yorkshire Coast (Scarborough) have set up BIDs. We know too that people's leisure and shopping habits continue to change so that Isle of Wight will also have to continue to adapt to survive.

**PRIVATE & CONFIDENTIAL DRAFT**

**The ballot will take place between 30 September and 28 October 2021 and we ask that you vote YES to enable Visit Isle of Wight to continue on our mission - to position the Island as a unique and aspirational destination to visit - supporting essential tourism and local business.**

Vote “YES” for the Wight BID again!

**Ian Griffiths, Chair, Visit Isle of Wight**



## **WHAT IS A BUSINESS IMPROVEMENT DISTRICT (BID)?**

A Business Improvement District or BID is an arrangement whereby businesses collaborate to decide what services and improvements (in addition to those already provided by your business rates) they wish to make in their location, how they are going to manage and deliver those improvements and what they are prepared to pay to make them happen. This information forms a business plan that will be voted upon by all prospective levy payers. If the majority vote YES by both number and rateable value a BID is created. The BID exists for a maximum of 5 years before it needs to be renewed again through a ballot and must spend the funding raised within the BID area and in accordance with the agreed business plan. There are currently over 300 BIDs in the UK including 7 Tourism/ Destination BIDs like The Wight BID.

### **An Investment in Your Business**

This aim is to both review the success of the Wight BID and also offers the opportunity to all in the BID area to secure a second term. A chance to invest over £4.5m (including additional income) over the next 5 years again to secure the firm foundation we have laid and to build upon it. Together we can continue to grow and cement the Island's top destination status.

### **The Funding - Your Money, Your Say**

Many places have decided to adopt this private sector management model called a BID, to better implement the wishes and wants of their business community. The Wight BID, managed through Visit Isle of Wight (VIOW), is an example of this and is funded by businesses in the area that pay a levy. That money is ring fenced and can only be spent within the BID area on the ideas agreed and voted upon in the business plan. The levy is separate from normal business rates (these pass straight to the government). Services required of public agencies as part of your business rates are base-lined, and BID money cannot substitute or replace these.

### **The BID Company**

VIOW is managed by a Board of Directors drawn from local large and small businesses from within the BID area. It is a private, not for profit, independent company. Any levy payer is eligible to become a member of VIOW and be put forward to serve as a Director of the BID.

### **The Vote**

If you are eligible to pay the levy, you are eligible to vote, so you decide. Of those that vote, if a majority of businesses vote in favour of the BID by number and by total rateable value, the levy will be mandatory on all businesses in the BID area. The proposal may exempt some businesses (e.g. those with low rateable values or certain sectors), however they are not eligible to vote.

### **What Happens if it is a 'NO' Vote**

If you do not vote "YES" then the Wight BID will simply cease to exist in its current form as of the end of this year. All marketing, PR, events and promotional activities on behalf of the Island and businesses as funded by the BID will also cease at this time.

#### **Key work that will be lost includes...**

- **Over £3m of professional destination marketing**
- **Over £17.5m of national but also PR coverage**
- **Our website attracting over 1.5m visitors annually**
- **Powerful Social Media Platform (Facebook, Instagram, Twitter)**
- **Major campaigns such as Twixmas, Pre Easter and Post Easter**
- **International Travel Events to Promote the Island**
- **Destination guides**
- **COVID 19 support and recovery work**
- **Numerous PR & Media activities with national, regional, local and industry platforms, including TV, Papers, Radio, Online & Magazines**

There is **NO** replacement body that will deliver these services.

**Remember Isle of Wight Council does not have any funds for a destination marketing function**

#### **Competitors**

Remember our UK destination competitors will continue to invest and move forward as they recently have received renewed BID funding. The market place for visitors is highly competitive. Key ones include:

- Bournemouth Coastal BID investing over £3.5m
- Greater Yarmouth BID investing over £2m
- English Riviera BID investing over £3m
- Yorkshire Coast BID investing over £4m

## The Wight BID DELIVERS

### COVID 19 SUPPORT

During the COVID-19 outbreak, the VIOW has had to pivot the organisation and to support businesses more to sign-post, to lobby, to assist with the business grant process, to give vital information to businesses. This has included multiple e-newsletter interactions with information, a series of re-opening seminars for sectors of the tourism businesses. This has all be carried out in collaboration with IW Council and IW Chamber of Commerce and Visit England.

- Over **120 emails sent** to keep businesses informed.
- **26 other posts** covering subjects from safety messaging to marketing during the pandemic.
- **14 Sector specific re-opening sessions** have been held with an over **400 businesses attending** in total.



## LISTENING TO YOU

### This section designed as a graphic

It is important when developing the new business plan that we listen to what our businesses and stakeholders have to say. This is even more acute when we have been through times of great challenge and upheaval, but also one which provides opportunity. We have spent time engaging with businesses over the last few months and listened to your thoughts for a second term. In addition to our usual newsletters and daily contact with businesses we have undertaken specific consultation and engagement with regard to renewing the BID that has included:

- **May 2021:** Presentation to VIOW Board, composed of businesses, stakeholders and public sector
- **June 2021:** Achievements Newsletter & Renewal Survey sent to all BID businesses. Over 130 business responded representing over 200 voters.
- **July 2021:** Isle of Wight Council engagement in relation to Baseline Statements, Operating Agreement, Ballot Arrangements & Business Planning
- **September 2021** – Full Business Plan produced and distributed

**In terms of the next 5 years, most respondents want current projects to continue but with a greater focus on smaller businesses and newer/different marketing platforms to be used.**

**60% rated the performance of the Wight BID as satisfactory or above.**

## WIGHT BID – THE NEXT 5 YEARS.

The focus and fundamental role of the Wight BID through VIOW is to market and promote the Island and its tourism offering “off the Island”. One of the key roles should be to increase the Island’s visual impact and “share of voice” and to ensure that potential visitors will search further and book visits to the Island. Inspire potential visitors to visit the Island

It should develop and deliver both high level visual creative executions to “challenge the perceptions” of the Island but also to inform potential visitors of what can be experienced throughout the year and not just for key holiday periods, thus extend the season through Autumn, Winter, and early Spring. This should be complimented by a major digital and social media presence.

We want to market the Island to existing target markets and locations, but also to trial and develop awareness and business within less popular locations, but with higher population pockets of similar demographics.

Using Key Island USP’s such as the UNESCO Biosphere Reserve status, its AONB status, its vibrant local food and drink scene, its numerous award winning beaches, the walking and cycling routes and experiences, the numerous historical and entertainment attractions, sustainable and eco-tourism products alongside the numerous visual and participation events that take place all year round.

The current split of visitors to the Island between UK domestic visitors and overseas visitors is 94% domestic and only 6% overseas. This presents a great opportunity.

There are traditional key booking periods for UK domestic holidays which are:

- Christmas / New Year period for the following year – Book now for 2022
- Pre-Easter for the traditional Easter re-opening period and beyond
- Post-Easter for the period after that main Easter holiday and into the later Spring / early Summer
- Post-Summer, targeting the early Autumn / winter period.

These are campaigns that make a difference with the large “opportunity to see” visuals supplemented by digital and social media support.

The following sets out the key themes and work the Wight BID will undertake if you vote YES for another term

### **Theme 1 – Attracting Visitors for Life**

- Attracting new, first time visitors to the Island
- Continue to work closely with Visit Britain, Visit England, Tourism South-East, DCMS
- Create high-profile brand campaigns working with partners to execute in target markets and target locations.
- Work to “extend the season” – encouraging more visitors during the late Autumn / early Winter / Spring periods.
- Market and promote the Island “off-the Island”

**PRIVATE & CONFIDENTIAL DRAFT**

- Develop and deliver an “Island for All” approach, targeting potential visitors with accessibility needs.
- Ensure that sustainable travel (both on and off the island) is at the heart for all activities.
- Continue and develop further the Pro-active and Re-Active Travel Media, Press and PR activities to promote the Island.
- Develop and deliver high-profile digital and social media activities.
- Create campaigns that promote the Island, but also offer the opportunities for any BID levy payers to “buy-into” – purchasing economies of scale.
- Develop the “One-Island” brand which can be used across all sectors.
- Set up a series of Industry -led, sector specific working groups to shape and define marketing activities, such as a “self-catering working group”, an “attractions working group” etc all feeding into a strategic marketing and promotions board.
- Develop and promote the island as a day visit destination
- Continue to promote the Island to the Travel Trade and specialist groups market.

## **Theme 2 – Delivering the Experience**

- Work with all transport operators (on and off the Island), ferry, rail, and bus, both directly and also through the Island’s Transport Infrastructure Board to ensure that all elements of travel to the Island are addressed in relation to product, reliability and cost.
- Work with the Island’s transport Infrastructure including Island Roads, Wightfibre, Southern Water, SSEN to ensure that the visitor experience whilst on the island is the best it can be.
- Work collaboratively with Isle of Wight Council and the Town and Parish councils to promote all areas of the Island and to ensure that the visitor experience including public toilet facilities and parking are accessible for all.
- Develop an Island wide EV (Electric Vehicle) charging strategy to ensure that EV owners have the best possible infrastructure available to them both on the island and whilst travelling to / from the island.
- Continue to develop an Island wide inclusive and accessibility strategy to ensure and Island businesses to be accessible to all.
- Work with local town and parish councils to encourage beach and destination cleanliness to enhance the overall destination perception
- Continue to develop and deliver the Island visitor survey with Tourism South East across all transport providers to measure the economic impact of the visitor economy for the Island at different time of the year.
- Develop and deliver on-island experiences around the island wide and varied wildlife and diverse ecology including the reintroduction of White-Tailed Sea Eagles and Beavers – Wild Isle
- Working with Event organisers to develop and build on the existing strong event programme that happens on the Island
- Collaborate with Isle of Wight Council to bid for and bring high profile events such as Tour of Britain to the island to increase the profile of the Island on a national and international stage
- Assist in the development and delivery of innovative arts and culture events, festival, and trails.

- Continue to operate the “Wight in Bloom” community gardening competition to encourage island wide community involvement to showcase the Island as a beautiful place to visit.
- Develop and continue to operate the Isle of Wight Walking Festival, to promote the Island as a walking destination

### **Theme 3 – Working together**

- To lead a transparent, accountable and inclusive organisation that makes every levy payer feel involved and ensures they have a say in the development of activities, and the implementation and monitoring of plans and projects.
- Create strategic partnership and supporters’ schemes to attract additional investment from tourism businesses and events outside the scope of the BID, small medium and large retailers and supporting industries over the lifetime of the BID
- Continue to develop a governance and task-force structure that reflects the make-up of the levy payers
- Develop and deliver an on-line forum for all BID levy payers to access and exchange ideas, vote for actions and share ideas
- Create and share toolkits of digital and creative assets that all levy payers can use to help promote their own business whilst being part of the larger campaigns

### **Theme 4 – Sustainability**

- Ensure that the sustainable message is at the centre of everything that VIOW delivers and encourage Island businesses to do the same -the “Island First” message.
- Encourage sustainable travel to, from and whilst on the Island, including the continued development of the Accommodation exchange bus pass scheme from 100 passes to 500 passes.
- Work closely with AONB and Biosphere organisations to realise the potential and impact for visitors to the island and to promote accordingly
- Promote the use of electric bikes and e-scooters across the Island
- Continue to develop the use of the Drive Less See More and Bicycle Island brands .

There is the uncertainty of COVID 19 and its longer term effects and our programs may need to be reviewed and adjusted accordingly.

## THE BID AREA

The following sectors will be part of the BID

Activity Centre & Premises  
 Airfield and Premises  
 Amusement Arcade & Premises  
 Amusement Park and Premises  
 Aquarium & Premises  
 Beach Hut  
 Beach Hut and Premises  
 Bingo Hall & Premises  
 Botanical Gardens and Premises  
 Bowling Alley, Nightclub and Premises  
 Bowling Rinks & Premises  
 Bus Station and Premises  
 Café & Premises  
 Cafe Bar and Premises  
 Cafe, Golf Course and Premises  
 Cafe, Guest Rooms and Premises  
 Camping Site and Premises  
 Car Park  
 Car Park & Premises  
 Car Park, Ad Rights and Premises  
 Caravan Park & Premises  
 Caravan and Chalet Park and Premises  
 Chalet Park & Premises  
 Children's Amusement Park & Premises  
 Chine, Tea Room & Premises  
 Cinema & Premises  
 Cocktail Bar & Premises  
 Coffee Shop & Premises  
 Crazy Golf Course & Premises  
 Exhibition Hall & Premises  
 Falconry Centre & Premises  
 Farm Park & Premises

Farm Shop  
 Farm Shop Cafe & Premises  
 Ferry Terminal & Premises  
 Festival Site (Part Exempt)  
 Garden & Exhibition Centre & Premises  
 Garden Centre & Premises  
 Go Kart Track & Premises  
 Golf Course & Premises  
 Guest Accommodation & Premises  
 Guest House & Premises  
 Guest House Shop & Premises  
 Guest House, Café & Premises  
 Guest House, Holiday Let & Premises  
 Historic Property & Premises  
 Holiday Centre & Premises  
 Holiday Chalet & Premises  
 Hostel & Premises  
 Hotel & Premises  
 Hotel Restaurant & Premises  
 Hovercraft Terminal & Premises  
 Ice Skating Rink & Premises  
 Inn & Premises  
 Leisure Centre & Premises  
 Lift & Premises  
 Light Railway Museum & Premises  
 Marina & Premises  
 Micro Pub & Premises  
 Model Village & Premises  
 Mooring & Premises  
 Motel & Premises  
 Museum & Premises  
 Nightclub & Premises  
 Outdoor Activity Centre & Premises  
 Owl and Falconry Centre & Premises

Pleasure Pier & Premises  
 Public House & Premises  
 Public House Community Hall & Premises  
 Public House, Hotel & Premises  
 Restaurant & Premises  
 Seaside Amusement Site & Premises  
 Self-Catering Holiday Unit & Premises  
 Self-Catering Holiday Unit (2) & Premises  
 Self-Catering Holiday Unit (3) & Premises  
 Self-Catering Holiday Unit (4) & Premises  
 Stables, Camping Site & Premises  
 Stables, Guest House Accommodation & Premises  
 Swimming Pool & Premises  
 Take Away & Restaurant  
 Take-Away Food Shop & Premises  
 Takeaway & Premises  
 Tea Room & Premises  
 Tennis Club & Premises  
 Theatre & Premises  
 Theatre Stores & Premises  
 Therapy Pool & Premises  
 Toll Ferry & Premises  
 Watersports Centre & Premises  
 Wine Bar & Premises  
 Yacht Club & Premises  
 Zoo & Premises

## THE BID LEVY

If there is a YES vote all eligible businesses will contribute to the themes and projects outlined above.

**Every eligible business in the BID area will pay the BID levy, which is calculated as 1.75% of its premises rateable value. The rate will not change throughout the duration of the BID term. There will be a minimum contribution amount of £150 pa**

**For those paying a levy of £150 pa, you will get the following benefits as a minimum**

- **Free Entry on the official destination website worth £200 pa**
- **Opportunity to advertise further of official website**
- **Access to BID member area of Visitwightpro.com**
- **Eligibility for press office support**
- **Access to research & data**
- **Monthly member communications**
- **Access to preferential commercials deals available to BID members only**
- **Ability to vote on and influence company business**

The table below gives an example of what the BID levy could be for your business.

Rateable Value	Maximum Annual Levy	Maximum Daily Equivalent Cost
£3,000	£150	£0.41
£10,000	£175	£0.48
£25,000	£438	£1.20
£50,000	£876	£2.40
£100,000	£1,752	£4.80
£250,000	£4,375	£11.98
£500,000+	£8,750	£23.98

### **Voluntary Contributors**

Business with a rateable value of under £3000 will be formally exempt from paying the BID levy but can join voluntarily. A voluntary contribution will entitle a business to benefit from all the projects and services outline in this business plan as well as full rights as a company member. A minimum voluntary contribution of £150 will apply.

## BID BUDGET FORECAST 2021 – 2026

The proposed budget for the new term is set out below.

	2021/22	2022/23	2023/24	2024/25	2025/26	5 Year Totals
<b>Income</b>						
Wight BID Levy	£589,000	£589,000	£589,000	£589,000	£589,000	£2,945,000
VIOW Additional Income	£347,691	£347,691	£347,691	£347,691	£337,691	£1,738,455
<b>Total Income</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£4,683,455</b>
<b>Expenditure</b>						
<b>Projects and Services</b>						
Attracting Visitors for Life	£250,000	£250,000	£250,000	£250,000	£250,000	£1,250,000
Delivering the Experience	£36,000	£36,000	£36,000	£36,000	£36,000	£180,000
Working Together	£25,000	£25,000	£25,000	£25,000	£25,000	£125,000
Sustainability	£20,000	£20,000	£20,000	£20,000	£20,000	£100,000
VIOW Projects	£280,000	£280,000	£280,000	£280,000	£280,000	£1,400,000
Staff	£250,000	£250,000	£250,000	£250,000	£250,000	£1,250,000
Office and IT Support	£35,000	£35,000	£35,000	£35,000	£35,000	£175,000
Insurance	£7,600	£7,600	£7,600	£7,600	£7,600	£38,000
Levy Collection Costs	£22,000	£22,000	£22,000	£22,000	£22,000	£110,000
Professional Fees	£9,591	£9,591	£9,591	£9,591	£9,591	£47,955
Bank Charges	£1,500	£1,500	£1,500	£1,500	£1,500	£7,500
<b>Total Expenditure</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£936,691</b>	<b>£4,683,455</b>

### ADDITIONAL INCOME

BIDs across the UK on average generate 20% in additional income through their lifetime, Wight BID already secures a high level of additional income but will endeavor to build on this further.

## **BID GOVERNANCE & MANAGEMENT**

### **The BID Company & Board**

The Wight BID will be managed by Visit Isle of Wight Ltd, a not for profit company limited by guarantee. All BID Levy payers and equivalent financial contributors are eligible to become members of the Company and consequently vote on Company matters and seek office.

Board Director positions are unpaid and voluntary and will endeavor to include a mix of all sectors of business that operate within the BID area as well as the skills and experiences required for the proper functioning of the company.

It is our intention to continue with a Strategic Board made up of approximately 15-20 levy paying businesses and key stakeholders. Their main role will be to:

- Set policy and strategic priorities
- Develop and monitor project development and implementation
- Effective management of resources
- Monitoring performance
- Develop effective communication with businesses and stakeholders
- Act as a powerful lobbying and advocacy organization for its members

The Strategic Board will be supported by Thematic Working Groups as needed and also a Finance and Remuneration Committee

Board Directors will be known to all businesses. There will be regular updates via newsletters and e-bulletins. The annual reports and accounts will be produced at the end of each year and available to members and stakeholders

It will be a requirement that board members have all the necessary skills and knowledge to successfully drive the operational side of the BID. Levy funds will be strictly monitored by the board with all expenditure in line with this Business Plan.

The BID will work in partnership with Isle of Wight Council, Business and Tourism Groups, to harness the best from each organisation involved in the BID and make the most of their existing resources. The BID will not replace the existence or services of any of these organisations.

If successful at renewal ballot the new term will commence on 01 November 2021. It will run for five years and then be required to seek renewal through a new ballot.

### **The Role of Isle of Wight Council**

The Isle of Wight Council has a number of statutory duties in accordance with the BID Regulations of 2004

1. The Isle of Wight Council will provide relevant baseline statements. It has done so for Beach Cleaning and Parking Management and these are available to BID levy payers upon request.

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2. The Isle of Wight Council is responsible for collection of the BID levy.
3. The Isle of Wight Council is responsible for the arrangement and conduct of the ballot in line with The BID Regulations of 2004, ensuring that all relevant processes have been followed, a business proposal is available and that it does not conflict with any formal policies

Beyond this the Isle of Wight Council as a BID levy payer in its own right will make a decision on whether to support the Wight BID and its work

## BID LEVY RULES & BALLOT

### Levy Rules

- The BID Regulations of 2004, approved by the Government, sets out the legal framework within which BIDs have to operate, including the way in which the levy is charged and collected, and how the ballot is conducted.
- The term of the Wight BID will be for a period of five years commencing on 01 November 2021
- The levy rate is fixed and will not be subject to variation by the annual rate of inflation.
- VAT will not be charged on the BID levy.
- The BID levy will be applied to all eligible business ratepayers within the defined area.
- The following exemptions to the BID Levy apply.
  - Those with a ratable value of less than £3,000
  - Businesses whose primary function does not fall into the categories identified on Page XX
  - Non-retail charities with no paid staff, trading income, arm or facilities and entirely voluntary or subscription based organisations
- The levy will be a fixed rate of 1.75% based on the ratable value per hereditament as at 1<sup>st</sup> November each year using the most current Non-Domestic Ratings list. It will be updated for any changes in ratepayer appeals, additions, or removals.
- The minimum levy payable will be £150
- The BID levy will be paid by any new ratepayer occupying any existing hereditaments (a business rated property) within the BID area.
- New hereditaments will be charged from the point of occupation based on the ratable value at the time it enters the rating list, even though they did not vote on the initial proposal.
- If a business ratepayer occupies premises for less than one year, the amount of BID levy payable will be calculated on a daily basis.
- Empty properties, those undergoing refurbishment or being demolished will be liable for the BID levy via the registered business ratepayer with no void period.
- The BID levy will not be affected by the small business rate relief scheme, service charges paid to landlords, exemptions, relief or discounts prescribed in the Non-Domestic Rating (Collection and Enforcement) (Local Lists) Regulations 1989 made under the Local Government Finance Act 1988.
- Under the BID regulations 2004, the Isle of Wight Council is the only organisation that can collect the levy on behalf of the BID Company.
- The levy income will be kept in a separate ring-fenced account and transferred to the BID on an agreed basis.
- Collection and enforcement arrangements will be similar to those for the collection and enforcement of non-domestic business rates with the BID Company responsible for any debt write off. The BID area and the levy rate cannot be altered without a further ballot.
- The BID projects, costs and timescales can be altered subject to board approval providing the changes fall within the income and overall objectives of the BID.
- The levy rate or boundary area cannot be increased without a full alteration ballot.

**PRIVATE & CONFIDENTIAL DRAFT**

However, if the BID company wishes to decrease the levy rate during the period, it will do so through a consultation, which will, as a minimum, require it to write to all existing BID levy payers. If more than 25% object in writing, then this course of action will not proceed.

- The BID Board will meet at least four times a year. Every levy paying business will be eligible to be a member of the BID Company and vote at Annual General Meetings.
- The Board will produce a set of annual accounts available to all members.

#### **BID Ballot**

- All eligible businesses have the opportunity to vote.
- The ballot will be conducted through an independent, confidential postal vote conducted by the Returning Officer at Isle of Wight Council which is the responsible body as determined by the BID legislation.
- Each eligible business ratepayer will have one vote in respect of each hereditament within the BID area, provided they are listed on the National Non Domestic Rates List for the defined area as provided by Isle of Wight Council. Organisations occupying more than one hereditament will have more than one vote.
- A proxy vote is available, and details will be sent out by Returning Officer at Isle of Wight Council
- Ballot papers will be sent out to the appropriate organisation from 30 September 2021, to be returned no later than 5pm on 28 October 2021.
- For the BID to go ahead, two conditions must be met:
  - More than 50% of businesses that vote must vote in favour.
  - Of the businesses that vote, the 'yes' votes must represent more than 50% of the total ratable value of all votes cast.

## KEY PERFORMANCE INDICATORS

The Wight BID will regularly assess its performance and report back to our members. We will be monitoring the following as a minimum

- Monitor and report on:
  - Solent traffic research and in particular, first-time and repeat visitors.
  - The amount of quality media coverage achieved each year.
  - Consumer web traffic and social media engagement.
- Carry out additional research every 24 months to measure and record perceptions and attitudes towards the Island.
- Carry out consumer surveys to test visibility, impact and conversion following key Spring and Autumn above-the-line campaigns.
- Publish an annual visitor perception survey and track satisfaction levels.
- Monitor and report on traffic improvements and consumer engagement with towns and village pages on the official website.
- Record and report on annual visitor traffic and highlight shoulder- period visits by quarter.
- Document and publish the annual 'visitor journey' on-Island audit for the Isle of Wight with recommendations highlighting urgent fixes requiring attention.
- Produce regular reports and make them available online and/or in print format to levy payers.
- Establish stakeholder-led working-groups to oversee the delivery of elements of the BID program and host conferences and other events throughout the year for levy payers.
- Establish a working party to look at how Visit Isle of Wight is engaging with levy payers and to bring forward recommendations on ways which this can be improved.

We will also publish our annual report and accounts each year.

### **NEXT STEPS**

Look out for the following:

From 16 September 2021 - Final Business Plan Mailed to all BID Businesses

30 September 2021 – Postal Ballot Opens

28 October 2021– Postal Ballot Closes

29 October - Declaration

### **GET IN TOUCH**

For further information, please contact us using the following details:

**Will Myles, BID Director at [will@visitwight.org](mailto:will@visitwight.org) or 01983 521555**

**Please visit our website: [www.visitwightpro.com](http://www.visitwightpro.com)**

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## Cabinet report

Date	<b>9 SEPTEMBER 2021</b>
Title	<b>REFERRAL OF MOTION FROM FULL COUNCIL - NEWPORT CITY STATUS</b>
Report of	<b>LEADER OF THE COUNCIL</b>

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### EXECUTIVE SUMMARY

1. A motion was laid before Full Council on 21<sup>st</sup> July 2021 requesting that the council prepare an application for city status for Newport in partnership with Newport and Carisbrooke Community Council (NCCC). Full Council referred this matter to cabinet for discussion.
2. This paper sets out issues for consideration by Cabinet.

### RECOMMENDATION

3. Option 3: Support the motion and lead the preparation of a bid contingent on assistance towards the development of the bid being provided as part of the Shaping Newport Steering Group.

AND

4. Option 4: The bid to be approved by those delegated to act on behalf of the Isle of Wight Council, NCCC and the Shaping Newport Steering Group.

### BACKGROUND

5. In June 2021, to celebrate Her Majesty The Queen's Platinum Jubilee in 2022 a [Civic Honours competition was launched](#).
6. Local authorities are being encouraged to prepare nominations for "city status" for towns within their areas. Closing date for applications is 4pm on 8<sup>th</sup> December 2021.
7. At their July meeting, NCCC unanimously supported the motion that had been submitted to Full Council, resolving that "*NCCC supports the proposal by Cllr. Oliver to IW Council that Newport be nominated for an application to receive City status as part of the Queen's Platinum Jubilee recognitions.* "
8. NCCC has been asked whether it would be prepared to develop a bid for nomination, which the council would then submit by the December deadline. This approach was

made as the council only has limited resources and capacity to allocate to the work necessary to prepare a bid. The majority of its resources are currently fully committed to delivering council priorities and projects. However, NCCC has confirmed that it is unable to prepare the bid but remains supportive of the proposition.

9. There are currently 66 cities in the UK. City status is rarely granted, with only 14 new cities created during the 20th century.
10. There is a “tradition” of bestowing city status linked to civic celebrations. Sunderland gained city status in 1992 after winning a competition to celebrate the Queen’s 40<sup>th</sup> year on the throne. There is no doubt that since 1992 the city has changed immeasurably, but there is no evidence that this has been as a direct result of Sunderland becoming a city.
11. In 2000, to mark the new millennium, Brighton and Hove, Inverness and Wolverhampton were awarded city status and in the last contest held in 2002 to celebrate the Queen’s Golden Jubilee city status was awarded to Preston, Newry, and Lisburn were also among the winners.
12. There has been no assessment undertaken which clearly identifies the benefits associated with attaining city status, although there is some indication that the sense of civic pride that accompanies being awarded city status is beneficial for an area. There is no doubt that the title of “city” is highly coveted and this alone may be the value of city status.
13. Developing civic pride in Newport and promoting it as a “Destination “is at the heart of the ‘Shaping Newport’ project led by the council’s regeneration team and delivered in association with local businesses NCCC and the local community. The Shaping Newport Steering Group has access to the skills and information necessary to help support the preparation of the bid which could be coordinated by the Isle of Wight Council. At its most recent meeting the Shaping Newport group agreed to support development of a bid with Isle of Wight council support.
14. This approach is consistent with that recommended in the original motion referred from Full Council. However, given the timescales for the submission of a bid it would be extremely unlikely for it to be completed in sufficient time for Full Council’s approval when it meets on the 17 November. It will therefore be necessary for the bid to be approved by those delegated to act on behalf of the Isle of Wight Council, NCCC and the Shaping Newport Steering Group.

## STRATEGIC CONTEXT

15. The Alliance Group’s priorities are yet to be formally agreed via cabinet and will set the direction for the council for the next four years.
16. As currently set out, covid recovery is a key priority and the council recognises that the Island does benefit from a strong community spirit which was demonstrated through the covid pandemic. In terms of recovery civic pride is important to our community and this motion may provide an opportunity to build civic pride.



## CONSULTATION

17. As set out in earlier NCCC have confirmed unanimous support for the development of a Newport city status nomination. However, it is unable to lead the preparation of the bid which would therefore need to be undertaken by the Isle of Wight Council itself if it is to proceed.

## SCRUTINY COMMITTEE

18. The issue is to be considered by the Corporate Scrutiny Committee when it meets on 7 September and will be reported verbally to the Cabinet meeting.

## FINANCIAL / BUDGET IMPLICATIONS

19. Whilst the application guidance encourages those developing nominations not to incur additional spend to produce glossy submissions were the council to develop a nomination resource and funding would be required. It is estimated that to develop the nomination would require two/three weeks staff time.
20. There is little capacity within current resources to provide this support without directly impacting on the delivery of other council priorities. However, with some assistance from the Shaping Newport Steering Group then it may be possible to reduce the council's direct staff input to perhaps a week which would minimise its impact on the delivery of other plans and priorities.

## CARBON EMISSIONS

21. No impact identified.

## LEGAL IMPLICATIONS

22. There is no legal requirement on the council to develop a nomination for city status. This is a competition open to all local authorities. The only requirements to be aware of are those set out in the entry guidelines and application form (see background papers section of this report).

## EQUALITY AND DIVERSITY

23. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It is not considered that there are any direct equality and diversity implications arising from this report.

## PROPERTY IMPLICATIONS

24. There are no property implications arising from this proposal.

## OPTIONS

25. Option 1: Not to support the motion.

26. Option 2: Support the motion, conditional upon the council securing agreement from Newport and Carisbrooke Community Council to prepare the submission for nomination.
27. Option 3: Support the motion and lead the preparation of a bid contingent on assistance towards the development of the bid being provided as part of the Shaping Newport Steering Group.
28. Option 4: The bid to be approved by those delegated to act on behalf of the Isle of Wight Council, NCCC and the Shaping Newport Steering Group.

## RISK MANAGEMENT

29. This motion relates to a competition launched for local authorities to enter should they wish to do so. There is no direct risk associated with the decision to develop a nomination. However as set out in the financial section of this report if the council were to support the motion resource would need to be identified to undertake the work to support a nomination. This is resource and capacity that the council currently has allocated to other council priorities. Moving resource and capacity would therefore be likely to impact on the delivery of current council priorities.
30. Were NCCC prepared to develop a nomination for submission this would mitigate the risk identified and set out in paragraph 20. However, absent the support of NCCC it is possible that the council could still lead a bid aligned to the Shaping Newport project, on the understanding that some of the resource required for the bid preparation would come from that project.

## EVALUATION

31. The approach suggested under option 3 in this paper is that which is most consistent with the original motion proposed to Full Council and has the least financial impact to the council and therefore the delivery of its current priorities. A bid for city status should be seen as recognition for the whole Island and look to build on the sense and value of community that has been enhanced in responding to the covid-19 pandemic and that will be necessary as the Island works to recover from it.
32. Should a motion be approved at Full Council in September it will take all of the time available between then and the deadline date of the 8 December to prepare a bid and therefore it would not be possible for the Full Council to 'approve' the final bid before its submission. This would need to be undertaken by those delegated to do so from the interested parties and reported in retrospect at a future meeting.

## BACKGROUND PAPERS

33. [Civic Honours competition launch](#)
34. [Platinum Jubilee civic honours competition entry guidelines](#)
35. [Platinum Jubilee civic honours competition application form](#)

36. [Full council motion – item 8c](#)

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WENDY PERERA  
*Assistant Chief Executive &  
Director of Strategy*

(CLLR) LORA PEACEY-WILCOX  
*Leader*

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Purpose: For Decision

## Cabinet Report

Date **09 SEPTEMBER 2021**

Title **CLIMATE AND ENVIRONMENT STRATEGY**

Report of **CABINET MEMBER FOR ENVIRONMENT, HERITAGE AND WASTE**

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### EXECUTIVE SUMMARY

1. This Report seeks Cabinet Approval for a Climate Change and Environment Strategy (Appendix 1) This follows the motion to full council in July 2019, in which the council stated an aim to achieve net zero emissions by 2030, in both the council's own activities and the wider Isle of Wight.
2. This purpose of this report is to seek approval for the Climate Change and Environment Strategy and the following associated actions:
  - (a) The aim to meet the target dates, as set out in the Strategy, to be net-carbon zero as a council by 2030, across the school estate by 2035 and as an Island by 2040;
  - (b) The commitment to:
    - the required staff resources to manage the co-ordination and the delivery of the Action Plan (through the 2021/22 budget process).
    - the resources already committed within existing council service plans and budgets. and
    - business cases, applications for grants and other external funding for future projects to fulfil other council and community led actions.
  - (c) A full Strategy review and update for publication every two years;
  - (d) The Action Plan is reviewed as and when required and in the first instance within the next nine months.
  - (e) The delegation to commence the projects within the Action Plan, subject to available resources, in consultation with the Cabinet Member for Environment, Heritage and Waste.

3. A significant research piece was commissioned to model the carbon pathways to net carbon zero has demonstrated that the council can achieve net-carbon zero by 2030. It is however apparent from the modelling that the scale of change required across the island, including adaptations to homes, infrastructure, transport and the environment, will require a longer timescale of up to 2040.
4. The approval of the Climate and Environment Strategy will provide a mandate to council staff to continue to develop policies, make decisions and service delivery plans to pro-actively to reduce the carbon footprint of the council business activities and tackle the impacts of climate change and seek.
5. The strategy also seeks to enable the council to reach into the Island community to encourage and enable actions to reduce the overall carbon footprint and support the adaptation of homes, businesses, and transport.
6. It should be noted that the scale of the financial requirements set out in the strategy to achieve the targets set out is currently unaffordable to the council acting alone and will require a national Government response and significant private sector investments.
7. A copy of the Climate and Environment Strategy is at Appendix 1, the Detailed Action Plan is at Appendix 2 and Actions requiring additional grant or other funding is at Appendix 3.

### RECOMMENDATION

8. Cabinet are requested to approve Option 1 from the recommendations, that the Climate Change and Environment Strategy and Action Plan is adopted with the following commitments:
  - (a) The aim to meet the target dates, as set out in the Strategy, to be net-carbon zero as a council by 2030, across the school estate by 2035 and as an Island by 2040;
  - (b) To provide for the required staff resources to manage the co-ordination and the delivery of the Action Plan, of £94,314 (through the 2021/22 budget process).
  - (c) The resources already committed within existing council service plans and budgets.
  - (d) The development of business cases, applications for grants and other external funding for future projects to fulfil other council and community led actions.
  - (e) A full Strategy review and update, for publication every two years.
  - (f) The Action Plan is reviewed as and when required and in the first instance within the first nine months.
  - (g) The delegation to commence the projects within the Action Plan, subject to available resources, in consultation with the Cabinet Member for Environment, Heritage and Waste.

## BACKGROUND

9. The Intergovernmental Panel on Climate Change (IPCC) published a Special Report on predicted Global Warming in October 2011<sup>1</sup>. This report concluded that a 2°C increase in global average temperatures is likely to cause far greater harm to the global environment and economy than if we can limit global warming to 1.5°C. It found that emissions globally must be reduced by at least 45% by 2030 (from a 2010 baseline) to meet 1.5°C or less increase in Global temperatures. Governments, businesses, and communities globally will need to cooperate to reach this goal.
10. The updated International Panel on Climate Change sixth assessment report August 2021, following further research by the IPCC states:  
  
*“It is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred.”*<sup>2</sup>
11. The report goes on to state:
  - (a) *Global surface temperature will continue to increase until at least the mid-century under all emissions scenarios considered. Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions occur in the coming decades*
  - (b) *Many changes in the climate system become larger in direct relation to increasing global warming. They include increases in the frequency and intensity of hot extremes, marine heatwaves, and heavy precipitation, agricultural and ecological droughts in some regions, and proportion of intense tropical cyclones, as well as reductions in Arctic sea ice, snow cover and permafrost*
  - (c) *Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events.*
12. The UK Government have signed up to the Paris Agreement, a legally binding international treaty on climate change. Its goal is to limit global warming to well below 2, preferably to 1.5 degrees Celsius, compared to pre-industrial levels. To achieve this long-term temperature goal, countries aim to reach global peaking of greenhouse gas emissions as soon as possible to achieve a climate neutral world by mid-century.
13. The Climate Change Act 2008 introduced legally binding carbon budgets, with the aim of achieving net zero emissions across England and Wales by 2050 (initially

1. \_\_\_\_\_

<sup>1</sup> [Global Warming of 1.5 °C \(ipcc.ch\)](https://www.ipcc.ch)

<sup>2</sup> [AR6 WGI Summary for Policymakers Headline Statements \(ipcc.ch\)](https://www.ipcc.ch)

stated as a reduction of 80% by 2050 but updated to a net zero by 2050 target in 2019) via several interim targets. Local authorities do not have a statutory duty to implement the carbon budgets but are expected to contribute. It is important to note that climate emergency campaigners and many climate scientists argue that these targets are not enough, and that we should be aiming for net zero emissions as soon as 2030 in order to avoid the worst impacts of climate change.

14. The council recognises that the Isle of Wight is only a small area and as such can only have so much impact on the wider global issues associated with climate change. However, as an Area of Outstanding Natural Beauty and a UNESCO Biosphere Reserve it is particularly important to reduce the impacts of climate change and preserve the natural environment in any way possible.
15. This strategy sets out separate the net zero target dates for the council's operations and the wider island area. The council should commit to net zero by 2030 in the council's own operations with a maximum of 15% of the baseline emissions offset. A target of no later than 2040 should be set to meet net zero across the entire Island, and ideally sooner than 2040, with no more than 15% of baseline emissions offset by this date. Both target dates must primarily focus on reducing emissions to minimise the amount of offsetting required.
16. The Climate and Environment Strategy sets out the key target dates for achieving net carbon zero and actions that the council will undertake in its own operations and to enable the business and residential community to adapt to a changing climate and meet net carbon zero.
  - (a) The council will aim to meet net zero in its own operations by 2030, with no more than 15% offset taking place through planting schemes on council-owned land;
  - (b) Schools across the Isle of Wight are expected to aim to meet net zero in their operations by 2035 with no more than 15% offset taking place through planting schemes on school- and council-owned land;
  - (c) The whole of the Isle of Wight will aim to meet net zero in emissions across the area by 2040, with no more than 15% offset taking place on privately-owned land and in the marine environment.
17. Achieving net carbon zero within these time frames will require significant adaptation and change within the council and across the whole community. The pathway to net zero must focus primarily on emissions reductions, with only a small amount of offsetting taking place where strictly necessary.
18. While the council can control its own operations and is very likely to be able to meet net zero by 2030, this accounts for a tiny fraction (less than 1%) of the Island's overall emissions. Widespread behaviour change will be necessary across the Isle of Wight, with major changes to energy use and production, housing, and transport and its supporting infrastructure, for the entire area to meet a net zero emissions target. The council must focus on meeting its net zero target to lead the way for the rest of the Island to achieve net carbon zero.



## STRATEGIC CONTEXT

19. The Corporate Plan 2019-22 sets out 12 overarching outcomes that support the corporate priorities of Growth, Regeneration, Opportunity, Wellbeing. The Climate and Environment Strategy support the outcomes of:
- (a) **The environment and unique island characteristics are** celebrated – though supporting and enhancing our natural environments and developing carbon offset through a combination of biodiversity net gain, planting schemes, rewilding and supporting enhanced marine biodiversity.
  - (b) **The community feels safe and resilient** – through energy and water resilience and supporting residents to ensure their homes are well insulated, energy efficient and adapted to protect from colder winters and warmer wetter summers
  - (c) **The island is a leading UK visitor attraction** – through supporting low carbon growth, reducing range anxiety for electronic vehicle owners and enhancing the island as an outdoor destination
20. The Climate and Environment also aligns with the following plans and strategies of the council

<p><a href="#"><u>Isle of Wight Planning Strategy</u></a></p>	<p>The Strategy will set out how, in spatial planning terms, the Island will develop up to 2027. In principle, the Island Plan Core Strategy is about “place shaping” and delivery.</p> <p>The revised IPCS is currently out to consultation. Once it has been adopted the Island Planning Strategy will play an integral role in contributing to realising the vision the council has for the Island and facilitating growth.</p>
<p><a href="#"><u>Health and Wellbeing Strategy</u></a></p>	<p>This strategy aims to improve the health and wellbeing of everyone on the Island. It focuses on making faster improvements for those who are most vulnerable and experience a poorer quality of life.</p>
<p><a href="#"><u>Draft Housing Strategy</u></a></p>	<p>The strategy focuses on providing the housing to meet the needs of our current population of around 140,000 and those that are projected to come over the next 5 years.</p>
<p><a href="#"><u>Island Transport Plan</u></a></p>	<p>A new Transport Plan is currently being developed.</p> <p>This plan sets out the long-term transport vision for the Island. It ties in to our 25-year PFI program.</p>
<p><a href="#"><u>Regeneration Strategy</u></a></p>	<p>This 2019-2030 Regeneration Strategy for the Isle of Wight aims to set out how the council is leading the agenda to ensure the economic future of the Island</p>

	and create the Island that is a great place to grow up, live, work and visit. The strategy sets out where we are today and the actions and activities we believe will enable the vision for the future to be realised.
<a href="#"><u>Strategic Risk Register</u></a>	The purpose of this report is to give the committee an opportunity to review the current position with regard to the council's strategic risks. The committee's terms of reference include the provision for consideration of "the effectiveness of the council's risk management arrangements".
<a href="#"><u>Island Biodiversity Plan</u></a>	The Biodiversity Action Plan is made up of a series of documents produced from 2000 to 2005. <a href="#"><u>Habitat Action Plans</u></a> have been produced to provide a framework for action to conserve and enhance the Island's biodiversity.
<a href="#"><u>Isle of Wight Climate Adaptation Report</u></a>	Outlines the key risks to the Isle of Wight posed by climate change and proposes a variety of adaptation measures to work around or live with these impacts
<a href="#"><u>Island Shoreline Management Plan</u></a>	The <a href="#"><u>Shoreline Management Plan</u></a> is the means by which the council and the Environment Agency determine the best way to look after the coast in a sustainable way for the next 100 years. It is prepared using guidelines set down by Defra, the Government Department with responsibility for setting national policy for defence of the coastline.

## MANAGEMENT AND GOVERNANCE

21. The Climate and Environment Strategy has been developed by staff of the council working with the Climate Change Task and Finish group appointed by the Cabinet Member for Environment, Heritage and Waste following the Climate Motion to Full Council in July 2019, and reporting to the Policy and Scrutiny Committee for Regeneration and Neighbourhoods.
22. There will be a requirement to change the management approach of the council should the recommendations in this report be approved, from development of the strategy to the delivery of actions Delivering the actions such as carbon savings, energy savings and the other benefits of the Action Plan will require a small team to project manage the council response and monitor the progress of actions.
23. The programme of activities to deliver the Strategy will need to be managed as a strategic corporate programme with an associated Programme Board.
24. The Climate and Environment team, within the Neighbourhoods Directorate, will be required to manage the following functions:
  - Policy and strategy development and delivery;

- Mobilisation and setting up of systems, protocols and procedures, including document management systems and data analysis;
- Develop a Island Climate Action Zone – for Mission Zero, managed in partnership with organisations, community action groups and town and parish councils
- Performance monitoring, including the reviewing of baseline data, customer surveys and on-going delivery monitoring.
- Delivering Internal advice and support to service managers and staff on reducing emissions over time and achieving this without reducing service outcomes. (e.g enabling growing fleet requirement in a sustainable pathway);
- Change management, including supporting council and community changes arising from the adopting of the strategy and implementation of future national policy changes;
- Supporting Town and parish Councils to develop local Climate Actions Plans;
- Customer interface through supporting community action and the Environment and Sustainability Forum;
- Governance, monitoring and reporting, including annual reviews and reporting on stewardship of the Action Plans;
- Budget management, including grant applications;
- Risk management and mitigation of those risks retained or shared by the council;
- Stakeholder management, including publicity, internal training and communications, external communications and Freedom of Information Act responses;
- Other commercial activities and opportunities including, benchmarking and market-testing of services and energy and developing options for energy generation, heat networks and water resilience; and
- IWC estate energy management in collaboration with the Property Management Team and seeking the reduction in cost to the council of energy use and part of delivery the council Carbon Management Plan 2021 – 2030.
- Any other actions and activities as determined by the Action Plan.

25. Delivering and co-ordinating the workstreams will require a dedicated project team who will guide and support the council actions through:

- (a) Supporting the Programme Board and expanding the officers working group to ensure representation across all Directorates
- (b) Providing in-house climate change training modules online in the digital learning hub (in development)
- (c) Rolling out Carbon Literacy Training to Service Managers identified through the officers working group, to become carbon ambassadors
- (d) Supporting the introduction to carbon and climate management in the development of Service Delivery Plans

Currently the Climate and Environment team (lead by the Strategic Manager for Contracts, Waste and Environment) consists of a Climate Change Project Officer who is currently employed on a fixed term basis until to October 2022 at a Grade 9.

26. In order to successfully facilitate and deliver the outcomes of the strategy the current team will need to be augmented and in place to drive delivery from the 1 April 2022, to incorporate the following:

- (a) A Climate Change and Environment Programme Manager (Full time - Grade 11 £53,455, including on-costs). This replaces the current fixed term post at a higher grade to reflect the additional responsibilities of delivery and budget management.
- (b) A Climate Change Co-ordinator (Full time – Grade 9 - £40,869, including on-costs) – This role will focus on stakeholder engagement, and co-ordination of council and community activities, grant and funding applications, co-ordinating the Climate Action Zone and communications.

\*Note - Some of these costs could in future be offset by income generation activities and grant funding.

- 27. Further staff resources (subject to an updated transformation business case) will also include an Energy Manager – to manage the council’s carbon management plan, utilities and energy projects (such as the Salix Low carbon public sector grants). The future costs of this post would be met from the savings achieved in energy cost reductions.
- 28. In conjunction with the internal council arrangements, the team will be developing the Climate Action Zone – Mission Zero (CAZMZ) as an information and resource hub and governing steering group that will take ownership of the island wide actions working in partnership with businesses, third sector, organisations and community action groups, town and parish councils and through the Environment and Sustainability Forum.

## CONSULTATION

- 29. Consultation has taken place both internally and externally with a range of stakeholders. Externally the Environment and Sustainability Forum which consists of interested members of the public and councillors. The group meetings have been held approximately monthly (paused through most of 2020 owing to Covid) and have been used as the conduit for community participation councillors in the development of the strategy. The group consists largely of Town & Parish Councillors and local residents, as well as some members of community groups and non-profit organisations and council staff members and councillors. This group has provided feedback on earlier drafts of the Strategy on several occasions over the last 18 months.

## SCRUTINY COMMITTEE

- 30. The Strategy was most recently submitted to Neighbourhoods and Regeneration Scrutiny Committee in January 2021 following a member led Task and Finish Group. It was considered and approved with the net zero target dates as listed in the Recommendation.

## FINANCIAL / BUDGET IMPLICATIONS

- 31. The financial scale of the strategy to achieve the targets is such that it is currently unaffordable to the council acting alone and will require a national government and private sector response. In that context, the best that the council can achieve is a

fully defined strategy where there is clarity on dependence on external funding (government grant or private sector investment) in order for it to be delivered.

32. The council could reasonably be expected to make interventions proportionate to the financial circumstances and set aside funds as match funding to lever in additional grant funding. Accordingly, the council should seek to prioritise revenue and capital funding to the Climate Change and Environment Strategy through its annual budget planning process but being mindful of the full range of statutory responsibilities of the council and its inevitable competing priorities.
33. The Action Plan has been developed taking a fully corporate approach in the developing achievable outcomes and associated costs. This exercise involved staff from across the council, through the climate change officers group and one to one meetings with service managers and nominated service leads. Further information has been obtained through: papers from central government, similar works by other Local Authorities and details of available grant funding
34. The Action Plan provides for costs that will arise from:
  - a) The council's existing activities and associated budgets
  - b) Any new activities required additional funding

Costs are separated into capital expenditure and operational expenditure where possible and estimates are provided of known financial savings that will result through specific activities.

35. The Action Plan has been developed into a draft budget plan with the relevant directorate Business Partner. The Action Plan costs are caveated as they are based on estimates from existing national schemes and take the upper end of pricing where there is a range. (**Appendix 3 - Climate Change Actions requiring additional grant or other funding**).
36. The current Action Plan contains **160** actions of which **118** are already built within respective council Service Delivery Plans and budgets (for example the £2.6m grant from Salix, delivering the Local Authority Low Carbon heating systems project).
37. **33** proposed council actions in the Action Plan will require an estimated additional funding of £56,261,649 of capital and £268,032 of revenue, to be sourced from grants and other funding sources or decisions by the council to fund at a future date in order to meet the targets set out in the strategy.
38. A further, **9** actions have estimates of significant costs required by the business community and residents of the Island (privately or grant funded) to meet the aim of Island wide net carbon zero by 2040. This includes for example changes to energy use and transport.

<b>Costs that are NOT attributed to the council.</b>		
<b>TOTAL ESTIMATED ISLANDWIDE COSTS to 2040</b>	<b>£11,952,493.00</b>	<b>£2,158,494,155.00</b>

39. In respect of the 33 proposed council actions requiring additional grant or other funding, the actions have been risk rated on deliverability as follows:

- Green – revenue or grant funding is available, or the grant has already been awarded subject to delivery (e.g. Active Travel Schemes) – we have assumed that these are committed council costs;
- Amber- grants are available at the moment but will require a successful application including the relevant resources to deliver the required outcomes (e.g. Tree planting and stewardship grants) - we have assumed these will be a non-committed council costs;
- Red- these grants are not available currently but could be in future - we have assumed for now these will be a non-committed council costs e.g. a further round of Salix grant funding for energy efficiency schemes).

40. The five year potential budget plan (subject to achieving these additional grants and funding bids) which combines the three groups of risk rating assumes that any grant values are based on high end estimates as follows:

COST OF CLIMATE CHANGE STRATEGY ACTIONS REQUIRING GRANT OR OTHER FUNDING SOURCE *these actions will only occur if funding is successful	2022			2023			2024			2025			2026		
	Revenue	Capital	Potential Savings	Revenue	Capital	Potential Savings	Revenue	Capital	Potential Savings	Revenue	Capital	Potential Savings	Revenue	Capital	Potential Savings
TOTAL ESTIMATED COST	272,547	6,843,915		274,639	9,908,360		254,482	15,223,660		264,324	12,147,757		274,167	12,137,957	
POTENTIAL FUNDED BY GOVT GRANTS	74,545.22	6,495,989.85		93,645.44	9,560,435.35		68,745.67	14,865,935.35		73,845.89	11,790,031.51		78,946.11	11,790,031.51	
POTENTIAL FUNDED BY IOWC THROUGH CAPITAL, TRANSFORMATION OR GROWTH BIDS	198,001	347,925		180,994	347,925		185,736	357,725		190,479	357,725		195,221	347,925	
POTENTIAL SAVINGS			- 16,507.00			-125,542.00			-137,542			-147,542			-143,542

\*NOTE – the above figures per financial year do not include the income nor savings that may off set the annual revenue costs.

41. As per above additional costs for staff are required to support the plan to provide for a permanent Climate Change and Environment Project Manager (Full time - grade 11 - £53,455), and in addition a Climate Change Co-ordinator (Full time – grade 9 - £40,869 including on-costs). Some of these costs could in future be offset by income generation activities and grant funding. The funding for these posts will be subject to a bid as part of the 2021/22 Budget process.
42. Further resources (subject to an updated business case) would include an Energy Manager – to manage the council’s carbon management plan, utilities, and energy projects (such as the Salix Low carbon public sector grants).

### CARBON EMISSIONS

43. The Climate and Environment Strategy is targeting to reduce all council emissions to net-carbon zero by 2030, with carbon offsetting taking place strictly where required. This accords with the Council’s Carbon Management Plan.

### LEGAL IMPLICATIONS

44. Legal obligations relating to climate change in the UK are set at a national level and are based on the Paris Agreement. There is currently no obligation under the Climate Change Act (2008) for local authorities to have a climate strategy or action plan in place. Nationally the country has signed up to the Paris Agreement, which has led to the setting of legally binding ‘carbon budgets’; however, these are not binding at a local authority level.

### EQUALITY AND DIVERSITY

45. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
46. Under the Equality Act 2010 we are required to have due regard to our equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies. This must be done at the formative stage of your proposal, not retrospectively as justification for the recommendation.
47. The term ‘climate justice’ frames climate change as an ethical issue instead of an issue that is purely environmental. It examines concepts such as human rights and gender equality and aims to relate the causes and effects of climate change to justice.
48. Typically, the communities most affected by climate change are:
  1. Those in developing nations
  2. People of colour
  3. Indigenous communities

#### 4. Women and girls.

49. These groups are some of the individuals who have historically contributed the least to causing climate change yet are likely to face some of the most severe consequences and impacts of climate change. They may also be further disadvantaged by the response to climate change, for example, if high carbon jobs in certain geographic areas are likely to be lost.
50. Climate justice is a term often used interchangeably, so its definition may be contested. However, the council will view climate justice on the Isle of Wight as:
- “Ensuring equitable outcomes for different people and places associated with vulnerability to climate impacts and the fairness of policy and practice responses to address climate change and its consequences.”<sup>3,4</sup>*
51. In other words, the council will endeavour to ensure that no one group is affected unfairly by any of the actions proposed as part of this Action Plan, and that the benefits are accessible equally to all across the Island.
52. An equality impact assessment has been completed and can be viewed at Appendix 4.

### PROPERTY IMPLICATIONS

53. There are significant changes needed to energy and, in particular, heating systems in property throughout the council’s and schools’ estate in order to meet net zero. Work has already begun on a programme of decarbonisation at 12 council sites under the Public Sector Decarbonisation Scheme, but this will need to be rolled out across the full estate to meet net zero by the stated target dates. An updated version of the Carbon Management Plan is in progress to provide more detail around the required changes in each building individually. Actions have been included in the Action Plan to ensure that current and future buildings that make up the council’s estate are able to meet net zero.

### OPTIONS

54. **Option 1: Agree to adopt and support the Climate Change and Environment Strategy and Action Plan with the following commitments:**
- (a) The aim to meet the target dates, as set out in the Strategy, to be net-carbon zero:
- as a council by 2030,
  - across the school estate by 2035 and
  - as an Island by 2040;

1. \_\_\_\_\_

<sup>3</sup> [Climate Justice – United Nations Sustainable Development](#)

<sup>4</sup> [What is climate justice? | Climate Just](#)



- (b) To provide for the required staff resources to manage the co-ordination and the delivery of the Action Plan, of £94,314 (through the 2021/22 budget process).
- (c) The resources already committed within existing council service plans and budgets.
- (d) The development of business cases, applications for grants and other external funding for future projects to fulfil other council and community led actions.
- (e) A full Strategy review and update, for publication every two years.
- (f) The Action Plan is reviewed as and when required and in the first instance within the first nine months.
- (g) The delegation to commence the projects within the Action Plan, subject to available resources, in consultation with the Cabinet Member for Environment, Heritage and Waste.

**55. Option 2: As per option 1 but with the agreement to adopt the Climate Change and Environment Strategy with all targets for the council, schools' estate and wider Island at 2030:**

The financial scale of the strategy to achieve the schools and island targets by 2030 are such that it is currently unaffordable to pursue as the council acting alone and will require a national government and private sector response.

This affordability gap is significantly increased by an island wide target of 2030 and national policy does not support the delivery of net zero carbon by this date.

**56. Option 3: Do not approve the Strategy**

The UK has pledged to meet net zero by 2050. It is highly likely national policy will be updated in the future to reflect this target and mandate councils to take appropriate actions. The council could wait for national policy to make changes to service delivery and decide not to adopt a specific Climate Change Policy or Action Plan and not take advantage of the opportunities arising out of providing a leadership role for the Island.

**RISK MANAGEMENT**

**57. Risk 1: Programme – financial.**

The most likely risk to the Climate and Environment Strategy and Action Plan is the lack of available funding for the existing and proposed projects and the lack of management and coordination of the Action Plan.

Many of the projects that are likely to have the most impact on Carbon reduction are expected to have significant costs attached which are outside of the control of the council (for example, decarbonising heating systems in buildings or Island self-sufficiency on local renewable energy generation).

To mitigate this risk the council will need to show its support to all projects during the grant application process and ensure any grant funding received is given appropriate resource to ensure grant funded projects can be delivered in full and on time.

The council may wish to prioritise to achieve the Climate Change and Environment Strategy outcomes through its annual budget planning process but would need to be mindful of the full range of statutory responsibilities and any competing priorities.

**58. Risk 2: Strategic – sociological**

This risk relates to corporate and community ownership of the Strategy and Action Plan. As the council directly controls less than 1% of the Isle of Wight's overall carbon footprint, it recognises that a large portion of the actions that make up the Island Action Plan will need to take place through engagement.

There is also a risk that internal engagement may be difficult as meeting net zero will require significant changes to processes and practices in some service areas.

To mitigate this risk the creation of a new role of 'Climate Change Engagement Officer' has been proposed.

Internally training will be provided to staff. Process documents and reports will be updated to include climate and environment considerations in all decision-making.

**59. Risk 3: programme – political/ national policy/legislation**

There may be sudden shifts in national policy and legislation relating to climate change and the environment over the next decade. Within the last two months (July to August 2021) alone, we have seen two new key pieces of research published, which warn of the significant impacts of climate change that have both already arrived and are likely to arise in the future.

We have also seen a number of extreme weather events take place around the world over the same timeframe, including wildfires in North America and Europe and flooding across Europe and India, including flooding in the UK.

As a result of both new research and these weather events, it is likely that national policy may introduce new targets for climate change and the environment over the next 10 years as climate action, both nationally and globally, is expected to speed up to meet these challenges.

While we cannot say at this stage exactly what changes may arise, the policy and legislation landscape in the UK will be monitored carefully. The Climate and Environment Strategy and Action Plan is to be reviewed internally every year, with a review and update published externally every other year, to ensure that the Action Plan remains fit for purpose and is able to meet any new national targets and/or other policy and legislation that may arise.

The Climate Change Project Officer will also continue to monitor new research and policy and will notify any relevant service areas immediately should any new policy or legislation be proposed that may affect them.

60. As the Council's net zero target date is currently 20 years earlier than the UK's target, and the Island's proposed net zero target date is 10 years earlier than the UK's target, this is currently a relatively low risk, but the situation will need to be monitored closely.
61. A risk register for the programme will be maintained throughout delivery of the Action Plan.
62. As the Action Plan progresses, specific risks are likely to arise from individual projects as the proposed outputs are more closely investigated and assessed. These risks will be reported on separately for each of the outputs, where relevant, as project plans are produced.
63. The risks to the delivery net-carbon zero agenda under all three options sit broadly across resourcing, finance and corporate and community ownership of actions to meet these targets. There may also be some risk associated with sudden changes in national policy and/or legislation related to climate change and/or the environment.
64. As identified above, the internal resources to programme manage the net carbon zero agenda are currently fixed and minimal. It is proposed that the staffing budget is increased from a corporate level to fund two permanent posts who will deliver this programme and the required engagement.

## EVALUATION

65. This report has outlined three options, with the recommendation being the adoption of the Climate and Environment Strategy and Action Plan as proposed, to meet the net zero target dates of 2030 (council) and 2040 (Island-wide), with a suggested target date of 2035 for schools (although this is TBC as part of the schools-specific action plan). The recommended option has been suggested for several reasons:
  - (a) It sets realistic target dates for net zero carbon that exceed national targets
  - (b) These targets are likely to support grant bids to support many aspects of the plan
  - (c) It is realistic about the level of funding required to deliver the outcomes of the Strategy and the requirement to source additional funding
  - (d) As new research emerges and extreme weather events worse around the world, declining to adopt the Strategy is likely to lead to significant backlash locally
  - (e) Seeking a target date of 2030 for Island-wide emissions is in theory achievable, but given the scale of financial support and infrastructure change required to meet this it is unlikely to be a realistic target date

## APPENDICES

- Appendix 1: Mission Zero – Climate and Environment Strategy
- Appendix 2: Detailed Action Plan
- Appendix 3: Climate Change Actions requiring additional grant or other funding
- Appendix 4 EIA for Climate Strategy

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# Mission Zero

## CLIMATE AND ENVIRONMENT STRATEGY 2021-2040

ISLE OF WIGHT COUNCIL

September 2021

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## GLOSSARY

<b>Abatement</b>	The act or process of reducing something. In the context of climate change, reducing emissions or pollution.
<b>Afforestation</b>	Planting new forests on land where there have not previously been forests.
<b>Anthropogenic</b>	Produced, created, or caused by human activities.
<b>Area of Outstanding Natural Beauty (AONB)</b>	An area of countryside in England, Wales or Northern Ireland that has been designated for conservation due to its significant landscape value.
<b>Baseline</b>	Scenarios that assume that no mitigation policies or measures will be implemented, beyond those that are already in force.
<b>Biosphere reserve</b>	Biosphere reserves include terrestrial, marine, and coastal ecosystems. Each site promotes solutions reconciling the conservation of biodiversity with its sustainable use.
<b>Carbon budget</b>	An estimated cumulative amount of emissions that is permissible in line with limiting global average temperature increases to a certain point.
<b>Carbon footprint</b>	The total greenhouse gas emissions caused directly and indirectly by a person, organisation, event, process, or product.
<b>Carbon insetting</b>	Direct investment by a company within its own value chain to reduce its carbon footprint. For example, if a company invested in a forest for sustainable timber then later used the timber in its own products.
<b>Carbon intensity</b>	Amount of emissions released per unit, e.g. per vehicle or per megawatt of energy.
<b>Carbon offsetting</b>	Taking action to ensure that any carbon emissions released are matched by an equal or greater amount of activity to remove emissions from the atmosphere. For example, planting enough trees to absorb each ton of emissions.
<b>Carbon sequestration</b>	The process of storing carbon in a carbon pool.
<b>Climate</b>	A statistical description of the average variability of weather over a fixed time.
<b>Climate adaptation</b>	Adjusting to the actual or expected impacts of climate change.
<b>Climate change</b>	Changes in the state of the climate over a period of 30 years, which persist for extended periods of time, usually decades or longer.

<b>Climate resilience</b>	Management of change to reduce disruptions and enhance opportunities associated with climate change.
<b>Decarbonisation</b>	Reducing emissions associated with human activity to zero.
<b>Fossil fuels</b>	Carbon-based fuels from fossil deposits. Oil, gas, and coal.
<b>Global average (or mean) temperature</b>	The average temperature around the world. This is usually expressed as either surface or air temperature.
<b>Global warming</b>	The estimated increase in global mean surface temperature averaged over a 30-year period. This is expressed relative to pre-industrial temperature.
<b>Greenhouse gas (GHG)</b>	Gases in the atmosphere that absorb and emit radiation and cause warming or cooling depending on the level at which they are present in the atmosphere. The primary GHGs in the Earth's atmosphere are water vapour (H <sub>2</sub> O), carbon dioxide (CO <sub>2</sub> ), nitrous oxide (N <sub>2</sub> O), methane (CH <sub>4</sub> ) and ozone (O <sub>3</sub> ).
<b>IPCC</b>	Intergovernmental Panel on Climate Change.
<b>Mitigation</b>	In climate change terms, mitigation refers to human interventions to reduce emissions.
<b>Net zero emissions</b>	When anthropogenic CO <sub>2</sub> e emissions are balanced globally by anthropogenic CO <sub>2</sub> e removals over a specified period. Also referred to as carbon neutrality.
<b>Paris Agreement</b>	An international climate agreement to keep global warming to less than 2°C.
<b>Pathways</b>	The evolution of natural or human systems to a future state.
<b>Renewable energy</b>	Energy produced by natural resources, such as wind, solar, or tidal energy.



### CLLR JONATHAN BACON, CABINET MEMBER FOR ENVIRONMENT, HERITAGE AND WASTE

I am very pleased to present the Climate Change and Environment Strategy. The Strategy follows on from the Isle of Wight Council declaring a Climate Emergency in 2019 and sets out three target dates, namely to be net-carbon zero as a council by 2030, across our school estate by 2035 and as an Island by 2040.

There is no doubt that Climate Change is a reality and many of the impacts we are seeing today have been brought about by human activity. The Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report, published in August 2021, which followed an earlier special report by the IPCC, stated

***“It is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred.”***

The report made it clear that global warming directly affects our climate, and, in a nutshell, our climate is going to be hotter, wetter and less predictable. This is a global issue and we are just a small Island; however, everyone must do their bit to tackle the situation we are faced with. Through this strategy and a range of other policies and measures the Isle of Wight Council is committed to doing all it can to face up to the issues climate change has already created and will continue to create. Achieving net zero emissions will require significant adaptation and change within the council and across the whole community. It is also the case that we must do things properly. The pathway to net zero must focus primarily on emissions reductions with offsetting measures only being relied on where strictly necessary.

This document and the Action Plan attached to it will form a key part of creating a sustainable future for our Island and, together with other strategies and plans in existence and coming forward in the next few years, in particular the Island Plan Core Strategy, it will support our valuable yet fragile environment and our status as a UNESCO Biosphere reserve.

The Strategy and Action Plan are the result of extensive work by many, helped by valuable contributions from across our community by people who recognise that these documents are a key part of ensuring our Island can be the home it should be and needs to be for our future generations.

I would like to thank everyone who has played their part in supporting bringing the Strategy and the Plan into being.

# 1 EXECUTIVE SUMMARY

This Strategy sets out the council's aspirations and targets to achieve net-carbon zero in its own operations and as an island. It is **not a single use strategy**; climate science, national policy, and local economics through Covid recovery are changing and adapting frequently. This Strategy and the Action Plan within will be reviewed and updated regularly.

The council recognises that the Isle of Wight is only a small area and as such can only have so much impact on the wider global issues associated with climate change. However, as an Area of Outstanding Natural Beauty and a UNESCO Biosphere Reserve it is particularly important to reduce the impacts of climate change and preserve the natural environment in any way possible.

The health and wellbeing of our community will be directly affected by how the council and the island responds and adapts to a changing climate. Actions to lower emissions from transport and heating systems has a direct correlation with improved air quality improving lives, and with colder winters and warmer wetter summers an increasing likelihood our community will see significantly improved life outcome from well insulated homes, such a reduction in fuel poverty and excess deaths from cold and/or heatwaves. The wider [co-benefits of net-zero action and adaption](#) to a changing climate are as important as adaption and reducing out emissions.

This strategy sets out separate the net zero target dates for the council's operations and the wider island area. The council should commit to net zero by 2030 in the council's own operations with a maximum of 15% of the baseline emissions offset. A target of no later than 2040 should be set to meet net zero across the entire Island, and ideally sooner than 2040, with no more than 15% of baseline emissions offset by this date. Both target dates must primarily focus on reducing emissions to minimise the amount of offsetting required.

This Strategy sets out below:

- Net Carbon zero target dates;
- The [strategic outcomes](#) of the Climate and Environment Strategy;
- The [island's carbon footprint](#);
- The [council's carbon footprint](#);
- The recommendations to [meet net-carbon zero](#) through carbon budgets and offsetting; and
- The Action Plans for [the Island](#) and for [the council](#) to meet net carbon zero
- The [Co-benefits of net-zero action and adaption](#) to a changing climate

A more detailed Action plan including key performance indicators and outline estimated costs for individual actions can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk).

## 2 INTRODUCTION

The Intergovernmental Panel on Climate Change (IPCC) published a Special Report on Global Warming of 1.5°C in October 2018<sup>1</sup>. This report concluded that a 2°C increase in global average temperatures is likely to cause far greater harm to the global environment and economy than if we can limit global warming to 1.5°C. The report found that emissions globally must be reduced by at least 45% by 2030 (from a 2010 baseline) to meet the 1.5°C target. Governments, businesses, and communities globally must cooperate to reach this goal.

In August 2021, further research was published by the IPCC, stating that:

***“It is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred.”***<sup>2</sup>

This new report outlined the changes we are already seeing in the Earth’s atmosphere that are a direct consequence of human activity. These include global warming taking place at a faster rate than previously seen, more intense rainfall and more frequent flooding, continued and increased sea level rise, melting glaciers, ice sheets, and permafrost, and warmer and more acidified oceans. These changes are already taking place in all regions.

This report also states that we have already reached 1.1°C of warming globally and can expect to surpass 2°C within the 21<sup>st</sup> century. However, if deep reductions in greenhouse gas emissions are achieved within the coming decades, we can still avoid the worst impacts<sup>3</sup>. The report states:

***“There is a near-linear relationship between cumulative anthropogenic CO<sub>2</sub> emissions and the global warming they cause.”***

In other words, the greenhouse gas emissions caused by human activity have a direct impact on global warming. For every tonne of emissions produced by humans we can expect to see an equivalent impact on the world’s climate.

By reducing emissions as far as possible and achieving net zero, we can expect to see further warming associated with human activity stop. Furthermore, if humans were to achieve net negative emissions (e.g. remove more emissions from the atmosphere than are produced each year), this may help to reverse some impacts, such as global warming<sup>3</sup>. However, reducing

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<sup>1</sup> [Global Warming of 1.5 °C \(ipcc.ch\)](https://www.ipcc.ch/report/sr15/)

<sup>2</sup> [AR6 WGI Summary for Policymakers Headline Statements \(ipcc.ch\)](https://www.ipcc.ch/report/sr15/)

<sup>3</sup> [IPCC AR6 WGI Full Report.pdf](https://www.ipcc.ch/report/sr15/)

emissions to net negative would not have an effect on other impacts, such as sea level rise, for at least the next several centuries.

#### CO<sub>2</sub> vs CO<sub>2e</sub>

CO<sub>2</sub> is carbon dioxide, which is the most abundant man-made greenhouse gas. When expressed as CO<sub>2e</sub>, a carbon footprint includes carbon dioxide and any other greenhouse gases making up that footprint. CO<sub>2e</sub> stands for 'carbon dioxide equivalent'. A more detailed explanation of greenhouse gases can be found in [Appendix I](#).

In the UK, the 2008 Climate Change Act set out carbon budgets<sup>4</sup>, outlining how much carbon dioxide (CO<sub>2</sub>) the UK can emit to meet its emission reduction commitments. At the time of writing, the UK was in its third carbon budget period and has set out up to its sixth carbon budget in line with the Paris Agreement. The Climate Change Committee has found that although the UK is currently on track to meet its third budget, it is not on track to meet either its fourth or fifth budgets, which will run from 2023-2027 and 2028-2032 respectively<sup>5</sup>. However, the UK government agreed in 2021 to pass into law a target to reduce emissions by 78% by 2035 (from its 1990 baseline<sup>6</sup>), so the UK now has among the most ambitious targets in the world.

In response to 2018's IPCC report and the increase in public calls for climate action following publication of the report, Isle of Wight Council ('the council') declared a climate emergency in July 2019<sup>7</sup> and stated an aim of meeting net zero by 2030 in both the council's own operations (i.e. emissions produced directly by the council) and the wider Island area (i.e. emissions produced across the whole of the Isle of Wight in day-to-day life). These aims will help the council to not only tackle the climate emergency, but also to help in meeting the council's priorities of preserving our environment, delivering economic growth, protecting our community, and planning for our future needs.

A detailed explanation of what causes climate change can be found in [Appendix I](#) and likely climate change impacts on the Isle of Wight can be found in [Appendix II](#).

An outline of the council's climate emergency declaration can be found in [Appendix III](#).

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<sup>4</sup> [Advice on reducing the UK's emissions - Climate Change Committee \(theccc.org.uk\)](#)

<sup>5</sup> [What are Britain's carbon budgets? - Grantham Research Institute \(lse.ac.uk\)](#)

<sup>6</sup> [UK enshrines new target in law to slash emissions by 78% by 2035 - GOV.UK \(www.gov.uk\)](#)

<sup>7</sup> [Full council meeting - 24th July 2019](#)



### 3 NET ZERO TARGET DATES

The council has a stated aim to achieve net zero emissions by 2030, in both the council's own activities and the wider Isle of Wight area. Following the motion to full council a significant research piece was commissioned modelling the carbon pathways to net carbon zero. This has demonstrated that the council can achieve net-carbon zero by 2030. It is apparent from the scale of change required across the island, including wide scale adaptations to homes, infrastructure, transport, and the environment, that this is unlikely to be achievable before 2040.

The Carbon Trust defines a net zero city or region as:

***“A net zero company will set and pursue an ambitious 1.5°C aligned science-based target for its full value-chain emissions. Any remaining hard-to-decarbonise emissions can be compensated using certified greenhouse gas removal.”<sup>8</sup>***

The Paris Agreement, adopted by 196 countries in 2015, is a legally binding international treaty on climate change. Its goal is to limit global warming to well below 2°C, and ideally below 1.5°C, by asking countries to begin decreasing the total amount of emissions they produce annually as soon as possible. As part of its commitment towards meeting the Paris Agreement, Westminster has set a target for England of meeting net zero emissions by 2050<sup>9</sup>. In other words, any greenhouse gas emissions produced by human activities should ideally be eliminated (for example, by using renewable energy instead of fossil fuels). Any emissions that can't be eliminated must be balanced out by removing an equal or greater amount of carbon emissions from the atmosphere (for example, by planting more trees or using carbon removal technology). This is known as offsetting.

**The pathway to net zero must focus primarily on emissions reductions**, with only a small amount of offsetting taking place where strictly necessary. While the council can control its own operations and is likely to be able to meet net zero by 2030, this accounts for a tiny fraction (less than 1%) of the Island's overall emissions. Widespread behaviour change will be necessary across the Isle of Wight, with major changes to energy use and production, housing, and transport and its supporting infrastructure, for the entire area to meet a net zero emissions target. The council must focus on meeting its net zero target to lead the way for the rest of the Island.

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#### 3.1 THE ISLAND TARGET

The Climate Emergency Motion to full council aimed for a net-carbon zero date of 2030 for both the council and Island. Following the motion, a carbon pathway study was commissioned to

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<sup>8</sup> [Net zero | The Carbon Trust](#)

<sup>9</sup> [The Paris Agreement | UNFCCC](#)



identify the emissions reductions required across the island's residential housing, business, transport, and land use. This study demonstrated the challenge ahead of us and made clear that different target dates would allow the Island greater flexibility and achievability in meeting its goals. The extended net zero target date is particularly beneficial in sectors that are challenging to decarbonise, or areas where regulation and national policy change leading to decarbonisation will not be introduced until 2030 or later.

The Isle of Wight will aim to meet net zero in emissions across the area by 2040, with no more than 15% offset taking place on privately-owned land and in the marine environment

There are many factors that will contribute to the complexity of achieving an 85% reduction in emissions across the Island by 2030. The financial impact of decarbonisation will, in general, be considerable, although net long-term savings may be achieved in some areas (for example, electric vehicles are generally more expensive to purchase as of 2021, but owners are likely to achieve long-term savings on fuel). While there is funding becoming available for various projects, both from central government and from other organisations, the majority of individuals, households, and businesses across the island are unlikely to have the capital required to immediately purchase an electric vehicle, install a home solar panel or heat pump, or to transition their business to net zero. While new technologies will become cheaper over time as they are more widely adopted, there is still likely to be a more gradual transition to low carbon technologies on an individual basis.

A further consideration is the mix of housing stock and other buildings on the Island. Some buildings will not be suitable to be insulated, have double glazing fitted, or to install technologies such as solar PV. This may be because they are listed buildings and such changes are not permitted, or that the way a house has been built will not allow these measures to work.

Energy use in homes, particularly for heating, will remain a challenge beyond 2030. The Climate Change Committee has recommended that gas boilers be banned from sale from 2033 to enable the whole of the UK to meet its net zero by 2050 target<sup>10</sup>, although this is not a legal requirement as of February 2021 (although new-build homes will be required to fit low-carbon alternatives to gas boilers from 2025<sup>11</sup>). Because of the current costs of low-carbon technologies, it is highly unlikely that every home on the island will be able to replace its existing gas boiler with a low-

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10 2020 Progress Report to Parliament (theccc.org.uk)

11 UK homes unfit for the challenges of climate change, CCC says - Climate Change Committee (theccc.org.uk)

carbon alternative before 2030. Currently, domestic heating makes up just under a quarter of the Isle of Wight’s emissions. Similarly, while the council may be able to require new developments to install low carbon technologies as a condition of planning permission, it cannot enforce retrofitting in all existing buildings. As such, a longer-term target date of 2040 for meeting net zero gives the Isle of Wight a more realistic timeframe to achieve net zero.

### 3.1.1 SIMILAR LOCAL AUTHORITY TARGETS

Several local authorities have set different target dates for net zero in their own operations and for the wider area. For example, the Borough of Enfield<sup>Error! Bookmark not defined.</sup>, the City of Westminster<sup>12</sup>, and Oxford City Council<sup>13</sup> have all set targets of 2030 for council operations and 2040 for the areas to meet net zero, and Dorset Council<sup>14</sup> has set targets of 2040 for council operations and 2050 for the county as a whole to meet net zero. Authorities with carbon footprint sizes similar to the Isle of Wight’s and their net zero targets can be seen in **Error! Reference source not found.** Several areas have not stated a net zero target date for their local authority area; however, central government targets currently state a nationwide goal of net zero by 2050.

TABLE 1: NET ZERO TARGETS OF LOCAL AUTHORITIES WITH SIMILAR CARBON FOOTPRINTS TO THE ISLE OF WIGHT

Local authority	2017 emissions (BEIS) <sup>15,16</sup>	Council target	Area target
Blackpool <sup>17</sup>	480.9	2030	2030
Scarborough <sup>18</sup>	493.8	2030	2030
Shetland Islands <sup>19</sup>	506.8	2030	2030
Isle of Wight	494.2	2030	2040
Hart <sup>20</sup>	483.3	2035	2040
Malvern Hills <sup>21</sup>	503.7	2030	2050
Denbighshire <sup>22</sup>	487.1	2030	Not stated <sup>23</sup>
Fareham <sup>24</sup>	488.0	2030	Not stated <sup>25</sup>
Nuneaton and Bedworth <sup>26</sup>	504.6	2030	Not stated <sup>27</sup>
Mole Valley <sup>28</sup>	508.5	2030	Not stated <sup>27</sup>
Fylde	500.4	Not stated	Not stated <sup>27</sup>

### 3.2 THE ISLE OF WIGHT COUNCIL TARGET

12 Climate emergency | Westminster City Council

13 Council sets out Action Plan to bring about a Zero Carbon Oxford by 2040 or earlier | Oxford City Council

14 Climate and ecological emergency strategy - Our approach - Dorset Council

15 Emissions of carbon dioxide for Local Authority areas - data.gov.uk

16 The Isle of Wight carbon footprint stated in the BEIS statistics look slightly different from those in the Regen study. This is because the Regen study incorporates emissions from areas the BEIS figures do not consider.

17 Blackpool Council climate emergency | Declaration

18 Motion to declare a Climate Emergency (Scarborough Borough Council)

19 Climate Change – Strategic Outline (Shetland Islands Council)

20 Climate change | Hart District Council

21 Tackling climate change - Malvern Hills District Council

22 [Climate and Ecological Change Strategy 2021-22 to 2029-30 \(PDF, 3.05MB\) \(denbighshire.gov.uk\)](#)

23 Appears to be in line with Hampshire County Council target of 2050

24 [FBCClimateChangeActionPlan.pdf \(fareham.gov.uk\)](#)

25 Appears to be in line with Welsh Government’s target of 2050

26 [The carbon neutral challenge | Climate Change | Nuneaton & Bedworth \(nuneatonandbedworth.gov.uk\)](#)

27 Expected to be in line with England’s net zero by 2050 target

28 [mvdcc-climate-change-strategy.pdf \(molevalley.gov.uk\)](#)

The council is expected to be able to meet net zero in its own operations by its target date of 2030, particularly if up to 15% of emissions can be offset.

**The council will aim to meet net zero in its own operations by 2030, with no more than 15% offset taking place through planting schemes on council-owned land**

Several projects are already underway to decarbonise the council's estate and operations. However, these projects will need to accelerate through the rest of this decade, particularly as central government introduces new targets for decarbonisation and biodiversity. This approach will require council-wide engagement and buy-in, with changes needed across all service areas.

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### 3.3 ISLAND SCHOOLS TARGET

A primary outcome of the Action Plan is to develop the baseline of carbon footprint from the school's estate and work with schools to develop their own carbon plans.

**Schools across the Isle of Wight are expected to aim to meet net zero in their operations before 2035 with no more than 15% offset taking place through planting schemes on**

A baseline carbon footprint is currently being calculated and further information about the schools' net zero target will be incorporated as soon as this information is available. Currently, this is estimated to be 2035; however, this is subject to change as further information comes to light and is not expected to be later than 2040.

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### 3.4 OFFSETTING TARGET

As a 15% offset against the emissions baseline is recommended, work will be needed on a large scale to achieve the level of carbon removal needed. This will involve large local planting and rewilding schemes, as well as potential land use change for other methods of carbon removal. These schemes may include reforestation, afforestation, grassland and wildflower planting, seagrass and seaweed restoration, salt marsh and peat bog restoration, and urban rewilding schemes such as rooftop and vertical gardens and mini urban forests.

The council will offset a maximum of 15% of the Island's 2017 baseline carbon footprint (83,730 tCO<sub>2</sub>e per year) by 2035 through local planting and marine schemes. Carbon credit purchases should be used strictly as a last resort.

Offsetting the full amount of 15% of baseline emissions locally through planting and land use change is likely to be very challenging owing to

the cost and complexity of such schemes. However, purchasing carbon credits should be a last resort as there are far wider benefits to local planting schemes than carbon offsetting.

While a target date of 2040 to achieve net zero emissions across the Isle of Wight has been recommended, a target date of 2035 has been suggested to complete any proposed planting or land use change schemes on the Island that are expected to contribute towards a 15% offset.

There are several reasons for this:

- The Isle of Wight's overall carbon footprint will need to be assessed as we approach the 2040 net zero target date to ensure we are on track to achieve this goal. It may be the case that the level of offsetting required to achieve net zero by 2040 needs to be adjusted in line with any carbon reductions achieved by the mid-2030s (for example, if we see a sudden and rapid decarbonisation of the UK grid in the early 2030s we may not need to offset as high a level of emissions as currently expected)
- Any planting schemes will need time to mature and reach their expected level of carbon sequestration. Depending on the type of planting, this may take at least five years, although benefits will be seen from the first year of most schemes if properly executed and managed
- Completing planting five years before the net zero target date will allow time to have the level of carbon offset achieved independently verified, and to make and implement plans for further local offsetting schemes if required
- This will also allow time to assess whether any carbon credit purchases will be required by 2040 to achieve further offsets, and to consider whether this is a viable option for the Isle of Wight. Carbon credits should be used strictly as a last resort if local offsetting through planting, etc. is not an option

## 4 STRATEGIC OUTCOMES

The desired outcomes of the Climate and Environment Strategy come under seven key areas, as outlined in

Figure 1. While the council only has full control over its own activities, it will support outcomes across the Island wherever it is able to.

A variety of research has fed into the production of the Climate and Environment Strategy. These items are referenced in footnotes throughout this document, but outlines of the key studies and statistics used for reference can be found in [Appendix IV](#).

The strategic outcomes interact with the majority of the council's other plans and strategies. It either directly influences or is influenced by them. A list of the plans and strategies that have had input into the Climate and Environment Strategy can be found in [Appendix V](#).

Similarly, several pieces of national policy have influenced the Climate and Environment Strategy. An outline of these can be found in [Appendix VI](#).

The full [Action plan](#), giving details of the objectives to meet net zero and the actions that will support them, can be seen later in this document.

FIGURE 1. KEY PRIORITY OUTCOME AREAS

## Island outcomes

- **Enabling Outcomes**

The council will enable communities, businesses, and Town and Parish councils (T&PCs) to meet the Island target of net zero emissions

- **Energy outcomes**

The council will seek projects and partnerships to maximise energy efficiency and renewable energy generation through a smart energy network

- **Transport outcomes**

The council will review transport options on the Isle of Wight to ensure future plans are in line with net zero targets

- **Housing outcomes**

The council will assist private homeowners and landlords and new housing developments to meet future net zero standards, through retrofit and planning standards

- **Environment outcomes**

The council will protect and enhance the Island's natural environment and UNESCO Biosphere by managing land sustainably and connecting people with the environment

- **Resilience outcomes**

The council will enable the Island to meet any future challenges presented by a changing climate

## Council outcomes

- The council will reduce emissions in its estate and activities to meet net zero by 2030. This will be split into five sets of outcomes and actions:

- Behaviour
- Energy
- Council travel and fleet
- Waste
- Environment and Biosphere



## 5 CARBON FOOTPRINTS

A carbon footprint is defined by the Carbon Trust as:

***“The total greenhouse gas emissions caused directly and indirectly by a person, organisation, event or product.”<sup>29</sup>***

This often consists mostly of carbon dioxide (CO<sub>2</sub>) but usually contains carbon dioxide and a variety of other greenhouse gases (CO<sub>2</sub>e).

The emissions that make up a carbon footprint are separated into three types, or scopes. While many organisations focus solely on scope 1 and 2 emissions, an increasing number are also including scope 3 emissions in their carbon footprints to provide a fuller picture across all their activities. The scopes are outlined in Table 2.

TABLE 2: SCOPE 1, 2 AND 3 EMISSIONS AT THE COUNCIL

Scope 1	Direct emissions from owned or controlled sources – onsite power generation (e.g. rooftop solar PV) or gas, and fleet vehicles For the council this will include:	
	Gas used in the council estate	Onsite solar generation
	Oil used in the council estate	Fleet vehicles
	Combined heat and power	Waste collection vehicles
Scope 2	Indirect emissions relating to energy use – purchased grid electricity, steam, heating, and cooling For the council this will include:	
	Grid electricity used in the council estate	
	Grid electricity used in street lighting paid for by the council	
Scope 3	Indirect emissions in an organisation’s value chain – purchased goods and/or services, business travel and employee commuting, waste, transportation, and investments For the council this will include:	
	Construction or regeneration projects within the council estate	Commuting
	Suppliers of goods and services	Business travel
	Office waste in the council estate	Working from home
	Water use in the council estate	Transmission and distribution losses <sup>30</sup>

<sup>29</sup> Carbon footprinting guide | Carbon Trust

<sup>30</sup> Energy lost as it travels through the grid – usually approximately 10% of total energy use

While the majority of these emissions are currently captured in the council’s annual carbon footprints, some additional information will need to be captured in the future to ensure the council is providing a full picture of our emissions and that we are able to truly meet net zero in our own operations.

## 5.1 ISLAND-WIDE EMISSIONS

The Island’s baseline carbon footprint is 558,200 tCO<sub>2</sub>e<sup>1</sup> based on its 2017 activities

Island-wide emissions are expressed as CO<sub>2</sub>e. Most emissions included in the Regen analysis (see [Appendix VII](#)) are CO<sub>2</sub>, but agriculture produces some methane, which has been converted into its carbon dioxide equivalent. A breakdown of the Island’s sources of emissions can be seen in Table 3 and Figure 2.

TABLE 3: REGEN ANALYSIS OF ISLE OF WIGHT EMISSIONS

Category	Emissions (tonnes of CO <sub>2</sub> e)	Percentage of total emissions
Commercial and industrial	131,900	23.6%
Road transport	127,700	22.9%
Domestic heating	123,700	22.2%
Waterborne transportation <sup>31</sup>	60,800	10.9%
Domestic non-heating	48,000	8.6%
CHP generation	45,000	8.1%
Livestock	37,900	6.8%
Agriculture	10,700	1.9%
Electricity-only generation	1,800	0.3%
Land use	-29,300	-5.2%
<b>Total</b>	<b>558,200</b>	<b>100.0%</b>

The three largest sources of emissions on the Isle of Wight are:

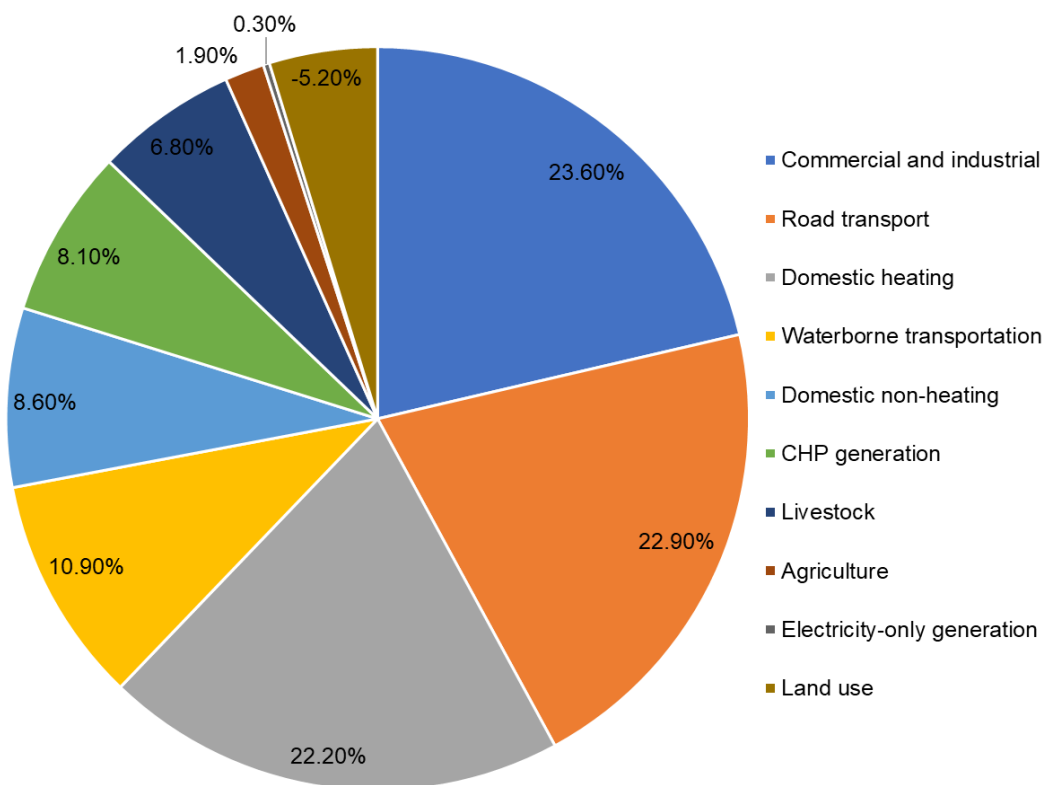
1. Commercial and industrial
2. Road transport
3. Domestic heating

<sup>31</sup> Figure adjusted in July 2021 to include per vehicle emissions instead of per passenger emissions.

These are likely to be among the most challenging sectors to decarbonise. Sales of new petrol and diesel vehicles will be banned in England from 2030, but older petrol and diesel vehicles are likely to remain on the roads throughout and potentially beyond the 2030s. The Climate Change Committee has recommended banning installation of new gas boilers in existing homes from 2033, but this has not yet been enshrined in law and even if it is, older boilers will remain in use beyond the 2030s until they reach the end of their life spans. However, gas boilers will no longer be allowed in new homes from 2025 onwards.

Commercial and industrial emissions are more complex to summarise as this covers such a broad range of activities. As it is estimated that the UK grid will reach net zero (or possibly net negative emissions) by 2033<sup>32</sup>, much of the energy use associated with commerce and industry will decarbonise over the time, reducing the sector’s emissions organically. However, challenges will remain around production, supply chain management, and transport.

FIGURE 2. BASELINE EMISSIONS FOR THE ISLE OF WIGHT BY SECTOR, FROM REGEN ANALYSIS (KTCO<sub>2</sub>E)



<sup>32</sup> [National Grid: UK's electricity system could go carbon-negative from 2033 \(edie.net\)](https://www.edie.net/news/national-grid-uk-electricity-system-could-go-carbon-negative-from-2033/)

## 5.2 ISLE OF WIGHT COUNCIL EMISSIONS

The council's baseline carbon footprint is 4,163.9 tCO<sub>2</sub>e<sup>1</sup> based on its 2018-19 activities

The council published its first carbon footprint for the financial year 2009-10, finding a carbon footprint of **22,558 tCO<sub>2</sub>**. Since then, this footprint has been adjusted to remove emissions from schools and refrigerant gases<sup>33</sup>, leading to a new calculation for 2009-10 of **11,568 tCO<sub>2</sub>**. By 2018-19, this carbon footprint had been reduced by approximately 64% to **4,163.9 tCO<sub>2</sub>e**.

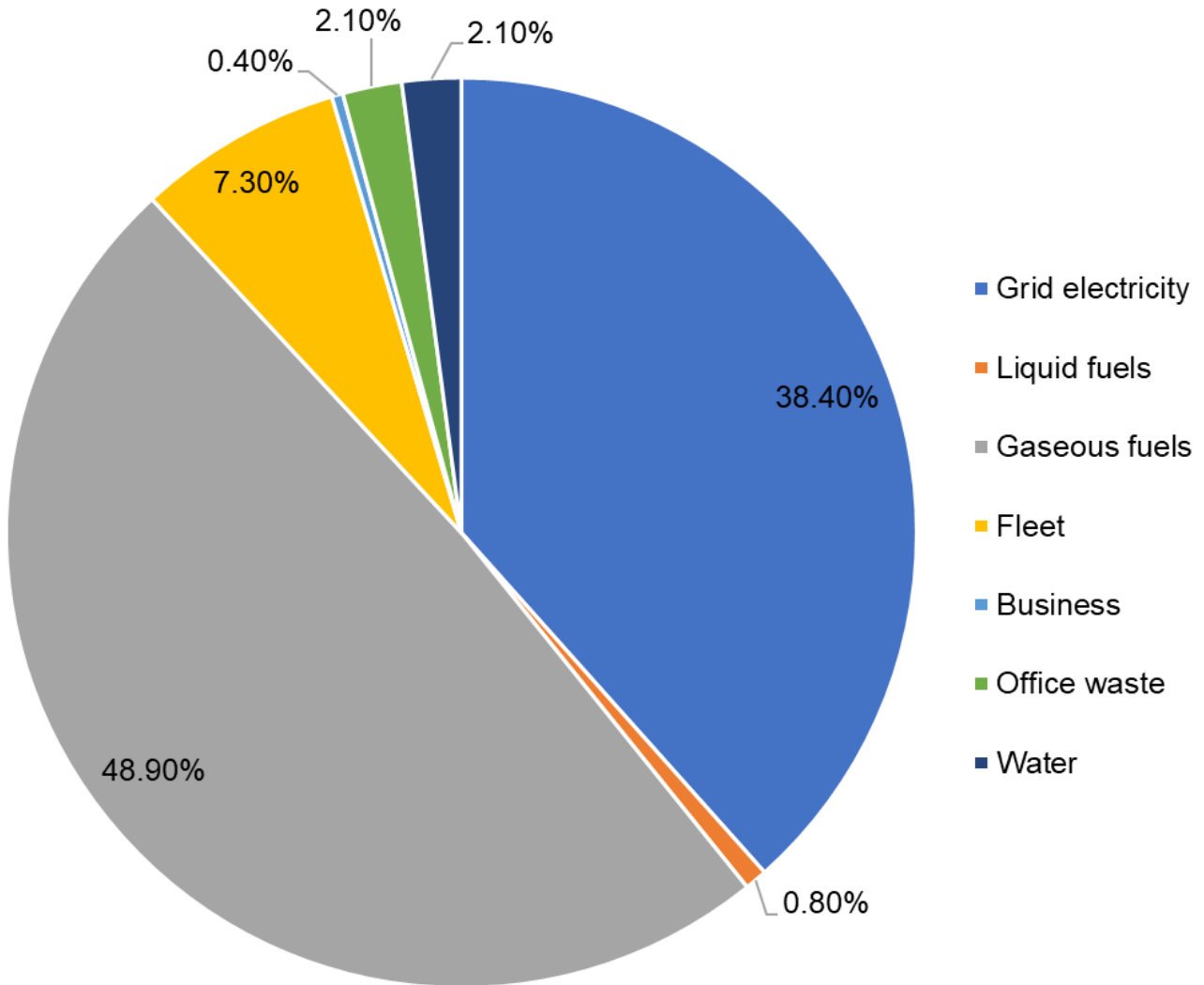
The 2018-19 carbon footprint includes emissions from energy, transport, waste, and water, as outlined in Table 4 and Figure 3.

TABLE 4. THE COUNCIL 'S CARBON FOOTPRINT, 2018-19 (TCO<sub>2</sub>E)

Category	Emissions (tonnes of CO <sub>2</sub> e)	Percentage of total emissions
<b>Stationary sources</b>		
Grid electricity	1,598.7	38.4
Liquid fuels	34.4	0.8
Gaseous fuels	2,037.1	48.9
<b>Transport</b>		
Fleet	303.2	7.3
Business	18.2	0.4
<b>Further sources</b>		
Office waste	86.8	2.1
Water	85.5	2.1
Actual total	4,163.9	100.0

<sup>33</sup> The figure for 2009/10 was significantly higher at the time of its publication as it included emissions from schools and refrigerant gases. This figure was adjusted for the publication of the 2015-2020 Carbon Management Plan. Schools were excluded from the 2015 figure as the council no longer has access to schools' energy management and their budgets are now devolved from the council. Refrigerant gases were excluded at the same time as most air conditioning units were removed from council properties by 2013.

FIGURE 3. ISLE OF WIGHT COUNCIL CARBON FOOTPRINT, 2018/19



Many organisations have now expanded their carbon footprint calculations to include emissions from their value chains. The council will need to update its carbon footprint to include all scope 1, 2, and 3 emissions in the future to provide a more accurate picture of emissions produced from all its activities and to ensure it is truly meeting net zero by accounting for all emissions produced as a result of its operations.

## 6 RECOMMENDATIONS TO MEET NET ZERO

The Regen report (see [Appendix VII](#)) outlined several pathways that the Isle of Wight could consider taking to meet its net zero target. Table 5 compares the differences required to meet net zero by either 2030 or by 2040 with an offset of 3% of baseline emissions through reforestation or other types of land use change.

TABLE 5: COMPARISON OF PATHWAYS TO NET ZERO

	Net zero by 2030	Net zero by 2040
<b>On-road transportation</b>	<ul style="list-style-type: none"> <li>An average of 177 electric vehicles registered per week from April 2020 to December 2030.</li> </ul>	<ul style="list-style-type: none"> <li>An average of 83 electric vehicles registered per week from April 2020 to December 2030.</li> </ul>
<b>Waterborne transport</b>	<ul style="list-style-type: none"> <li>10% of the ferry fleet per year from 2020 until 2030 converts to full electric or 'green' hydrogen</li> <li>From 2021, emissions per km stay at 60% of 2017 levels.</li> </ul>	<ul style="list-style-type: none"> <li>Over the longer timeframe to 2040, waterborne transport emissions stabilise at 5 ktCO<sub>2</sub>/Year, rather than having to fully decarbonise via full electric or hydrogen fuel.</li> </ul>
<b>Domestic heating</b>	<ul style="list-style-type: none"> <li>An average of 82 heat pumps installed per week from April 2020 to December 2030.</li> </ul>	<ul style="list-style-type: none"> <li>An average of 50 heat pumps installed per week from April 2020 to December 2040.</li> </ul>
<b>Domestic energy efficiency</b>	<ul style="list-style-type: none"> <li>12% decrease in demand for domestic space and water heating by 2030.</li> <li>An average of 60 EPC D-G homes retrofitted to EPC A-C per week from April 2020 to December 2030, alongside improvements to existing EPC A-C homes. This will include activities such as improving</li> </ul>	<ul style="list-style-type: none"> <li>22% decrease in demand for domestic space and water heating by 2040</li> <li>An average of 40 EPC D-G homes retrofitted to EPC A-C per week from April 2020 to December 2030, alongside improvements to existing EPC A-C homes. This will include activities such as improving</li> </ul>

Net zero by 2030		Net zero by 2040	
	insulation and double glazing.		insulation and double glazing.
<b>Commercial and Industrial</b>	<ul style="list-style-type: none"> <li>Overall energy demand for commercial and industrial buildings falls by 34% by 2030, due to a 20% improvement in efficiency coupled with c. 60% of gas fired processes switching to an efficient heat pump.</li> </ul>	<ul style="list-style-type: none"> <li>Overall energy demand for commercial and industrial buildings falls by 31% by 2030, due to a 16% improvement in efficiency coupled with c. 60% of gas fired processes switching to an efficient heat pump.</li> </ul>	
<b>Electricity generation</b>	<ul style="list-style-type: none"> <li>Cowes Power Station is decommissioned in 2030.</li> <li>Gas fired generation and CHP on the island reduces in capacity factor to less than 1% by 2030.</li> <li>By 2030, electricity not being imported from the grid or produced from non-renewable sources is effectively nil.</li> </ul>		
<b>Renewable energy generation</b>	<ul style="list-style-type: none"> <li>243 MW of solar PV installed between 2020 and 2030</li> <li>21 MW of onshore wind installed between 2020 and 2030</li> <li>Renewable generation accounts for 57% of net electricity demand</li> </ul>	<ul style="list-style-type: none"> <li>278 MW of solar PV installed between 2020 and 2040</li> <li>23.9 MW of onshore wind installed between 2020 and 2040</li> <li>Renewable generation accounts for 70% of net electricity demand</li> </ul>	
<b>Agriculture</b>	<ul style="list-style-type: none"> <li>Agricultural equipment rapidly switches to electric or biodiesel dropping emissions to zero by 2030.</li> </ul>	<ul style="list-style-type: none"> <li>From 2033, emissions drop at a rate of 5% per year from 2028 levels as new equipment replaces diesel.</li> </ul>	
<b>Livestock</b>	<p>In both scenarios, emissions from livestock are modelled to reduce by shrinking livestock numbers and altering digestive processes reducing methane production.</p> <p>The remaining emissions must be offset through changes in land use.</p>		



	Net zero by 2030	Net zero by 2040
<b>Land use</b>	<p>The Regen report has allowed for up to 3% of baseline emissions to be offset, in addition to existing offsets from land use. This means carbon sequestration through land use is increased by 6,100 tCO<sub>2</sub>e by 2030 or 2040.</p> <p>The council proposes offsetting up to 15% of carbon emissions, ideally through local planting and marine schemes although some carbon credit purchases may be necessary to meet this as it is a challenging target. In this scenario, 36,500 tCO<sub>2</sub>e would be offset.</p>	

## 6.1 CARBON BUDGETS

Carbon budgets were briefly discussed in the [Introduction](#), and have been introduced on a global scale with the aim of keeping warming below 2°C. They have been introduced at the national level in many countries, including the UK, in order to ensure that these countries are able to meet their emissions reductions targets.

The Tyndall Centre<sup>34</sup> has laid out carbon budgets consistent with what the Isle of Wight can emit in line with the goals of the 2015 Paris Agreement (net zero emissions globally by 2100)<sup>35</sup>, allowing a total figure of 4,400,000 tonnes (or 4.4 megatons/Mt) of emissions to be produced by 2100. The Tyndall Centre's outline can be seen in Table 6 (N.B. this table shows the total amount of emissions that should be emitted over the whole budget period, not an annual figure).

TABLE 6: PERIODIC CARBON BUDGETS FOR 2018 FOR ISLE OF WIGHT

Carbon Budget Period	Recommended Carbon Budget (tCO <sub>2</sub> )
2018 - 2022	2,200,000
2023 - 2027	1,100,000
2028 - 2032	600,000
2033 - 2037	300,000
2038 - 2042	100,000
2043 - 2047	100,000

As the Isle of Wight has stated an aim to meet net zero by 2030/2040, if it were to commit to meeting specific carbon budgets, some amendments would need to be made to the Tyndall Centre's calculations. A proposed set of carbon budgets to meet net zero by 2040 can be seen in Table 7.

TABLE 7: SUGGESTED ISLE OF WIGHT CARBON BUDGETS TO MEET NET ZERO BY 2040

Carbon Budget Period	Recommended Carbon Budget (tCO <sub>2</sub> )
2018 - 2022	2,200,000
2023 - 2027	1,100,000
2028 - 2032	600,000
2033 - 2037	400,000
2038 - 2040	100,000

<sup>34</sup> [Local and Regional Implications of the United Nations Paris Agreement on Climate Change \(manchester.ac.uk\)](#)

<sup>35</sup> [Paris temperature goal | Climate Action Tracker](#)

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## 6.2 CARBON OFFSETTING

There are various methods to offset a carbon footprint. The most often used is planting trees through reforestation (replanting previously existing woodland) or afforestation (creating completely new woodland). However, if they are managed appropriately almost any planting scheme will contribute towards offsetting a carbon footprint, for example, planting wildflower meadows or hedgerows. There are other methods than tree planting to offset carbon, for example, salt marsh or peat bog restoration on land, and kelp forest or seagrass restoration in the ocean.

Carbon offsetting is defined as:

*“Taking action to ensure that any carbon emissions released are matched by an equal or greater amount of activity to remove emissions from the atmosphere”<sup>8</sup>*

Carbon offsetting should be used as a last resort where it is impossible to reduce emissions further, for example in sectors where low or zero carbon technologies do not exist

Owing to factors such as lack of available space or lack of funds to create local offsetting projects, many organisations choose to purchase carbon credits instead. These vary in cost from anywhere between £1 and £80 per ton of carbon, and usually focus on forestry or renewable energy projects.

Further details can be found about offsetting through different planting programmes, including the amount of carbon that can be absorbed per hectare per year by different types of planting or habitat, and some estimates about how much planting is likely to need to take place to offset the Isle of Wight’s carbon footprint, in [Appendix VIII](#). Some information about available grant funding is also available here; however, grant funding changes regularly so these figures should be considered strictly as an outline.

If offsetting of 15% of the Isle of Wight’s baseline carbon footprint were to take place entirely through local tree planting schemes, with no other planting or marine restoration schemes, this would require up to 11,961.4 hectares of planting locally, based on Natural England’s 2021 figures<sup>36</sup> (N.B. this could increase depending on how offsetting was achieved).

**Offsetting 15% of the Isle of Wight's baseline carbon footprint would require up to 11,961.4 hectares of land, based on forestry alone**

Different types of habitat absorb carbon at different rates and there is currently no global standard set of figures for calculating carbon offsets, so estimates can give very different numbers. To simplify, these numbers have been based purely on offsetting from tree planting, using the most recent research published by Natural England<sup>36</sup>. In practice, the council expects a wide variety of planting and marine schemes to be used to offset carbon on the Island.

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<sup>36</sup> [Carbon Storage and Sequestration by Habitat 2021 - NERR094 \(naturalengland.org.uk\)](#)

## 7 FINANCIAL COSTS OF DECARBONISATION

The detailed costed action plan can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk). The below information summarises the estimated costs of delivering net carbon zero to in line with the target dates.

It is important to note that most of these costs are based on available information and are likely to vary in practice when applied specifically to the projects in question on the Isle of Wight; however, the information about costs should provide an idea of both the scale of financial support required, where the costs will be the responsibility of the council or other parties, and whether any grant funding is available to support the projects (as of August 2021).

The estimates have relied on **the most expensive options** where a range of prices has been provided, so some projects could end up costing significantly less than expected depending on their scope and final costs. As climate action across England progresses, further grant funding is likely to become available. A list of grants has been produced by the council and is updated monthly. This can be obtained by emailing [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk).

The estimated costs to meet net zero (should all projects be successful and grant funding be awarded take place as outlined in the Action Plan) can be seen in Table 8. These figures assume that private developers will take on the costs of any renewable energy projects. As some councils have now started setting up their own renewable energy projects, this may be an option for the council, which would significantly increase costs for council capital expenditure (capex) and operational expenditure (opex). However, this could provide a new source of income for the council and the island industries and businesses and as the costs associated with renewable energy are decreasing rapidly, particularly for solar projects, this is likely to cost significantly less in terms of capex by the end of this decade.

TABLE 8: ESTIMATED COSTS OF DECARBONISATION UP TO THE TARGET DATES

<b>Council capex</b>	<b>£6,600,100 .00</b>
<b>Council opex (annual) to 2030(subject to grant funding)</b>	£4,932,952.53
<b>Potential council savings (annual)</b>	£223,751.60
<b>Island capex to 2040</b>	£2,280,273,454.26
<b>Island opex (annual) to 2040</b>	£14,710,807.38

## 8 NEXT STEPS

The council has outlined its viable outcomes in the Action Plan and will take the following steps before the first review of the Strategy and Action Plan.

- Regularly review grant funding for decarbonisation, rewilding, or associated schemes and apply for relevant funding or provide information abouts funds to relevant bodies
- Climate change learning and development module to be available to all council staff and completed by a minimum of 75% of staff
- Internal communications campaign across the council to engage with a minimum of 75% of staff to embed behavioural change and thinking sustainably as part of the corporate DNA
- All council decision-making processes to consider climate change and environmental impacts of the action under consideration
- Update climate change section of the council’s website to provide up-to-date, relevant information to members of the public
- Highlight the council’s climate action and provide relevant information to residents using the council’s social media accounts
- Energy in all council buildings to be procured from 100% green energy providers
- Carry out works to council buildings funded by the Salix Public Sector Decarbonisation Scheme
- Produce and publish the Carbon Management Plan 2021-2030
- Produce and publish the Heat Decarbonisation Plan for the buildings involved in the Salix Public Sector Decarbonisation Scheme
- Introduce Energy Management software to provide more accurate energy monitoring and easier carbon footprinting across the council estate
- Continue holding monthly Environment and Sustainability Forums to engage with local stakeholders as closely as possible
- Review the island’s current grid connection issue with the mainland and propose a solution/set of solutions
- Ensure all Island homes have access to information about how to use energy efficiently
- Cheapest green energy tariffs to be promoted across the island, particularly to those in non-retrofittable housing stock

- Develop a Woodland and Rewilding Plan to calculate maximum possible emissions offsets through planting schemes on the Island and to work out a best practice management plan
- Begin local planting schemes to support offsetting and biodiversity/rewilding

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## 8.1 NEXT REVIEW

The first update of the Climate and Environment Strategy will be carried out two years after the adoption of the Climate and Environment Strategy and Action Plan. The review will cover:

- Any changes in regulation or policy at the local or national level and how these will impact the Isle of Wight
- Progress made to date in terms of carbon reductions and offsetting in the council's own operations and in any council-led schemes across the Isle of Wight
- A full review of the action plan, outlining:
  - any actions that have been completed or are in progress
  - any actions that will no longer be taken and the reason why
  - any new actions to be taken

The Action Plan will be under regular review and updated as necessary throughout the delivery to this Strategy.

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## 8.2 BARRIERS TO SUCCESS

There are likely to be several barriers to the success of this strategy, with the two biggest obstacles being funding and engagement.

The council has successfully applied for funding for several areas of the Action Plan previously and will continue to apply for funding where relevant to the outcomes that can be fully controlled by the council. For any outcomes that cannot be directly controlled by the council (e.g. planting schemes on privately owned land, retrofitting privately owned housing with low carbon technologies) the council will provide information about available funding wherever possible via the monthly Environment and Sustainability Forums, the council's website, and the council's social media pages.

In terms of engagement, a large part of the success of this Action Plan will depend on how Island residents, businesses, communities, and other stakeholders choose to act as the council can only influence the actions of the public up to a certain point. The council will



continue to engage with locals regarding climate and environment plans via the monthly Environment and Sustainability Forums, the council's website, and the council's social media pages, and through any other relevant methods of communication. the council will also engage with community groups, schools, and other stakeholders to encourage community action to reduce emissions and protect the natural environment.

# **CLIMATE AND ENVIRONMENT ACTION PLAN**

## 9 ACTION PLAN

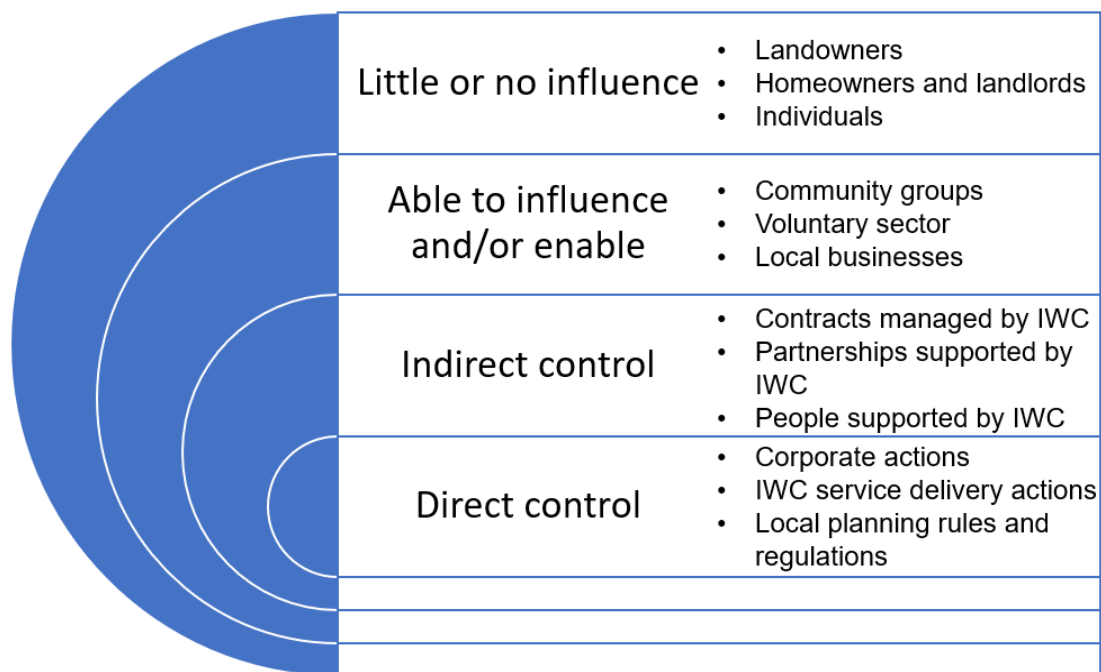
The full action plan including all performance indicators and cost estimates can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk)

### 9.1 ISLAND ACTION PLAN

This section will focus on actions that the council can take to support day-to-day activities across the Island. These activities are outside the council’s direct control. The council can control any activities that take place within its own operations. However, for the wider island, many actions are outside the council’s scope. In this section, we outline the outcomes we would ideally like the Isle of Wight to achieve by 2040 to reach net zero emissions, and state some of the council actions that can be taken to help the Island to meet these outcomes.

To outline how the council can influence the Island’s outcomes through a series of these actions, please refer to Figure 4.

FIGURE 4. THE COUNCIL’S SPHERE OF INFLUENCE



### 9.2 KEY CO-BENEFITS OF CLIMATE ACTION

Some research has been undertaken into the co-benefits of climate action. The key points relevant to each area can be seen through each section of this part of the Action Plan.

Further detail around the co-benefits of climate action, and full references to further information, can be found in [Appendix IX](#).

**PART A:**

**ISLAND WIDE ACTION PLAN**

## 10 ISLAND ENABLING ACTIONS

THE COUNCIL WILL ENABLE COMMUNITIES, BUSINESSES, AND TOWN AND PARISH COUNCILS (T&PCS) TO MEET THE ISLAND TARGET OF NET ZERO EMISSIONS

To achieve the Community Enabling Actions the council will work with partners to develop an **Island Climate Action Zone - Mission Zero**, managed in partnership with organisations, community action groups and town and parish councils.

The council can work with Community Partners, T&PCs, individuals, and businesses to ensure that residents across the Island have enough information and knowledge to be able to act against climate change and to protect the Island's environment. In line with the council's plan to provide training and information about climate change to its employees from 2021 onwards, some of this information can be shared with the Island's residents via the council's website and social media accounts, and potentially in other areas, such as local museums, libraries, and schools.

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### 10.1 KEY BENEFITS OF ENABLING BEHAVIOUR CHANGE ([LINK TO FURTHER DETAIL](#))

- The green economy was, pre-Covid, growing at a faster rate than the UK's GDP
- A just transition can help tackle inequality via the green economy
- Switching to a climate-friendly diet can reduce the risk of stroke, heart attack, and cancer, and can reduce the risk of obesity and diabetes
- Climate-friendly diets are likely to reduce land needed for agriculture in the long term
- Climate-friendly diets can reduce food miles and the need for storage
- Climate-friendly diets can benefit local economic outcomes for agriculture and retail

## 10.2 PROGRESS TO DATE

- By July 2021, 66 local businesses had already signed up to participate in the Green Impact Programme
  - 450 actions have been taken to date by those businesses to lessen their environmental impacts, such as reducing waste
- The Environment and Sustainability Forums began pre-Covid and were paused through most of 2020. They restarted in December 2020 and will run approximately monthly throughout 2021 and beyond
- A total of 45 schools and colleges across the Isle of Wight have previously participated, or currently participate, in the Eco Schools Programme

## 10.3 ISLAND COMMUNITY ENABLING ACTION PLAN

The full action plan including all performance indicators and cost estimates can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk)

TABLE 9. ISLAND OUTCOMES: ENABLING OUR COMMUNITIES

Island enabling	Outputs	Council action(s)	Start date
<b>Objective 1A</b>	Enable island-wide learning about climate change and share information about climate action with stakeholders		
<b>Output 001</b>	Develop an <b>Island Climate Action Zone - Mission Zero</b> , managed in partnership with organisations, community action groups and town and parish councils	Develop a new online website and digital presence to act as the public face of the <b>Climate Action Zone - Mission Zero</b> as the Regularly update council website with relevant information Monthly Environment and Sustainability forums T&PCs and residents to receive regular updates about climate change and environment actions taken by the council	2021

Island enabling	Outputs	Council action(s)	Start date
		Information about relevant grant funding to be distributed to T&PC contacts when found	
<b>Output 002</b>	T&PCs are engaged and supported with information and support to collaborate with the council on climate action plan where possible	Set up monthly meeting specifically for T&P councillors (action from March E&S forum)	2021
<b>Output 003</b>	Introduce climate assemblies in at least 75% of primary schools	Liaise with schools and climate education charities to explore possibilities - is existing within school curriculum	2022
<b>Output 004</b>	At least 75% of Island schools and colleges to participate in the Eco Schools Programme	Promote Eco Schools Programme to primary and secondary school and colleges  Encourage schools whose membership has lapsed to re-join the Programme	2023
<b>Output 005</b>	Highlight the co-benefits of climate change to encourage action on a wider scale across the Island	Incorporate co-benefits of climate action into C&E strategy  Include co-benefits in any reporting on actions to be taken or previously taken	2021
<b>Objective 1C</b>			
<b>All public events and festivals on the Island to work towards zero overall footprint</b>			

Island enabling	Outputs	Council action(s)	Start date
<b>Output 006</b>	All large events and festivals (over 1000 attendees) to aim to meet net zero emissions and waste by 2040 by participating in a voluntary agreement	Set up a Green Events Certification, free for any event organisers on the Isle of Wight to join  Create a toolkit for events to calculate their baseline and guidelines for how events can reduce their impacts	2023
<b>Objective 1D</b>			
<b>Enable schools to deliver their own net zero Action Plans in line with net zero</b>			
<b>Output 007</b> φ <sup>37</sup>	Support schools in applying for grant funding (e.g. Public Sector Decarbonisation Scheme) or any other relevant grant schemes	Include schools in grants newsletter (currently shared with E&S forum)	2021
<b>Output 008</b>	Encourage economies of scale through work on joint projects between council and schools	Set up working group with schools to meet regularly (4x per year?) and discuss plans and actions  Ensure any council plans for works are shared with schools to see where plans fit together	2021
<b>Objective 1E</b>			
<b>Work alongside the NHS Trust to deliver carbon and cost savings in waste</b>			
<b>Output 009</b>	Reduce waste and waste management processes across NHS Trust	WaR team to continue working alongside NHS	2021

<sup>37</sup> Any actions with a φ symbol listed against them will rely on external grant funding being provided (or in some cases, private investment). Further details are available from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk)



Island enabling	Outputs	Council action(s)	Start date
<b>Objective 1F</b>	Seek investment in green training and skills development programmes, and to grow the green economy locally		
<b>Output 010</b> Φ	Support the development of the local supply chain in energy efficient retrofit of buildings	Support delivery of training programme locally  Green Homes Grant has previously supported this - seek funding from future rollout	2021
<b>Output 011</b>	Develop the local supply chain to support the tidal energy industry	Support the diversification of the maritime sector	2022
<b>Output 012</b> Φ	Retrain individuals in high carbon sectors who may lose jobs as a result of net zero transition	Highlight 'climate justice' - ensure no individuals are unequally or unfairly affected by net zero transition  Identify local businesses or individuals across the island likely to be affected  Identify opportunities for retraining or redeployment of individuals  Identify opportunities for high-carbon local businesses to support transition and vice versa	2023
<b>Output 013</b>	Encourage apprenticeships within green companies	Work with Island Futures and local businesses to seek new opportunities for apprentices in green roles	2021

Island enabling	Outputs	Council action(s)	Start date
		Contact Island Futures re. this action	
<b>Output 014</b>	Encourage job creation in environmental sectors such as clean energy, energy efficiency, low carbon transport, and resource efficiency	Council already in progress with this	2021
<b>Output 015</b> Φ	Assist local businesses to access innovation funding and support for green products and services	Continue to issue monthly grant updates via council website (CCO) Support businesses in applications for funding and delivery of projects (ED)	2021
<b>Output 016</b>	Work towards decarbonisation of any major regeneration projects	Engage with the LEP to decarbonise any major regeneration projects	2021
<b>Output 017</b>	Any regeneration projects to be planned and built with regard to 'resilience' section	Please see 'Resilience' section for further detail	2021
<b>Objective 1G</b>	Support businesses to improve their environmental performance		
<b>Output 018</b>	At least 100 local businesses to be signed up to the GIP	Currently 66 businesses are registered with the GIP Continue promoting the GIP through the Chamber of Commerce to increase membership	2021

Island enabling	Outputs	Council action(s)	Start date
		Two years' funding allocated for GIP	
<b>Output 019</b> φ	At least 80 businesses to receive grants and/or business support to improve their resource efficiency or develop new green products and services	LoCASE - ERDF funding received  Provide business support via scheme	2021

## 11 ENERGY OUTCOMES

The council will seek projects and partnerships to maximise energy efficiency and renewable energy generation through a smart energy network

In the UK the proportion of electricity produced by renewable energy has increased over the last ten years to around a third, and the cost of energy produced by solar panels and wind farms has decreased<sup>38</sup>. If the UK is to decarbonise the energy industry, much of the additional renewable energy will come from offshore wind, but there is also a need to significantly increase onshore wind, tidal, and solar power.

In 2019, the Isle of Wight area had capacity to generate 94.7 megawatts (million watts, expressed as MW) of electricity from renewable sources, and generated 115,000 megawatt hours (MWh)<sup>39</sup>. Given the Isle of Wight's location and natural resources it has potential to generate much more renewable energy, both to decarbonise the area and to ensure energy security in the future.

To give an indication of what this means in practice, one average onshore wind turbine in Europe has capacity to produce 2.7 MW and a 25-acre solar farm has capacity to produce about 5 MW of electricity. On average, 1 MW of renewable energy capacity can provide power for approximately 150 homes<sup>40</sup>.

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### 11.1 KEY BENEFITS OF INCREASING LOCAL RENEWABLE ENERGY GENERATION ([LINK TO FURTHER DETAIL](#))

- Energy security
- Boosting the local economy – new business, new skills, local manufacturing

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<sup>38</sup> [How the UK transformed its electricity supply in just a decade | Carbon Brief](#)

<sup>39</sup> [Renewable electricity by local authority, 2014 to 2019](#)

<sup>40</sup> [Explainer: Solar Farms - Solar Trade Association \(solar-trade.org.uk\)](#)

- Energy independence would reduce reliance on mainland infrastructure and potentially improve energy efficiency
- Local generation could potentially bring a new income stream to the council

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## 11.2 PROGRESS TO DATE

- An Island Grid Connection study was produced in 2011, which outlined the need for a fourth interconnector with the mainland to enable significant levels of new renewable energy generation to take place on the Isle of Wight
- Heat network studies have been commissioned for the Newport Harbour and Ryde Nicholson Road regeneration sites to investigate whether more efficient, low carbon heat networks will be viable for the new developments and surrounding communities
- In partnership with Island Roads, all streetlights and traffic lights have been replaced with LED lighting, which has significantly reduced the use of electricity on the island.
- Funding received to date includes:
  - Innovate UK for smart local energy system concept design
  - ERDF for LoCASE
  - PTEC investment
- The draft Island Planning Strategy (2019)<sup>41</sup> contains policies to promote renewable energy. These include supporting proposals for:
  - Domestic and medium scale, localised provision across the Island
  - Large-scale, grid-connected renewable energy schemes in appropriate locations where there is appropriate grid capacity and/ or storage
  - Large-scale heat projects where it can be demonstrated that there is benefit to the Island and/or help to reduce the carbon emissions from existing housing and commercial buildings

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<sup>41</sup> [Draft Island Planning Strategy \(iow.gov.uk\)](https://www.iow.gov.uk)

- The provision of infrastructure for the connection of projects to electricity and heat networks (including, but not limited to sub-stations and heating mains)
- Smart grid infrastructure
- Energy storage systems, such as battery storage and hydrogen production facilities
- Energy centres for the provision of heat and/ or power to local communities

### 11.3 ISLAND ENERGY ACTIONS

The full action plan including all performance indicators and cost estimates can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk)

TABLE 10. ISLAND OUTCOMES: ENERGY

Island - energy	Outputs	Council action(s)	Start date
<b>Objective 2A</b>	Seek solution to increase renewable energy provision across the Island and eliminate fossil fuel use		
<b>Output 020</b> ϕ	Continue to liaise with SSEN on grid reinforcements and smart grid solutions	Review current issues with grid connection and interconnector to the mainland to see if this can be resolved Discuss alternative solutions with engineering firms and other stakeholders to seek other options if no resolution can be found	2021
<b>Output 021</b> ϕ	Become self-sufficient in renewable energy production island delivery	Self-sufficiency is estimated to require an installed capacity in the region of 220-300MW Actions to support this outcome will depend on the above outcome Plymouth Uni currently modelling energy for IOW - electricity easier than heat SGN: gas network decarbonised	2023

		by mid-2030s - need to ramp up green hydrogen production, likely to be easier on the isle of wight owing to existing infrastructure	
<b>Output 022</b> φ	Fully decarbonise the Island's energy and heating systems	<p>Install solar farms on council sites where land is available</p> <p>CHP from Forest Park - develop heat network</p> <p>Continue to support PTEC</p> <p>Continue to support development of renewable heat and power across the island</p>	2021
<b>Output 023</b> φ	Investigate options for a hydrogen grid to replace the island's gas grid and support transport decarbonisation	Explore opportunities for hydrogen use across the Island	2021
<b>Output 024</b>	Evaluation of the best options for decarbonising heating	Continue to liaise with SGN on the decarbonisation of the island's gas grid	2022

## 12 TRANSPORT OUTCOMES

The council will review transport options on the Isle of Wight to ensure future plans and strategies are in line with net zero targets

While reductions in emissions have taken place across the UK in recent years, these reductions have not been equal across sectors, with transport generally being among the slowest sectors to decarbonise. Although emissions intensity per vehicle has decreased over time (e.g. from improved fuel efficiency in new cars)<sup>42</sup>, the increasing number of vehicles on the roads and increased use of emissions-intensive vehicles such as SUVs means that emissions from transport remain high.

Across the UK, transport is the largest source of greenhouse gases. Research suggests that to deliver the emissions reductions needed to meet net zero, simply switching to electric vehicles will not be enough. Car use may need to be reduced by up to 60% by 2030, depending on factors such as the speed of the switch to electric vehicles and the pace of energy decarbonisation to power electric vehicles<sup>43</sup>. This means that the UK should more than double the proportion of journeys taken by public transport, cycling, and walking.

Currently walking and cycling makes up 29% of all journeys across the UK. Central government recommended targets in a 2021 paper for cycling and walking to make up 41.5% of journeys by 2040 and 50% of all journeys by 2050. As journeys on the Isle of Wight are 16% shorter on average than journeys on the mainland<sup>44</sup>, there may be potential for the Island to exceed this figure, assuming good cycling infrastructure, such as segregated cycleways, and the uptake of e-bikes. The Isle of Wight should therefore target at least 41.5% of journeys taking place by cycling and walking by 2030<sup>45</sup>.

Transitioning to electric vehicles will play an important role. According to ZapMap, the Isle of Wight area has 34 public electric vehicle charging points as of July 2021 (EV chargers)<sup>46</sup>. The Climate Change Committee says there should be one EV charger for every thousand

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<sup>42</sup> [CCC-2019-Progress-in-reducing-UK-emissions.pdf \(theccc.org.uk\)](#)

<sup>43</sup> [More than electric cars | Policy and insight \(friendsoftheearth.uk\)](#)

<sup>44</sup> [1376-Cycle-Strategy-2017.pdf \(iow.gov.uk\)](#)

<sup>45</sup> [Island Transport Plan - Strategy \(iow.gov.uk\)](#)

<sup>46</sup> [Map of charging points for electric car drivers in UK: Zap-Map \(zap-map.com\)](#)



cars by 2030<sup>47</sup>. This suggests that on the Isle of Wight there should be at least **72** EV charger points by the end of the decade to support the transition to EVs. The council also needs to consider the vehicle influx from tourism every summer and ensure there is adequate charging infrastructure available to visitors as well as residents.

There are currently over 92,000 vehicles on the Isle of Wight, including 72,400 cars<sup>48</sup>. There will be a sharp increase in purchases of electric vehicles from 2030 onwards when the law ending the sale of new petrol and diesel cars is introduced. Infrastructure to support EVs will need to keep up with this increase in EV purchasing and in-line with the number of visitors to the island bringing electronic vehicles.

When cars are needed, they should be electric and shared wherever possible. According to social enterprise Liftshare<sup>49</sup>, best in class employers have 40% of their staff sharing journeys to work.

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## **12.1 KEY BENEFITS OF CHANGING TRANSPORT METHODS AND INFRASTRUCTURE ([LINK TO FURTHER DETAIL](#))**

- Improved health from reduced air pollution
- Improved physical and mental health from active travel
- Reduced energy consumption from active travel and shared transport
- Reduced inequality as those in more deprived areas see benefits of lower pollution

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## **12.2 PROGRESS TO DATE**

- The Isle of Wight already has 34 public EV charging points in place, although several of these are ‘slow’ chargers<sup>50</sup>. Funding has been received for 10 on-street charge points via the On-Street Residential Charging Scheme (as of July 2021). Economic Development will manage installation then hand over to Parking Services for operation and maintenance
- The DfT-funded Ryde Transport Hub project is underway<sup>51</sup>

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<sup>47</sup> [Plugging the gap: An assessment of future demand for Britain’s electric vehicle public charging network - Climate Change Committee \(theccc.org.uk\)](#)

<sup>48</sup> [All vehicles \(VEH01\) - GOV.UK \(www.gov.uk\)](#)

<sup>49</sup> [Car share with trusted, reviewed, and rated Liftshare.com members](#)

<sup>50</sup> [Map of charging points for electric car drivers in UK: Zap-Map](#)

<sup>51</sup> [Help shape Ryde’s transport interchange \(iow.gov.uk\)](#)

- The DfT-funded Active Travel project Newport Quay (Riverside Centre) to Mews Lane is underway<sup>52</sup>
- Since 2017, as part of a Department for Transport local authority funding competition, the council has been delivering the £1.8m ‘Transforming Travel on the Isle of Wight: Transition to Transformation’ programme<sup>53</sup>
- The Island Transport Plan (2011-2038 strategy) was published in 2011<sup>54</sup>, covering the 25-year Private Finance Initiative contract period and considering sustainable transport options for the Island
  - The PFI is a 25-year partnership between the council and the service provider who will be responsible for the design, reconstruction, and maintenance of the Island’s Highway network. The contract should include roads, structures, footways, street lighting, grass verges, drainage, and street furniture
- Local Transport Plan (LTP) 4 is currently being drafted and will replace the current LTP. This will be an updated LTP to reflect the change to the direction for transport planning since the previous version, tying in national strategies, the Climate and Environment Strategy, and the Emerging Island Development Plan. LTP 4 is due to be in place by the end of 2022.
- The draft Island Planning Strategy (2019)<sup>55</sup> contains policies to promote sustainable and active transport across the Island. These include:
  - Multi-user routes to help facilitate sustainable modes of transport and new cycle routes to be introduced
  - Disused railway lines to be used for sustainable travel routes where possible
  - Assist with the provision of new cycling routes as part of the local/national network

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<sup>52</sup> [Viewing Document: Local Cycling and Walking Infrastructure Plan \(LCWIP\) \(iow.gov.uk\)](#)

<sup>53</sup> [Access Fund Application Form \(iow.gov.uk\)](#)

<sup>54</sup> [Island Transport Plan - Strategy \(iow.gov.uk\)](#)

<sup>55</sup> [Draft Island Planning Strategy \(iow.gov.uk\)](#)

- Supporting proposals that promote and encourage use of the railway route on the Island
- Facilitating the introduction of EV charging points in appropriate public places
- The Island has over 825km of walking and cycling routes in place, providing urban links and countryside access, with cycle routes recognised by Lonely Planet as among the top 10 routes in the world
- The council's PedalAid app<sup>56</sup> maps 32km of the Island's cycling routes, particularly the Red Squirrel Trail, and supports several Island charities
- Local Walking and Cycling Improvement Plans are underway for Newport and Ryde<sup>52</sup>
- An e-scooter trial began in 2020 and will be reviewed in late 2021
- The council received funding for an e-bike loan and hire pilot scheme in 2021
- The council is involved in the Future Transport Zone project for the Solent Region alongside neighbouring transport authorities, which has recently funded the current e-scooter trial and is also focusing other transport projects/trials to tackle current transport issues.

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### 12.3 ISLAND TRANSPORT ACTIONS

The full action plan including all performance indicators and cost estimates can be requested from [sustainability@iow.gov.uk](mailto:sustainability@iow.gov.uk)

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<sup>56</sup> [Home - PedalAid](#)

TABLE 11. ISLAND OUTCOMES: TRANSPORT

	Outputs	Council action(s)	Start date
<b>Objective 3A</b>	At least 20% of Island journeys to take place by cycling and walking		
<b>Output 025</b> φ	<p>Island residents and visitors feel confident and safe to cycle and walk across the whole Island, with cycling and walking to make up:</p> <ul style="list-style-type: none"> <li>• 41.5% of journeys by 2040</li> <li>• 50% of journeys by 2050 in line with government targets</li> </ul> <p>Currently walking and cycling makes up 29% of all journeys across the UK</p>	<p>Off-road cycle and walking path networks to be fully signposted (council's PedalAid mobile app provides mapping of part of the routes already. PedalAid's routes may be expanding in 2021/22)</p> <p>Add and/or refresh at least 100 kilometres to/of the Island's cycle, walking, and bridleway path network</p> <p>Bike paths or segregated cycle lanes to be installed on the Island's busiest roads or road verges, where space is available (not all Island roads are wide enough to accommodate this)</p> <p>Work with cycling organisations on the island to ensure all new cycle routes are compliant with latest government guidelines (LTN 1/20), where possible</p> <p>Investigate existing cycle routes to upgrade in line with LTN 1/20 standards, where possible</p> <p>Introduce Dr Bike sessions across the Island to ensure residents' bikes are fit for purpose</p>	2022
<b>Output 026</b> φ	Increase uptake of bicycle purchase incentives across the Island by 25% by 2040	Promote central government bicycle purchase incentives for employees Island-wide as well as within the council	2022

<b>Output 027</b> φ	Ensure cycling is accessible to all Island residents, with at least 5 bikes/scooters available per thousand residents through schemes and/or local bike shop hire by 2040 (if current pilots are successful)	Assess outcome of existing scooter and e-bike pilot schemes and if successful, investigate options to introduce further cycling schemes, e.g. Just Bikes hire scheme	2022
		Investigate socioeconomic barriers to cycling locally and if needed, trial a scheme to provide free bikes to low-income households around the Island	
		Consider ageing population in cycling plans	
<b>Output 028</b> φ	Island residents and commuters can store bikes securely outside schools, workplaces, ferry terminals, and homes	Council to introduce safe cycle storage facilities at council-owned and operated locations and facilities, where feasible and required	2022
		Work with ferry operators to introduce secure cycle storage at ports, where feasible	
	Target number of secure storage facilities TBC depending grant funding	Work with large businesses to introduce secure cycle storage at privately owned businesses, where feasible	
		Consult with residents to see if there is appetite for secure on-street bike lockers in residential areas	

<p><b>Output 029</b> ϕ</p>	<p>Introduce a ‘people first’ approach to traffic flows in urban centres</p>	<p>Transport Planners to ensure people are made the priority in traffic-heavy urban centres</p> <p>Traffic calming and slowing measures to be introduced to decrease vehicle speeds without the need for mandatory speed reductions</p> <p>Support for active transport and perceptions of safety considered as part of speed review / Transport Regulation Orders review (2021-22)</p> <p>Refer to Island Planning Strategy</p>	<p>2022</p>
<p><b>Output 030</b> ϕ</p>	<p>Bicycle racks/spaces for bicycles to be included on buses along rural bus routes</p>	<p>Spaces for bicycles on rural bus services needs to be included within any Bus Service Improvement Plan<sup>57</sup></p>	<p>2023</p>
<p><b>Objective 3B</b></p>	<p>Public transport to make up an increased proportion of all journeys on the Island by 2040 (precise targets TBC in 2022)</p>		
<p><b>Output 031</b></p>	<p>Bus Service Improvement Plan to be delivered by Oct 2021</p>	<p>Write, review, and publish plan</p>	<p>2021</p>
<p><b>Output 032</b></p>	<p>Enhanced partnership to be developed by March 2022</p>	<p>Develop enhanced partnership with local bus operators</p>	<p>2021</p>
<p><b>Output 033</b> ϕ</p>	<p>Bus priority schemes introduced around the island to encourage 20%** more bus journeys by 2040</p>	<p>Refer to Island Planning Strategy</p>	<p>2024</p>

<sup>57</sup> [Bus service improvement plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101222/bus-service-improvement-plan.pdf)

<b>Output 034</b> Φ	Increase frequency of bus links in rural areas to encourage 25% more bus journeys from rural locations by 2040	Work with Southern Vectis to identify areas for improvements	2023
<b>Output 035</b>	Bus ticket prices are affordable for all Island residents	Can't change pricing but can look at projects that address price as a barrier	2022
<b>Objective 3C</b>	Encourage sustainable travel as part of planning conditions		
<b>Output 036</b>	All planning applications for new developments to consider links to nearby walking and/or cycling routes and public transport routes	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	2021
<b>Output 037</b>	All planning applications for new developments to include EV chargers or infrastructure to install EV chargers at a later date	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	2021
<b>Output 038</b>	All planning applications for new developments to include secure cycle storage facilities if no private cycle storage is available (e.g. garages/sheds)	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	2021

<b>Objective 3D</b>	Climate resilience and adaptation to be considered as part of any highways and transport infrastructure		
<b>Output 039</b>	Highways and transport infrastructure to be planned and built with regard to 'resilience' section	Please see 'Resilience' section for further detail	2021
<b>Objective 3E</b>	Ensure the Island can support increasing use of electric vehicles and encourage the switch to EVs, so people are prepared for 2030 rule change around sale of petrol/diesel vehicles		
<b>Output 040</b> φ	Increase the number of publicly available rapid charging and fast charging electric vehicle charge points across the island to at least 72 (council and supermarket car parks and petrol stations)	Action refers to EV chargers in council and supermarket car parks and petrol stations  Council to contact Island supermarkets and petrol stations and monitor ZapMap regularly to assess need for further chargers  Annual maintenance of EV chargers	2021
<b>Output 041</b> φ	Ensure one EV charger available per 8 households who don't have off-street parking by 2040 (on-street residential charging) **	Need to consider electrical capacity, residential vs workplace charging, how to ensure those without cars do not bear cost of EV infrastructure  Annual maintenance of EV chargers	2021
<b>Objective 3F</b>	Promote sustainable tourism to all Island visitors, with a focus on how tourists travel to and around the Island		
<b>Output 042</b>	Develop an Island Green Tourism Plan to reduce overall carbon footprint from tourism by 85% by 2040	Work with Visit Isle of Wight  Review the current and likely future carbon footprint from tourism (until at least 2030) and how this can be reduced	2022



		Consider methods to promote sustainable travel options on the Island	
<b>Output 043</b>	Number of tourists cycling around the Island to increase from 1% in 2017 <sup>58</sup> to 5% by 2040	Work with local tourism body, e.g. Visit Isle of Wight, to promote cycling and bike hire options across the Island  Encourage B&B/hotels etc to make bikes available for guests to borrow/hire	2022
<b>Output 044</b>	Number of tourists walking around the Island to increase from 11% in 2017 <sup>58</sup> to 15% by 2040	Work with local tourism body, e.g. Visit Isle of Wight, to promote walking routes across the Island	2022
<b>Output 045</b>	Number of tourists travelling by bus around the Island to increase from 11% in 2017 <sup>58</sup> to 20% by 2040	Reintroduce Visitor Bus Key Cards to encourage tourists to use public transport on the Island	2022
<b>Objective 3G</b>	Investigate reinstatement of the Island's railway lines		
<b>Output 046</b> φ	Assess possibility of and seek funding for reinstatement of Ryde-Newport railway line	Strategic outline business case submitted in June 2021 Next steps will depend on availability of funding Circular materials to be used in construction	2021

<sup>58</sup> [Visitor-Numbers-YTD-Report-Final.pdf \(visitwightpro.com\)](#)

## 13 HOUSING OUTCOMES

The council will support and enable private homeowners and landlords and new housing developments to meet future net zero standards, through retrofit and planning standards

Efficient buildings that maintain a steady temperature and do not allow heat to escape easily can significantly reduce the footprint of our homes and our office buildings. The Isle of Wight baseline from the Regen study indicates that heating, hot water, and building efficiency for both households and commercial properties produce more than half of carbon emissions on the Island, with:

- Domestic heating accounting for 23%
- Domestic non-heating accounting for 9%
- Commercial and industrial buildings accounting for 25%

Sufficiently insulating residential properties on the Island will significantly reduce greenhouse gas emissions and help homeowners to reduce their energy bills. Additionally, fuel poverty affects 11%<sup>59</sup> of households in the island area, which means homeowners cannot afford to heat their homes properly.

Alternative energy, heating, and hot water systems are beginning to phase out those powered by fossil fuels, such as gas boilers<sup>60</sup>. There is some opportunity for the council to encourage use of alternative energy power and heating systems, such as solar PV and heat pumps, in homes and businesses.

Private homes, nursing and care homes will need to consider adaptations to ensure that as weather patterns become more extreme they are able to stay cool in the summer and warm in the winter with minimal reliance on energy consumption. This will both reduce their carbon impact and support the health and wellbeing of our community.

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<sup>59</sup> [Public Health Outcomes Framework – at-a-glance summary](#)

<sup>60</sup> [PM outlines his Ten Point Plan for a Green Industrial Revolution for 250,000 jobs](#)

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### 13.1 KEY BENEFITS OF CHANGING ENERGY USE AND EFFICIENCY IN HOUSING ([LINK TO FURTHER DETAIL](#))

- Excess deaths likely to be reduced
- Childrens' health conditions likely to see fewer impacts
- Improvements in mental health
- Reduced financial burden on the NHS
- Areas with older populations are likely to see more benefits of warmer homes

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### 13.2 PROGRESS TO DATE

- With the consideration of the 'ECO Code of Conduct', the council has approved the 'Warm Up Wight' scheme which offers free wall and loft insulation for low-income households
- £575,000 has been received from the Green Homes Grant Local Authority Delivery scheme, to provide local homeowners with vouchers of up to £10,000 to upgrade energy performance and provision in homes
- The draft Island Planning Strategy (2019)<sup>61</sup> contains multiple policies to promote sustainable housing. These include:
  - Proposals for non-residential development should exceed wherever possible the minimum required level of 'Very Good' standard for BREEAM or equivalent
  - Proposals for all major development should incorporate renewable energy systems to provide at least 10% of the predicted energy requirements
  - Proposals for residential development containing more than 250 housing units should incorporate community district heating systems that use low carbon heat sources including waste heat
  - Two new garden communities planned, which will enhance the natural environment, provide a comprehensive green infrastructure network, and net

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<sup>61</sup> [Draft Island Planning Strategy \(iow.gov.uk\)](#)

biodiversity gains, and use zero-carbon and energy-positive technology to ensure climate resilience

- Proposals for major residential development will be required to include a simple energy statement that should demonstrate how they will:
  - Implement the highest possible standards of energy efficiency.
  - Utilise, where appropriate, decentralised renewable and low-carbon energy supply systems.
  - Promote the re-use and recycling of materials during construction.
  - Provide for the storage of refuse and recyclable materials.
- Under the Draft Planning Strategy, all sites allocated for residential or housing-led mixed-use development will provide the following:
  - Improved access to public transport
  - Biodiversity enhancements, including appropriately sized buffers around rivers or other watercourse corridors, these, and appropriately sized buffers should be incorporated into the design of the development as green corridors and natural open space
  - Safe vehicle and pedestrian access, preserving hedgerows wherever possible where they form roadside boundaries
  - Appropriate landscape buffers, especially when sites are located on the edge of the area with fields adjacent
  - Appropriate incorporation of ancient, veteran, or other protected trees or ancient hedgerows into the design and layout of the development
  - Sites allocated for 10 or more dwellings will also be expected to deliver any suitable alternative natural greenspace as required

### 13.3 ISLAND HOUSING ACTIONS

TABLE 12. ISLAND OUTCOMES: HOUSING

Island - housing	Outputs	Council action(s)	Start date
<b>Objective 4A</b>	Fuel poverty across the Island to be halved by 2030 through promotion of cheapest energy tariffs and improvements in energy efficiency		
<b>Output 047</b>	All Island households to have information available about how to use energy and water efficiently	Comms campaign to be sent out with bin collection schedules Social media campaign on an ongoing basis Specific guidance to be issued to all staff working in the community to enable them to provide guidance to residents on the range of options to tackle fuel poverty and keep homes well insulated	2022
<b>Output 048</b>	Cheapest green energy tariffs to be promoted across the island, particularly to those in non-retrofittable housing	Comms campaign to be sent out with bin collection schedules Social media campaign on an ongoing basis	2022
<b>Output 049</b> φ	At least 30% of eligible Island homes to uptake insulation via the Warmup Wight scheme	Comms campaign to be sent out with bin collection schedules Social media campaign on an ongoing basis	2022
<b>Output 050</b>	Public energy management companies to provide options to supply lower cost energy to residents	Facilitating the conversations and opportunities with community groups to investigate options	2022
<b>Output 051</b>	All long-term privately owned care and nursing homes to be well-insulated	Planning rules require major new residential developments to implement the highest-possible standards of energy efficiency,	2022

		<p>which should include insulation</p> <p>In existing buildings, landlords or owners will be encouraged to improve insulation wherever possible via a comms campaign promoting schemes and funding for such projects</p>	
<b>Output 052</b>	All new housing delivery to demonstrate that homes are affordable to heat	Current planning conditions require major residential developments to implement the highest-possible standards of energy efficiency, which should reduce energy costs	2022
<b>Objective 4B</b>	Overall emissions from housing to be reduced by at least 85% by 2040		
<b>Output 053</b> φ	New housing to use renewable heating and energy sources, wherever possible	Current planning conditions require new developments to incorporate renewable energy for at least 10% of provision	2021
<b>Output 054</b>	Investigate whether carbon offsetting of embodied carbon can become a requirement against new development activity	Offsetting requirements should be considered on a case-by-case basis  Discuss with Captiva	2021
<b>Output 055</b> φ	Existing island homes to see overall reduction of 85% in emissions by 2040 through retrofit installation of low-carbon technologies combined with National Grid decarbonisation	Comms campaign to advise households of the benefits of switching to alternative heating  Promote Green Home Grants (or similar future schemes) to homeowners and landlords	2021
<b>Output 056</b> φ	Decarbonise existing Housing Association homes wherever possible	Review funding options available to help introduce low carbon technologies and/or energy	2021

		efficiency measures into HA homes Promote grant funding to HA owners/managers	
<b>Objective 4C</b>	Meet net biodiversity gain of at least 10% against all new developments		
<b>Output 057</b>	Meet biodiversity net gain of at least 10% for all new developments	Require all new developments to meet minimum net biodiversity gain target in line with law in England introduced in 2019 when Environment Bill is passed, should be late 2021 <sup>62</sup>	2021
<b>Output 058</b>	Developers to introduce plans for ongoing maintenance of any planting as part of new developments	Require all new developments to have plans to maintain any planting onsite, or any planting done by developers as part of biodiversity net gain or for offsetting purposes, when Environment Bill is passed, should be late 2021  Council will need resources to monitor and enforce this	2021
<b>Objective 4D</b>	Continue to protect the Isle of Wight's natural environment through planning conditions		
<b>Output 059</b>	All planning applications for potential fossil fuel or mineral extraction to continue to be heard on Island	Ensure planning permission is not outright banned outright in any plans or strategies by the council to ensure any applications to explore or extract fossil fuels or minerals will still be consulted on locally and heard by the council <sup>63</sup>	2021

<sup>62</sup> [Biodiversity Net Gain: What's it all about? – Partnership for Biodiversity in Planning](#)

<sup>63</sup> If activities such as oil or mineral exploration or extraction are banned outright in any council documents, any planning applications can be heard on the mainland instead of locally, meaning that the decision-making process may bypass the Island entirely and remove residents and other local stakeholders from the consultation process

<b>Output 060</b>	Disincentivise oil and /or mineral exploration and extraction, ensuring sustainable extraction where it is necessary	Council to publish new Waste and Minerals Plan	2021
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## 14 ENVIRONMENT OUTCOMES

The council will protect and enhance the Island's natural environment and UNESCO Biosphere by managing land sustainably and connecting people with the environment

As an area that has received a UNESCO Biosphere designation<sup>64</sup>, the Isle of Wight has been recognised as an area that actively protects and preserves our ecology and natural environment. This designation is also a unique selling point for the island. Through supporting the biosphere and growing sustainable products the island can use this USP in marketing its products and as a destination.

There are numerous opportunities available to protect and enhance the Isle of Wight's natural environment. Tree planting and rewilding schemes should be a key part of any measures. These schemes will not only encourage biodiversity, but also make up a large portion of the Isle of Wight's carbon offsetting.

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### 14.1 KEY BENEFITS OF MAINTAINING AND IMPROVING LOCAL ENVIRONMENTS ([LINK TO FURTHER DETAIL](#))

- Cleaner air
- Cooling effect in built-up areas
- Reduced flood risk
- Improved water quality and reduced erosion of soil
- Improved biodiversity
- Improved recreational opportunities
- Improvements in physical and mental health
- Increased property values when closer to green spaces or woodland

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### 14.2 PROGRESS TO DATE

- AONB designation awarded in 1963 and maintained since, covering half of the Island
- UNESCO Biosphere designation was awarded to the Isle of Wight in 2020

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<sup>64</sup> [Isle of Wight Biosphere Reserve, United Kingdom](#)

- Several beaches on the Isle of Wight have won Seaside Awards
- The draft Island Planning Strategy (2019)<sup>65</sup> contains policies to protect the natural environment. These include:
  - The Island’s high-quality environment is viewed as an asset that will be protected, with development kept away from the most sensitive areas
  - The council will seek provision of ecological/environmental mitigation and/or compensation from any new developments
  - Sites allocated for housing to require biodiversity enhancements
  - Hedgerows to be preserved wherever possible
  - Incorporation of ancient trees or hedgerows into design and layout of developments
  - Developments to avoid direct and indirect harmful impacts on trees, woodlands, and hedges, and where this is not possible mitigation should be provided
- The current Local Biodiversity Action Plan consists of a series of Habitat Action Plans and Species Action Plans. The content of these plans is monitored regularly<sup>66</sup>

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<sup>65</sup> [Draft Island Planning Strategy \(iow.gov.uk\)](https://www.iow.gov.uk)

<sup>66</sup> [Go Wild on Wight: Biodiversity on the Isle of Wight](#)

### 14.3 ISLAND ENVIRONMENT ACTIONS

TABLE 13. ISLAND OUTCOMES: ENVIRONMENT

Island - environment	Outputs	Council action(s)	Start date
<b>Objective 5A</b>	Offset a minimum of 10% (at least 50,690 tCO <sub>2</sub> e) of baseline carbon emissions from the Isle of Wight baseline through planting, rewilding, and habitat restoration schemes <sup>67, 68</sup>		
<b>Output 061</b>	Seek enough land on the Isle of Wight to offset a minimum of 10% of the Island's baseline carbon footprint (ideally enough to offset the full proposal of 15%)	Review council-owned land and countryside estate to identify available land for community woodland and planting schemes Promote planting schemes to private landowners on the Island	2021
<b>Output 062</b> φ	Achieve at least 10% (55,820 tonnes), and ideally the full proposed 15% (83,730 tonnes), offset of the island's baseline carbon footprint through local planting, rewilding, and habitat restoration Emissions reductions should take priority over carbon offsetting wherever possible. However, planting, rewilding, and habitat	Review every two years alongside C&E strategy to re-assess how much offsetting is likely to be necessary to meet net zero Begin planting schemes in late 2021 and complete planting by 2035 to ensure the Island can meet net zero by 2040 Review council's country and land estate and seek private landowners to find land for planting schemes	2021

<sup>67</sup> While a target date of 2040 for island net zero has been stated, the council proposes that the planting targets required to meet offsetting of 15% of the 2017 baseline emissions is reached earlier. This is because much of the offsetting will also feed into biodiversity net gain and has multiple other benefits such as improving air quality and improving the mental and physical health of residents.

<sup>68</sup> For simplicity, figures used in this version of the plan have been based on carbon offsetting via forestry. Figures for carbon sequestration and offsetting from forestry can be seen in [Appendix VIII](#)

Island - environment	Outputs	Council action(s)	Start date
	restoration schemes should take place regardless as they have many benefits other than carbon offsetting	Council to review and apply to relevant grants, or promote grants to landowners and/or community partners Seek community partners to operate and manage planting <sup>69</sup>	
<b>Output 063</b> Φ	Seek grant funding or private investment to cover costs of planting/rewilding/biodiversity schemes across the Island through to 2035	Council will monitor available grants and share details of those that can work for the Isle of Wight in partnership with landowners, local organisations, or community groups wherever possible  Council will share information about grants with T&PCs, schools, businesses, residents, landowners, and other stakeholders to encourage a range of applications	2021
<b>Objective 5B</b>	Invest in carbon offsetting schemes to offset a maximum of 5% (up to 25,345 tonnes) of baseline carbon emissions from the Isle of Wight baseline <sup>70</sup>		

<sup>69</sup> Schemes may include forestry, grasslands, green roofs, vertical gardens, mini urban forests, bamboo, moss, wildflower meadows, hedgerows, salt marshes, peat bogs, seagrass, seaweed/kelp or others

<sup>70</sup> Carbon credit purchases should be kept to a minimum, if they are eventually required, as the Island will see far wider benefits from investing in local planting schemes

Island - environment	Outputs	Council action(s)	Start date
<b>Output 064</b> Φ	<p>Create a carbon credit purchasing scheme to offset a maximum of 5% (up to 27,910 tonnes) of carbon emissions to encourage businesses and residents to purchase carbon credits to offset their activity</p> <p>This should be a last resort option. Local rewilding, restoration, and planting schemes should primarily be used for offsetting to meet net zero where emissions reductions cannot achieve true zero</p>	<p>Calculate full offset from planting in 2035 and assess whether carbon credits will be needed to offset 15% of baseline by 2040</p> <p>Assess whether any further planting schemes could take place on the Island over the 2035-40 period</p> <p>Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon offsetting via carbon credit purchases</p>	2035
<b>Objective 5C</b>	Reduce litter across the Island to be in line with (or better than) UK government litter indicators		
<b>Output 065</b>	<p>Litter on the Isle of Wight to be in line with litter indicators. UK Government Litter Strategy<sup>71</sup> assesses five indicators as there is no one perfect way to</p>	<p>Engage with community groups to organise action days to assess Island's current litter levels</p> <p>Introduce nudging campaign to reduce littering through behaviour</p>	2021

<sup>71</sup> [HM Government Litter Strategy for England April 2017 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Island - environment	Outputs	Council action(s)	Start date
	<p>measure litter<sup>72</sup>. These are:</p> <ul style="list-style-type: none"> <li>· litter on the ground/beach (744 items per 100m of beach)</li> <li>· public perception of litter (30% see it as a problem)</li> <li>· cleanliness of public places (88% currently meet acceptable standard for litter)</li> <li>· involvement of the public in doing something about litter (303,000 volunteers in Great British Spring Clean)</li> <li>· the cost to the public of keeping the streets clean (£29 per household)</li> </ul>	<p>change (e.g. 'voting' in cigarette butt bins, messages about ocean plastic around drains)</p> <p>Increase number of bins and recycling points around litter hotspots in line with littering baseline</p> <p>Engage with T&amp;PCs to ensure 'dual' bins are consistently available in the beach areas that they manage</p> <p>Agree designated litter pick-ups with T&amp;PCs</p>	
<b>Output 066</b>	Ensure all Island waterways are clear of litter and fly tip	Engage with community groups to arrange litter picking and maintenance of these areas	2021
<b>Objective 5D</b>	Increase biodiversity and protect existing ecosystems across the Island		

<sup>72</sup> [Litter and littering in England 2016 to 2017 - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Island - environment	Outputs	Council action(s)	Start date
<b>Output 067</b>	New large-scale woodland/planting to contain an appropriate mix of trees and/or plants for local flora and fauna to thrive	Ensure any large-scale tree planting supported by the council is appropriately mixed for local wildlife  Review new planting plans with Tree Officer and other relevant officers/organisations/ individuals	2021
<b>Output 068</b> Φ	All new and existing woodland to be connected by green corridors, wherever corridors would have a positive impact on existing ecology	To be required as part of all tree planting plans  Review existing green corridors and identify areas where they are needed  Red Squirrel Trust are currently working on a mapping project	2021
<b>Output 069</b> Φ	Develop at least one community garden in 'scrub' areas in towns per T&PC	Discuss options with T&PCs at monthly E&S forums	2022
<b>Objective 5E</b>	Enhance shorelines and waterways and improve water quality and aquatic environment protection on the Island		
<b>Output 070</b> Φ	Improve the quality of the Island's groundwater and surface watercourses	Planning conditions to continue to protect water courses, rivers, and the marine environment from runoff	2022

Island - environment	Outputs	Council action(s)	Start date
	from current 'average' rating <sup>73</sup>		
<b>Output 071</b> ϕ	Improve river water quality from current 'moderate' rating <sup>74</sup>	All new developments to provide evidence that wastewater can and will be managed	2022
<b>Output 072</b> ϕ	Maintain, and improve where possible, coastal water quality (currently rated 'good' or 'excellent') <sup>75</sup>	Work with Environment Agency and Southern Water to identify improvement areas and seek funding	2022
<b>Objective 5F</b>	Apply for environmental certifications in public areas to further promote the Island's natural environment		
<b>Output 073</b>	Achieve and maintain Blue Flag status on 3 beaches <sup>76</sup>	Review requirements to meet accreditations	2022
<b>Output 074</b>	Achieve and maintain Green Flag awards in 3 parks <sup>77</sup>	Work with T&PCs/Recreation team to meet required standards	2022
<b>Objective 5G</b>	Protect the Island's Biosphere status and promote the Island's products and tourism offerings through its Biosphere status		
<b>Output 075</b>	Utilise the Biosphere Status to promote the	Work with the Chamber of Commerce to help businesses promote local	2021

<sup>73</sup> [2782-FE2-IW-Catchment-Abstraction-Management-Strategy.pdf \(iow.gov.uk\)](#)

<sup>74</sup> [Love Your River \(islandrivers.org.uk\)](#)

<sup>75</sup> [Thumbs up for the Island's coastal water \(iow.gov.uk\)](#)

<sup>76</sup> Previously, four Isle of Wight beaches (Sandown, Ventnor, Yaverland, Colwell) held Blue Flag awards. However, these awards lapsed in 2015 and have not been applied for since owing to the associated costs. The council's councillors have previously discussed the difficulty in achieving these awards

<sup>77</sup> Currently, Play Lane Millennium Green in Haylands and Northwood Cemetery in Cowes hold Green Flag awards (October 2020)



Island - environment	Outputs	Council action(s)	Start date
	Island's produce and products	produce using biosphere branding	
<b>Output 076</b>	Work with the AONB and T&PCs to develop local plans to promote and enhance the Biosphere	Create an Island-wide plan, with consultation with T&PCs, to encourage promotion of the Island's biosphere status as a unique selling point within the UK  Work with a local tourism partner to communicate the message.	2022
<b>Objective 5H</b>	Overall waste sent to landfill to be no more than 10% by 2030		
<b>Output 077</b>	Increase recycling rates across the Island to 65% by weight <sup>78</sup>	New Energy from Waste plant to begin firing by 2023	2021
<b>Output 078</b>	Increase composting rates by 5%	Increase waste and recycling rates in line with targets set out in 'Resources and Waste Strategy for England'	2021
<b>Output 079</b>	Eliminate food waste sent to landfill	Develop a communications plan with the C&E team	2021
<b>Output 080</b>	Increase reuse and reconditioning of unwanted items that would otherwise be	Review progress annually	2021

<sup>78</sup> [Resources and waste strategy for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/611117/resources-and-waste-strategy-for-england.pdf)

Island - environment	Outputs	Council action(s)	Start date
	sent to landfill by at least 10% <sup>79</sup>		

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<sup>79</sup> While this is mentioned in the Resources and Waste Strategy for England (p55-59) there are currently no formal government targets stated for local authorities. This figure will need to be reviewed to ensure it is in line with future central government guidance.

## 15 RESILIENCE OUTCOMES

The council will enable the Island to meet any future challenges presented by a changing climate

As well as actions to prevent climate change, the Isle of Wight also needs to take action to ensure it is prepared for changes to the climate and environment that are already underway. Temperatures have already begun to increase, glaciers and sea ice are melting, which is causing sea levels to rise, and more rain is falling with storms becoming more frequent and intense. While it may not be possible to prevent all these issues, there are several actions that can be taken on the Isle of Wight to ‘future-proof’ residents and the environment.

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### 15.1 KEY BENEFITS OF EARLY ADAPTATION AND RESILIENCE ACTION

[\(LINK TO FURTHER DETAIL\)](#)

- Cost savings – cheaper to adapt early than clean up later
- Food security – climate-resilient agriculture may help address food shortages
- Contribution to emissions reductions – certain projects are likely to lead to emissions reductions over time (although this will not apply to all projects, particularly in the built environment)

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### 15.2 PROGRESS TO DATE

- The Isle of Wight’s Shoreline Management Plan<sup>80</sup> was published in 2011. It utilised historic and predicted erosion and sea level changes to forecast erosion and coastal flooding rates and proposes shoreline management policies accordingly
- The Isle of Wight Climate Adaptation Report<sup>81</sup> was published in 2011, recommending several adaptation actions that should be taken to protect the Island against climate change

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<sup>80</sup> [Isle of Wight Shoreline Management Plan: Main Document \(coastalwight.gov.uk\)](http://coastalwight.gov.uk)

<sup>81</sup> [Isle of Wight Climate Adaptation Report \(iow.gov.uk\)](http://iow.gov.uk)

- The draft Island Planning Strategy contains several measures that will conserve, enhance, and promote the seascapes and landscapes of the Isle of Wight, including requiring new developments to minimise the threats and promote the opportunities arising from climate change on the Island’s landscape, seascape, biodiversity, and geology

### 15.3 ISLAND RESILIENCE ACTIONS

TABLE 14. ISLAND OUTCOMES: RESILIENCE

Island - resilience	Outputs	Council action(s)	Start date
<b>Objective 6A</b>	Update documents relating to resilience and adaptation on the Island in line with most up-to-date research		
<b>Output 081</b>	Publish an updated Island Climate Adaptation Report in line with the next IPCC report	Review the IPCC’s next Assessment Report, due in 2022 Highlight any expected changes to currently known impacts	2022
<b>Output 082</b>	Publish an updated Island Shoreline Management Plan in line with the next IPCC report	Review current shoreline management plan against next IPCC Assessment Report, due in 2022 Add any expected requirements for new sea defences to national register	2022
<b>Objective 6B</b>	Reduce reliance on water from the mainland		
<b>Output 083</b>	Isle of Wight to reduce water used to 100 litres per person per day by 2040, in line with Southern Water’s 2021 Drought Consultation <sup>82</sup>	Use current water use per capita across the Island as a baseline to assess success Promote use of valves on taps to decrease water use as well as any other water-saving measures	2021

<sup>82</sup> [Drought consultation \(southernwater.co.uk\)](https://www.southernwater.co.uk/drought-consultation)

	<p>Engage with Southern Water to repair leaks in water network and homes/businesses</p> <p>Address water use in social media climate change campaign</p> <p>Refer to Island Planning Strategy</p>
<p><b>Output 084</b></p> <p>Isle of Wight to increase self-sufficiency in its water provision, and reduce reliance on water from the mainland<sup>83</sup></p>	<p>Review use of the Seaclean facility to see if water pumped out to sea can be redirected for Island use instead</p> <p>Assess whether future population's water needs will require desalination plant(s)</p> <p>Introduce rainwater harvesting systems</p> <p>Refer to Island Planning Strategy</p>
<p><b>Objective 6D</b></p>	<p>Prepare communities, towns, and infrastructure for changes in weather patterns</p>

<sup>83</sup> [Water Resources \(islandrivers.org.uk\)](http://islandrivers.org.uk)

<p><b>Output 085</b> Φ</p>	<p>Minimise ‘urban heat island’ effect in urban areas</p>	<p>Tree planting along streets and in town centres Introduce green roofs and vertical gardens Improve shading in urban areas from both natural and man-made sources</p>
<p><b>Output 086</b> Φ</p>	<p>Install at least one water fountain per 5,000 people in urban areas to help residents stay hydrated during heatwaves<sup>84</sup></p>	<p>Install more water fountains in town centres and near beaches to ensure residents can stay hydrated during hottest months</p> <p style="text-align: right;">2025</p>
<p><b>Output 087</b></p>	<p>Ensure development of new infrastructure is future proofed to cope with increased temperatures, rainfall, flooding, and any other extreme weather events</p>	<p>Include future proofing as a requirement of planning applications in the Island Planning Strategy Ensure development is assessed against climate predictions and adaptation reports at the local and national level</p>
<p><b>Output 088</b></p>	<p>Ensure development of new infrastructure is built to cope with future sea level rise (e.g. build bridges high enough to cope with predicted sea levels in 2100 rather than for present day sea levels)</p>	<p>Include future proofing as a requirement of planning applications in the Island Planning Strategy Ensure development is assessed against climate predictions and adaptation reports at the local and national level</p>

<sup>84</sup> Currently there is no central target around number of water fountains per capita. This figure is likely to change in line with future recommendations.

<b>Output 089</b>	Planning policies to seek to optimise layouts and design of new residential development, which can include use of solar and other low carbon technologies	Build requirements into planning applications Ensure buildings also have appropriate solar shading
<b>Output 090</b> Φ	Shift to Island-wide electrification and increase in electricity use to be backed up with plan to protect against power outages	See 'Energy' section – need to determine electrical capacity first via SSEN Can then work on plans for local generation, battery storage etc.
<b>Output 091</b> Φ	Ensure new active travel routes have minimal exposure to extreme heat/flooding to avoid a move back to use of personal vehicles	Shading of routes by tree planting to reduce risk during heatwaves Elevated pathways to reduce routes being cut off by heavy rainfall/flooding Many existing routes already covered and new routes to be covered under LTN 1/20
<b>Objective 6E</b>	Protect local ecosystems against extreme weather events, wherever possible	
<b>Output 092</b>	Avoid de-oxygenation of streams and rivers leading to local fish die-offs during heatwaves	Investigate restoration and rewilding of waterways via aquatic plants that will help with oxygenation of water
<b>Output 093</b>	Avoid topsoil degradation during floods	Increase tree planting and/or other forms of planting in flood-prone areas

<b>Output 094</b>	Avoid reduced carbon uptake of ecosystems during periods of drought	Improve irrigation in areas furthest from natural water sources	
<b>Output 095</b>	Avoid wildfires affecting local flora and fauna and releasing further carbon into the atmosphere	Improve irrigation in areas furthest from natural water sources Introduce 'fire breaks' in flora in highest-risk areas	
<b>Objective 6F</b>	Ensure the Island's agriculture is sustainable and introduce/enhance community gardens and growing schemes		
<b>Output 096</b> φ	Introduce sustainable hedgerow planting wherever possible on rural land to encourage biodiversity and increase carbon offsetting	Work with landowners to identify suitable land Advise landowners of available grant funding	2023
<b>Output 097</b>	Promote catchment sensitive farming to improve the area for wildlife and ensure water is uncontaminated	Work with local partners to promote the catchment sensitive farming projects <sup>85, 86</sup>	2023
<b>Output 098</b> φ	Maximise allotment use or seek community gardens for community food growing, with an aim to provide 10% of produce direct to food banks	Develop a community food growing plan Work with T&PCs to identify suitable land for new allotments/community gardens Promote schemes via local community groups	2023
<b>Objective 6G</b>	Encourage climate-friendly diets		

<sup>85</sup> [Catchment Sensitive Farming | Hampshire and Isle of Wight Wildlife Trust \(hiwwt.org.uk\)](http://hiwwt.org.uk)

<sup>86</sup> [Catchment Sensitive Farming \(islanddrivers.org.uk\)](http://islanddrivers.org.uk)



<b>Output 099</b>	Encourage an 'eat local' approach to reduce emissions from transport of food, improve food security, and boost the local economy		2023
<b>Output 100</b>	Link climate-friendly diets in with other local food/diet campaigns	How wider strategies could embed behaviour change around climate into other areas, such as Healthy Weight and Emergency Planning	2023
<b>Output 101</b>	Link climate-friendly diets to other metrics	In other areas local authorities have looked at food partnerships and wider campaigns <sup>87</sup>	2023
<b>Objective 6H</b>	Ensure sufficient cooling in homes, workplaces, and livestock facilities for hotter summers <sup>88</sup>		
<b>Output 102</b> Φ	Domestic and non-domestic buildings across the Island, particularly residential properties, and care homes, to remain at safe temperatures throughout hotter summers	Ensure homeowners and landlords are aware of dangers of increasing temperatures Advise residents of benefits of green roofs as this has a cooling effect on buildings as well as acting as a carbon offset Work with care homes to	2025

<sup>87</sup> Examples of linked campaigns include Brighton Food Partnership - how to eat healthily, grow your own food, health promotion campaigns (e.g. Sugar Smart), reducing food waste, community kitchens to teach people how to cook. The Sugar Smart (circa 2018) campaign has lots of synergies with climate change e.g. Refill Isle of Wight, the environmental impact of consuming bottles of full fat Coke compared to water, the opportunity to work together to promote health and wellbeing in the interactions with local business (workplace health), and signpost to support (e.g. stopping smoking and litter).

<sup>88</sup> Hotter summers are highly likely to become more of an issue in the future as global warming continues. Past heatwaves across Europe, particularly in 2003 and 2019, have been responsible for tens of thousands of human and animal deaths. The UK has to date largely avoided the most severe impacts of these heatwaves so far. However, given the Isle of Wight's ageing population and location in one of the warmest areas of the UK, future temperature increases could have serious impacts in the area, although this is not highly likely to be an immediate threat.

		ensure they are aware of the risks of increasing summer temperatures as older people are likely to be more affected by extreme heat	
<b>Output 103</b>	Island businesses to be up to date with laws relating to working in excessive temperatures	Discuss with businesses via Chamber of Commerce	2025
<b>Output 104</b>	Farmers and others working with animals to be aware of the likelihood of hotter future summers	Farmers who work with livestock will be aware of risks to animals from extreme heat, but may not be aware of how much temperatures could increase locally Ensure farmers have information about likely future summer temperatures, particularly following the next IPCC Assessment Report due in 2022	2025

# **PART B: ISLE OF WIGHT COUCNIL ACTION PLAN**

## 16 COUNCIL ACTION PLAN

This section will focus solely on the activities that are directly controlled by the council and make up the council's day-to-day activities and operations.

The council will reduce emissions in its estate and activities to meet net zero by 2030. This will be split into five sets of outcomes and actions.

When the council declared a climate emergency in July 2019 (see [Appendix III](#)), it stated an aim to achieve net zero emissions in both the council's operations and the wider Island area by 2030. While the council recognises that many actions in the wider community will be outside its control, it can 'begin at home' by focusing on achieving net zero within its own operations. The actions that can be taken by the council to reduce its own carbon footprint will be split into five categories: Behaviour, Energy, Transport, Waste, and Environment and Biosphere.

## 17 COUNCIL BEHAVIOUR OUTCOMES

Research has indicated that while the public's concern about climate change is growing, there is a general lack of knowledge about climate change<sup>89,90,91</sup>. Additionally, many people demonstrate low willingness to change their behaviour to tackle issues associated with climate change<sup>92</sup>. To meet not only local but global goals, people and businesses will need to change their behaviours.

There are several steps that the council can take to encourage its employees to become more engaged with tackling climate change **Error! Reference source not found..** The overall aim of these actions is to embed climate action and circular economy thinking in our corporate DNA to ensure climate change is considered from the outset of all decision-making.

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<sup>89</sup> [International trends in public perceptions of climate change over the past quarter century - Capstick - 2015 - WIREs Climate Change - Wiley Online Library](#)

<sup>90</sup> [Perception and knowledge of the effect of climate change on infectious diseases within the general public: A multinational cross-sectional survey-based study \(plos.org\)](#)

<sup>91</sup> [A STUDY OF PUBLIC UNDERSTANDING OF AND RESPONSE TO CLIMATE CHANGE IN THE SOUTH OF ENGLAND](#)

<sup>92</sup> Hoppner, C. and Whitmarsh, L., 2011. [Public engagement in climate action: policy and public expectations](#). *Engaging the public with climate change. Behaviour change and Communication*, pp.47-65.

While behavioural changes will be an important step in tackling climate change, change will take place more slowly in some areas than others for various reasons (for example, the cost of introducing new programmes) and the programme of behaviour change should be viewed as a series of long-term actions, rather than something that will take place entirely in the space of a few months.

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## 17.1 PROGRESS TO DATE

The council provides financial support to the Green Impact Programme, which is helping to reduce carbon emissions and improve general environmental performance of Island businesses and other organisations. The council is participating in the programme to actively reduce our estate’s impact on the environment

The council’s Investment Strategy was published in March 2021. The Pension Fund Committee has committed to producing an ESG policy in 2021, which will be measured against the current legal and best practice framework, in particular on climate change risk. The Committee has taken the strategic decision not to divest any funds:

*“The Fund has never sought to implement a policy that explicitly excludes certain types of investments, companies or sectors except where they are barred by UK law. The Fund believes that its influence as a shareholder is better deployed by engaging with companies, to influence behaviour and enhance shareholder value. The Fund believes that this influence would be lost through a divestment or screening approach. The Fund actively engages with companies through its investment managers.”*

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## 17.2 COUNCIL BEHAVIOURS ACTIONS

TABLE 15. COUNCIL OUTCOMES: BEHAVIOUR

Council Behaviours	Outputs	Council action(s)	Start date
<b>Objective 7A</b>	Improve climate and environmental awareness and knowledge and ensure climate change is a factor in all council decision-making		
<b>Output 105</b>	Isle of Wight Council to formally adopt binding net zero targets of 2030 for council operations and	Whole council to vote on motion	2021

	2040 for the Island's footprint, instead of setting them as non-binding aims		
<b>Output 106</b>	At least one manager in each service area to have completed Carbon Literacy training	Assess whether it would be more effective to have at least one council employee trained as a Carbon Literacy trainer, or whether it would be more effective to have managers join existing external training courses	2021
<b>Output 107</b>	75% of staff and councillors to have completed internally developed climate change L&D module and to rate their level of knowledge about climate change and how their role relates as 'good' or higher	Carry out a staff survey to create baseline of awareness of climate change Develop and roll out training programme with L&D	2021
<b>Output 108</b>	Embed behavioural change and thinking sustainably as part of the corporate DNA by ensuring 75% of staff and councillors are aware of how the council and their roles relate to climate change and environment	Develop an internal communications plan outlining: <ul style="list-style-type: none"> <li>· How council roles relate to C&amp;E Strategy</li> <li>· Progress made towards net zero</li> <li>· Team and individual actions that can help</li> <li>· Track internal engagement with comms campaign</li> </ul> Assess whether an externally sourced programme such as Jump would be more effective in the long-term than an internal comms campaign	2022

<b>Output 109</b>	<p>All council decision-making processes to consider climate change and environmental impacts of the action under consideration.</p> <p>Waste reduction and the circular economy to be included in these considerations.</p>	<p>Create series of questions/factors for councillors/decision-makers to use as part of council decision-making process (potentially similar to EIA checklist)</p> <p>Roll out new set of questions/factors to all service areas and council stakeholders</p>	2022
<b>Output 110</b>	<p>All council decision-making processes to be linked to wider benefits of climate and/or environment action related to the action under consideration</p>	<p>Review and if necessary, update current report template to reflect these considerations</p>	2022
<b>Output 111</b>	<p>All internally run council events/public meetings to publish carbon footprints alongside minutes, and to aim to reduce impacts of events through decreased travel, changes to catering, etc.</p>	<p>Decide which events will be included in this action</p> <p>Publish new guidelines for council events</p> <p>Use an existing online calculator to work out carbon footprint of each event</p> <p>Publish carbon footprint of each event alongside minutes</p>	2022
<b>Output 112</b>	<p>Update procurement processes to include climate and environment issues in the evaluation criteria and conditions of contract, where relevant</p>	<p>Update procurement processes in line with any new decision-making processes</p>	2022

	<p>Work with businesses to build a local network of suppliers</p>	<p>Help businesses to get into the right place so they can meet council tender conditions - 'bid ready'</p> <p>Continue educating local businesses on how the council procures to ensure they are aware of processes</p> <p>Continue publishing pipeline of upcoming projects to ensure local businesses are aware of upcoming opportunities to tender</p> <p>Flexibility built into contracts wherever possible to ensure local awards</p> <p>Aim for 3 quotes from local suppliers and award locally where we are confident we get value for money</p>	<p>2021</p>
<p><b>Output 114</b></p>	<p>Work with Procurement to ensure social value of projects is retained on the Island wherever services/products are available locally</p>	<p>Social value - legal requirement that must be considered for projects above £189k. Must be built into contract but only if relevant.</p> <p>Council has chosen to consider this as standard to all contracts over £25k. Social value criteria built into evaluation but there is no one size fits all approach to this. Can be educational, employment, environmental value added into projects. Council can also be prescriptive with expected social value of contracts by incorporating KPIs.</p>	<p>2021</p>



<b>Objective 7B</b>	Engage local communities in council's Climate and Environment Strategy and action plan	
<b>Output 115</b>	Up-to-date, relevant information about climate change to be available to members of the public and other stakeholders via council's website, and to be updated at least every two years	Refresh the council website's climate change section with information relevant to the climate strategy, public engagement, grants, and anything else related to achieving net zero  Regularly update in line with new policy and research
<b>Output 116</b>	Create an overarching, ongoing engagement and education strategy, to cover all things related to the climate strategy and achieving net zero	Appointment of Climate Education & Engagement Officer  Creation and rollout of '(E)Mission Zero' branding/engagement programme
<b>Output 117</b>	Review the Climate and Environment strategy and action plan at least every two years	Review and re-publish the strategy in line with any climate research or policy updates  Ensure it is in line with UK legislation/policy and internal policies/strategies  Publish an action plan progress report outlining completed, changed, or cancelled actions
<b>Objective 7C</b>	Promote the Green Impact Programme (GIP) across the council	
<b>Output 118</b>	All council buildings and service areas to participate in the Green Impact Programme (GIP)	Approach each service area to sign them up to GIP  Assign at least one Green Champion for each service area

<b>Output 119</b>	Establish at least one Green Champion in each service area	2023 date may be extended depending on future programme funding	2023
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## 18 COUNCIL ENERGY OUTCOMES

Around the world, energy use remains one of the largest sources of emissions. However, the transition to renewable energy is beginning to speed up, with renewables (40% of electricity generation) outpacing fossil fuels (39%) in the UK's energy mix for the first time in the third quarter of 2019<sup>93</sup>. During the third quarter of 2020, this increased to 44.6% of electricity in the UK being produced by renewables<sup>94</sup>. As the technology behind renewable energy develops, these sources of energy become cheaper, with solar and wind now being the cheapest sources of energy in the UK<sup>95</sup>.

Actions outline in this section are those specific to energy used within the council's estate and operations. Energy actions that the council can take to support the wider community are outlined later in this document.

The council will produce a new Carbon Management Plan in 2021, which will cover the 2021-2030 period and will provide further detail around many of the actions in this section of this report.

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### 18.1 PROGRESS TO DATE

- The reduction in number of council office buildings and more efficient use of remaining space has begun to reduce energy consumption for heating and lighting
- More energy efficient ICT equipment has been introduced. This promotes lower power consumption and enables employees to make smarter business travel choices through use of new software and mobile technology
- The council applied to the Salix Public Sector Decarbonisation Scheme in late 2020 to carry out heat decarbonisation works across 14 of its sites. In February 2021, the council received approximately £2.6 million through the grant to carry out these works with 13 sites approved, and to create associated ongoing project plans. Works are expected to start in March 2021 and complete before October 2021

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### 18.2 COUNCIL ENERGY ACTIONS

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<sup>93</sup> [Analysis: UK renewables generate more electricity than fossil fuels for first time](#)

<sup>94</sup> [UK Energy Trends, July to September 2020](#)

<sup>95</sup> [Wind and solar are 30-50% cheaper than thought, admits UK government](#)

TABLE 16. COUNCIL OUTCOMES: ENERGY

Council - energy	Outputs	Council action(s)	Start date
<b>Objective 8A</b>	Reduce emissions from all council buildings by at least 85% by 2030 through use of low carbon technologies for heat and power		
<b>Output 120</b>	Appoint new Energy Manager for council estate	Seek approval for new role  Advertise and recruit for role	2021
<b>Output 121</b>	Procure 100% green energy from energy suppliers in all council owned and operated buildings by 2030  Graduating up the principle to green energy procured where no more than 2percent more expensive than Brown energy	Ensure Energy Procurement Policy continues to be followed	2020
<b>Output 122</b> Φ	Complete works under the Salix Public Sector Decarbonisation Scheme by end of FY 2021-22	Funding received for projects in 13 buildings	2021
<b>Output 123</b> Φ	Ensure any facilities or office space the council owns and operates in are able to meet net zero emissions by 2030, using grant funding to carry out projects	Carry out full assessment of all buildings in council's estate to work out exactly what will need to be done in each building to achieve decarbonisation  Apply for further funding to decarbonise council estate, if next round of Salix funding is confirmed and we are eligible	

Council - energy	Outputs	Council action(s)	Start date
		Cost estimate based on sites listed/billed in TF.	
		Current cost estimate is based very loosely on existing Salix projects so will not be 100% accurate, but should give some idea of the scale of works required	
<b>Output 124</b>	Any buildings owned by the council and occupied by third parties are reviewed and opportunities for low carbon projects investigated, working with tenants/occupants, where practical	Review buildings leased to third parties by the council to identify potential scope for works	2021
<b>Output 125</b>	Reduce energy use and energy cost of cremations by at least 10%	Decarbonise heating and energy systems outside of the cremator  Maximise emissions abated through technological advancements in the crematorium	2021

Council - energy	Outputs	Council action(s)	Start date
<b>Output 126</b>	Update existing Carbon Management Plan (CMP) to outline in detail a full strategy to decarbonise energy use in all council buildings from 2021 to 2030	Review the council estate's energy performance and identify potential for capital works to decarbonise Develop costed plan to reduce carbon impacts of buildings and create savings, possibly through Salix loans for capital Outline opportunities for onsite renewable energy generation and battery storage at each council site	2021
<b>Output 127</b> φ	Produce new Heat Decarbonisation Plan (HDP) to outline in detail a full strategy to decarbonise heating in all council buildings from 2021 to 2030	Funding received from Salix under the Public Sector Decarbonisation Scheme to produce a HDP covering specific council properties When complete this will be used as a template for heat decarbonisation in other council properties	2021
<b>Output 128</b>	Create bespoke action plan for schools, with a particular focus on decarbonisation of energy in school buildings	Work alongside Schools and Property to create site-by-site plan Provide costings for all actions	2021
<b>Output 129</b> φ	Decarbonise schools by at least 85% by 2030 via Salix Grant Funding	Discuss options with schools Include schools' employees on training programme	2021

Council - energy	Outputs	Council action(s)	Start date
		Support and guidance on grant applications	
<b>Objective 8B</b>	Improve energy efficiency across council's estate to reduce overall energy costs and further reduce emissions		
<b>Output 130</b>	Reduce energy use in council buildings by at least 5% to decrease energy bills and carbon footprint	Introduce timer plugs in all council buildings to switch off all monitors overnight if left on standby Replace hand dryers with more energy efficient models as they age out and require replacing	2023
<b>Output 131</b>	Reduce water use in council offices by at least 5% to decrease water bills and carbon footprint	Introduce tap attachments/valves to reduce water use Introduce dual flush option on toilets where not already in use Introduce push button/motion sensor taps where not already in use	2023
<b>Output 132</b> φ	Decrease the amount of energy used by the server farm by at least 10% to reduce energy costs	Funding received to decarbonise County Hall server room applied for via Salix Public Sector Decarbonisation Scheme Review the need for onsite server farm in corporate buildings Discuss with Energy Manager (when appointed) and IT to agree a strategy	2021

Council - energy	Outputs	Council action(s)	Start date
<b>Output 133</b>	Reduce energy costs by 10% (or increase income from energy to equal 10% reduction) by changing how energy is used across council's estate and fleet	<p>Work with suppliers to understand income/savings from</p> <ul style="list-style-type: none"> <li>· Use of power on site</li> <li>· Power Purchase Agreements (PPA)</li> <li>· Private wire/private power sales (Corporate PPA)</li> <li>· Sleeving: the role of a Licensed Supplier</li> <li>· Energy Storage: day ahead, intraday, BM trading &amp; FFR</li> <li>· EV Charging hubs</li> </ul>	2023
<b>Objective 8C</b>	Ensure environmental monitoring standards are met and that energy use and emissions can be reported on easily		
<b>Output 134</b>	Introduce Energy Management software (EMS) to monitor energy use in all council buildings	<p>Review software options with Procurement and Facilities</p> <p>Ensure selected option provides straightforward energy use monitoring and can create a carbon footprint based on energy use at all council sites</p>	2021
<b>Output 135</b>	Include all scope 1, 2, and 3 emissions in the council carbon footprint in line with the Greenhouse Gas Protocol <sup>96</sup>	Review current council carbon footprint calculations and ensure all emissions are included from FY 2022-23 onwards	2021

<sup>96</sup> [Calculation Tools | Greenhouse Gas Protocol \(ghgprotocol.org\)](https://ghgprotocol.org/)



Council - energy	Outputs	Council action(s)	Start date
<b>Output 136</b>	Meet ISO 140001 accreditation <sup>97</sup>	Follow 'Plan, Do, Check. Act' and establish baseline of environmental measures Mitigate against measures that have not been achieved to meet accreditation	2021

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<sup>97</sup> [ISO - ISO 14000 family — Environmental management](#)

## 19 COUNCIL TRAVEL AND FLEET

Transport is the largest source of emissions in the UK, accounting for 34% of UK emissions in 2019<sup>98</sup>. It is essential that travel by car is reduced where possible, petrol and diesel vehicles are switched to electric vehicles at the earliest opportunity, and active transport is encouraged. These are many options available to reduce vehicle use, as well as to encourage people to travel by bike or on foot.

Sustainable travel is key to reducing emissions on the Isle of Wight. Data from the Office for National Statistics' 2011 census<sup>99</sup> indicate that only 7% of commuters on the island travel by public transport, 3% cycle, and 18% walk. In the best performing similar local authority area, the proportions are 18%, 21% and 38% respectively.

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### 19.1 PROGRESS TO DATE

- The council's fleet currently includes three fully electric vehicles and five hybrid vehicles, with four more electric vehicles due to be added to the fleet in late 2021
- All fleet drivers are provided with guidance on driving to use fuel efficiently
- A travel plan and a travel policy are being developed to prioritise sustainable travel for business trips. The plan will also encourage the reduction of personal vehicle use
- The waste contract fleet vehicles are purchased with Euro-6 engines and will consider electric lifts or collections vehicles over the lifetime of the contract
- Initiatives delivered by Island Roads such as the use of recycled road materials and an island-based road coatings plant have significantly reduced the overall carbon footprint of these activities

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<sup>98</sup> [2019 UK greenhouse gas emissions, provisional figures](#)

<sup>99</sup> [2011 Census - Office for National Statistics \(ons.gov.uk\)](#)

## 19.2 COUNCIL TRAVEL AND FLEET ACTIONS

TABLE 17. COUNCIL OUTCOMES: COUNCIL TRAVEL AND FLEET

Council - transport	Outputs	Council action(s)	Start date
<b>Objective 9A</b>	At least 59% of council employees to use active travel to commute to work		
<b>Output 137</b>	Increase number of council employees cycling to work to 21% (currently at 3%)	Encourage wider participation in the Cycle to Work scheme through HR (for new employees) and C&E (for existing employees) Review existing bike storage and changing facilities Seek funding to create new facilities if there is a shortage	2021
<b>Output 138</b>	Increase number of council employees walking to work to 38% (currently at 18%)	Develop communications plan to encourage staff to walk to work wherever possible	2021
<b>Objective 9B</b>	Reduce personal vehicle use by council staff for commuting to work by 25%		
<b>Output 139</b>	Increase use of public transport among council staff to 18% (currently at 7%)	Promote staff discounts for public transport with communications plan via C&E or HR Introduce season ticket loans for commuters A 20% council discount is available on Southern Vectis buses for season tickets	2021
<b>Output 140</b>	Encourage all staff driving to work to lift share, with a target of 25% fewer vehicles	Explore use of a national service like LiftShare with comms plan via C&E or set up a similar scheme via	2022

Council - transport	Outputs	Council action(s)	Start date
	making commuter journeys	Yammer (this will depend on Covid restrictions lifting)	
<b>Output 141</b>	Continue with flexible working arrangements to reduce travel	Offer advice to colleagues on how to lower home carbon footprints when WFH	2021
<b>Output 142</b>	Continue with virtual meetings to reduce travel	Offer advice to colleagues on how to lower home carbon footprints when WFH	2021
<b>Objective 9C</b>	Decrease mileage for business travel to reduce carbon emissions and travel expenses		
<b>Output 143</b>	Reduce fleet mileage by 5% per service area (from 2019 baseline)	Use vehicle tracking data to analyse efficiencies of journeys Review policies for fleet management and route planning Review the need for 'return to base' activities against new agile working practices Review the need to drive to work to collect fleet vehicles used on consecutive days	2022
<b>Output 144</b> φ	Introduce alternative options to using cars for business travel, including trialling an ebike scheme	Conduct a staff survey to assess the options of walking, using electronic bicycle fleet, or taking public transport for short journeys Introduce a pilot scheme for ebike use	2024

Council - transport	Outputs	Council action(s)	Start date
<b>Output 145</b>	Ensure all business travel using personal vehicles is captured by HR system (or other) so we can confirm the full carbon footprint	Work with Access team and HR to find a best practice approach to capturing all data Promote internally via Comms	
<b>Objective 9D</b>	Electrify council's fleet in line with 2030 law change around sale of new EVs and ensure EV chargers are available for fleet and staff vehicles		
<b>Output 146</b>	Phase out purchase of all new petrol and diesel vehicles for council fleet by 2030 in line with new law in England	Discuss with Fleet Manager and Procurement and include points as part of council's Sustainable Transport plan Phase replacement at vehicle end of life with Electric Vehicles Review funding available to help local authorities make the transition to EVs	2021
<b>Output 147</b> φ	Install at least one EV charger at each council fleet parking area. Increase this in line with number of EVs added to the council vehicle fleet	Work with other local authorities (such as Nottingham) to see how the council could manage additional demand for charging Review option such as solar canopies over car parks, solar PV microgrids, and battery storage in order to	2022

Council - transport	Outputs	Council action(s)	Start date
		provide charging facilities without having impact on the grid	
<b>Output 148</b>	Fleet EV chargers to be available to charge staff's personal vehicles at each council office/site where staff parking is available during daytime hours	Review current number of EV chargers at council buildings  Seek funding to install new EV chargers where needed  Charge staff for energy use	2023
<b>Objective 9E</b>	Update existing Local Transport Plan		
<b>Output 149</b>	Next update of the Local Transport Plan to focus on sustainable and active transport options	Next review of the Local Transport Plan to consider objectives relating to net zero and environmental protection	2021

## 20 COUNCIL WASTE AND CIRCULAR ECONOMY OUTCOMES

Making the items that we buy, using them, and throwing them away all contribute to climate change. Buying less is an important step in cutting greenhouse gases. For the items we do buy, we should reuse, recycle, or compost them wherever possible. The Isle of Wight currently reuses, recycles and composts 55.7% of its household waste. This compares to the best figure of 65% in similar local authorities<sup>100</sup>. English local authorities should aspire to the same figure, and all local authorities across the UK should aim higher on a path to achieve zero waste (e.g. aiming for net zero waste by 2030).

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### 20.1 PROGRESS TO DATE

- The council now has one of the highest recycling rates in the country, with 99% of waste diverted from landfill in December 2020's figures<sup>101</sup>
- A new energy from waste facility has been commissioned. The energy produced by the new facility will almost eliminate domestic waste going to landfill and generate electricity. This ongoing reduction in waste to landfill will reduce emissions of greenhouse gases
- The council is working in partnership with the Isle of Wight NHS Trust to assist with waste management
- The Green Garden Waste collection service is into its second year, with capacity for 10,000 subscribers. This scheme is reducing compostable waste being sent to landfill#

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### 20.2 COUNCIL WASTE AND CIRCULAR ECONOMY ACTIONS

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<sup>100</sup> [Statistics on waste managed by local authorities in England in 2018/19](#)

<sup>101</sup> [Amey's Isle of Wight EfW further behind schedule - letsrecycle.com](#)

TABLE 18. COUNCIL OUTCOMES: WASTE

Council - waste	Outputs	Council action(s)	Start date
<b>Objective 10A</b>	Reduce use of single-use items across all council activities by at least 80% by 2030		
<b>Output 150</b>	Reduce use of single-use items across council buildings by at least 80%	Single use item reduction plan already delivered to CMT Review and enact plan and conduct regular reviews	2022
<b>Output 151</b>	Reduce sale of single-use items in council-operated gift shops, vending machines, ticketing, permits etc. by at least 80%	Change project initiation process Inclusion on highlight reporting	2022
<b>Objective 10B</b>	Reduce carbon footprint from office waste by 85%		
<b>Output 152</b>	Reduce need for printing by at least 50% and move to digital documents and systems instead, wherever possible	Create a communications plan with C&E to ensure council employees are aware of the impacts of single use items Discuss monitoring with Procurement –purchases of printer ink and paper should be used to assess success	2022
<b>Output 153</b>	Ensure council employees are aware of how waste sent to landfill has an impact on emissions to reinforce the need to reduce or recycle waste	Continue to monitor use of bins in offices to ensure recycling bins are readily available Introduce new messaging in buildings to get staff thinking about waste reduction	2021



Council - waste	Outputs	Council action(s)	Start date
<b>Output 154</b>	Encourage council employees to bring their own containers (e.g. reusable coffee cups) if purchasing items during office hours	Introduce messaging in buildings to encourage use of reusable containers Investigate local discount schemes (e.g. 50p off coffee for bringing your own cup) in local cafes and ensure council staff are aware of these	2021

## 21 COUNCIL ENVIRONMENT AND BIOSPHERE OUTCOMES

Looking after our natural environment will require action from the council and residents and communities across the Island. While there are actions that the council can take to look after the land that falls under its remit, most of the land on the Isle of Wight is privately owned and therefore the council cannot make decisions about what happens here, although it may be able to support some activities such as tree planting on private land or consider changes to land use through planning applications where relevant.

The Isle of Wight has been recognised as a Biosphere Reserve, which recognises the area for the management of the relationship between human activity and the natural environment. Again, while the council can support some actions here, much of the protection of the Island's Biosphere status will depend on the behaviour of the public.

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### 21.1 PROGRESS TO DATE

- At least 450 trees to be planted by April 2021 as part of the Trees for Seas scheme
- The Isle of Wight Core Strategy<sup>102</sup> contains several objectives dedicated to the environment, including:
  - To support sustainable and thriving communities that enable people to enjoy a quality of life, without compromising the quality of the environment
  - To protect, conserve and enhance the Island's natural, historic, and built Environments
  - To manage the Island's waste in a sustainable and environmentally sensitive
  - way

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<sup>102</sup> [Isle of Wight Core Strategy \(iow.gov.uk\)](http://iow.gov.uk)

- To manage the Island's mineral supply in a sustainable and environmentally sensitive way
- The Isle of Wight Core Strategy is subject to a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). This is an iterative process and an effective way of ensuring that sustainable development principles are considered in the plan making process
  - By assessing plan policies against a broad range of SA/SEA objectives, the appraisal process exposes strengths and weaknesses of the plan, which can help to develop recommendations for improvement
  - As well as helping to improve the plan, the appraisal process also provides the basis for discussion between stakeholders around shared objectives
  - Alongside this process the Island Plan has also been subject to a Habitats Regulation Assessment (HRA) which assess the impact of the plan against the conservation of sites designated as being of European importance
- The draft Island Planning Strategy (2019)<sup>103</sup> contains policies to protect the natural environment. These include:
  - High quality environment is viewed as an asset that will be protected, with development being kept away from the most sensitive and important areas
  - The council will seek provision of ecological/environmental mitigation and/or compensation in new developments
  - Sites allocated for housing to require biodiversity enhancements
  - Hedgerows to be preserved wherever possible

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<sup>103</sup> [Draft Island Planning Strategy \(iow.gov.uk\)](https://www.iow.gov.uk/draft-island-planning-strategy)

- Incorporation of ancient trees or hedgerows into design of developments
- No developments may occur unless applicants can demonstrate that there is infrastructure capacity to accommodate water and wastewater provision

## 21.2 COUNCIL ENVIRONMENT AND BIOSPHERE ACTIONS

TABLE 19. COUNCIL OUTCOMES: ENVIRONMENT AND BIOSPHERE

Council - environment	Outputs	Council action(s)	Start date
<b>Objective 11A</b>	Offset a minimum of 10% (at least 416.4 tCO <sub>2e</sub> ) of council carbon emissions through planting, rewilding, and habitat restoration schemes <sup>104</sup>		
<b>Output 155</b> φ	Develop a Woodland and Rewilding Plan to calculate maximum possible emissions offsets through planting schemes on the Island and to work out a best practice management plan	Create plan covering available land for planting or other land use for offsetting, plans for that land, how and when planting or land use change will take place, and how it will be managed  Calculate potential carbon offsets through different schemes and seek independent verification	2021

<sup>104</sup> Details of figures for carbon sequestration and offsetting from forestry can be seen in [Appendix VIII](#)

**Output 156**

φ

Offset at least 10% (416.4 tonnes) and ideally the full proposed 15% (624.5 tonnes) of council's baseline carbon footprint through planting, rewilding, and habitat restoration schemes by 2030

Emissions reductions should take priority over carbon offsetting wherever possible

Offsetting the footprint of the Island as a whole via local planting schemes is covered separately in the Environment section.

Develop a Woodland and Rewilding Plan  
Review land and countryside estate to identify available land for community woodland schemes  
Review grants available for forest planting and forest management  
Seek community partners to operate and manage woodland 2021  
Begin tree planting in late 2021 and complete planting by 2030 to ensure the Island is able to meet the 2040 net zero target  
Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions

<p><b>Output 157</b> ϕ</p>	<p>Plant a further 6,000 street trees across the Island by 2040</p>	<p>Review streets across the Island for suitability Engage with residents to see if volunteers would be available to help support watering and maintenance Seek additional available grants to support costs</p>	<p>2021</p>
<p><b>Objective 11b</b></p>		<p>Invest in carbon offsetting schemes to offset a maximum of 5% (up to 208.2 tCO<sub>2</sub>e) of carbon emissions</p>	
<p><b>Output 158</b></p>	<p>Calculate the offset from planting schemes and assess whether any carbon credit purchases will be required to complete offset of 15% by 2030 This outcome will depend on progress towards net zero by 2028 and shouldn't be considered until then</p>	<p>Calculate full offset from any planting schemes or other biodiversity net gain in 2030 Assess whether it is possible for any further offsetting schemes to take place on the Island over the 2030-40 period Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon credit purchases</p>	<p>2028</p>

<p><b>Output 159</b> ϕ</p>	<p>Offset council's remaining carbon footprint (up to 5% or 208.2 tonnes) by investing in carbon credit purchase schemes, if necessary</p> <p>This should be a last resort option. Local rewilding, restoration, and planting schemes should primarily be used for offsetting to meet net zero where emissions reductions cannot achieve true zero</p>	<p>Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions</p> <p>Carbon credit purchases should be kept to a minimum as the Island will see far wider benefits from investing in local planting schemes</p>	<p>2030</p>
<p><b>Output 160</b> ϕ</p>	<p>Appoint managers for council woodland that is currently unmanaged</p>	<p>Identify unmanaged woodland as part of Tree Strategy</p> <p>Work with community groups and schools to investigate options for woodland management</p>	<p>2022</p>



# APPENDICIES

## APPENDIX I: WHAT IS CLIMATE CHANGE?

Climate change takes place when the planet becomes warmer or cooler as more, or less, greenhouse gases become present in the atmosphere. These changes mean that more, or less, heat from the sun is retained within the atmosphere, which then has an impact on the Earth's natural systems, such as weather. Climate change is measured in terms of changes to 30-year averages of factors including temperatures and rainfall.

Although climate change is a naturally occurring process over very long periods of time (i.e. the planet moving into and out of ice ages), human activity over the last 150 years has caused the climate to change at a much faster rate than has previously been observed in entirely natural changes to the climate. The Industrial Revolution led to widespread changes in the way people lived and worked with the growth of industry and manufacturing, and the use of fossil fuels to power this change.

Burning fossil fuels, and other industrial processes, release gases into the atmosphere. This causes a layer of gases that act like a blanket and trap heat within the atmosphere. This is known as the greenhouse effect, which keeps the Earth warm. However, increased levels of greenhouse gas emissions have caused this layer to trap more heat, which is leading to increased global temperatures.

This layer of greenhouse gases is essential to sustain life on Earth. If all greenhouse gases in the atmosphere were to disappear, the layer of heat trapped around the earth would also vanish and the planet would become too cold to inhabit for humans as well as most plant and animal species.

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### GREENHOUSE GASES

There are several gases that contribute to global warming, known collectively as greenhouse gases (GHGs). Carbon dioxide, nitrous oxide, methane, water vapour, and fluorinated gases are all contributing to global warming and are considered GHGs. Carbon dioxide (CO<sub>2</sub>) is the most abundant GHG generated by human activity, but other GHGs also have a significant impact on global warming and are usually included in emissions calculations.

Some analyses only focus on carbon dioxide emissions and simply use tonnes of CO<sub>2</sub> (tCO<sub>2</sub>) as their units. These are also expressed in other units than tonnes so you will sometimes see amounts of CO<sub>2</sub> measured in, for example, kilograms (kgCO<sub>2</sub>) or kilotonnes (thousand tonnes: ktCO<sub>2</sub>), among other measurements.

Analyses that take into account all types of GHG emissions use a conversion factor to convert them into a carbon dioxide equivalent: CO<sub>2</sub>e (this is based on carbon dioxide as it is the most abundant of the greenhouse gases).

As an example, methane causes around 25 times more global warming per tonne than carbon dioxide, so one tonne of methane is the equivalent of 25 tonnes of carbon dioxide and would be expressed as 25 tCO<sub>2</sub>e.

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## **CLIMATE CHANGE IMPACTS**

Global warming will have far-reaching impacts as it causes the climate to change. Some, although not all, of the impacts will be:

- Sea level rise
  - Coastal flooding
  - Coastal erosion
  - Landmass loss as areas 'sink'
- Weather pattern changes
  - Extreme heat
  - Longer summers
  - Shorter winters
  - Heavy rain
  - Snow and ice loss
- Increased risk of natural disasters
  - More regular, more intense wildfires
  - More regular more intense hurricanes
  - Increased risk of severe droughts
- Ocean warming and acidification
  - Coral reef bleaching
  - Marine life loss

The global temperature is 1°C higher than it was in 1850, and the effects of climate change are already apparent. The MET Office has reported that the United Kingdom's ten hottest years on record have all happened since 2002, the mean sea level around the UK has risen by approximately 16cm since 1900, and days of extreme heat in South East England have risen from once every 1000 days to as often as once every 200 days<sup>105</sup>. Extreme weather events will continue to worsen as the Earth's temperature increases. Without taking immediate action to prevent further climate change, worst-case scenarios predict that we could see global average temperatures rise by 6°C or more by the end of this century.

The case for tackling climate change, biodiversity loss, and environmental risks is clear. The accelerating impact of climate change in this country and around the world is of profound public concern. The climate crisis will not only severely affect humans, but is also contributing to species loss, habitat erosion and the disappearance of cherished wildlife both on land and in the oceans.

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## **THE UNITED NATIONS PARIS AGREEMENT**

Since the 1990s, an annual United Nations meeting focused on climate change has taken place. This is known as the Conference of the Parties (COP). At COP21 in Paris, a significant achievement was made as nations around the world agreed to restrict their greenhouse gas (GHG) emissions with a target of preventing global warming of more than 2°C from occurring, ideally capping warming at 1.5 °c. This meant that each nation participating in the agreement (known as the Paris Agreement<sup>106</sup>) is required to set nationally determined contributions (NDCs)<sup>107</sup>: voluntary climate actions to take place from 2020 to reduce their country's emissions enough to meet the Paris Agreement's targets.

The United Kingdom is a signatory to the Paris Agreement, and as a result the environmental agenda is developing nationally, with pressure on Local Authorities to contribute towards the carbon budgets set out in the UK Climate Change Act 2008.

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<sup>105</sup> [UNCP 2018 Headline Findings](#)

<sup>106</sup> [The Paris Agreement | UNFCCC](#)

<sup>107</sup> [Nationally Determined Contributions \(NDCs\) | UNFCCC](#)

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## IMPLICATIONS OF THE UNITED NATIONS PARIS AGREEMENT FOR THE ISLE OF WIGHT

The Tyndall Centre for Climate Change Research at Manchester University has set out a paper quantifying the implications of the Paris Agreement for the Isle of Wight<sup>108</sup>. The report proposes the use of **carbon budgets** for greenhouse gas emissions for 2020 to 2100. The analysis sets out the following recommendations for the Isle of Wight to make a 'fair' contribution towards the UK's commitments under the Paris Agreement:

- Stay within a maximum carbon budget of 3.4 million tonnes (Mt CO<sub>2</sub>) to 2100
- Initiate a programme of CO<sub>2</sub> mitigation to deliver cuts in emissions averaging a minimum of 12.8% per year
- Reach zero or near zero carbon no later than 2042<sup>109</sup>

These annual reductions in emissions require national and local action and could be part of a wider collaboration with other local authorities.

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<sup>108</sup> [Local and Regional Implications of the United Nations Paris Agreement on Climate Change](#)

<sup>109</sup> While the Paris Agreement stated a zero-carbon target date of 2042, more recent research has emphasised the importance of meeting this target as soon as possible, ideally by 2030. As a result, the council stated an aim of net zero by 2030 in its climate emergency declaration in July 2019.

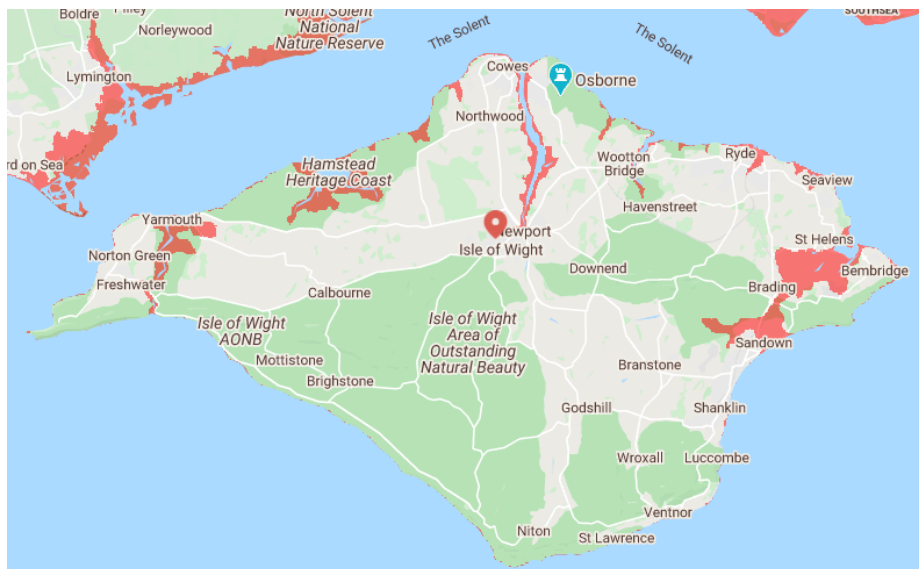
## APPENDIX II: THE ISLE OF WIGHT'S CLIMATE

The Isle of Wight is one of the warmest and sunniest regions of the UK, with an average of 37 hours per week of sunshine during the summer compared to a national average of 29.7 hours per week<sup>110</sup>. The hottest recorded day on the Isle of Wight reached 33.8°C, although if we continue to produce greenhouse gases at our current rate the Isle of Wight could see days as hot as 40.7°C by 2100<sup>111</sup>.

Over the past 30 years, the Island has seen on average 8 rainy days per summer month and 12 rainy days per winter month. Although climate change is not expected to change the number of rainy days on the Isle of Wight, it could potentially cause more rain to fall on rainy days, leading to an increased risk of flooding in many areas of the Island<sup>Error! Bookmark not defined.</sup>.

There are several other factors associated with climate change that could have severe impacts on the Isle of Wight, including sea level rise, coastal erosion, and ocean acidification and warming. The potential impacts of sea level rise are shown in Figure 5.

FIGURE 5. ISLAND AREAS PREDICTED TO LIE BENEATH THE UK'S ANNUAL FLOOD LEVEL BY 2050



<sup>110</sup> [Isle of Wight weather](#)

<sup>111</sup> [What will climate change look like in your area?](#), based on County Hall's PO30 1UD postcode

Sea level rise is occurring as global warming increases, which melts glaciers and sea ice and causes thermal expansion of water in the oceans. This will lead to increased risk of flooding and coastal erosion around the world, with small islands likely to be at particular risk. Sea levels are expected to rise by at least 20 centimetres by 2060, which could have severe impacts on lower-lying coastal areas. The areas shown in red in **Error! Reference source not found.**<sup>112</sup> are forecast to be below the UK's annual flood level by 2050. The rise in sea level will also threaten beaches and other coastal areas, with The Needles considered to be under severe threat from coastal erosion by 2100<sup>113</sup>. This will in turn have wider economic impacts, for example, from reduced tourism and decreased council concession income, as well as serious impacts on businesses close to the water's edge and in low-lying areas.

Ocean acidification is caused by rising atmospheric carbon dioxide leading to increased seawater acidity<sup>114</sup>. This has adverse effects on both marine life and human society. Increased acidity of waters and increased ocean temperatures are highly likely to lead to die-offs of marine organisms such as fish, corals, sea grasses, and kelp<sup>115</sup>. Currently, there is little research around the impacts of ocean acidification on the Isle of Wight specifically, but the UK area is thought to have already experienced fish and shellfish catch decreases of up to 30% and may see losses in employment from fisheries and associated industries of up to 20% by 2050<sup>116</sup>.

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<sup>112</sup> [Land projected to be below annual flood level in 2050](#)

<sup>113</sup> [21 UK Landmarks Threatened by Rising Seas](#)

<sup>114</sup> [Report by the Ocean Acidification sub-group of the Science Advisory Council](#)

<sup>115</sup> [The Ocean \(IPCC\)](#)

<sup>116</sup> [Estimating the ecological, economic, and social impacts of ocean acidification and warming on UK fisheries - Fernandes - 2017 - Fish and Fisheries - Wiley Online Library](#)

## APPENDIX III: MOTION TO FULL COUNCIL

In June 2019 the council took the view that the award of UNESCO Biosphere status has the potential to create and access major opportunities to support and develop a sustainable economy on the Island, particularly by supporting and protecting key elements of the Island landscape and environment<sup>117</sup>.

To maximise these opportunities, the council recommended that the Administration take the following actions:

1. Direct the maintenance and preservation of the Biosphere status to the now appropriate body of the Environment and Sustainability Forum (ESF)
2. To recognise the status of the Isle of Wight as a UNESCO Biosphere in the Island Plan and link this status to the mechanism of the ESF to manage it going forward.
3. The ESF is to be Chaired by the relevant officer and attended by relevant cabinet members, members, Town and Parish councillors, representatives of the AONB, environmental groups and other outside bodies.
4. To encourage and develop awareness of the Biosphere amongst businesses, residents and other relevant agencies and interested parties.
5. Make links and liaise with any potential partners through the ESF, including other relevant Biosphere areas, to access information and assistance that may harness and help maximise the benefits of biosphere status<sup>118</sup>.

In July 2019 the full council voted to support a motion that the council will continue to take all reasonable steps to minimise its environmental impact and to maintain the beauty of our Island. In line with the motion the council will:

1. Declare and acknowledge a Climate Emergency
2. Aim to achieve net zero carbon emissions on the Island by 2030
3. Establish a Task & Finish Group to develop a costed action plan, recommending how the council could work with partners and central

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<sup>117</sup> [Full Council - 18th September 2019](#)

<sup>118</sup> [Biosphere FAQs - UK Man and the Biosphere Committee](#)

government to ensure that the Islands net carbon emissions can be reduced to zero by 2030

4. Develop and implement a community engagement plan via the council's Environment and Sustainability Forum
5. Liaise with other local authorities that have declared a Climate Emergency<sup>119</sup>

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<sup>119</sup> [Declare a Climate Emergency | Go Zero Carbon by 2030](#)



## APPENDIX IV: RELATED RESEARCH

### IPCC's Fifth Assessment Report

The Synthesis Report (SYR) of the IPCC Fifth Assessment Report (AR5) provides an overview of the state of knowledge concerning the science of climate change, emphasizing new results since the publication of the IPCC Fourth Assessment Report (AR4) in 2007. The Sixth Assessment Report is expected to be published in full in 2022.

### IPCC's Special Report into 1.5°C

An IPCC special report on the impacts of global warming of 1.5 °C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty.

### IPCC's Climate Change 2021: The Physical Science Basis

A 2021 report by the IPCC, published in the run-to to COP26 taking place in Glasgow in November 2021, outlined the fact that climate change is already happening and many of its impacts are now inevitable and irreversible. Without immediate and drastic cuts to emissions, the world is on track to see 3°C or more of warming by the end of this century, and we have already reached 1.1°C of warming. A summary of the key findings can be [accessed here](#).

### **Zero Carbon Pathways Study**

The council commissioned a study by Regen<sup>120</sup>, which has produced an emissions baseline for the Isle of Wight based on its statistics from 2017. The Regen analysis focuses on scope 1 and 2 emissions. See [Appendix VII](#) for more information about the Regen report.

### SCATTER Cities

SCATTER is a local authority focussed emissions tool, built to help create low-carbon local authorities. SCATTER provides local authorities and city regions with the opportunity to

<sup>120</sup> Crook, T and Haynes, J, 2020. *Regen Zero Carbon Pathways Study*, prepared for the council

standardise their greenhouse gas reporting and align to international frameworks, including the setting of targets in line with the Paris Climate Agreement.

**BEIS statistics**

Statistics on business, emissions, energy sources, prices and efficiency, fuel poverty, and the survey of public attitudes towards business and energy policy.

## APPENDIX V: RELATED COUNCIL STRATEGIES

<b><u>Isle of Wight Council Corporate Plan</u></b>	<b>This refreshed Corporate Plan for the council sets out our new and continuing strategic priorities and direction for the period 2019-2022.</b>
<b><u>Isle of Wight Core Strategy</u></b>	<b>The Strategy will set out how, in spatial planning terms, the Island will develop up to 2027. In principle, the Island Plan Core Strategy is about “place shaping” and delivery.</b>
<b><u>Health and Wellbeing Strategy</u></b>	This strategy aims to improve the health and wellbeing of everyone on the Island. It focuses on making faster improvements for those who are most vulnerable and experience a poorer quality of life.
<b><u>Draft Island Planning Strategy</u></b>	Once it has been adopted the Island Planning Strategy will play an integral role in contributing to realising the vision the council has for the Island and facilitating growth.
<b><u>Draft Housing Strategy</u></b>	The strategy focuses on providing the housing to meet the needs of our current population of around 140,000 and those that are projected to come over the next 5 years.
<b><u>Island Transport Plan</u></b>	A new Transport Plan is currently being developed. This plan sets out the long-term transport vision for the Island. It ties in to our 25-year PFI program.
<b><u>Regeneration Strategy</u></b>	This 2019-2030 Regeneration Strategy for the Isle of Wight aims to set out how the council is leading the agenda to ensure the economic future of the Island and create the Island that is a great place to grow up, live, work and visit. The strategy sets out where we are today and the actions and activities we believe will enable the vision for the future to be realised.
<b><u>Strategic Risk Register</u></b>	The purpose of this report is to give the committee an opportunity to review the current position with regard to the council’s strategic risks. The committee’s terms of reference include the provision for consideration of “the effectiveness of the council’s risk management arrangements”.

<p><a href="#"><u>Island Biodiversity Plan</u></a></p>	<p>The Biodiversity Action Plan is made up of a series of documents produced from 2000 to 2005. <a href="#"><u>Habitat Action Plans</u></a> have been produced to provide a framework for action to conserve and enhance the Island's biodiversity.</p>
<p><a href="#"><u>Isle of Wight Climate Adaptation Report</u></a></p>	<p>Outlines the key risks to the Isle of Wight posed by climate change and proposes a variety of adaptation measures to work around or live with these impacts</p>
<p><a href="#"><u>Island Shoreline Management Plan</u></a></p>	<p>The <a href="#"><u>Shoreline Management Plan</u></a> is the means by which the council and the Environment Agency determine the best way to look after the coast in a sustainable way for the next 100 years. It is prepared using guidelines set down by Defra, the Government Department with responsibility for setting national policy for defence of the coastline.</p>
<p><a href="#"><u>2020-2025 Public Health Strategy</u></a></p>	
<p><b>HIOW We Can be Active Strategy (link TBC upon publication)</b></p>	

## APPENDIX VI: RELATED NATIONAL AND INTERNATIONAL POLICY

<p><b><u>Paris Agreement</u></b></p>	<p>The Paris Agreement is a legally binding international treaty on climate change. Its goal is to limit global warming to well below 2, preferably to 1.5 degrees Celsius, compared to pre-industrial levels. To achieve this long-term temperature goal, countries aim to reach global peaking of greenhouse gas emissions as soon as possible to achieve a climate neutral world by mid-century.</p>
<p><b><u>The Climate Change Act 2008</u></b></p>	<p>The Climate Change Act 2008 introduced legally binding carbon budgets, with the aim of achieving net zero emissions across England and Wales by 2050 (initially stated as a reduction of 80% by 2050 but updated to a net zero by 2050 target in 2019) via several interim targets. Local authorities do not have a statutory duty to implement the carbon budgets but are expected to contribute. It is important to note that climate emergency campaigners and many climate scientists argue that these targets are not enough, and that we should be aiming for net zero emissions as soon as 2030 in order to avoid the worst impacts of climate change.</p>
<p><b><u>The 25-year Environment Plan</u></b></p>	<p>The 25-year Environment Plan was published in January 2018 and sets out a framework of 10 Strategic Goals to support the achievement of an improved environment by 2043. The Plan also contains 230 actions that Central Government will take to help deliver progress towards these goals.</p>
<p><b><u>The National Adaptation Programme</u></b></p>	<p>The National Adaptation Programme (NAP) was published in July 2018 and sets the actions that government and other bodies will take to adapt to the challenges of climate change in the UK, both those that are already taking place and those that we expect to see in the future. The Programme looks</p>

	<p>across the natural environment, energy, wellbeing, and social care, planning and local government to identify risks and actions.</p>
<p><b><u>Our Waste, Our Resources: a strategy for England</u></b></p>	<p>Supporting the 25-year Environment Plan, the government published the Resources and Waste Strategy in December 2018, which sets out a new direction for the management of our waste as a resource with emphasis on how England will work toward becoming a circular resource economy. The Strategy establishes how England will become a world leader in using resources efficiently and outlines how we will reduce the amount of waste we create as a society.</p>
<p><b><u>The Environment Bill</u></b></p>	<p>The Environment Bill is (as of December 2020) in review with the House of Commons. The associated Policy paper indicates the introduction of:</p> <p><b>National Environmental Governance</b></p> <p>The Bill will legally oblige policymakers to have due regard to the environmental principles policy statement when choosing policy options. The Environment Bill will establish a new public body—the Office for Environmental Protection (OEP)—as our own independent, domestic watchdog. Through its scrutiny and advice functions, the OEP will monitor progress in improving the natural environment in accordance with the government’s domestic environmental improvement plans and targets.</p> <p><b>Delivery through Local Government</b></p> <p>Local authorities—as local experts, place-shapers, and conveners of their communities—will be empowered to play a fundamental role in delivering environmental action in local areas. The Bill bolsters the role of local leaders on tackling environmental issues by providing additional powers and flexibilities to deliver action.</p>

	<p>Funding for Local Government</p> <p>Central Government state they will fully fund all new burdens arising on local authorities as a result of the Bill and will work in partnership with local government, businesses, and wider stakeholders on the implementation of these measures to identify and secure the capacity and skills to deliver a cleaner, greener and healthier environment.</p>
<p><b><u>2020 10-Point Plan for a Green Industrial Revolution</u></b></p>	<p>In November 2020, Prime Minister Boris Johnson published a new ten-point plan for a Green Industrial Revolution for the UK. The plan is intended to create up to 250,000 jobs and revolutionise energy and transport, leading to the UK achieving its target of net zero emissions by 2050.</p> <p>Some funding has already been announced to support this plan and it is expected that further funding will be made available as more details of the plan are announced. The council will carefully monitor any funding announcements and will consider applying for any funding made available to local authorities to support the plan, wherever it is feasible for the council to deliver against this funding.</p>

## APPENDIX VII: ZERO CARBON PATHWAYS STUDY

The council commissioned a study by Regen<sup>121</sup>, which has produced an emissions baseline for the Isle of Wight based on its statistics from 2017. The Regen analysis focuses on scope 1 and 2 emissions, and largely excludes scope 3 emissions. It examines ten categories (outlined in Table 20), which were then used to create pathways for emissions reductions to 2030 or to 2040.

TABLE 20: EMISSIONS INCLUDED IN REGEN'S SCOPE 1 AND 2 ANALYSIS

<b>Domestic heating</b>	<b>Calculated from average heat demand using average gas consumption and boiler efficiency</b>
<b>Domestic non-heating</b>	Emissions generated by powering homes other than those from heating, e.g. lighting, appliances, cooking
<b>Commercial and industrial</b>	Rail transport and off-road transport other than agricultural vehicles Waste and wastewater Industrial processes Commercial and industrial buildings
<b>Road transport</b>	Calculated using BEIS fuel consumption statistics and national split of petrol/diesel vehicles Includes emissions from electricity generation to power electric vehicles
<b>Waterborne transport</b>	Calculated using data on ferry passenger numbers Freight emissions are excluded
<b>Agriculture</b>	Off-road machinery Solid and liquid fuels Other agricultural emissions not covered by livestock or land use
<b>Livestock</b>	Methane and waste emissions from livestock
<b>Land use</b>	Currently sequesters almost 6% of Island emissions
<b>Electricity-only generation</b>	Emissions caused by the generation of electricity used to power the Isle of Wight, e.g. Cowes Power Station generates electricity

<sup>121</sup> Crook, T and Haynes, J, 2020. *Regen Zero Carbon Pathways Study*, prepared for the council



<b>Combined heat and power (CHP) generation</b>	Emissions caused by sources that generate both heat and power, e.g. Arreton anaerobic digestion plant generates both electricity and gas
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## KEY ASSUMPTIONS IN REGEN CALCULATIONS

The Regen analysis indicates that current land use on the Island current sequesters 29.3 ktCO<sub>2</sub>e annually. This means 29,300 tonnes of CO<sub>2</sub> are absorbed each year by the trees and plants currently present on the island, and other local carbon sinks such as peat bogs in the area. However, this figure does not account for carbon sequestered by the marine environment. As the Isle of Wight has a large marine environment, it is possible that the amount of carbon sequestered within one mile of the Island's coast could have a significant impact on this figure. Little research exists around the carbon sequestered by the UK coast so this figure needs further investigation before it can be included in the Island's carbon footprint.

Regen assume that the population of the Isle of Wight will grow 0.5% each year. It is based on the Office for National Statistics' 2016 population data.

Aviation has been excluded as a separate transport category as there are no airports on the Isle of Wight, only two small airfields. Any emissions arising from these airfields will be accounted for under the 'commercial and industrial' emissions. Water transport has been included as 50% of emissions generated by the passenger ferries running to and from the Isle of Wight. The other 50% are attributed to the mainland.

Domestic heating is based on the 78% of homes on the Island that use gas boilers and assumes that 7.5% of domestic boilers on the Island are replaced each year.

## APPENDIX VIII: WOODLAND PLANNING, PLANTING, AND MAINTENANCE COSTS

Calculations for land requirements for, and costs of, offsetting carbon have been based solely on tree planting in this version of the Climate & Environment Strategy & Action Plan for two primary reasons:

- While there is grant funding available for other forms of planting, the majority of grants (as of 2021) focus on tree planting
- As of 2021, very few types of planting outside of trees are recognised by the UK government for offsetting carbon

The council does not anticipate offsetting solely using tree planting in terms of its offsetting activity. However, for the 2021 version of the climate strategy this is what figures will be based on. This will be reviewed in 2023 as further research on carbon offsetting is due to be published by the Greenhouse Gas Protocol in 2022. As the Island transitions to net zero, the council envisions a number of other types of planting and rewilding and restoration to take place to help make up any necessary carbon offsetting, including both land-based and marine schemes.

It is important to note here that several types of habitat are net emitters of carbon, meaning that they release more carbon than they absorb each year. Therefore a measured approach should be taken when considering new planting schemes and offsetting should not be the only consideration as different types of habitat will have different benefits and it may in places be necessary to promote habitats that emit carbon as they will be vital to different species or ecosystems.

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### TREES NEEDED

Trees absorb more carbon per year during approximately their first 30 years after planting as this is when they will be growing the fastest. After this, tree growth slows, as does annual carbon uptake.

If the Isle of Wight were to assume that it could meet an 85% reduction in emissions from its 2017 baseline by 2040 and maintain this level of emissions on an ongoing basis (e.g. emitting no more than 83,730 tCO<sub>2</sub>e per year), it would need to plant

5,774.5 hectares of trees by 2040 and plant a further 6,186.9 hectares of trees by 2050 to continue to offset these emissions over the next century.

If the Isle of Wight were to assume that it could meet an 85% reduction in emissions from its 2017 baseline by 2040 and further reduce this level of emissions to a 92.5% reduction in emissions from its 2017 baseline by 2050 (e.g. emitting no more than 41,865 tCO<sub>2</sub>e per year), it would need to plant 5,774.5 hectares of trees by 2040.

For the purposes of these calculations we will assume that emissions reductions will continue beyond our net zero target dates, therefore a smaller amount of land will be needed for tree planting.

TABLE 21: OFFSET FROM TYPES OF FORESTRY AND LAND AREA NEEDED FOR OFFSET ON THE ISLE OF WIGHT<sup>122</sup>

Habitat	Offset per HA per year	Total footprint	15% to offset	Hectares needed
<b>Council</b>				
Mixed native broadleaved woodland (30 years) <sup>123</sup>	14.5	4,164	624.6	43.1
Mixed native broadleaved woodland (100 years) <sup>124</sup>	7	4,164	624.6	89.2
Hedgerow	1.99	4,164	624.6	313.9
Traditional orchard with low intensity management	2.89	4,164	624.6	216.1
Intensive orchard	5.99	4,164	624.6	104.3
<b>Island</b>				
Mixed native broadleaved woodland (30 years) <sup>123</sup>	14.5	558,200	83,730	5,774.5
Mixed native broadleaved woodland (100 years) <sup>124</sup>	7	558,200	83,730	11,961.4
Hedgerow	1.99	558,200	83,730	42,075.4

<sup>122</sup> [Carbon Storage and Sequestration by Habitat 2021 - NERR094 \(naturalengland.org.uk\)](#)

<sup>123</sup> Rate of carbon uptake averaged over 30 years

<sup>124</sup> Rate of carbon uptake averaged over 100 years

Habitat	Offset per HA per year	Total footprint	15% to offset	Hectares needed
<b>Traditional orchard with low intensity management</b>	2.89	558,200	83,730	28,972.3
<b>Intensive orchard</b>	5.99	558,200	83,730	13,978.3

To offset 15% of the council's baseline carbon footprint through tree planting:

- 43.1 hectares required (assuming 14.5 tCO<sub>2</sub> per hectare per year)

To offset 15% of the council's baseline carbon footprint through tree planting:

- 5,774.5 hectares required (assuming 14.5 tCO<sub>2</sub> per hectare per year)

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## PLANNING A PLANTING SCHEME – AVAILABLE GRANTS

[Woodland Creation Planning Grant - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Estimates from the Environment Agency are priced at £300 per hectare for a plan.

Grants of up to £30,000 are available to produce a woodland creation plan for land that is:

- Located in England
- A minimum of five hectares or more in total size
- If the proposed woodland is split into different blocks, each block must meet the definition of woodland set out by the National Forest Inventory:  
a minimum area of 0.5 hectares and a minimum width of 20 meters.

The council may be able to apply for multiple grants if planting in different areas. The council can also advise landowners of how they can apply for these grants.

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## PLANTING - AVAILABLE GRANTS

Woodland Creation and Maintenance Grant<sup>125</sup> (WCMG)

- Covers 80% of costs (max £6,800 per hectare) unless planting in a Priority Place for England, which would cover 100% (max £8,500 per hectare)
- Maintenance payments available

England Woodland Creation Offer<sup>126</sup> (EWCO)

- You must be registered on Rural Payments and have a Single Business Identifier (SBI) before you can apply
- Applicant must pay for all work upfront and claim back costs
- The payment cap is an average of £8,500 per hectare over the gross area of the scheme
- Maintenance payments available

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<sup>125</sup> [Woodland creation and maintenance grant: Countryside Stewardship - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

<sup>126</sup> [EWCO Grant Manual v1.3 210721.pdf \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

- Additional Contributions available where the woodland’s location and design will deliver public benefits

#### Urban Tree Challenge Fund (UTCFF)<sup>127</sup>

- The guideline for block bids is a minimum UTCFF funding requirement of £250,000
- The fund provides 50% of published standard costs for planting and establishment
- No maintenance funding available

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### MAINTENANCE GRANTS

#### Woodland Creation and Maintenance Grant

10 years of annual maintenance payments

- £200 per hectare per year

#### England Woodland Creation Offer

10 years of annual maintenance payments

- £200 per hectare per year

Additional Contributions (paid in Year 1 only):

- Nature recovery
  - Higher rate (£2,800): available where the new woodland will expand areas of existing native woodland with new native woodland.
  - Lower rate (£1,100): available where the new woodland will create areas of new native woodland or will expand habitat for red squirrel populations
- Water quality: £400 per hectare
- Flood risk: £500 per hectare
- Riparian buffers: £1,600 per hectare
- Close to settlements (£500 per hectare)

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<sup>127</sup> [Urban Tree Challenge Fund - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

- Access (£2,200 per hectare)

## EXAMPLES OF FUNDING

TABLE 22: FUNDING EXAMPLES TO OFFSET THE COUNCIL'S CARBON FOOTPRINT (43.1 HECTARES – WOODLAND ONLY)

	Grant capex	Council capex	Maintenance payments <sup>128</sup>									
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>WCG (80%)</b>	293,080		8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
<b>Council</b>		73,270	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282
<b>WCG (100%)</b>	366,350		8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
<b>Council</b>		0	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282
<b>EWCO</b>	366,350		45,902	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
<b>Council</b>		0	0	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282

TABLE 23: FUNDING EXAMPLES TO PLANT STREET TREES (6,000 TREES, APPROX. 2 HECTARES)

	Grant capex	Council capex	Maintenance payments									
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>UTFC<sup>129</sup></b>	6,475,000											
<b>Council</b>		6,475,000	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840

<sup>128</sup> [Trees or turf for urban green space? \(woodlandtrust.org.uk\)](http://woodlandtrust.org.uk), page 22.

Have assumed that woodland will be planted in managed green space and therefore will cost £1,065 per hectare per year for maintenance in first 10 years, so have reduced this according to maintenance funding provided by grants (e.g. WCG provides £200/ha/year for maintenance so would need to fund £865/ha/year) and multiplied by hectares to plant to find additional maintenance funding required. However, this cost could decrease owing to economies of scale if larger areas were to be planted instead of numerous smaller schemes.

<sup>129</sup> Urban Tree Challenge Fund pays 50% of costs of eligible schemes for urban trees. Costs of planting street trees are significant.

[GBU Street-Tree-Cost-Benefit-Analysis-2018.pdf \(treeconomics.co.uk\)](http://treeconomics.co.uk), page 28:

Cost of planting a street tree (one time): £2,158.50

**Total annual maintenance:** £197.64 (this is to account for removal and replacement – both may be required up to three times over 50 years. Have averaged per year)

Annual maintenance (over 50 years): £33.34 per year

Replacement (3 times over 50 years): £6,475.50 or £129.5 per year

Removal (3 times over 50 years): £1,740.00 or £34.80 per year



TABLE 24: FUNDING EXAMPLES TO OFFSET THE ISLAND'S CARBON FOOTPRINT (5,774.5 HECTARES, WOODLAND ONLY)

	Grant capex	Matched capex needed	Maintenance payments									
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>WCG (80%)</b>	39,266,600		1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900
<b>Match</b>		9,765,650	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943
<b>WCG (100%)</b>	49,083,250		1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900
<b>Match</b>		0	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943
<b>EWCO</b>	49,083,250		6,149,843	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900	1,154,900
<b>Match</b>		0	0	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943

TABLE 25: FUNDING EXAMPLES TO OFFSET THE ISLAND'S CARBON FOOTPRINT (11,961.4 HECTARES, WOODLAND ONLY)

	Grant capex	Matched capex needed	Maintenance payments									
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>WCG (80%)</b>	81,337,520		2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
<b>Match</b>		20,334,380	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611
<b>WCG (100%)</b>	101,671,900		2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
<b>Match</b>		0	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611
<b>EWCO</b>	101,671,900		12,738,891	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
<b>Match</b>		0	0	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611

## CARBON OFFSETS FROM OTHER HABITATS

Owing to the complexity involved in calculating carbon offsetting, and the fact that most currently available grant funding for planting schemes focuses on tree planting, the calculations used in this paper have been based on tree planting. In practice, the council expects a range of different types of planting and restoration, both on land and in marine habitats, to take place over the course of achieving net zero emissions and to support the Island's environment on an ongoing basis.

Some of the expected levels of offsetting achieved through other habitats can be seen in the below table. Please note that many types of planting or restoration can lead to a net increase in carbon emissions (where this occurs, the numbers have been marked in pink). However, this does not mean that those habitats should not be protected or restored as they are often important in supporting certain species.

TABLE 26: CARBON FLUXES BY HABITAT (FROM NATURAL ENGLAND)<sup>130</sup>

Habitat Description	Annual Carbon Gain / loss for the habitat		
	t CO <sub>2</sub> e per hectare per year	Range (if possible)	Confidence
<b>Heathlands</b>			
Lowland heathland & Upland heathlands	+0.054	-	Low
<b>Semi-natural grasslands</b>			
Arable reversion to low input grassland	-1.590	-	Low
Undisturbed semi-natural grassland under long-term management	Negligible, equilibrium reached.	-	Low
<b>Farmland</b>			
Arable land use	+0.29	-	Low
Improved grasslands	-0.36	-1.28 to +0.92	Low

<sup>130</sup> [Carbon Storage and Sequestration by Habitat 2021 - NERR094 \(naturalengland.org.uk\)](https://naturalengland.org.uk)

Habitat Description	Annual Carbon Gain / loss for the habitat t CO <sub>2</sub> e per hectare per year	Range (if possible)	Confidence
Intensive grassland on deep peat soils <sup>131</sup>	+24.87	-	Medium
Arable on deep peat soils <sup>131</sup>	+32.89	-	Medium
<b>Peatlands States</b>			
Near Natural Fen (undrained)	-0.93	-	Medium
Near Natural Bog (undrained)	-0.02	-	Medium
Rewetted Bog	3.87	-	Medium
Rewetted Fen	8.05	-	Medium
Rewetted Modified (Semi-natural) Bog	-0.02	-	Medium
Modified Bog (semi-natural Heather + Grass dominated – Drained)	3.48	-	Medium
Modified Bog (semi-natural Heather + Grass dominated – Undrained)	2.25	-	Medium
Eroding Modified Bog (bare peat) - Drained	13.14	-	Medium
Eroding Modified Bog (bare peat) - Undrained	12.03	-	Medium
Extracted Domestic (drained)	13.23	-	Medium
Extracted Industrial (drained)	13.14	-	Medium
Cropland	32.89	-	Medium
Intensive Grassland	24.87	-	Medium
Extensive Grassland (combined bog/fen)	11.02	-	Medium
<b>Marine and coastal habitats</b>			

<sup>131</sup> 2021 update to the Emissions Inventory for UK Peatlands – to be published in April 2021 in the 2021 UK GHG Inventory

Habitat Description	Annual Carbon Gain / loss for the habitat t CO <sub>2</sub> e per hectare per year	Range (if possible)	Confidence
Sand dune	-2.18	-2.13 to - 2.68	Low
Salt marsh	-5.19	-2.35 to - 8.03	Low
Intertidal sediments	-1.98	-0.40 to - 3.45	Low
Subtidal sediment	-1.12	-0.07 to - 2.16	Low

## CARBON CREDIT PURCHASES

Many organisations choose to purchase carbon credits to help offset their carbon footprints if they do not have the time, human resource, funding, or land available to carry out offsetting activities themselves. Carbon offsets often focus on forestry projects, although there are also options to buy renewable energy credits (e.g. investing in renewable energy projects so that every tonne of carbon saved by your investment offsets your organisation's emissions). Usually carbon credits are purchased in a unit of one tonne and vary in cost from £1 upwards per tonne.

## APPENDIX IX: CO-BENEFITS OF CLIMATE ACTION<sup>132</sup>

### TRANSPORT

Emissions reductions from transport focus on two areas: reducing personal vehicle use by, for example, walking or cycling, or using public or shared transport and moving away from petrol and diesel vehicles to electric and/or hydrogen vehicles.

Potential issues:

- The cost of transition, particularly the need for new electrical capacity/infrastructure on the Island to cope with demand for charging
- Range anxiety – although this is likely to decrease as availability of EV charging and battery range improve<sup>133</sup>
- Non-fossil fuel related environmental impacts such as mining for components for batteries for EVs, e-bikes, and e-scooters (although research suggests EVs are considered to have a lower overall lifetime impact than non-EVs)<sup>134,135</sup>
- Battery component recycling, particularly lithium, is likely to need further consideration in the near future<sup>135</sup>

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### CLEANER AIR

Particulate matter and nitrogen oxides related to air pollution contribute to around 40,000 deaths per year in the UK. The economic cost to the UK economy of premature deaths caused by air pollution is approximately £54 billion per year (per capita of the UK population this works out at £810.20, so for the Isle of Wight's population this would cost approximately £114,729,542.39 per year, if the effects of air pollution were spread equally across the whole of the UK). The first recorded case of death directly from air pollution in the UK has now occurred, meaning that air pollution is no longer only contributing to deaths, but is directly causing deaths<sup>136</sup>.

Diesel vehicles in particular are associated with causing air pollution, and the Isle of Wight has one of the highest proportions of diesel vehicles in the UK<sup>137</sup>. Traffic-related air

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<sup>132</sup> [Mapping the co-benefits of climate change action to issues of public concern in the UK: a narrative review - The Lancet Planetary Health](#)

<sup>133</sup> [Fear and loathing of electric vehicles: The reactionary rhetoric of range anxiety - ScienceDirect](#)

<sup>134</sup> [Comparative environmental assessment of alternative fuelled vehicles using a life cycle assessment - ScienceDirect](#)

<sup>135</sup> [Energies | Free Full-Text | Life Cycle Assessment of Electric Vehicle Batteries: An Overview of Recent Literature \(mdpi.com\)](#)

<sup>136</sup> [Air pollution: Coroner calls for law change after Ella Aduo-Kissi-Debrah's death - BBC News](#)

<sup>137</sup> [Vehicle licensing statistics: 2018 - GOV.UK \(www.gov.uk\)](#)

pollution has been linked to a number of negative health impacts, including cardiovascular and respiratory diseases, lung cancer, diabetes, and mental health disorders<sup>132</sup>.

Although a move to electric and/or hydrogen vehicles would solve the issue of air pollution caused by fuel, it would not prevent particulates from brake and tyre wear, road surface wear, and road dust from entering the air. Other forms of sustainable transport, such as walking, cycling, public transport, or shared transport will help to reduce vehicle numbers on the road and go further towards solving these issues<sup>132</sup>. Use of walking, cycling, public transport, and shared transport will also reduce overall energy demand on the Island.

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### MORE ACTIVE RESIDENTS

With improvements to active transport infrastructure, residents are likely to see further improvements to physical health from taking more exercise. Increasing the rates of walking and cycling across the island, particularly for shorter journeys, would both decrease air pollution and help improve physical and mental health and wellbeing of residents.

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### REDUCED INEQUALITY

There is a link between transport, air pollution, and inequality<sup>132</sup>. Air pollution levels in the UK tend to be higher in more deprived neighbourhoods, as do neighbourhoods with more Black, Asian, and other minority ethnic communities. As well as this, air pollution disproportionately affects pregnant women, older people, and those with existing CVD / respiratory disease, who tend to be from more deprived backgrounds<sup>138</sup>. Links have been found between air pollution and child cognition, meaning that those in more deprived areas are likely to see curtailed educational benefits. By tackling pollution from transport, health and educational inequalities could be improved<sup>132</sup>.

Additionally, improving access to active travel options, or to public transport links, could help residents of more deprived areas access a wider selection of employment and leisure opportunities that they are not currently able to reach if they do not have access to a car.

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### ENERGY

Emissions reductions in energy focus on increased use of renewable energy sources, primarily wind and solar but with scope for tidal, wave, hydro, biomass, and biofuel.

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<sup>138</sup> [Health matters: air pollution \(GOV.UK\)](#)

Potential issues:

- Cost of transition, particularly the need for new electrical capacity/infrastructure on the Island to cope with increasing levels of electricity generation and transporting excess energy produced back to the mainland
- Decommissioning and recycling components of energy projects (although this is likely to become an international concern and efforts are already underway to increase recycling of components)<sup>139</sup>

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## ENERGY SECURITY

As more energy is generated in the UK from renewable sources, this reduces reliance on importing energy from other countries, particularly oil and gas<sup>132</sup>. Fossil fuel prices tend to be volatile whereas renewable energy costs are more stable, so this means members of the public are likely to see fewer changes in energy bills over time and allows easier budgeting for future energy expenditure.

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## LOCAL ECONOMY

Net job creation in renewable energy is likely to more than offset the job losses from fossil fuel-powered energy plants around the world<sup>140</sup>.

Wind turbine blades are manufactured on the Isle of Wight<sup>141</sup>, so if onshore or offshore wind was selected as a renewable energy solution locally this could boost local job creation further.

Depending on planning conditions attached to any local renewable energy projects, developers could be responsible for other factors, for example, improving local roads for site access or offering skills training locally<sup>140</sup>.

Some renewable energy plants have been set up as community schemes<sup>142</sup>, where residents can invest small sums to receive a share of future profits. These generally have very low minimum investment requirements to ensure that they are accessible. Some

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<sup>139</sup> [Adapting Stand-Alone Renewable Energy Technologies for the Circular Economy through Eco-Design and Recycling - Gallagher - 2019 - Journal of Industrial Ecology - Wiley Online Library](#)

<sup>140</sup> [Renewable energy benefits: Understanding the socioeconomics \(irena.org\)](#)

<sup>141</sup> [Isle of Wight, UK | Jobs | MHI Vestas Offshore Wind™](#)

<sup>142</sup> [Community Energy - GOV.UK \(www.gov.uk\)](#)

councils have also set up their own renewable projects, bringing a range of benefits as well as new sources of income for the councils involved<sup>143</sup>.

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## ENERGY INDEPENDENCE

Should energy independence be achieved locally, this would reduce reliance on the UK grid and could potentially mean less reliance on the infrastructure between the Isle of Wight and the mainland<sup>144</sup> (although it is likely that large parts of the existing infrastructure would need to remain in place for the foreseeable future to help with peaks and troughs in demand).

This could also improve energy efficiency. Approximately 8% of the UK's generated electricity is lost in transmission<sup>145</sup>, so local generation could decrease the amount of energy production required, more so if smaller local generation was used more widely (e.g. solar panels on each home instead of one solar farm feeding into multiple homes).

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## COUNCIL INCOME

Some councils have begun developing their own renewable energy projects, such as Westhampnett in West Sussex<sup>146</sup>, which is a 7.4MW subsidy-free solar farm owned by West Sussex County Council. Using such a model could generate a new income stream for the council.

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## HOUSING

To reduce emissions in housing, several measures will be needed to switch to renewable energy, e.g. through either use of solar panels on houses or by switching to green energy providers and replacing gas boilers with alternatives such as heat pumps. Other measures will also be required to reduce the energy used in housing, such as improved insulation and double glazing. Energy efficiency measures, such as LED lighting, should also be considered to decrease energy use.

Potential issues:

- Cost of retrofit
- Slower to build new housing meeting net zero standards
- Some installations may risk increasing levels of indoor air pollution<sup>132</sup>

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<sup>143</sup> [West Sussex renewable energy projects - West Sussex County Council](#)

<sup>144</sup> [Value of clean local energy - Clean Coalition \(clean-coalition.org\)](#)

<sup>145</sup> [Summary \(parliament.uk\)](#)

<sup>146</sup> [UK's second subsidy-free solar farm completed by West Sussex Council using battery storage | Solar Power Portal](#)



- Some installations may increase the risk of overheating in summer<sup>132</sup>

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## HEALTH

During winter 2015-16, there were an estimated 34,300 excess winter deaths in the UK. Approximately one third of these were attributed towards cold homes. Excess winter deaths were three times higher in the coldest 25% of homes than in the warmest 25%<sup>132</sup>.

Children living in cold houses were more than twice as likely to develop conditions such as asthma and bronchitis than children living in warm homes, and conditions were exacerbated or developed owing to exposure to moulds and damp in cold homes<sup>132</sup>.

There is some evidence that mental health of residents of cold homes is negatively affected. Increases in room temperature are associated with a reduced likelihood of having depression and anxiety<sup>132</sup>.

The cost to the NHS of the health impacts of cold homes is estimated at £2.5 billion per year. Annual spending of the NHS between 2016 and 2017 was £144 billion, meaning that the cost of cold homes made up approximately 1.74% of the NHS spend that year. Investing £1.00 in keeping homes warm is estimated to save the NHS £0.42 in direct health-care costs<sup>132</sup>.

As the UK's population is ageing, the financial cost of cold homes is likely to increase over time<sup>132</sup>. This is particularly significant to the Isle of Wight, which has an older population than much of the UK.

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## FUEL POVERTY

Increasing the energy efficiency of properties can save a considerable amount of money for people living in fuel poverty<sup>132</sup>. Approximately 10% of households on the Isle of Wight currently experience fuel poverty<sup>147</sup>. Measures to improve energy efficiency and reduce carbon emissions, such as improved insulation and double glazing, can help to reduce energy bills. Alternatively, installation of low carbon technologies such as solar panels are likely to reduce energy bills as they reduce reliance on purchased energy from the grid.

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## REDUCED INEQUALITY

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<sup>147</sup> [2552-Fuel-Poverty-March-2019AWFinal-v1.pdf \(iow.gov.uk\)](#)

Poor quality housing is likely to negatively affect children and young people's ability to learn at school and study at home. This may lead to lower educational attainment, which increases chances of future unemployment and poverty, and decreases opportunities for social mobility. A home energy efficiency scheme in New Zealand decreased school absence by 21% over the winter<sup>132</sup>.

Inequality can also be tackled by removing the perpetual need for repairs in poor-quality housing. If homes are poorly insulated and/or heated, they are more likely to see issues such as mould, which may need to be tackled on an annual basis as the issue returns when the weather changes. Homes that are of a higher standard are less likely to see these issues, therefore removing an annual financial burden<sup>132</sup>.

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## ECONOMY

Tackling the Isle of Wight's carbon footprint will require large changes to most areas of day-to-day life in terms of the energy we use, the vehicles we drive, and the products we use. Some areas will require complete change, such as how we produce energy, whereas other changes will be more subtle.

Potential issues:

- Cost of transition will be considerable<sup>132</sup>
- Disruption in the short term, e.g. loss of 'traditional' energy jobs, with certain communities being particularly severely impacted by this where a local economy focuses on, for example, a coal mine<sup>132</sup>

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## GREEN ECONOMY GROWTH

Pre-Covid, annual gross domestic product growth in the UK was between 1.5% and 3.1% per year. However, the green economy has grown at around 5% per year. In 2017, the UK's low-carbon and renewable energy sector was worth £44.5 billion and accounted for 209,500 jobs, or around 400,000 UK jobs through its full supply chain. The UK Clean Growth Strategy suggests that the low-carbon sector could grow by up to 11% per year between 2015 and 2030<sup>132</sup>.

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## A JUST TRANSITION

There is a growing body of literature focusing on the need for a just transition, meaning that any negative impacts of the transition towards a green economy must be evenly spread across society with no one group seeing the majority of either negative or positive

impacts<sup>132</sup>. For example, in removing fossil fuel powered energy, any communities reliant on jobs from those plants must see the benefits of switching to renewable energy sources, for example, in training initiatives or new local renewable generation to replace the previous fossil fuel plants. By carefully managing any trade-offs such as this, the transition to a green economy is likely to boost job creation, lead to more innovation, and potentially improve productivity<sup>132</sup>.

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## FOOD

There are several changes that could happen in food production and consumption that would reduce carbon emissions. In food production, farming organically would reduce runoff into waterways (pesticide and fertiliser runoff can in the long term decrease the ocean's ability to absorb carbon<sup>148</sup>) or using different types of animal feed would reduce emissions from methane (e.g. feeding cows seaweed<sup>149</sup>). Switching away from meat and dairy consumption<sup>150</sup>, eating locally produced food, and eating food in season all reduce emissions from food production, storage, and transport (although emissions reductions from local and seasonal food depend on type of food and method of production<sup>151</sup>).

Potential issues:

- Difficulty of implementing policy mechanisms that don't affect one social group more than others (e.g. a tax on meat or dairy would disproportionately affect lower income individuals)<sup>132</sup>
- Need to consider wider impacts of food on the environment (packaging, travel miles, water use)<sup>132</sup>
- Need to consider micronutrient availability in lower-carbon diets – vegan diets tend to provide less iron, vitamin B12, and calcium<sup>132</sup>

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## HEALTH

High levels of red meat consumption have been linked to higher risks of cardiovascular disease, strokes, and certain types of cancer<sup>132</sup>. The WHO dietary recommendations to reduce emissions from agriculture contain less red meat, dairy products, eggs, and sweet and savoury snacks, and more cereals, fruit, and vegetables, which would require a change

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<sup>148</sup> [Human Impact on Erodable Phosphorus and Eutrophication: A Global Perspective | BioScience | Oxford Academic \(oup.com\)](#)

<sup>149</sup> [Mitigating the carbon footprint and improving productivity of ruminant livestock agriculture using a red seaweed - ScienceDirect](#)

<sup>150</sup> [Which Diet Has the Least Environmental Impact on Our Planet? A Systematic Review of Vegan, Vegetarian and Omnivorous Diets \(mdpi.com\)](#)

<sup>151</sup> [Does Eating Local Food Reduce the Environmental Impact of Food Production and Enhance Consumer Health? \(researchgate.net\)](#)

to existing dietary patterns. However, this diet could increase average life expectancy at birth by over 8 months and save approximately seven million years of life lost prematurely in the UK in the next 30 years<sup>132</sup>.

The proposed climate-friendly diets tend to be more healthful due to increased consumption of fruits, vegetables, pulses, fibres, and complex carbohydrates, and reduce consumption of red and processed meats and sources of saturated fats<sup>152</sup>. As such, they can help to reduce the risks of obesity, diabetes, CVD, and cancers<sup>153, 154</sup>, therefore reducing pressure on the NHS and saving public money<sup>132</sup>.

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## LAND USE

Another impact of switching to a diet lower in meat and dairy would mean that less land was required for agriculture. Currently, animal agriculture takes up 77% of agricultural land, but produces only 18% of calories<sup>155</sup>. By reducing the amount of food consumed from animal sources, more land could become available for production of crops, or for other purposes such as development of new housing or reforestation.

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## OFFSETTING VIA LOCAL PLANTING SCHEMES

When implemented and managed correctly, most types of planting scheme will reduce emissions as plants, and various other types of habitat, absorb and/or store carbon emissions from the atmosphere. As well as forestry, this can include almost any type of planting, with the soils beneath the plants storing the majority of carbon absorbed in most cases (trees being the exception as their larger size allows for more storage of carbon within the trees themselves). Although there is a lot of focus on trees, with much research investigating the benefits of forestry, other types of planting and green space are likely to have equal benefits.

Potential issues:

- Trees and other plants can sometimes prevent air pollution from dispersing<sup>132</sup>

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<sup>152</sup> Aleksandrowicz, L., Green, R., Joy, E. J., Smith, P., & Haines, A. (2016). The impacts of dietary change on greenhouse gas emissions, land use, water use, and health: a systematic review. *PloS one*, 11(11), e0165797.

<sup>153</sup> Nour, M., Lutze, S. A., Grech, A., & Allman-Farinelli, M. (2018). The Relationship between Vegetable Intake and Weight Outcomes: A Systematic Review of Cohort Studies. *Nutrients*, 10(11), 1626.

<sup>154</sup> Forouhi, N. G., Misra, A., Mohan, V., Taylor, R., & Yancy, W. (2018). Dietary and nutritional approaches for prevention and management of type 2 diabetes. *BMJ*. 361: World Cancer Research Network (2018) 'Recommendations and public health and policy implications'

<sup>155</sup> [How much of the world's land would we need in order to feed the global population with the average diet of a given country? - Our World in Data](#)

- There may be a lack of available land on the Island that is suitable for new greening schemes owing to restrictions such as protected species, historic landscapes, land ownership, current land use, etc.

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## AIR QUALITY

DEFRA research found that UK woodland removed enough pollution from the air to save approximately £938 million in health costs in 2017 alone<sup>156</sup> (this is not the same as emissions removals, which came to approximately 18.1 million tonnes or 4% of the UK's overall carbon footprint<sup>156</sup>).

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## CLIMATE REGULATION

Trees provide cooling through provision of shade from their canopies, by reflecting solar radiation, and by storing less energy than materials such as asphalt or concrete<sup>157</sup>. This is particularly valuable in towns and cities as they suffer from the 'Urban Heat Island' effect, which means built-up areas experience higher temperatures than surrounding countryside. DEFRA found that the urban woodlands in 11 city regions provided enough cooling on hot days to save £229.2 million in labour productivity and air conditioning costs during 2018<sup>156</sup>.

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## REDUCED FLOODING

Trees absorb large quantities of water, both through their canopies and roots, with soil found to be up to 55% more porous under woodland, thus increasing its capacity to hold water<sup>158</sup>. This reduces the risk from floods as areas with greater tree cover can absorb more water, although the amount of water held varies according to the type of tree.

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## REDUCED EROSION AND CLEANER WATER

Tree roots can stabilise soils, particularly when close to river or stream banks, and reduce the amount of sediment that enters the water, as the roots essentially hold the soil in place<sup>158</sup>. This also helps maintain water quality as there is less runoff entering the water along with the soil/sediment.

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## IMPROVED BIODIVERSITY

Most types of planting are likely to support biodiversity, which is particularly important in areas like the Isle of Wight, which are homes to protected species such as dormice and red

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<sup>156</sup> [Woodland natural capital accounts, UK - Office for National Statistics \(ons.gov.uk\)](#)

<sup>157</sup> [What do we know about how trees can cool our towns and cities? - Forest Research](#)

<sup>158</sup> [PowerPoint Presentation \(therrc.co.uk\)](#)

squirrels on land and seahorses in the marine environment. Currently, one third of all woodland wildlife species are in decline so more, and more varied, trees and plants will help these species<sup>159</sup>. Other types of planting are also important for biodiversity, for example, wildflowers can help support bees and butterflies<sup>160</sup>.

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### IMPROVED RECREATIONAL OPPORTUNITIES

Woodland and green spaces are popular for recreational activities, particularly in the summer months. According to DEFRA there were approximately 475 million visits to woodlands in 2017, which resulted in spending of £515.5 million in the local areas<sup>156</sup>.

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### IMPROVED HEALTH

Air quality has already been discussed. Introducing more trees will improve air quality and therefore reduce the burden on the NHS<sup>156</sup>. Likewise, the urban cooling effect of trees has been mentioned. This can help with extreme temperatures and therefore reduce the burden on the NHS during summer months, particularly as temperatures continue to increase<sup>132</sup>. Other forms of planting, such as green rooftops or vertical gardens, could also help here, and could reduce the need for air conditioning, thus reducing energy use.

Green spaces such as parks and gardens provide a variety of health and wellbeing benefits, and this increases further in urban areas. People living near green space in urban areas are less likely to receive treatment for anxiety or mood disorders. There are also proven links between access to green space and reduced stress levels<sup>132</sup>.

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### INCREASED PROPERTY VALUES

Studies have shown that living near urban trees can increase house values in urban areas by up to 8%, while close proximity to large open spaces can increase house values by up to 6%<sup>161</sup>.

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## EARLY ADAPTATION AND RESILIENCE ACTION

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### COST SAVINGS<sup>162</sup>

It is highly likely that many projects, particularly in the built environment, could decrease the financial burden of climate-related damage in the future. For example, investing in improved

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<sup>159</sup> [Why are Trees Important for Biodiversity? - Woodland Trust](#)

<sup>160</sup> [Why bees & biodiversity benefit from indigenous wildflowers \(theecologist.org\)](#)

<sup>161</sup> [Trees or turf for urban green space? \(woodlandtrust.org.uk\)](#)

<sup>162</sup> [DEWPoint\\_A0406\\_Jan2011\\_Co\\_Benefits\\_of\\_adaptation\\_v1-1.pdf \(publishing.service.gov.uk\)](#)

drainage systems in urban areas would have a high initial cost, but over the lifetime of the project may result in a net saving as the area would be more resilient to heavy rainfall and floods, therefore meaning that fewer repair operations may be needed in the future.

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### FOOD SECURITY<sup>162</sup>

Use of drought- and pest-resistant crops may require lower levels of fertilizer or pesticide, resulting in higher productivity and lower levels of emissions from agriculture. Lower use of fertilizer and pesticides could potentially mean less run-off into water systems. Additionally, climate-resilient agricultural models could reduce hunger concerns as smaller farms would be enabled to become more productive through use of climate-resilient crops. This could in turn lead to higher levels of employment in rural areas and in particular could provide opportunities for women in developing nations. Increased food supplies could also reduce infant mortality in these areas. However, increased water demand may lead to higher energy use through water pumping infrastructure and use of increased irrigation could lead to downstream water supply issues.

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### CONTRIBUTION TO EMISSIONS REDUCTIONS<sup>162</sup>

Some activities designed to help with climate adaptation may see the co-benefit of reducing emissions. One example would be tree planting in areas that are more likely to experience issues with flooding as the trees would also reduce emissions while helping to prevent or reduce the impact of floods. At the same time, carbon would be sequestered through reforestation activities. However, many activities, particularly those related to the built environment, are likely to produce emissions.

## APPENDIX X: SUSTAINABLE DEVELOPMENT GOALS

The UN created the Sustainable Development Goals<sup>163</sup> (SDGs) with the aim of protecting prosperity while protecting the planet. The SDGs recognise that a range of strategies are needed to end poverty and climate change and improve access to education, healthcare, and social protection while building economic growth. Although the goal relating to climate change appears to be low on the list of priorities, many of the top priorities will feed into combating climate change either directly or indirectly. For example, growing the green economy could feed into ending poverty, sustainable agriculture is likely to become a big part of ending hunger, and reducing emissions from fossil fuels will support ensuring healthy lives.

The UN Sustainable Development Goals are:

1. End poverty in all its forms everywhere
2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
3. Ensure healthy lives and promote well-being for all at all ages
4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
5. Achieve gender equality and empower all women and girls
6. Ensure availability and sustainable management of water and sanitation for all
7. Ensure access to affordable, reliable, sustainable, and modern energy for all
8. Promote sustained, inclusive, and sustainable economic growth, full and productive employment, and decent work for all
9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
10. Reduce inequality within and among countries
11. Make cities and human settlements inclusive, safe, resilient, and sustainable
12. Ensure sustainable consumption and production patterns
13. Take urgent action to combat climate change and its impacts (Acknowledging that the United Nations Framework Convention on Climate Change is the primary

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<sup>163</sup> [The Sustainable Development Goals: Our Framework for COVID-19 Recovery – United Nations Sustainable Development](#)



international, intergovernmental forum for negotiating the global response to climate change.)

14. Conserve and sustainably use the oceans, seas, and marine resources for sustainable development
15. Protect, restore, and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable, and inclusive institutions at all levels
17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

Island - enabling	Outputs	Performance Indicators	Council action(s)	Delivered By	Start date	End date	Deliverability	Cost to council	Council Capex or one off rev	Council Opex (annual)	External Capex or one off rev	External Opex (annual)	Notes/assumptions re. costs	Grant funding available?
Objective 1A	<b>Enable island-wide learning about climate change and share information about climate action with stakeholders</b>													
Output 001	Develop a Mission Zero Island Climate Action Hub, managed in partnership with organisations, community action groups and town and parish councils	Number of individuals attending monthly E&S forum	Number of individuals attending monthly E&S forum	Develop a new online website and digital presence to act as the public face of the Mission Zero Climate Action Hub as the Regularly update council website with relevant information Monthly Environment and Sustainability forums  T&PCs and residents to receive regular updates about climate change and environment actions taken by the council  Information about relevant grant funding to be distributed to T&PC contacts when found	BAU - Climate Change Officer	2021	Ongoing	Low					BAU - activity already taking place  Costs absorbed into general categories internally	N/A
Output 002	T&PCs to share information and collaborate with the council on climate action plan where possible	Number of individuals attending monthly T&PC meetings	Number of individuals attending monthly T&PC meetings	Set up monthly meeting specifically for T&P councillors (action from March E&S forum)	BAU - Climate Change Officer	2021	Ongoing	Low					BAU - activity to begin following 2021 elections  Costs absorbed into general categories internally	
Output 003	Introduce climate assemblies in at least 75% of primary schools	Percentage of schools introducing climate assemblies	Percentage of schools introducing climate assemblies	Liaise with schools and climate education charities to explore possibilities - is existing within school curriculum	BAU - Climate Change Officer & Education Services	2022	Ongoing	Low					Cost depends on method of delivery - if materials are provided to teachers this could be absorbed into existing staff costs. If independent charities or other organisations were invited to deliver assemblies this would have a cost associated.	None - but free resources are available online to create assemblies
Output 004	At least 75% of Island schools and colleges to participate in the Eco Schools Programme	Percentage of schools participating in the Eco Schools Programme	Percentage of schools participating in the Eco Schools Programme	Promote Eco Schools Programme to primary and secondary school and colleges  Encourage schools whose membership has lapsed to rejoin the Programme	BAU - Climate Change Officer & Education Services	2023	Ongoing	Medium				£ 9,000.00	£200 per assessor visit Assuming 45 schools on the Island will participate - most have previously participated but membership has lapsed  Funding to come from schools budget	None
Output 005	Highlight the co-benefits of climate change to encourage action on a wider scale across the Island	Inclusion in reporting	Inclusion of co-benefits likely to be achieved by projects in all reports	Incorporate co-benefits of climate action into C&E strategy  Include co-benefits in any reporting on actions to be taken or previously taken	BAU - Climate Project Officer	2021	Ongoing	Low					Costs absorbed into general categories internally	N/A
Objective 1C	<b>Public events and festivals on the Island to work towards zero overall footprint</b>													
Output 006	All large events and festivals (over 1000 attendees) to aim to meet net zero emissions and waste by 2040 by participating in a voluntary agreement	Percentage of large events and festivals participating in voluntary agreement	Percentage of large events and festivals participating in voluntary agreement	Set up a Green Events Certification, free for any event organisers on the Isle of Wight to join  Create a toolkit for events to calculate their baseline and guidelines for how events can reduce their impacts	BAU - Climate Change Officer & Event Licensing	2023	Ongoing	Low					Low cost to set up initial toolkit and promote the scheme as this could be done at point of licensing Depending on size and success of scheme costs may vary in the future	N/A
Objective 1D	<b>Enable schools to deliver their own net zero Action Plans in line with net zero</b>													
Output 007	Support schools in applying for grant funding (e.g. Public Sector Decarbonisation Scheme) or any other relevant grant schemes	Grant funding received	Outcome or output?	Include schools in grants newsletter (currently shared with E&S forum)	Climate Change Officer	2021	Ongoing	Low					Costs absorbed into general categories internally	N/A
Output 008	Encourage economies of scale through work on joint projects between council and schools	Financial savings achieved	Outcome or output?	Set up working group with schools to meet regularly (4x per year?) and discuss plans and actions  Ensure any council plans for works are shared with schools to see where plans fit together	Climate Change Officer	2021	Ongoing	Low					Costs absorbed into general categories internally	N/A
Objective 1E	<b>Work alongside the NHS Trust to deliver carbon and cost savings in waste</b>													
Output 009	Reduce waste and waste management processes across NHS Trust	Reduction in waste	Percentage reduction in waste year-on-year	WaR team to continue working alongside NHS	WaR	2021	Ongoing	Low					BAU - activity already taking place  Costs absorbed into general categories internally	N/A
Objective 1F	<b>Seek investment in green training and skills development programmes, and to grow the green economy locally</b>													
Output 010	Support the development of the local supply chain in energy efficient retrofit of buildings	Number of certified contractors/consultants located on island	Number of certified contractors/consultants trained through council-supported schemes	Support delivery of training programme locally  Green Homes Grant has previously supported this - seek funding from future rollout	Economic Development	2021	Ongoing	Low					BAU - activity already taking place  Costs absorbed into general categories internally	

Output 011	Develop the local supply chain to support the tidal energy industry	Number of jobs supported by Perpetuus Tidal Energy Centre	Number of jobs supported by Perpetuus Tidal Energy Centre	Support the diversification of the maritime sector	Economic Development	2022	Ongoing		Low							Costs absorbed into general categories internally	
Output 012	Retrain individuals in high carbon sectors who may lose jobs as a result of net zero transition	Number of individuals retrained	Number of individuals retrained on Island through council-supported schemes	Highlight 'climate justice' - ensure no individuals are unequally or unfairly affected by net zero transition  Identify local businesses or individuals across the island likely to be affected  Identify opportunities for retraining or redeployment of individuals  Identify opportunities for high-carbon local businesses to support transition and vice versa	Economic Development	2023	Ongoing		Low							Costs absorbed into general categories internally	
Output 013	Encourage apprenticeships within green companies	Number of green apprenticeships	Number of green apprenticeships offered by Island businesses	Work with Island Futures and local businesses to seek new opportunities for apprentices in green roles  Contact Island Futures re. this action	Island Futures (career service) - Hampshire County Council (Andy Tickner) (& Economic Development?)	2021	Ongoing		Low							Costs absorbed into general categories internally	
Output 014	Encourage job creation in environmental sectors such as clean energy, energy efficiency, low carbon transport, and resource efficiency	Number of green jobs created locally	Number of green jobs created locally	Council already in progress with this	Economic Development	2021	Ongoing		Low							BAU - activity already taking place  Costs absorbed into general categories internally	
Output 015	Assist local businesses to access innovation funding and support for green products and services	Number of businesses securing innovation funding	Amount of innovation funding secured by Island businesses annually (£s)	Continue to issue monthly grant updates via council website (CCO)  Support businesses in applications for funding and delivery of projects (ED)	Economic Development & Climate Change Officer	2021	Ongoing									BAU - activity already taking place  Costs absorbed into general categories internally	
Output 016	Work towards carbonisation of any major regeneration projects	Carbon footprints of projects	Overall carbon footprints of projects	Engage with the LEP to decarbonise any major regeneration projects	Regeneration	2021	Ongoing		Low							Costs absorbed into general categories internally	
Output 017	Any regeneration projects to be planned and built with regard to 'resilience' section	Assessment of climate resilience in plans	Assessment of climate resilience in project plans/planning applications	Please see 'Resilience' section for further detail	Planning & Regeneration	2021	Ongoing		Low							Costs absorbed into general categories internally	
<b>Objective 1G Support businesses to improve their environmental performance</b>																	
Output 018	At least 100 local businesses to be signed up to the GIP	Number of businesses signed up to GIP	Number of businesses signed up to GIP	Currently 66 businesses are registered with the GIP Continue promoting the GIP through the Chamber of Commerce to increase membership Two years' funding allocated for GIP	Ec Dev	2021	2023		Low		£ 6,000.00					BAU - activity already taking place  Costs already covered via Economic Development budget	N/A
Output 019	At least 80 businesses to receive grants and/or business support to improve their resource efficiency or develop new green products and services	Number of businesses receiving support	Number of Island businesses receiving support annually (while grants continue)	LoCASE - ERDF funding received  Provide business support via scheme	Economic Development	2021	2023		Low		£ 8,000.00		£ 8,000.00			BAU - activity already taking place  Costs already covered via Economic Development budget  Match funded project	
<b>Island - energy</b>	<b>Outputs</b>	<b>Performance Indicators</b>		<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverability</b>	<b>Cost to council</b>	<b>Council Capex or one off rev</b>	<b>Council Opex (annual)</b>	<b>External Capex or one off rev</b>	<b>External Opex (annual)</b>			<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>
Objective 2A	<b>Seek solution to increase renewable energy provision across the Island and eliminate fossil fuel use</b>																
Output 020	Continue to liaise with SSEN on grid reinforcements and smart grid solutions	Agreement on best solution between stakeholders delivered to full council / SSEN	Actions delivered by when?	Review current issues with grid connection and interconnector to the mainland to see if this can be resolved Discuss alternative solutions with engineering firms and other stakeholders to seek other options if no resolution can be found	SSEN to provide interconnector (if this option is selected)  Alternatives to be explored by Economic Development & Climate Change Officer	2021	2030		Low			£ 50,000,000.00				Assuming fourth interconnector is the answer  May not be physically possible - remove the capex?  Work with SSEN to identify solutions	N/A

Output 021	Become self-sufficient in renewable energy production island delivery - target 100% self-sufficiency by 2040	Percentage of Island's energy consumed that has been produced on the Island	Percentage of Island's energy consumed that has been produced on the Island	Self-sufficiency is estimated to require an installed capacity in the region of 220-300MW Actions to support this outcome will depend on the above outcome Plymouth Uni currently modelling energy for IOW - electricity easier than heat SGN: gas network decarbonised by mid-2030s - need to ramp up green hydrogen production, likely to be easier on the Isle of Wight owing to existing infrastructure	Economic Development & Private sector	2023	2040	Low			£ 172,538,760.00	£ 3,502,550.00		Assuming all renewable generation is set up by private developers with no council funding	The National Grid eventually going carbon neutral will support this Cost will depend on method of promotion - there may be scope to work alongside a green energy provider on a local campaign	Slight increase in capex as have included decommissioning costs for offshore solar (although these may not apply in 35 years depending on recyclability of turbines etc by that time)
Output 022	Fully decarbonise the Island's energy and heating systems	Meeting zero carbon in energy use	Amount of emissions produced by Island energy use	Install solar farms on council sites where land is available CHP from Forest Park - develop heat network Continue to support PTEC Continue to support development of renewable heat and power across the island	External Developers & Economic Development & Regeneration & SSEN & Climate Change Officer	2021	Ongoing	Low						PTEC investment already provided by council so costs for this fully absorbed into previous activity. Costs of renewable energy tied in with output 020 and heating/domestic buildings with output 055		
Output 023	Investigate options for a hydrogen grid to replace the island's gas grid and support transport decarbonisation	% of hydrogen making up island grid	% of hydrogen making up island grid	Explore opportunities for hydrogen use across the Island	SGN & Ec Dev & CCO	2021	Ongoing	Low						Costs absorbed into general categories internally		
Output 024	Evaluation of the best options for decarbonising heating	Agreement on best solution between stakeholders delivered to full council / SGN	Agreement on best solution between stakeholders delivered to full council / SGN	Continue to liaise with SGN on the decarbonisation of the island's gas grid	SGN & Ec Dev & CCO	2022	Ongoing	Low						Costs absorbed into general categories internally		
<b>Island - transport</b>	<b>Outputs</b>	<b>Performance Indicators</b>		<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverability</b>	<b>Cost to council</b>	<b>Council Capex or one off rev</b>	<b>Council Opex (annual)</b>	<b>External Capex or one off rev</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>	
Objective 3A	At least 20% of Island journeys to take place by cycling and walking															
Output 025	Island residents and visitors feel confident and safe to cycle and walk across the Island, with cycling and walking to make up 15% of journeys by 2040 and 20% of journeys by 2050 in line with government targets Currently walking and cycling makes up 29% of all journeys across the UK	Number of bicycle journeys annually Number of walking journeys annually	Number of bicycle journeys annually Number of walking journeys annually	Off-road cycle and walking path networks to be fully signposted (council's PedalAid mobile app provides mapping of part of the routes already. PedalAid's routes may be expanding in 2021/22)  Add and/or refresh at least 100 kilometres to/of the Island's cycle, walking, and bridleway path network  Bike paths or segregated cycle lanes to be installed on the Island's busiest roads or road verges, where space is available (not all Island roads are wide enough to accommodate this)  Work with cycling organisations on the island to ensure all new cycle routes are compliant with latest government guidelines (LTN 1/20), where possible Investigate existing cycle routes to upgrade in line with LTN 1/20 standards, where possible Introduce Dr Bike sessions across the Island to ensure residents' bikes are fit for purpose	Active Travel Team & Transport & Climate Change Officer & Recreation & Right of Way & PFI team & Highways & Transport & Right of Way & PFI Client Team	2022	Ongoing	Medium			£ 2,750.00	£ 27,500.00		Average costs (£275) of off-road signage taken from <a href="https://www.pathsforall.org.uk/media/library/other/english/estimating-price-guide-for-path-projects_paths-for-all_rev1-dec-2019-2.pdf">https://www.pathsforall.org.uk/media/library/other/english/estimating-price-guide-for-path-projects_paths-for-all_rev1-dec-2019-2.pdf</a> Assume signs will be needed at all junctions and start/end of routes - approx 100 in total although this is loose estimate	<a href="https://www.gov.uk/government/grants/cycling-grants">Cycling grants (gov.uk)</a> <a href="https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england">Cycling and walking plan for England - GOV.UK (www.gov.uk)</a> <a href="https://www.gov.uk/government/grants/active-travel-fund">Active Travel Fund</a> <a href="https://www.gov.uk/government/grants/capital-funding-required">Capital funding required</a>	
								Medium			£ 8,800.00	£ 88,000.00		Cost likely to be spread over several years if large scale scheme takes place Maximum cost estimated at £0.88 per metre for new pathways. Will be cheaper to refresh existing areas so this cost may be lower in practice.		Assuming linear rate of modal change to meet government target of 50% of journeys taking place by walking or cycling
								High			£ 69,182.40	£ 691,824.00		Cost likely to be spread over several years if large scale scheme takes place Cost: from £0.24 to £1.45 per metre 497 miles of adopted highway maintained by the Council - I have assumed 60% of roads could have painted bike paths added at maximum cost. If segregated bike paths were used, these would be much more expensive at approx. £500,000 per mile		<a href="https://www.gov.uk/government/publications/gear-change-a-bold-vision-for-cycling-and-walking">Gear change: a bold vision for cycling and walking (publishing.service.gov.uk)</a>
								Low						Costs absorbed into general categories internally		<a href="https://www.gov.uk/government/publications/cycle-infrastructure-design">Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)</a>
								Low						Costs absorbed into general categories internally		
								Low						Costs absorbed into general categories internally		

Output 026	Increase uptake of bicycle purchase incentives across the Island by 25% by 2040	Percentage of businesses offering cycle to work scheme to employees	Percentage of businesses offering cycle to work scheme to employees	Promote central government bicycle purchase incentives for employees island-wide as well as within the council	Active Travel Team & Climate Change Officer	2022	2030		Low							Cycle to Work scheme already widely known - could be promoted via Chamber of Commerce or via council social media pages	N/A	<a href="#">According to a 2016 IES study, approximately 0.25% of the UK population took part in the Cycle to Work Scheme annually (180,000 out of a population of 65,380,000). In Isle of Wight terms this equates to about 350 people participating each year. Increasing this by 25% would mean about 440 people participating in the scheme per year in 2040, depending on population growth by then.</a>
Output 027	Ensure cycling is accessible to all Island residents, with at least 5 bikes/scooters available per thousand residents through schemes and/or local bike shop hire by 2040 (if current pilots are successful)	Number of bicycle journeys annually	Percentage of bike/scooter journeys taking place through hire schemes	Assess outcome of existing scooter and e-bike pilot schemes and if successful, investigate options to introduce further cycling schemes, e.g. Just Bikes hire scheme	Active Travel Team & Climate Change Officer	2022	Ongoing		Medium			£ 275,000.00	£ 50,000.00		Based on 50 bikes initially, to be placed in larger towns around the Island Bikes: £1,500-£2,500 per bike Docking stations: £3,000-£4,000 per bike Operational costs: £600-£1,000 per bike Sponsorship highly likely to be available to cover costs	No but the majority of these schemes are sponsored (e.g. Barclays bikes in London)	Aberdeen Council case study	
				Investigate socioeconomic barriers to cycling locally and if needed, trial a scheme to provide free bikes to low-income households around the Island					Medium		£ 35,000.00		Cost: £350 per bike, including safety equipment Some councils have started offering bikes to very low-income households. Unsure if this would be feasible on the Isle of Wight, or if any similar scheme has been trialled locally previously. Could be tested as a pilot for 100 applicants to see if it would be helpful for low income families. Would also need to work out a way of monitoring effectiveness of scheme. Free cycling training is available through various national schemes to help cyclists build confidence with cycling on roads.	<a href="https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking">https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking</a>	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf</a>			
				Consider ageing population in cycling plans					Low				Costs absorbed into general categories internally					
Output 028	Island residents and commuters can store bikes securely outside schools, workplaces, ferry terminals, and homes  Target number of secure storage facilities TBC depending grant funding	Number of safe cycle storage facilities across the Island	Number of safe cycle storage facilities across the Island	Council to introduce safe cycle storage facilities at council-owned and operated locations and facilities, where feasible and required	Active Travel Team & Climate Change Officer (& Facilities?)	2022	Ongoing		High			£ 69,125.00		Cost: £5,000 to £7,000 for a lockable bike storage facility. Some schools and workplaces may need several of these Total of 77 secure bike lockers at £7,000 each - spread cost over 8 years via grant funding. Assume 26 lockers will be required at council offices/leisure centres/care homes (to cover larger offices and multiple lockers at largest sites) (unsure if facilities are currently available at any council sites except County Hall) 6 secondary schools with 2 lockers each 39 primary schools with 1 locker each	<a href="https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking">https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking</a>	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf</a>		
				Work with ferry operators to introduce secure cycle storage at ports, where feasible					Low		£ 42,000.00		Costs absorbed into general categories internally Assume 6 lockers will be needed at ferry ports on the Island only - may need to work with Southampton/Portsmouth councils re. bike lockers at the other ends.					
				Work with large businesses to introduce secure cycle storage at privately owned businesses, where feasible					Low				Costs absorbed into general categories internally					
				Consult with residents to see if there is appetite for secure on-street bike lockers in residential areas					Low				Costs absorbed into general categories internally					

Output 029	Introduce a 'people first' approach to traffic flows in urban centres	Number of walking journeys annually  Average speed of vehicles in urban centres	Percentage decrease in traffic flows through urban centres	Transport Planners to ensure people are made the priority in traffic-heavy urban centres  Traffic calming and slowing measures to be introduced to decrease vehicle speeds without the need for mandatory speed reductions  Support for active transport and perceptions of safety considered as part of speed review / Transport Regulation Orders review (2021-22)  Refer to Island Planning Strategy	Transport & Planning	2022	Ongoing		TBC														Costs currently unknown - will depend on actions that come out of the new Local Transport Plan			
Output 030	Bicycle racks/spaces for bicycles to be included on buses along rural bus routes	Number of bike spaces/racks on buses	Number of bike spaces/racks on buses	Spaces for bicycles on rural bus services needs to be included within any Bus Service Improvement Plan[1]	Transport & Highways & Local Bus Operators	2023	Ongoing		Low														Any relevant costs will belong to bus operators	<a href="https://www.gov.uk">Bus back better - GOV.UK (www.gov.uk)</a>		
Objective 3B	<b>Public transport to make up an increased proportion of all journeys on the island by 2040 (precise targets TBC in 2022)</b>																									
Output 031	Bus Service Improvement Plan to be delivered by Oct 2021	Publication of document	Publication of document	Write, review, and publish plan	Transport & Highways & Local Bus Operators	2021	2022		Low														Some potential resource costs but likely to be covered by grant funding			
Output 032	Enhanced partnership to be developed by March 2022	Publication of details of enhanced partnership	Publication of details of enhanced partnership	Develop enhanced partnership with local bus operators	Transport & Highways & Local Bus Operators	2021	2022		Low														Some potential resource costs but likely to be covered by grant funding			
Output 033	Bus priority schemes introduced around the island to encourage 20%+* more bus journeys by 2040	Delivery of bus priority scheme  Number of journeys taken by bus  Overall number of bus passengers	Delivery of bus priority scheme  Number of journeys taken by bus  Overall number of bus passengers	Refer to Island Planning Strategy	Transport & Highways & Planning & Climate Change Officer & Active Travel Team	2024	2030		High			£ 37,100,000.00											Grant funding likely to be made available via DfT under new bus scheme announced in 2021 Unlikely to have one broad scheme so smaller localised schemes likely to cost less. Could include bus lanes, bus gates, bus-only spurs at junctions In a 2014 report for Greener Journeys, KPMG estimated that bus priority schemes can typically generate £3.32 of benefits for every £1 invested West of England Council estimated capital costs at £24.7 million in 2005 - have assumed an island-wide scheme will cost in the same region as it covers a similar area of land. Adjusted for inflation this would cost £37.1 million today.	£3 billion Bus Strategy recently launched by central government <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/969205/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/969205/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf</a>	<a href="https://www.westofengland.org/media/154033/5048504.250.03.03%20rev%201%20appe ndix%203c%20bus%20 priority%20scheme%20valu.pdf">https://www.westofengland.org/media/154033/5048504.250.03.03%20rev%201%20appe ndix%203c%20bus%20 priority%20scheme%20valu.pdf</a>  <a href="https://www.cpt-uk.org/media/tbdlg20/cpt-bus-priority-document.pdf">https://www.cpt-uk.org/media/tbdlg20/cpt-bus-priority-document.pdf</a>	**currently no formal targets across the UK
Output 034	Increase frequency of bus links in rural areas to encourage 25% more bus journeys from rural locations by 2040	Changes to bus schedules in rural areas	Changes to bus schedules in rural areas	Work with Southern Vectis to identify areas for improvements	Local Bus Operators & Climate Change Officer	2023	Ongoing		Low														This would largely rely on Southern Vectis if they were willing to run buses more regularly in rural areas			
Output 035	Bus ticket prices are affordable for all Island residents	Number of journeys taken by bus  Overall number of bus passengers	Can't change pricing? How to measure affordability for all?	Can't change pricing but can look at projects that address price as a barrier	Local Bus Operators & Climate Change Officer	2022	Ongoing		Low														Costs to depend on action required - we will know more when Bus Service Improvement Plan is delivered			
Objective 3C	<b>Encourage sustainable travel as part of planning conditions</b>																									
Output 036	All planning applications for new developments to consider links to nearby walking and/or cycling routes and public transport routes <b>Target 100% of new developments to be linked to walking/cycling/public transport routes</b>	Number of planning applications for new developments that include information about links to different transport options	Percentage of planning applications for new developments that include information about links to different transport options	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	Planning	2021	Ongoing		Low														BAU - activity already taking place	N/A		
Output 037	All planning applications for new developments to include EV chargers or infrastructure to install EV chargers at a later date <b>Target 100% of new developments to include EV charging infrastructure</b>	Number of planning applications for new developments that include information about EV charging	Percentage of planning applications for new developments that include information about EV charging	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	Planning	2021	Ongoing		Low														BAU - activity already taking place	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf</a>		

Output 038	All planning applications for new developments to include secure cycle storage facilities if no private cycle storage is available (e.g. garages/sheds) Target 100% of new developments to provide cycle storage space	Number of planning applications for new developments that include information about cycle storage	Percentage of planning applications for new developments that include information about cycle storage	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	Planning	2021	Ongoing	Low					BAU - costs absorbed into general categories internally	
Objective 3D	<b>Climate resilience and adaptation to be considered as part of any highways and transport infrastructure</b>													
Output 039	Highways and transport infrastructure to be planned and built with regard to 'resilience' section	Assessment of climate resilience in plans	Assessment of climate resilience in project plans/planning applications	Please see 'Resilience' section for further detail	BAU – Transport & Highways	2021	Ongoing	Low					BAU - costs absorbed into general categories internally	
Objective 3E	<b>Ensure the Island can support increasing use of electric vehicles and encourage the switch to EVs so people are prepared for 2030 rule change around sale of petrol/diesel vehicles</b>													
Output 040	Increase the number of publicly available rapid charging and fast charging electric vehicle charge points across the island to at least 72 (council and supermarket car parks and petrol stations)	Number of EV chargers available Vehicle:charger ratio	Number of EV chargers available Vehicle:charger ratio	Action refers to EV chargers in council and supermarket car parks and petrol stations  Council to contact Island supermarkets and petrol stations and monitor ZapMap regularly to assess need for further chargers  This row refers to HIGHEST likely cost  This row refers to LOWEST likely cost Annual maintenance of EV chargers	Economic Development & Climate Change Officer & Highways & Planning & Parking Operation	2021	2030	Medium	£ 21,125.00	£ 63,375.00	Some funding already received by Economic Development for 10 new on-street chargers Price based on 65 new chargers. Assume one charger to be installed per council car park, on top of existing car park chargers, by 2030. Costs spread over 10 years. This is an estimate, assuming each on-street charger costs £13,000 (highest) or £2,900 (lowest) Chargers will need replacing after approximately 10 years. Cost per charger £13,000	None specifically for car park chargers, although the council can use funding from the on-street residential charging fund if EV chargers are available to local residents overnight - this is what pricing has been based on  75% of cost covered by grant, 25% to be covered by council	<a href="https://www2.deloitte.com/content/dam/Deloitte/uk/Documents/energy-resources/deloitte-uk-electric-vehicles-WEB.pdf">https://www2.deloitte.com/content/dam/Deloitte/uk/Documents/energy-resources/deloitte-uk-electric-vehicles-WEB.pdf</a>  <a href="https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html">https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html</a>	
Output 041	Ensure one EV charger available per 8 households who don't have off-street parking by 2040 (on-street residential charging)**	Number of EV chargers available in residential areas Vehicle:charger ratio	Number of EV chargers available in residential areas Vehicle:charger ratio	Action refers to on-street residential chargepoints  Need to consider electrical capacity, residential vs workplace charging, how to ensure those without cars do not bear cost of EV infrastructure  This row refers to HIGHEST likely cost  This row refers to LOWEST likely cost Annual maintenance of EV chargers	Economic Development & Climate Change Officer & Highways & Planning	2021	2040	High	£ 694,687.50	£ 2,084,062.50	Price based on 4,275 new on-street chargers to be installed over 20 years. This is an estimate, assuming each on-street charger costs £13,000 (highest) or £2,900 (lowest) and one charger will be needed per 8 homes by 2040. It also assumes that half of all homes on the Island rely on on-street parking, which may be lower in practice. Cost to be spread over 20 years. External opex: 75% of costs currently covered by government grants. Council needs to match fund 25%. Chargers may need replacing after approximately 10 years depending on use and maintenance. Opex for maintenance - US\$400/GBP£285 per charger annually BUT only when all chargers are installed - this would increase over time as more chargers were installed	Up to 75% covered by On-Street Residential Charging Scheme <a href="https://www.gov.uk/government/policies/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-local-authorities">https://www.gov.uk/government/policies/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-local-authorities</a>  Private companies may wish to invest in on-street chargers in the near future (if this is not already happening) so cost to council could disappear in this case	** one per 5 vehicles recommended by Deloitte 2019 study  <a href="https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html">https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html</a>	
Objective 3F	<b>Promote sustainable tourism to all Island visitors, with a focus on how tourists travel to and around the Island</b>													
Output 042	Develop an Island Green Tourism Plan to reduce overall carbon footprint from tourism by 85% by 2040	Delivery of Plan	% reduction of (estimated) carbon footprint	Work with Visit Isle of Wight Review the current and likely future carbon footprint from tourism (until at least 2030) and how this can be reduced Consider methods to promote sustainable travel options on the Island	Visit Isle of Wight & Climate Change Officer & Active Travel	2022	2024	Low			Costs absorbed into general categories internally Visit Isle of Wight already developing some plans May be able to engage with master's students to develop a plan further 85% in line with overall target	None	Targets TBC with Active Travel officers  Catching up with Visit IOW w/c 26th July - will discuss targets then	
Output 043	Number of tourists cycling around the Island to increase from 1% in 2017 to 5% by 2040	Number of tourists cycling	% increase in tourists cycling on the Island from baseline	Work with local tourism body, e.g. Visit Isle of Wight, to promote cycling and bike hire options across the Island  Encourage B&B/hotels etc to make bikes available for guests to borrow/hire	Visit Isle of Wight & Climate Change Officer & Active Travel	2022	2040	Low			Costs absorbed into general categories internally  Comms programme costs TBC  Targets are estimates - need further info from Visit IOW	None		

Output 044	Number of tourists walking around the Island to increase from 11% in 2017[14] to 15% by 2040	Number of tourists walking	% increase in tourists walking on the Island from baseline	Work with local tourism body, e.g. Visit Isle of Wight, to promote walking routes across the Island	Visit Isle of Wight & Climate Change Officer & Active Travel	2022	2040		Low									
Output 045	Number of tourists travelling by bus around the Island to increase from 11% in 2017[14] to 20% by 2040	Number of bus journeys taken by tourists using tourist-specific bus cards	% increase in tourists travelling by bus on the Island from baseline	Reintroduce Visitor Bus Key Cards to encourage tourists to use public transport on the Island	Local Bus Operators & Visit Isle of Wight & Climate Change Officer	2022	2040		Low									
Objective 3G	<b>Investigate reinstatement of the Island's railway lines</b>																	
Output 046	Assess possibility of and seek funding for reinstatement of Ryde-Newport railway line	Amount of funding granted	Amount of funding granted	Strategic outline business case submitted in June 2021  Next steps will depend on availability of funding  Circular materials to be used in construction (e.g. TIL's use of recycled plastic sleepers)	Transport & National Rail & Planning	2021	Ongoing		Low			£ 67,000,000.00					National Rail / central government to bear costs should project go ahead  Do we want to include this cost? Currently no confirmation of project going ahead so might be better to leave this for the 2023 review when we know more	
Island - housing	Outputs	Performance Indicators		Council action(s)	Delivered By	Start date	End date	Deliverability	Cost to council	Council Capex or one off rev	Council Opex (annual)	External Capex or one off rev	External Opex (annual)				Notes/assumptions re. costs	Grant funding available?
Objective 4A	<b>Fuel poverty across the Island to be halved by 2030 through promotion of cheapest energy tariffs and improvements in energy efficiency</b>																	
Output 047	All Island households to have information available about how to use energy and water efficiently	Delivery of information to all homes  Engagement with social media posts	% decrease from baseline in water and energy units used per resident	Comms campaign to be sent out with bin collection schedules  Social media campaign on an ongoing basis  Specific guidance to be issued to all staff working in the community to enable them to provide guidance to residents on the range of options to tackle fuel poverty and keep homes well insulated	Communications & Climate Change Officer	2022	Ongoing		Low								Cost will depend on method of promotion - there may be scope to work alongside a green energy provider/water company on a local campaign	None
Output 048	Cheapest green energy tariffs to be promoted across the island, particularly to those in non-retrofitable housing	Delivery of information to all homes  Engagement with social media posts	% of homes on green energy tariffs / using renewable energy suppliers	Comms campaign to be sent out with bin collection schedules  Social media campaign on an ongoing basis	Communications & Climate Change Officer	2022	Ongoing		Low								Cost will depend on method of promotion - there may be scope to work alongside a green energy provider on a local campaign	None
Output 049	At least 30% of eligible Island homes to uptake insulation via the Warm Up Wight scheme	Percentage of homes insulated by Warm Up Wight	Percentage of homes insulated by Warm Up Wight	Comms campaign to be sent out with bin collection schedules  Social media campaign on an ongoing basis	Communications & Economic development & Climate Change Officer	2022	2030		Low								Scheme is already available and a success but need to find uptake rates to date Costs absorbed into general categories internally Funded via ESCOs	N/A
Output 050	Public energy management companies to provide options to supply lower cost energy to residents	Number of community groups and energy management companies involved in discussions	Is this output just to have discussion on lower cost energy supply, or actual provision from companies?	Facilitating the conversations and opportunities with community groups to investigate options	Economic Development & Climate Change Project Officer	2022	Ongoing		Low								Costs absorbed into general categories internally	N/A
Output 051	All long-term privately owned care and nursing homes to be well-insulated	Number of care homes considered well-insulated	% of care homes considered well-insulated	Planning rules require major new residential developments to implement the highest-possible standards of energy efficiency, which should include insulation in existing buildings, landlords or owners will be encouraged to improve insulation wherever possible via a comms campaign promoting schemes and funding for such projects	Climate Change Officer & Building Control (review in 2023 - see what retrofit rules look like by then) & Future Homes Standard	2022	Ongoing		Low								Costs absorbed into general categories internally	N/A
Output 052	All new housing delivery to demonstrate that homes are affordable to heat	Information included in planning applications about plans for heating homes	Delivery of plan  % of homes deemed affordable  % of homes deemed affordable to heat	Current planning conditions require major residential developments to implement the highest-possible standards of energy efficiency, which should reduce energy costs	Planning & Building Control & Future Homes Standard	2022	Ongoing		Low								Costs absorbed into general categories internally	N/A
Objective 4B	<b>Overall emissions from housing to be reduced by at least 85% by 2040</b>																	
Output 053	At least 10% of new housing to use renewable heating and energy sources, wherever possible	Information included in planning applications about plans for low carbon energy use	% of new homes using renewable energy sources	Current planning conditions require new developments to incorporate renewable energy for at least 10% of provision	Planning	2021	Ongoing		Low								BAU - activity already taking place	N/A
Output 054	Investigate whether carbon offsetting of embodied carbon can become a requirement against new development activity	Information included in planning applications about plans for any offsetting activities	Target?	Offsetting requirements should be considered on a case-by-case basis  Discuss with Captiva	Planning	2021	Ongoing		Low								Costs absorbed into general categories internally	N/A



Output 055	Existing island homes to see overall reduction of 85% in emissions by 2040 through retrofit installation of low-carbon technologies combined with National Grid decarbonisation	Overall emissions statistics provided by BEIS/SCATTER	Overall emissions statistics provided by BEIS/SCATTER	Comms campaign to advise households of the benefits of switching to alternative heating Promote Green Home Grants (or similar future schemes) to homeowners and landlords	Climate Change Officer & Economic Development & Communications	2021	2040	Low				£1,888,144,795		Cost stated is estimate based on the assumption that every existing home on the island will retrofit with solar panel, battery storage, heat pump, double glazing, insulation. In practice this is likely to be the highest cost as not all homes will take all measures.  To be supported by Green Homes Grant, ESCOs, and other centrally funded schemes.  Homeowners/landlords will need to take primary responsibility.	<a href="https://www.gov.uk/guidance/apply-for-the-green-homes-grant-scheme">https://www.gov.uk/guidance/apply-for-the-green-homes-grant-scheme</a>	<sup>[1]</sup> This figure is based on the UK Government's projected grid emissions. These are expected to reduce from 0.115 kg CO2e per kWh in 2021 to 0.041 kg CO2e per kWh in 2040. By powering half of the Island's homes with solar panels, combined with the grid emissions dropping, by almost two thirds for homes without solar panels, we can expect to achieve approximately an 85.7% reduction in emissions from electricity in homes, in line with the Island's target. Please be aware that these figures may change over time
Output 056	Decarbonise existing Housing Association homes wherever possible <b>Include target?</b>	Number of HA homes using low carbon technologies	Annual % increase of HA homes using low carbon technologies	Review funding options available to help introduce low carbon technologies and/or energy efficiency measures into HA homes Promote grant funding to HA owners/managers	Housing Association Managers & Climate Change Officer	2021	Ongoing	Low						Costs absorbed into general categories internally	N/A	<sup>[3]</sup> Not all housing on the Isle of Wight will be able to convert to heat pumps or install solar PV. This is because the existing housing on the Isle of Wight has a large proportion of listed and traditional buildings which cannot be altered in this way
Objective 4C	<b>Meet net biodiversity gain of at least 10% against all new developments</b>															
Output 057	Meet biodiversity net gain of at least 10% for all new developments	Inclusion of biodiversity net gain plans in planning applications	Inclusion of biodiversity net gain plans in planning applications	Require all new developments to meet minimum net biodiversity gain target in line with law in England introduced in 2019[4] when Environment Bill is passed, should be late 2021	Planning	2021	Ongoing	Low						BAU - activity already taking place	N/A	<sup>[4]</sup> Biodiversity Net Gain: What's it all about? – Partnership for Biodiversity in Planning
Output 058	Developers to introduce plans for ongoing maintenance of any planting as part of new developments	Inclusion of maintenance plans in planning applications	Inclusion of maintenance plans in planning applications	Require all new developments to have plans to maintain any planting onsite, or any planting done by developers as part of biodiversity net gain or for offsetting purposes, when Environment Bill is passed, should be late 2021  Council will need resources to monitor and enforce this	Planning	2021	Ongoing	Low						BAU - activity already taking place	N/A	
Objective 4D	<b>Continue to protect the Isle of Wight's natural environment through planning conditions</b>															
Output 059	Ensure planning applications for potential fossil fuel or mineral extraction to continue to be heard on Island <b>Aim to decrease number of applications year on year</b>	Number of planning applications received by the council for potential fossil fuel or mineral extraction	Percentage of applications accepted annually	Ensure planning permission is not outright banned outright in any plans or strategies by the council to ensure any applications to explore or extract fossil fuels or minerals will still be consulted on locally and heard by the council[5]	Planning	2021	Ongoing	Low						BAU - activity already taking place	N/A	<sup>[5]</sup> If activities such as oil or mineral exploration or extraction are banned outright in any council documents, any planning applications can be heard on the mainland, instead of locally. This means that the decision-making process may bypass the Island entirely and remove residents and other local stakeholders from the consultation process
Output 060	Disincentivise oil and /or mineral exploration and extraction, ensuring sustainable extraction where it is necessary	Delivery of new Waste and Minerals Plan	Delivery of new Waste and Minerals Plan	Council to publish new Waste and Minerals Plan	Planning	2021	2025	Low						Costs absorbed into general categories internally	N/A	
Island - on	<b>Outputs</b>	<b>Performance Indicators</b>		<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverab</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (an</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>	
Objective 5A	Offset a minimum of 10% (at least 50,690 tCO2e) of baseline carbon emissions from the Isle of Wight baseline through planting, rewinding, and habitat restoration schemes <sup>[1], [2]</sup>	Performance Indicators		Council action(s)	Delivered By	Start date	End date	Deliverab	Cost to council	Council Capex or on	Council Opex (an	External Capex or on	External Opex (annual)	Notes/assumptions re. costs	Grant funding available?	<sup>[1]</sup> While a target date of 2040 for island net zero has been stated, the council proposes that the planting targets required to meet offsetting of 15% of the 2017 baseline emissions is reached earlier. This is because much of the offsetting will also feed into biodiversity net gain and has multiple other benefits, such as improving air quality and improving the mental and physical health of residents.
Output 061	Seek enough land on the Isle of Wight to offset a minimum of 10% of the Island's baseline carbon footprint (ideally enough to offset the full proposal of 15%)	Hectares of land found for planting	Overall figure? % of land found?  <b>I think this needs to stay as hectares - likely to vary annually</b>	Review council-owned land and countryside estate to identify available land for community woodland and planting schemes Promote planting schemes to private landowners on the Island	Climate Change Officer & Recreation & Tree Officer & Communications	2021	2035	Low						Costs absorbed into general categories internally	N/A	<sup>[2]</sup> Figures for carbon sequestration and offsetting from different habitats and land uses can be seen in Appendix III

Output 062	Achieve at least 10% (55,820 tonnes), and ideally the full proposed 15% (83,730 tonnes), offset of the island's baseline carbon footprint through local planting, rewilding, and habitat restoration <b>Emissions reductions should take priority over carbon offsetting wherever possible.</b> However, planting, rewilding, and habitat restoration schemes should take place regardless as they have many benefits other than carbon offsetting	Carbon offset calculation in annual carbon footprint  Hectares of land used for planting schemes or restoration schemes	% improvement in carbon offset from 2017 baseline  Hectares of land used for planting schemes or restoration schemes	Review every two years alongside C&E strategy to re-assess how much offsetting is likely to be necessary to meet net zero Begin planting schemes in late 2021 and complete planting by 2035 to ensure the Island can meet net zero by 2040 Review council's country and land estate and seek private landowners to find land for planting schemes Council to review and apply to relevant grants, or promote grants to landowners and/or community partners Seek community partners to operate and manage planting Schemes may include forestry, grasslands, green roofs, vertical gardens, mini urban forests, bamboo, moss, wildflower meadows, hedgerows, salt marshes, peat bogs, seagrass, seaweed/kelp or others	Climate Change Officer & Recreation & Tree Officer & Landowners & Other non-council partners	2021	2035	Low			£ 49,083,250.00	£ 6,149,843.00	Assuming the full 15% is locally offset - costs would be lower if less offsetting was required)  Estimates are likely to be worst case scenarios for costs as it is highly unlikely that all planting will consist of trees - other habitats also need to be included but as costs for trees are much more readily available I have based estimates on this.  Estimates of the amount of land required, and the availability of grant schemes, vary for planting schemes. I have calculated offsets based on new forestry schemes alone so have looked up grant funding along the same lines. In practice it is highly unlikely that 100% of offsets would be made through local forestry schemes so costs will vary, but this should give a good idea of an estimate Ongoing maintenance and care is more complex to calculate. This will vary according to type of planting carried out, whether areas are rewilded or planted (i.e. left to it after planting or maintained), and whether any problems arise such as tree diseases.  For island-wide offsetting I have assumed that 100% of planting will take place on privately-owned land and be made up of complex mixed	Woodland Creation grant Pays 80% or 100% of costs depending on type of land planting on <a href="https://www.gov.uk/government/publications/woodland-creation-grant-leaflet#am-i-eligible">https://www.gov.uk/government/publications/woodland-creation-grant-leaflet#am-i-eligible</a> Other forestry grants are also available but there is less funding for other types of planting
Output 063	Seek grant funding or private investment to cover costs of planting/rewilding/biodiversity schemes across the Island through to 2035	Money brought in via grant funding	Es and % of costs met via funding or private investment	Grant funding for rewilding etc. is constantly changing so it is impossible to give detail here about what we will apply for  Council will monitor available grants and share details of those that can work for the Isle of Wight in partnership with landowners, local organisations, or community groups wherever possible  Council will share information about grants with T&PCs, schools, businesses, residents, landowners, and other stakeholders to encourage a range of applications	Climate Change Officer & Landowners	2021	2035	Low					Costs absorbed into general categories internally	N/A
Objective 5B	Invest in carbon offsetting schemes to offset a maximum of 5% (up to 25,345 tonnes) of baseline carbon emissions from the Isle of Wight baseline(4)													
Output 064	Create a carbon credit purchasing scheme to offset a maximum of 5% (up to 27,910 tonnes) of carbon emissions to encourage businesses and residents to purchase carbon credits to offset their activity <b>This should be a last resort option. Local rewilding, restoration, and planting schemes should primarily be used for offsetting to meet net zero where emissions reductions cannot achieve true zero</b>	Number of carbon credits purchased	% of carbon emissions offset with carbon credits	Calculate full offset from planting in 2035 and assess whether carbon credits will be needed to offset 15% of baseline by 2040 Assess whether any further planting schemes could take place on the Island over the 2035-40 period Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon offsetting via carbon credit purchases	Climate Change Officer	2035	2040	Low			£ 2,232,800.00		Based on £80 per ton annually on an ongoing basis, assuming the full 5% needs to be offset annually and indefinitely  Council should not in theory pay the cost of such a scheme - something could be set up locally for organisations with high levels of pollution to contribute  Costs may be lower but need to be careful in choice of scheme should this option be taken  This outcome will depend on progress towards net zero by 2035 and shouldn't be considered until then	None
Objective 5C	Reduce litter across the Island to be in line with (or better than) UK government litter indicators													

(4) Carbon credit purchases should be kept to a minimum, if they are eventually required, as the Island will see far wider benefits from investing in local planting schemes

Output 065	Litter on the Isle of Wight to be in line with litter indicators. UK Government Litter Strategy <sup>[6]</sup> assesses five indicators as there is no one perfect way to measure litter <sup>[6]</sup> . These are: - litter on the ground/beach (744 items per 100m of beach) - public perception of litter (30% see it as a problem) - cleanliness of public places (88% currently meet acceptable standard for litter) - involvement of the public in doing something about litter (303,000 volunteers in Great British Spring Clean) - the cost to the public of keeping the streets clean (£29 per household)	UK government litter indicators listed to the left	UK government litter indicators listed to the left	Engage with community groups to organise action days to assess Island's current litter levels  Introduce nudging campaign to reduce littering through behaviour change (e.g. 'voting' in cigarette butt bins, messages about ocean plastic around drains)  Increase number of bins and recycling points around litter hotspots in line with littering baseline  Engage with T&PCs to ensure 'dual' bins are consistently available in the beach areas that they manage  Agree designated litter pick-ups with T&PCs	WaR	2021	Ongoing		Medium				£ 10,000.00	Ongoing cost of campaign and cost of street cleaning Need more information to determine costs associated with a scheme like this  Savings to be achieved: cost of street cleaning if litter is minimised  Opex is estimate of what we could be granted via Wrap (or similar organisations) to carry out a litter campaign across the island annually	Schemes occasionally promoted by DEFRA and WRAP <a href="https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund">https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund</a>	<sup>[6]</sup> HM Government Litter Strategy for England April 2017 (publishing.service.gov.uk)
Output 066	Ensure all Island waterways are clear of litter and fly tip	Number of reports of litter and flytipping made to the council	% of reports answered / responded to within target timescales	Engage with community groups to arrange litter picking and maintenance of these areas	WaR & relevant Community Groups	2021	Ongoing		Low					Community groups/T&P councils likely to take responsibility for additional litter picking activity Flytipping collection costs already covered in Arney contract	Schemes occasionally promoted by DEFRA and WRAP <a href="https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund">https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund</a>	<sup>[6]</sup> Litter and littering in England 2016 to 2017 - GOV.UK (www.gov.uk)
Objective 5D	<b>Increase biodiversity and protect existing ecosystems across the Island</b>															
Output 067	New large scale woodland/planting to contain an appropriate mix of trees and/or plants for local flora and fauna to thrive	Delivery of Woodland Plan	Delivery of Woodland Plan	Ensure any large scale tree planting supported by the council is appropriately mixed for local wildlife  Review new planting plans with Tree Officer and other relevant officers/organisations/ individuals	Climate Change Officer & Tree Officer	2021	Ongoing		Low					Costs absorbed into general categories internally Woodland Plan and Tree Strategy should cover requirements here	N/A	
Output 068	New and existing woodland to be connected by green corridors, wherever corridors could have a positive impact on existing ecology	Number of Green Corridors available across the Island  Delivery of Woodland Plan	% of woodland areas connected by green corridors	To be required as part of all tree planting plans  Review existing green corridors and identify areas where they are needed  Red Squirrel Trust are currently working on a mapping project	Climate Change Officer & Tree Officer & Planning	2021	Ongoing		Low					Costs absorbed into general categories internally Woodland Plan and Tree Strategy should cover requirements here	N/A	
Output 069	Develop at least one community garden in 'scrub' areas in towns per T&PC	Number of community gardens delivered	Number and % of towns with community gardens	Discuss options with T&PCs at monthly E&S forums	Climate Change Officer & Economic Development & T&P Councils	2022	Ongoing		Low					Cost would depend on ownership - likely to belong to T&P councils	May be scope under DEFRA funding depending on council plans and type of planting	
Objective 5E	<b>Enhance shorelines and waterways and improve water quality and aquatic environment protection on the Island</b>															
Output 070	Improve the quality of the Island's groundwater and surface watercourses from current 'average' rating <sup>[7]</sup>	Rating of the Island's groundwater and surface watercourses	Improvement from baseline  <b>Can't include % target as ratings don't use percentages</b>	Planning conditions to continue to protect water courses, rivers, and the marine environment from runoff	Planning & Environment Agency & Southern Water	2022	Ongoing		Low					Costs to belong to Southern Water and Environment Agency		<sup>[7]</sup> 2782-FE2-IW-Catchment-Abstraction-Management-Strategy.pdf (low.gov.uk)
Output 071	Improve river water quality from current 'moderate' rating <sup>[8]</sup>	Rating of river water quality	Improvement from baseline  <b>Can't include % target as ratings don't use percentages</b>	All new developments to provide evidence that wastewater can and will be managed	Planning & Environment Agency & Southern Water	2022	Ongoing		Low					Costs to belong to Southern Water and Environment Agency		<sup>[8]</sup> Water Quality (islandrivers.org.uk)
Output 072	Maintain, and improve where possible, coastal water quality (currently rated 'good' or 'excellent') <sup>[9]</sup>	Rating of coastal water quality	Improvement from baseline  <b>Can't include % target as ratings don't use percentages</b>	Work with Environment Agency and Southern Water to identify improvement areas and seek funding	Planning & Environment Agency & Southern Water	2022	Ongoing		Low					Costs to belong to Southern Water and Environment Agency		<sup>[9]</sup> Thumbs up for the Island's coastal water (low.gov.uk)
Objective 5F	<b>Apply for environmental certifications in public areas to further promote the Island's natural environment</b>															
Output 073	Achieve and maintain Blue Flag status on 3 beaches <sup>[10]</sup>	Number of beaches with Blue Flag status	Number of beaches with Blue Flag status	Review requirements to meet accreditations	Recreation	2022	Ongoing		TBC					Need more information about actions required to achieve this before estimating costs Costs are known to be high from previous council inquiries into Blue Flag beaches		<sup>[10]</sup> Previously, four Isle of Wight beaches (Sandown, Ventnor, Yaverland, Colwell) held Blue Flag awards. However, these awards lapsed in 2015 and have not been applied for since owing to the associated costs. Island councillors have previously discussed the difficulty in achieving these awards

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Output 074	<a href="#">Achieve and maintain Green Flag awards in 3 parks</a> <sup>[11]</sup>	Number of parks with Green Flag status	Number of parks with Green Flag status	Work with T&PCs/Recreation team to meet required standards	Recreation	2022	Ongoing		TBC									Need more information about actions required to achieve this before estimating costs Costs are known to be lower than Blue Flag from previous council inquiries into Green Flag Parks, plus existing Green Flag parks on Island	
Objective 5G	<b>Protect the Island's Biosphere status and promote the Island's products and tourism offerings through its Biosphere status</b>																		
Output 075	Utilise the Biosphere Status to promote the Island's produce and products	Roll-out of scheme using Biosphere status for promotion	Roll-out of scheme using Biosphere status for promotion	Work with the Chamber of Commerce to help businesses promote local produce using biosphere branding	AONB & Climate Change Officer & Chamber of Commerce	2021	Ongoing		Low									Costs absorbed into general categories internally	N/A
Output 076	Work with the AONB and T&PCs to develop local plans to promote and enhance the Biosphere	Delivery of Plan	Delivery of Plan	Create an Island-wide plan, with consultation with T&PCs, to encourage promotion of the Island's biosphere status as a unique selling point within the UK Work with a local tourism partner to communicate the message.	AONB & Climate Change Officer	2022	Ongoing		Low									Costs absorbed into general categories internally	N/A
Objective 5H	<b>Overall waste sent to landfill to be no more than 10% by 2030</b>																		
Output 077	<a href="#">Increase recycling rates across the Island to 65% by weight</a> <sup>[12]</sup>	Percentage of waste recycled	Percentage of waste recycled	New Energy from Waste plant to begin firing by 2023	WaR	2021	2035		Low									Costs already allocated under WaR budget	N/A
Output 078	Increase composting rates by 5%	Percentage of waste composted	Percentage of waste composted	Increase waste and recycling rates in line with targets set out in 'Resources and Waste Strategy for England'	WaR	2021	2035		Low									Costs absorbed into general categories internally	N/A
Output 079	Eliminate food waste sent to landfill	Amount of food waste sent to landfill	Amount of food waste sent to landfill	Develop a communications plan with the C&E team	WaR	2021	2035		Low									Costs absorbed into general categories internally	N/A
Output 080	<a href="#">Increase reuse and reconditioning of unwanted items that would otherwise be sent to landfill by at least 10%</a> <sup>[13]</sup>	Percentage of items diverted from landfill and sent for reuse instead	Percentage of items diverted from landfill and sent for reuse instead - use figures from reuse scheme	Review progress annually	WaR	2021	2035		TBC									Cost would depend on what we wanted to do with reuse scheme A student is currently writing her master's dissertation around encouraging uptake of the reuse scheme on the Isle of Wight	Schemes occasionally promoted by DEFRA and WRAP <a href="https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund">https://wrap.org.uk/what-we-do/our-services/grants-and-investments/resource-action-fund</a>
Island - res	<b>Outputs</b>	<b>Performance Indicators</b>		<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverab</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (an</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>		<b>Grant funding available?</b>			
Objective 6A	<b>Update documents relating to resilience and adaptation on the Island in line with most up-to-date research</b>																		
Output 081	Publish an updated Island Climate Adaptation Report in line with the next IPCC report	Delivery of updated Report	Delivery of updated Report	Review the IPCC's next Assessment Report, due in 2022 Highlight any expected changes to currently known impacts	BAU - Climate Change Officer	2022	2023		Low									Costs absorbed into general categories internally	N/A
Output 082	Publish an updated Island Shoreline Management Plan in line with the next IPCC report	Delivery of updated Plan	Delivery of updated Plan	Review current shoreline management plan against next IPCC Assessment Report, due in 2022 Add any expected requirements for new sea defences to national register	BAU - Climate Change Officer & Coastal Management	2022	2023		Low									Costs absorbed into general categories internally	N/A
Objective 6B	<b>Reduce reliance on water from the mainland</b>																		
Output 083	<a href="#">Isle of Wight to reduce water used to 100 litres per person per day by 2040, in line with Southern Water's 2021 Drought Consultation</a> <sup>[1]</sup>	Water use per person using statistics from water companies	Water use per person per day, using figures from water companies	Use current water use per capita across the Island as a baseline to assess success Promote use of valves on taps to decrease water use as well as any other water-saving measures Engage with Southern Water to repair leaks in water network and homes/businesses Address water use in social media climate change campaign Refer to Island Planning Strategy	Southern Water & Planning	2021	2040		Low									Southern Water to bear any associated costs	N/A
Output 084	<a href="#">Isle of Wight to increase self-sufficiency in its water provision, and reduce reliance on water from the mainland</a> <sup>[2]</sup>	Percentage of water used on the Island transported from the mainland	Percentage of water used on the Island transported from the mainland	Review use of the Seaclean facility to see if water pumped out to sea can be redirected for Island use instead Assess whether future population's water needs will require desalination plant(s) Introduce rainwater harvesting systems Refer to Island Planning Strategy	Southern Water & Planning		Ongoing		Low (although may be some cost if installing rainwater harvesting systems on council owned sites)									Southern Water to bear any associated costs	40% of leaks to be repaired by 2040 under Drought Consultation – can we engage with anyone to improve this rate?
Objective 6D	<b>Prepare communities, towns, and infrastructure for changes in weather patterns</b>																		

<sup>[11]</sup> Currently, Play Lane, Millennium Green in Haylands, and Northwood Cemetery in Cowes have won Green Flag awards (October 2020)

<sup>[12]</sup> Resources and Waste Strategy for England

<sup>[13]</sup> While this is mentioned in the Resources and Waste Strategy for England (p.55-59), there are currently no formal government targets slated for local authorities. This figure will need to be reviewed to ensure it is in line with future central government guidance.

<sup>[1]</sup> Water Resources (islandrivers.org.uk)

Output 085	Minimise 'urban heat island' effect in urban areas	Temperatures in urban areas	Recorded temperatures in urban areas	Tree planting along streets and in town centres Introduce green roofs and vertical gardens Improve shading in urban areas from both natural and man-made sources	Planning & Tree Officer		Ongoing		High						Costs accounted for in planting and rewilding expenses  Will need further information about other action points before assessing costs  Some actions included in new development but may require funding for existing buildings
Output 086	Install at least one water fountain per 5,000 people in urban areas to help residents stay hydrated during heatwaves <sup>(2)</sup>	Number of water fountains	Number of water fountains per 5,000 people	Install more water fountains in town centres and near beaches to ensure residents can stay hydrated during hottest months	Planning & Neighbourhoods & Recreation	2025	Ongoing		High	£ 112,000.00	£ 14,000.00				Fountains cost approximately £4,000 each (depending on location) and maintenance + cleaning costs (approx. £500 per year but likely to vary)  Grant funding likely to be available for some projects but not as of July 2021  Temporary installations in tourist areas for summer may work instead as an alternative solution  1 per 5,000 residents = 28 fountains
Output 087	Ensure development of new infrastructure is future proofed to cope with increased temperatures, rainfall, flooding, and any other extreme weather events	Inclusion of future proofing in planning applications	Inclusion of future proofing in planning applications	Include future proofing as a requirement of planning applications in the Island Planning Strategy Ensure development is assessed against climate predictions and adaptation reports at the local and national level	BAU - Planning		Ongoing		Low						Costs absorbed into general categories internally
Output 088	Ensure development of new infrastructure is built to cope with future sea level rise (e.g. build bridges high enough to cope with predicted sea levels T+100 rather than for present day sea levels)	Inclusion of future proofing in planning applications	Inclusion of future proofing in planning applications	Include future proofing as a requirement of planning applications in the Island Planning Strategy Ensure development is assessed against climate predictions and adaptation reports at the local and national level	BAU - Planning		Ongoing		Low						Costs absorbed into general categories internally
Output 089	Planning policies to seek to optimise layouts and design of new residential development, which can include use of solar and other carbon technologies		Consideration of layout optimisation demonstrated in planning applications	Build requirements into planning applications  Ensure buildings also have appropriate solar shading	Planning				Low						Costs absorbed into general categories internally
Output 090	Shift to island-wide electrification and increase in electricity use to be backed up with plan to protect against power outages		Delivery of plan	See 'Energy' section – need to determine electrical capacity first via SSEN Can then work on plans for local generation, battery storage etc.	SSEN & Economic development & Planning		Ongoing		Low						SSEN to be responsible for most associated costs. Council costs absorbed into general categories internally
Output 091	Ensure new active travel routes have minimal exposure to extreme heat/flooding to avoid a move back to use of personal vehicles		Inclusion of climate resilience in travel route plans	Shading of routes by tree planting to reduce risk during heatwaves Elevated pathways to reduce routes being cut off by heavy rainfall/flooding  Many existing routes already covered and new routes to be covered under LTN 1/20	BAU - Transport & Highways & Recreation & Planning & Active Travel Team		Ongoing		Low						Costs to be incorporated into existing plans under LTN 1/20 so should not see any additional costs arising
Objective	<b>Protect local ecosystems against extreme weather events, wherever possible</b>														
Output 092	Avoid de-oxygenation of streams and rivers leading to local fish die-offs during heatwaves		Number of fish die-offs occurring on the island annually	Investigate restoration and rewilding of waterways via aquatic plants that will help with oxygenation of water	Planning & Climate Change Officer & Island Rivers & Environment Agency		Ongoing		High						Incorporated with planting and rewilding costs
Output 093	Avoid topsoil degradation during floods		Hectares of land in flood-prone areas participating in planting schemes annually	Increase tree planting and/or other forms of planting in flood-prone areas	Landowners		Ongoing		High						Incorporated with planting and rewilding costs
Output 094	Avoid reduced carbon uptake of ecosystems during periods of drought		Annual carbon offsetting figures from BEIS	Improve irrigation in areas furthest from natural water sources	Landowners		Ongoing		Low						Costs TBC - expected to belong to landowners or to be incorporated with planting and rewilding costs
Output 095	Avoid wildfires affecting local flora and fauna and releasing further carbon into the atmosphere		Hectares of land affected by wildfires annually	Improve irrigation in areas furthest from natural water sources Introduce 'fire breaks' in flora in highest-risk areas	Landowners & planting plans		Ongoing		Low						Costs TBC - expected to belong to landowners or to be incorporated with planting and rewilding costs
Objective	<b>Ensure the Island's agriculture is sustainable and introduce/enhance community gardens and growing schemes</b>														

Output 096	Introduce sustainable hedgerow planting wherever possible on rural land to encourage biodiversity and increase carbon offsetting	Level of grant funding received Metres/kilometres of hedges planted	Target? Need more info to set target - stick with current KPIs for now?	Work with landowners to identify suitable land Advise landowners of available grant funding	Climate Change Officer & Recreation & Landowners	2023	Ongoing		Low (with grant funding)			£ 11,600.00	£ 1,160.00	Up to 75% of costs covered by MoreHedges funding or 100% by Countryside Stewardship at £11.60 per metre Estimated cost would depend on how much hedgerow was planted - have assumed 1km as estimate using Countryside Stewardship Assume maintenance will cost 10% annually	MoreHedges <a href="https://www.woodlandtrust.org.uk/plant-trees/large-scale-planting/morehedges/">https://www.woodlandtrust.org.uk/plant-trees/large-scale-planting/morehedges/</a> Countryside Stewardship: <a href="https://www.gov.uk/countryside-stewardship-grants/planting-new-hedges-bn11">https://www.gov.uk/countryside-stewardship-grants/planting-new-hedges-bn11</a>
Output 097	Promote catchment sensitive farming to improve the area for wildlife and ensure water is uncontaminated	Number of farmers involved in projects	Target? Need more info to set target - stick with current KPIs for now?	Work with local partners to promote the catchment sensitive farming projects <sup>(4)</sup> <sup>(5)</sup>	Climate Change Officer & Communications	2023	Ongoing		Low					Costs absorbed into general categories internally	N/A
Output 098	Maximise allotment use or seek community gardens for community food growing, with an aim to provide 10% of produce direct to food banks	Number of community gardens and allotments available Amount of produce sent to local food	Target? Need more info to set target - stick with current KPIs for now?	Develop a community food growing plan Work with T&PCs to identify suitable land for new allotments/community gardens Promote schemes via local	Climate Change Officer & T&P Councils & Communications	2023	Ongoing		Low					Costs to belong to T&P councils. Council costs absorbed into general categories internally	<a href="https://www.nselg.org.uk/allotment-info/funding-advice/">https://www.nselg.org.uk/allotment-info/funding-advice/</a>
Objective	<b>Encourage climate-friendly diets</b>														
Output 099	Encourage an 'eat local' approach to reduce emissions from transport of food, improve food security, and boost the local economy	Amount of locally grown food purchased on Island	Amount of locally grown food sold on Island		Public Health & Climate Change Officer & local businesses	2023	Ongoing		Low					Costs absorbed into general categories internally	
Output 100	Link climate-friendly diets in with other local food/diet campaigns		Number of food campaigns linked to climate-friendly diets annually	How wider strategies could embed behaviour change around climate into other areas, such as Healthy Weight and Emergency Planning	Public Health & Climate Change Officer & Communications	2023	Ongoing		Low					Costs absorbed into general categories internally	
Output 101	Link climate-friendly diets to other metrics		Number of non-food campaigns linked to climate-friendly diets annually	In other areas local authorities have looked at food partnerships and wider campaigns, eg: Brighton Food Partnership - how to eat healthily, grow your own food, health promotion campaigns (e.g. Sugar Smart), reducing food waste, community kitchens to teach people how to cook. The Sugar Smart (circa 2018) campaign has lots of synergies with climate change e.g Refill Isle of Wight, the environmental impact of consuming bottles of full fat Coke compared to water, the opportunity to work together to promote health and wellbeing in the interactions with local business (workplace health), and signpost to support (e.g. stopping smoking and litter).	Public Health & Climate Change Officer & Communications	2023	Ongoing		Low					Costs absorbed into general categories internally	
Objective	<b>Ensure sufficient cooling in homes, workplaces, and livestock facilities for hotter summers<sup>(1)</sup></b>														
Output 102	Domestic and non-domestic buildings across the Island, particularly residential properties, and care homes, to remain at safe temperatures throughout hotter summers	Number of households engaged in discussions	Does this measure the outcome? I think it's best we can include at this stage but should review in 2023 to include new KPI - action not due to start until 2025	Ensure homeowners and landlords are aware of dangers of increasing temperatures Advise residents of benefits of green roofs as this has a cooling effect on buildings as well as acting as a carbon offset Work with care homes to ensure they are aware of the risks of increasing summer temperatures as older people are likely to be more affected by extreme heat	Climate Change Officer & Communications	2025	Ongoing		Low					Costs absorbed into general categories internally	N/A
Output 103	Island businesses to be up to date with laws relating to working in excessive temperatures	Number of businesses involved in discussions	Does this measure the outcome? I think it's best we can include at this stage but should review in 2023 to include new KPI - action not due to start until 2025	Discuss with businesses via Chamber of Commerce	Climate Change Officer & Communications & Chamber of Commerce	2025	Ongoing		Low					Costs absorbed into general categories internally	N/A
Output 104	Farmers and others working with animals to be aware of the likelihood of hotter future summers	Number of farmers involved in discussions	Number of livestock affected by extreme heat (or cold) annually	Farmers who work with livestock will be aware of risks to animals from extreme heat, but may not be aware of how much temperatures could increase locally Ensure farmers have information about likely future summer temperatures, particularly following the next IPCC Assessment Report due in 2022	Climate Change Officer & Communications	2025	Ongoing		Low					Costs absorbed into general categories internally	N/A

<sup>(2)</sup> Catchment Sensitive Farming | Hampshire and Isle of Wight Wildlife Trust

<sup>(4)</sup> Hotter summers are highly

<sup>(4)</sup> Hotter summers are highly

Council - behaviour														
Objective	Improve climate and environmental awareness and knowledge and ensure climate change is a factor in all council decision-making													
7A														
Output 105	Isle of Wight Council to formally adopt binding net zero targets of 2030 for council operations and 2040 for the Island's footprint, instead of setting them as non-binding aims	Net zero targets	Setting of binding net zero targets	Whole council to vote on motion		2021	2021		Low				Costs absorbed into general categories internally	N/A
Output 106	At least one manager in each service area to have completed Carbon Literacy training <b>Target 100% of service areas with at least one carbon literate manager by 2023</b>	Number of managers who have completed Carbon Literacy training	% of service areas with at least one manager who has completed training	Assess whether it would be more effective to have at least one council employee trained as a Carbon Literacy trainer, or whether it would be more effective to have managers join existing external training courses	BAU - Climate Change Officer & L&D & Climate Education & Engagement Officer	2021	Ongoing		Low	£ 1,500.00	£ 750.00		This is for internal delivery with council employees trained to train. External delivery of the course would be approx. £90-£200 per person 2 trainers @ £750 each (train the trainer) £10 per person certification (senior managers) so this depends how many people are trained in Carbon Literacy	None
Output 107	75% of staff and councillors to have completed internally developed climate change L&D module and to rate their level of knowledge about climate change and how their role relates as 'good' or higher	Percentage of staff who have completed the module.	Percentage of staff and councillors who have completed the module.	Carry out a staff survey to create baseline of awareness of climate change Develop and roll out training programme with L&D	BAU - Climate Change Officer & L&D & Climate Education & Engagement Officer	2021	75% by end of 2021 100% by end of 2022 and ongoing		Low				Costs absorbed into general categories internally	N/A
Output 108	Embed behavioural change and thinking sustainably as part of the corporate DNA by ensuring 75% of staff and councillors are aware of how the council and their roles relate to climate change and environment	Percentage of staff who have engaged in behavior change communications / engagement programme, depending on selected solution	Percentage of staff and councillors who have engaged in behavior change communications / engagement programme, depending on selected solution	Develop an internal communications plan outlining: - How council roles relate to C&E Strategy - Progress made towards net zero - Team and individual actions that can help - Track internal engagement with comms campaign Assess whether an externally sourced programme such as Jump would be more effective in the long-term than an internal comms campaign	BAU - Climate Change Officer & L&D & Climate Education & Engagement Officer	2022	75% by end of 2022 100% by end of 2023 and ongoing		Low	£ 7,000.00	£ 15,600.00		Costs are for the Jump engagement programme. This is not essential but would be useful in terms of ongoing internal engagement. The programme is designed to get people thinking about their day-to-day actions, both in the office and at home, and participants have seen fairly significant carbon savings arise as a result of using the platform. There is also a new tool aimed directly at local authorities so you can see what other participating councils have been doing. However, depending on the next phase of the Green Impact Programme, this could cross over in some areas.	None
Output 109	All council decision-making processes to consider climate change and environmental impacts of the action under consideration. Waste reduction and the circular economy to be included in these considerations. <b>Target 100% of reports to CMT, Cabinet and full council with a climate and carbon impact included by 2025</b>	Number of reports to CMT, Cabinet and full council with a climate and carbon impact included	Percentage of reports to CMT, Cabinet and full council with a climate and carbon impact included	Create series of questions/factors for councillors/decision-makers to use as part of council decision-making process (potentially similar to EIA checklist) Roll out new set of questions/factors to all service areas and council stakeholders	BAU - Climate Change Officer & Democratic Services & Climate Education & Engagement Officer	2022	Ongoing		Low				Costs absorbed into general categories internally Can create a document based on work carried out by Cambridge City Council that could be easily adopted although it will require some consultation	N/A
Output 110	All council decision-making processes to be linked to wider benefits of climate and/or environment action related to the action under consideration	Delivered methodology for assessment	Percentage of processes updated to include co-benefits of climate change achieved	Review and if necessary update current report template to reflect these considerations	BAU - Climate Change Officer, CMT & Democratic Services & Climate Education & Engagement Officer	2022	Ongoing		Low				Costs absorbed into general categories internally	N/A
Output 111	All internally-run council events/public meetings to publish carbon footprints alongside minutes, and to aim to reduce impacts of events through decreased travel, changes to catering, etc. <b>Target 100% publication of carbon footprints by 2025</b>	Number of events/public meetings that publish carbon footprints	% of events/public meetings that publish carbon footprints	Decide which events will be included in this action Publish new guidelines for council events Use an existing online calculator to work out carbon footprint of each event Publish carbon footprint of each event alongside minutes	BAU - Climate Change Officer & Climate Education & Engagement Officer	2022	Ongoing		Low				Costs absorbed into general categories internally	N/A

Output 112	Update procurement processes to include climate and environment issues in the evaluation criteria and conditions of contract, where relevant <b>Target 100% of contracts to consider climate and environment issues by 2025</b>	Calculation of Scope 3 emissions from products and services purchased	% of new contracts including C&E issues	Update procurement processes in line with any new decision-making processes	BAU - Climate Change Officer & Procurement Team & Climate Education & Engagement Officer	2022	Ongoing		Low							Costs absorbed into general categories internally	N/A
Output 113	Work with businesses to build a local network of suppliers	Number of contracts awarded locally	Number of contracts awarded to local suppliers	Help businesses to get into the right place so they can meet council tender conditions - 'bid ready'  Continue educating local businesses on how the council procures to ensure they are aware of processes  Continue publishing pipeline of upcoming projects to ensure local businesses are aware of upcoming opportunities to tender  Flexibility built into contracts wherever possible to ensure local awards  Aim for 3 quotes from local suppliers and award locally where we are confident we get value for money	Procurement	2021	Ongoing		Low							BAU - activity already taking place  Costs absorbed into general categories internally	
Output 114	Work with Procurement to ensure social value of projects is retained on the Island wherever services/products are available locally	Number of contracts awarded locally	Number of contracts awarded to local suppliers	Social value - legal requirement that must be considered for projects above £189k. Must be built into contract but only if relevant.  Council has chosen to consider this as standard to all contracts over £25k. Social value criteria built into evaluation but there is no one size fits all approach to this. Can be educational, employment, environmental value added into projects. Council can also be prescriptive with expected social value of contracts by incorporating KPIs.	Procurement	2021	Ongoing		Low							BAU - activity already taking place  Costs absorbed into general categories internally	
Objective 7B	<b>Engage local communities in council's Climate and Environment Strategy and action plan</b>																
Output 115	Up-to-date, relevant information about climate change to be available to members of the public and other stakeholders via council's website, and to be updated at least every two years	Number of visits to web page  Number of information requests responded to	Is two years up to date? % FOI responses resolved with info available online?  <b>Could update annually instead of every 2 years?</b>	Refresh the council website's climate change section with information relevant to the climate strategy, public engagement, grants, and anything else related to achieving net zero  Regularly update in line with new policy and research	BAU - Climate Change Officer & Communications	2021	Ongoing		Low							BAU - activity already taking place  Costs absorbed into general categories internally	N/A
Output 116	Create an overarching, ongoing engagement and education strategy, to cover all things related to the climate strategy and achieving net zero	Social media post engagement  Uptake of schemes following promotion	% of post comments/interactions responded to  % increase in uptake of any schemes promoted via campaign	Appointment of Climate Education & Engagement Officer  Creation and rollout of '(E)Mission Zero' branding/engagement programme	Climate Education & Engagement Officer	2022	Ongoing		Medium	£ 35,000.00						Annual salary/NI etc for new Officer role - confirm with ND on Friday	
Output 117	Review the Climate and Environment strategy and action plan at least every two years	Performance data from the KPIs	Performance data provided for all KPIs against outputs with a start and/or end date falling within the review period	Review and re-publish the strategy in line with any climate research or policy updates Ensure it is in line with UK legislation/policy and internal policies/strategies Publish an action plan progress report outlining completed, changed, or cancelled actions	BAU - Climate Change Officer	2023	2030 (council) 2040 (island)		Medium	£ 30,000.00						Cost only arises if we choose to verify pathways with external contractors. Will not need to involve consultants in the council's footprint immediately as we have been able to calculate this from existing information, but we should consider verifying via a consultancy after 2030 to ensure we have met net zero.	None
Objective 7C	<b>Promote the Green Impact Programme (GIP) across the council [1]</b>																

[1] Funding and ownership for the next two years of the GIP is currently being determined, and these points will depend on the decisions made here



Output 118	All council buildings and service areas to participate in the Green Impact Programme (GIP)	Number of Buildings Participating	Number and Percentage of buildings participating (e.g. 15 buildings/25%)	Approach each service area to sign them up to GIP Assign at least one Green Champion for each service area	BAU - Climate Change Officer & Access Fund Team & Green Champions (to be recruited)	2023	Ongoing		Low							Costs for GIP included under 'enabling' outcomes	None
Output 119	Establish at least one Green Champion in each service area	Number of Green Champions in Service Areas	% of service areas with at least one Green Champion	2023 date may be extended depending on future programme funding	BAU - Climate Change Officer & Economic Development & L&D	2023	Ongoing		Low							Costs absorbed into general categories internally	N/A
<b>Council - e</b>	<b>Outputs</b>	<b>Performance Indicators</b>		<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverable</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (annual)</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>		
Objective 8A	Reduce emissions from all council buildings by at least 85% by 2030 through use of low carbon technologies for heat and power																
Output 120	Appoint new Energy Manager for council estate	Appointment of role	Appointment of role	Seek approval for new role Advertise and recruit for role	WaR	2021	Ongoing		Medium		£ 45,000.00			See output 133	Annual salary/NI etc for new Officer role - confirm with ND on Friday	N/A	
Output 121	Procure 100% green energy from energy suppliers in all council owned and operated buildings by 2030 Graduating up the principle to green energy procured where no more than 2percent more expensive than Brown energy	Percent of green energy used by the council	Percent of green energy used by the council	Ensure Energy Procurement Policy continues to be followed	BAU - Climate Change Officer & Energy Manager & Property	2020	2023		Low		£ 900,000.00				BAU - annual expense already in place for energy consumption  Need to review impact of tariff costs versus carbon benefit  National Grid have projected they may be carbon neutral as early as 2033	N/A	
Output 122	Complete works under the Salix Public Sector Decarbonisation Scheme by end of FY 2021-22	Completion of works	% of funding received spent	Funding received for projects in 13 buildings	Climate Change Officer & Energy Manager & Property	2021	2021		Low (funding received)			£ 2,215,483.93			Currently being carried out as part of initial PSDS funding - funding already received	<a href="https://www.salixfinance.co.uk/PSDS">https://www.salixfinance.co.uk/PSDS</a>	
Output 123	Ensure any facilities or office space the council owns and operates in are able to meet net zero emissions by 2030, using grant funding to carry out projects	Carbon footprints of buildings	Carbon footprints of buildings  Intermediate targets? - am hesitant to set e.g. 12% per year because it's likely that we'll end up receiving more funding in some years than others	Carry out full assessment of all buildings in council's estate to work out exactly what will need to be done in each building to achieve decarbonisation  Apply for further funding to decarbonise council estate, if next round of Salix funding is confirmed and we are eligible  Cost estimate based on sites listed/billed in TF.  Current cost estimate is based very loosely on existing Salix projects so will not be 100% accurate, but should give some idea of the scale of works required  Owing to recent price increases I have assumed that all costs will increase by approximately 50% since Salix applications were submitted and have included this new figure as the capex	Property & Climate Change Officer & Energy Manager				Low if grants remain available  High if no grants available		£ 6,128,891.33			Estimates here are very loose as I haven't been able to access a full list of buildings owned by the council with up-to-date billing, or information about existing technologies in each building. Estimates given are based on Salix works taking place, according to energy consumption and site use for each building. <b>This is a very crude method of estimation but should give some idea of the scale of funding required.</b> N.B. these estimates only focus on energy and efficiency technologies - other measures will be needed in some buildings, such as increased electrical capacity, energy saving measures (e.g. insulation, double glazing) or works to rooftops to support weight of solar panels. <b>These have not been accounted for here owing to lack of available information so this figure will be higher in practice.</b> Project management fees have been included at almost all sites to help with assessment and design costs Sites with only electricity bills under £1,000 per year have not been included at this stage - the grid is set to decarbonise rapidly through the 2020s and 2030s so the payback period of solar panels on these low expense sites may make the projects too expensive at this point, although I can investigate this further	<a href="https://www.salixfinance.co.uk/PSDS">https://www.salixfinance.co.uk/PSDS</a> Salix PSDS is likely to have more rounds in the future but we will need to be prepared ahead of time to apply for these as they are extremely competitive. Salix loan scheme ended in April 2021 - currently unclear whether a new loan scheme will replace it		
Output 124	Any buildings owned by the council and occupied by third parties are reviewed and opportunities for low carbon projects investigated, working with tenants/occupants, where practical	Carbon footprints of buildings	Percent reduction in carbon from 2019 baseline.	Review buildings leased to third parties by the council to identify potential scope for works	Regen (Graeme Haigh)	2021	2023		Low						Costs absorbed into general categories internally		
Output 125	Reduce energy use and energy cost of cremations by at least 10%	Energy use and cost at site	per cent reduction of the buildings carbon footprint	Decarbonise heating and energy systems outside of the crematorium  Maximise emissions abated through technological advancements in the crematorium	Crematory Services	2021	2030		Low if grants remain available  Medium if no grants available			Costs of heating/energy decarbonisation included in in Output 123			Building should be decarbonised as other council estate buildings for electricity and heating. Unlikely to be able to remove gas use altogether as it will be needed for cremations for the foreseeable future. Costs included in above estimate - subject to conversation with service manager and to be built into procurement for new facilities		

Output 126	Update existing Carbon Management Plan (CMP) to outline in detail a full strategy to decarbonise energy use in all council buildings from 2021 to 2030	Delivery of Plan	Delivery of Plan	Review the council estate's energy performance and identify potential for capital works to decarbonise Develop costed plan to reduce carbon impacts of buildings and create savings, possibly through Salix loans for capital Outline opportunities for onsite renewable energy generation and battery storage at each council site	BAU - Climate Change Officer & Energy Manager	2021	2022	Low						Costs absorbed into general categories internally	N/A
Output 127	Produce new Heat Decarbonisation Plan (HDP) to outline in detail a full strategy to decarbonise heating in all council buildings from 2021 to 2030	Delivery of Plan	Delivery of plan	Funding received from Salix under the Public Sector Decarbonisation Scheme to produce a HDP covering specific council properties When complete this will be used as a template for heat decarbonisation in other council properties	BAU - Climate Change Officer & APSE	2021	2021	Low		£ 20,000.00				Currently being carried out by APSE as part of initial PSDS funding - grant received	<a href="https://www.salixfinance.co.uk/PSDS">https://www.salixfinance.co.uk/PSDS</a>
Output 128	Create bespoke action plan for schools, with a particular focus on decarbonisation of energy in school buildings	Delivery of plan	Delivery of plan	Work alongside Schools and Property to create site-by-site plan Provide costings for all actions	Climate Change Officer & Property & Education Teams	2021	2022	Low						No costs associated with this action, but the plan produced will ultimately see costs associated potentially including extra headcount(s) to carry out plan	Salix funding will hopefully cover a good portion of costs (see below for rough estimate of building decarbonisation costs)
Output 129	Decarbonise schools by at least 85% by 2030 via Salix Grant Funding	Reduction in schools' carbon footprint from energy use	Reduction in schools' carbon footprint from energy use	Discuss options with schools Include schools employees on training programme Support and guidance on grant applications	Climate Change Officer & Property & Education Teams	2021	2030	Low if grants remain available High if no grants available						Like the wider council estate estimates are again very loose as I will need much more information about each building to more accurately estimate costs. Schools team have asked that we exclude this cost until a more accurate figure can be delivered.	Salix PSDS is likely to have more rounds in the future but we will need to be prepared ahead of time to apply for these as they are extremely competitive. Salix loan scheme ended in April 2021 - currently unclear whether a new loan scheme will replace it
Objective 8B	Improve energy efficiency across council's estate to reduce overall energy costs and further reduce emissions														
Output 130	Reduce energy use in council buildings by at least 5% to decrease energy bills and carbon footprint	Reduction in energy use reflected in bills	% reduction in energy units used by 2030	Introduce timer plugs in all council buildings to switch off all monitors overnight if left on standby Replace hand dryers with more energy efficient models as they age out and require replacing	Climate Change Officer & Energy Manager & Property	2023	2030	Low to Medium		Costs of heating/energy decarbonisation included in in Output 123			See output 133	Understand some work has already taken place around this but need more information on what has been done to predict future costs - subject to securing funding/maintenance budget	TBC
Output 131	Reduce water use in council offices by at least 5% to decrease water bills and carbon footprint	Reduction in water use reflected in bills	% reduction in water units used by 2030	Introduce tap attachments/valves to reduce water use Introduce dual flush option on toilets where not already in use Introduce push button/motion sensor taps where not already in use	Climate Change Officer & Energy Manager & Property	2023	2030	Low to Medium					-£ 9,035.00	Understand some work has already taken place around this but need more information on what has been done to predict future costs  Water companies may provide advice/equipment to reduce water use  £180,704 spent in 2019-20 - if we can save 5% of water used assume bills will drop by approx. 5% as well	TBC
Output 132	Decrease the amount of energy used by the server farm by at least 10% to reduce energy costs	Reduction in energy use reflected in bills	% reduction in energy units used by servers by 2030	Funding received to decarbonise County Hall server room applied for via Salix Public Sector Decarbonisation Scheme Review the need for onsite server farm in corporate buildings Discuss with Energy Manager (when appointed) and IT to agree a strategy	Climate Change Officer & Energy Manager & Property	2021	2030	Low		Costs of current project included in Output 122			See output 133	Project currently undergoing assessment through Salix PSDS funding Energy savings TBC Any further savings requirements/costs TBC following PSDS completion	<a href="https://www.salixfinance.co.uk/PSDS">https://www.salixfinance.co.uk/PSDS</a>
Output 133	Reduce energy costs by 10% (or increase income from energy to equal 10% reduction) by changing how energy is used across council's estate and fleet	Reduction in energy costs reflected in bills Or Income from energy provision	Gross percentage reduction to include both bills and income	Work with suppliers to understand income/savings from - Use of power on site - Power Purchase Agreements (PPA) - Private wire/private power sales (Corporate PPA) - Sleeving: the role of a Licensed Supplier - Energy Storage: day ahead, intraday, BM trading & FFR - EV Charging hubs	Climate Change Officer & Energy Manager & Property & Fleet Manager	2023	2030	Low					-£ 90,000.00	Costs of achieving this are likely to be wrapped up in other actions e.g. building decarbonisation, transitioning the fleet to EVs - related to the Joint Energy Management employment with the Trust - By September 2021	
Objective 8C	Ensure environmental monitoring standards are met and that energy use and emissions can be reported on easily														

Output 134	Introduce Energy Management software (EMS) to monitor energy use in all council buildings  Target 100% of council and school buildings using EMS by end of 2022	EMS introduced and used for all energy carbon footprinting wherever site-specific metering is available	% of sites using EMS	Review software options with Procurement and Facilities Ensure selected option provides straightforward energy use monitoring and can create a carbon footprint based on energy use at all council sites	Climate Change Officer & Energy Manager & Property	2021	2022	Medium	£ 15,000.00	£ 23,000.00					Subject to budget agreement - While this is not essential, it would be very useful. Energy use information is currently somewhat patchy so there is a possibility some energy use has not been captured in carbon footprints. Use of an EMS would cut down on a huge amount of manual calculations and allow us to produce more up-to-date carbon footprints as well as building- or time-specific footprints as required. It could also provide footprints for water use and waste production, and would highlight excessive use in areas allowing targeted energy reduction.	None
Output 135	Include all scope 1, 2, and 3 emissions in the council carbon footprint in line with the Greenhouse Gas Protocol[1]	Carbon footprint calculations include all emissions across all scopes as outlined by GHG Protocol	100% inclusion of all scopes in annual carbon footprints by FY 2023	Review current council carbon footprint calculations and ensure all emissions are included from FY 2022-23 onwards	BAU - Climate Change Officer	2021	By FY 2023	Low							Costs absorbed into general categories internally - ongoing	N/A
Output 136	Meet ISO 140001 accreditation[2]	ISO 14001 accreditation achieved	ISO 14001 accreditation achieved	Follow 'Plan, Do, Check, Act' and establish baseline of environmental measures Mitigate against measures that have not been achieved to meet accreditation	BAU - Energy Manager	2021	2025	TBC							Can't give a firm cost on this as it would be on a building-by-building basis - ongoing Some sites may be close to meeting accreditation already whereas others could need a lot of work Some of this is likely to be absorbed within the estimated building decarbonisation costs	TBC - may fall within Salix grants
<b>Council - Outputs</b>	<b>Performance Indicators</b>	<b>Council action(s)</b>		<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverable</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (annual)</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>		
Objective 9A	At least 59% of council employees to use active travel to commute to work															
Output 137	Increase number of council employees cycling to work to 21% (currently at 3%)	Percentage of employees cycling to work, as stated in staff travel survey	Percentage of employees cycling to work, as stated in staff travel survey	Encourage wider participation in the Cycle to Work scheme through HR (for new employees) and C&E (for existing employees) Review existing bike storage and changing facilities Seek funding to create new facilities if there is a shortage	Climate Change Officer & Access Fund team	2021	2030	Low						Subject to Active Travel Plan - In theory this is part of existing salaries - loans for Cycle to Work are made by the council but should be paid back in full by participating employees Need to ensure checks are in place in case any council employee leaves their role before paying back loan in full otherwise council could end up losing money	None	
Output 138	Increase number of council employees walking to work to 38% (currently at 18%)	Percentage of employees walking to work, as stated in staff travel survey	Percentage of employees walking to work, as stated in staff travel survey	Develop communications plan to encourage staff to walk to work wherever possible	Climate Change Officer & Access Fund team	2021	2030	Low						Subject to Active Travel Plan Costs absorbed into general categories internally	N/A	
Objective 9B	Reduce personal vehicle use by council staff for commuting to work by 25%															
Output 139	Increase use of public transport among council staff to 18% (currently at 7%)	Percentage of employees taking public transport to work, as stated in staff travel survey	Percentage of employees taking public transport to work, as stated in staff travel survey	Promote staff discounts for public transport with communications plan via C&E or HR Introduce season ticket loans for commuters A 20% council discount is available on Southern Vectis buses for season tickets	Climate Change Officer & Access Fund team	2021	2030	Low						Costs absorbed into general categories internally Consider council employee loans for season tickets paid back pre-tax through payroll.	N/A	
Output 140	Encourage all staff driving to work to lift share, with a target of 25% fewer vehicles making commuter journeys	Number of vehicles used to commute each week, as stated in staff travel survey Number of council employees lift sharing, as stated in staff travel survey	% reduction from baseline	Explore use of a national service like LiftShare with comms plan via C&E or set up a similar scheme via Yammer (this will depend on Covid restrictions lifting)	Climate Change Officer & Access Fund team	2022	2030	Low		£ 2,500.00				Active Travel Plan - Assuming we use a programme such as Jump, there is the option to add on car sharing functionality for company-wide use If we set up a scheme internally costs would be absorbed into existing costs e.g. salaries	None	
Output 141	Continue with flexible working arrangements to reduce travel	Number of staff working from home	% of staff hours spent working from home annually	Offer advice to colleagues on how to lower home carbon footprints when WFH	Climate Change Officer	2021	Ongoing	Low						BAU - activity already taking place Costs absorbed into general categories internally	N/A	
Output 142	Continue with virtual meetings to reduce travel	Number of stakeholders joining meetings virtually	% of invited meeting attendees joining meetings virtually	Offer advice to colleagues on how to lower home carbon footprints when WFH	Climate Change Officer	2021	Ongoing	Low						BAU - activity already taking place Costs absorbed into general categories internally	N/A	
Objective 9C	Decrease mileage for business travel to reduce carbon emissions and travel expenses															

<sup>[1]</sup> Calculation Tools | Greenhouse Gas Protocol (ghgprotocol.org)

<sup>[2]</sup> ISO - ISO 14000 family — Environmental management

Output 143	Reduce fleet mileage by 5% per service area (from 2019 baseline)	Number of miles travelled per financial year	% reduction from baseline	Use vehicle tracking data to analyse efficiencies of journeys Review policies for fleet management and route planning Review the need for 'return to base' activities against new agile working practices Review the need to drive to work to collect fleet vehicles used on consecutive days	Fleet Manager & Service Area Managers	2022	2024	Low						-£ 6,507.60	Via Fleet Management Plan - savings potential in fuel Costs absorbed into general categories internally - use tracking data to identify savings from reducing idling engine time, harsh accelerating and braking, and poor driver habits. - driver training to reduce inefficiency - reduce unnecessary journeys - better use of IT to facilitate remote meetings  Unlikely to be costs associated unless journey tracking software was introduced to fleet vehicles  5% reduction in fuel costs based on petrol vehicles to cover current situation	N/A
Output 144	Introduce alternative options to using cars for business travel, including trialling an ebike scheme	Approval and introduction of pilot scheme	Feasibility? Public transport?	Conduct a staff survey to assess the options of walking, using electronic bicycle fleet, or taking public transport for short journeys Introduce a pilot scheme for ebike use	Climate Change Officer & Fleet Manager	2024	2025	Medium	£ 19,600.00					-£ 10,266.00	Subject to funding availability. Based on purchase of 4 bikes initially to pilot scheme; includes installation of one secure shelter, chargers, plus bike helmets  Potential to save full annual costs of up to 6 cars, if ebikes were used fully in place of cars. Have averaged tax savings and 95% less electricity used for ebikes than for cars for savings figure (plus need for at least one less EV charger, assuming 6 ebikes)	None currently but schemes are occasionally available
Output 145	Ensure all business travel using personal vehicles is captured by HR system (or other) so we can confirm the full carbon footprint  Target 100% capture by 2024	Information captured	% of journeys where personal vehicles used captured by HR system	Work with Access team and HR to find a best practice approach to capturing all data Promote internally via Comms	Climate Change Officer & Access Fund Team & Communications	2022	2024	Low							No costs associated (exceptm fuel claims which are BAU already) but will need cooperation from all	N/A
Objective 90 Electrify council's fleet in line with 2030 law change around sale of new EVs and ensure EV chargers are available for fleet and staff vehicles																
Output 146	Phase out purchase of all new petrol and diesel vehicles for council fleet by 2030 in line with new law in England  Target at least 85% of fleet made up of EVs by 2030	Number of EVs purchased by 2030  Introduction of fleet management plan to transition to EVs	% of fleet made up of EVs  Hesitant to set intermediate targets at this stage as purchase of EVs depends on when ICE vehicles need replacing	Discuss with Fleet Manager and Procurement and include points as part of council's Sustainable Transport plan  Phase replacement at vehicle end of life with Electric Vehicles  Review funding available to help local authorities make the transition to EVs	Fleet Manager	2021	2031	High	£ 338,500.00						Cost spread over 10 years where we replace petrol/diesel vehicles with EVs as they reach end of life Via Fleet Management Plan See tab 'Fleet' for calculation Fuel and road tax will cost less for EVs. Maintenance probably about the same as with current vehicles. Costs have been estimated according to current market prices. Cannot give estimates for some vehicles at this stage as EV versions do not exist. Some driver training may be required to help people transition to EVs as they drive differently from manual petrol/diesel vehicles	There are government grants available to help with the cost of purchasing EVs but it is unclear if these grants are available to organisations or only to individuals  There may be procurement frameworks or similar that could lower costs.
Output 147	Install at least one EV charger at each council fleet parking area. Increase this in line with number of EVs added to the council vehicle fleet	Number of EV chargers available for fleet vehicles  Vehicle:charger ratio	Dependant on above. % of parking areas with EV charging point. Analysis of EVs and their usual parking spots?	Work with other local authorities (such as Nottingham) to see how the council could manage additional demand for charging Review option such as solar canopies over car parks, solar PV microgrids, and battery storage in order to provide charging facilities without having impact on the grid  HIGHEST cost  LOWEST cost  Cost of maintenance	Fleet Manager	2022	2030	Medium	£ 11,781.25		£ 35,343.75				Depends on vehicle:charger ratio required. Have assumed 4:1 Costs spread over 8 years Chargers will need replacing after approx. 10 years Assumed high/low costs are £13,000/£2,900 - same as for on-street chargers. Government grant scheme applies with 75% of installation costs covered by grants.	Workplace charging scheme <a href="https://www.gov.uk/government/publications/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers">https://www.gov.uk/government/publications/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers</a>
									£ 2,628.13		£ 7,884.38				£285 per charger per year	<a href="https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html">https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html</a>
									£ 8,265.00							

Nottingham Council have used a similar scheme – contact them to find out more

[Workplace Charging Scheme guidance for applicants, installers and manufacturers - GOV.UK \(www.gov.uk\)](#)

[https://afdc.energy.gov/fuels/electricity\\_infrastructure\\_maintenance\\_and\\_operation.html](https://afdc.energy.gov/fuels/electricity_infrastructure_maintenance_and_operation.html)

				Energy consumption						£ 47,424.00				-£ 82,728.00	£8 for full car charge 1 x per week	
				Tax						£ -				-£ 18,615.00	EVs are currently tax-free so could save up to £18,615 (based on 2018-19 tax)	
Output 148	At least one EV charger to be available for staff's personal vehicles at each council office/site where staff parking is available	Number of EV chargers available for staff's personal vehicles  Vehicle:charger ratio	Dependant on above. % of parking areas with EV charging point. Analysis of EVs and their usual parking spots?	Review current number of EV chargers at council buildings Seek funding to install new EV chargers where needed  Energy consumption cost only - EV charger installation covered by output 148	Fleet Manager	2023	2030	Low		£ 41,600.00				-£ 41,600.00	Assume staff will be able to use same chargers as fleet (if fleet vehicles are charged overnight then staff during the day) so have only included additional costs for charging here - not for installation of additional chargers Assume 100 staff will be fully charging vehicles once per week each year but should charge for this within staff parking costs	
Objective 9E	Update existing Local Transport Plan															
Output 149	Next update of the Local Transport Plan to focus on sustainable and active transport options	Delivery of Plan	Delivery of Plan	Next review of the Local Transport Plan to consider objectives relating to net zero and environmental protection	BAU - Highways	2021	2023	Low							Transport plan being developed by Highways Costs absorbed into general categories internally	N/A
<b>Council - w</b>	<b>Outputs</b>	<b>Performance Indicators</b>	<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverab</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (an</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>		
Objective 10A	Reduce use of single-use items across all council activities by at least 80% by 2030															
Output 150	Reduce use of single-use items across council buildings by at least 80%	Percentage decrease in purchases of single use items	Percentage decrease in purchases of single use items	Single use item reduction plan already delivered to CMT Review and enact plan and conduct regular reviews	BAU - Procurement & WaR	2022	2030	Low					BAU - Costs absorbed into general categories internally  Costs of single use items need to be reassessed after people return to offices - can't track while WFH and costs likely to be negligible at the minute	N/A		
Output 151	Reduce sale of single-use items in council-operated gift shops, vending machines, printing, permits etc. by at least 80%	Percentage decrease in sales of single use items	Percentage decrease in sales of single use items	Change project initiation process Inclusion on highlight reporting	BAU - Procurement & WaR	2022	2030	Low					BAU - Costs absorbed into general categories internally - possible need to change product in vending machines - e.g. drinks bottles	N/A		
Objective 10B	Reduce carbon footprint from office waste by 85%															
Output 152	Reduce need for printing by at least 50% and move to digital documents and systems instead, wherever possible	Percentage decrease in ink and paper costs	% reduction in printing volume from baseline vs need for printing	Create a communications plan with C&E to ensure council employees are aware of the impacts of single use items Discuss monitoring with Procurement - purchases of printer ink and paper should be used to assess success	BAU - Procurement & WaR	2022	2030	Low					BAU - Costs absorbed into general categories internally  Costs of printing need to be reassessed after people return to offices - can't track while WFH and costs likely to be negligible at the minute	N/A		
Output 153	Ensure council employees are aware of how waste sent to landfill has an impact on emissions to reinforce the need to reduce or recycle waste	Percentage decrease in waste sent to landfill from annual stats	% of staff aware according to staff survey results	Continue to monitor use of bins in offices to ensure recycling bins are readily available Introduce new messaging in buildings to get staff thinking about waste reduction	BAU - WaR	2021	Ongoing	Low					BAU - Costs absorbed into general categories internally	N/A		
Output 154	Encourage council employees to bring their own containers (e.g. reusable coffee cups) if purchasing items during office hours	Percentage decrease in waste sent to landfill from annual stats	% of staff aware according to staff survey results	Introduce messaging in buildings to encourage use of reusable containers Investigate local discount schemes (e.g. 50p off coffee for bringing your own cup) in local cafes and ensure council staff are aware of these	BAU - WaR	2021	Ongoing	Low					BAU - Costs absorbed into general categories internally	N/A		
<b>Council - e</b>	<b>Outputs</b>	<b>Performance Indicators</b>	<b>Council action(s)</b>	<b>Delivered By</b>	<b>Start date</b>	<b>End date</b>	<b>Deliverab</b>	<b>Cost to council</b>	<b>Council Capex or on</b>	<b>Council Opex (an</b>	<b>External Capex or on</b>	<b>External Opex (annual)</b>	<b>Notes/assumptions re. costs</b>	<b>Grant funding available?</b>		
Objective 11A	Offset a minimum of 10% (at least 416.4 tCO <sub>2</sub> e) of council carbon emissions through planting, rewilding, and habitat restoration schemes <sup>[1], [2]</sup>															
Output 155	Develop a Woodland and Rewilding Plan to calculate maximum possible emissions offsets through planting schemes on the Island and to work out a best practice management plan	Delivery of Plan	Delivery of Plan	Create plan covering available land for planting or other land use for offsetting, plans for that land, how and when planting or land use change will take place, and how it will be managed Calculate potential carbon offsets through different schemes and seek independent verification	Climate Change Officer & Recreation & Tree Officer & Planning	2021	2023	Low		£ 30,000.00			This may not be required, but grant funding is available to plan the creation of new woodland (up to £30,000 per area of woodland).  There is currently a Tree Strategy as well as a Woodland Plan being developed internally, however, grant funding could be very useful when we get to the point of an initial large-scale planting scheme	Woodland Creation Planning Grant <a href="https://www.gov.uk/guidance/woodland-creation-planning-grant#how-it-works">https://www.gov.uk/guidance/woodland-creation-planning-grant#how-it-works</a>	<sup>[1]</sup> While a target date of 2040 for island net zero has been stated, council processes that the planting targets, required to meet offsetting of 15% of the 2017 baseline, emissions is reached earlier. This is because any local offsetting projects involving planting schemes will also feed into biodiversity net gain and have multiple other benefits such as improving air	

Output 156	Offset at least 10% (416.4 tonnes) and ideally the full proposed 15% (624.5 tonnes) of council's baseline carbon footprint through planting, rewilding, and habitat restoration schemes by 2030  <b>Emissions reductions should take priority over carbon offsetting wherever possible</b>  Offsetting the footprint of the Island as a whole via local planting schemes is covered separately in the Environment section.	Carbon offset calculation in annual carbon footprint  Hectares of land used for planting schemes or restoration schemes	Carbon offset calculation in annual carbon footprint  Hectares of land used for planting schemes or restoration schemes	Develop a Woodland and Rewilding Plan Review land and countryside estate to identify available land for community woodland schemes Review grants available for forest planting and forest management Seek community partners to operate and manage woodland Begin tree planting in late 2021 and complete planting by 2030 to ensure the Island is able to meet the 2040 net zero target Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions	Climate Change Officer & Recreation & Tree Officer & Planning	2021	2030	High (grants available for planting but majority of maintenance costs would belong to the council)	£ 37,282.00	£ 366,350.00	£ 8,620.00	Potential for long term saving on existing maintenance costs by rewilding/ planting in green spaces  May help boost tourism	Capex would be spread over several years as not all planting could take place in one year. Have assumed costs based on 43.1 hectares of new woodland in line with Natural England offsetting figures.  Opex would increase over time with number of trees so this would not be a year 1 expense.  Have based costs on grant funding available via England Woodland Creation Officer or Woodland Creation and Maintenance Grant.  A full explanation of assumptions and figures used is available. Costs to the council are 'worst case' scenario - maintenance likely to be lower with larger patches of woodland in rural areas.	England Woodland Creation Offer seems to offer the best solution for funding  Woodland Creation and Maintenance Grant	Assuming Council offsets all 15% of its carbon footprint on Council-owned land, it would be responsible for these costs in full
Output 157	Plant a further 6,000 street trees across the Island by 2030	Number of street trees planted	Number of street trees planted	Review streets across the Island for suitability Engage with residents to see if volunteers would be available to help support watering and maintenance Seek additional available grants to support costs	Climate Change Officer & Recreation & Tree Officer & Planning	2021	2030	High (grants available for planting but all maintenance costs would belong to the council)	£ 6,475,000.00	£ 1,185,840.00	£ 6,475,000.00		Capex would be spread over several years as not all planting could take place in one year. Have assumed costs based on per tree for 6,000 trees.  Opex would increase over time with number of trees so this would not be a year 1 expense.  Have based external capex available on grant funding via Urban Tree Challenge Fund.  A full explanation of assumptions and figures used is available.		
Objective 11b	<b>Invest in carbon offsetting schemes to offset a maximum of 5% (up to 208.2 tCO<sub>2</sub>e) of carbon emissions</b>														
Output 158	Calculate the offset from planting schemes and assess whether any carbon credit purchases will be required to complete offset of 15% by 2030  <b>This outcome will depend on progress towards net zero by 2028 and shouldn't be considered until then</b>	Carbon offset calculation in annual carbon footprint	Carbon offset calculation in annual carbon footprint	Calculate full offset from any planting schemes or other biodiversity net gain in 2030 Assess whether it is possible for any further offsetting schemes to take place on the Island over the 2030-40 period Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon credit purchases	Climate Change Officer	2028	2029	Low					Modelling the offset - Costs absorbed into general categories internally BEIS also publish offsetting figures which we can use	N/A	
Output 159	Offset council's remaining carbon footprint (up to 5% or 208.2 tonnes) by investing in carbon credit purchase schemes, if necessary  <b>This should be a last resort option. Local rewilding, restoration, and planting schemes should primarily be used for offsetting to meet net zero where emissions reductions cannot achieve true zero</b>	Number of carbon credits required to offset remaining footprint	Number of carbon credits required to offset remaining footprint	Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions Carbon credit purchases should be kept to a minimum as the Island will see far wider benefits from investing in local planting schemes	Climate Change Officer	2030	Ongoing	Medium	£ 16,656.00				Based on maximum cost of £80 per tCO <sub>2</sub> e, and assuming we need to continue offsetting 5% of baseline indefinitely Annual cost could lower over time as further emissions reductions take place in the council's operations <b>Need to be very cautious about purchasing carbon credits - many schemes may be double counted.</b> Need to ensure any investment is made in schemes that actively remove emissions from the atmosphere, eg. forestry, rather than those that prevent new emissions, e.g. renewable energy, in order to reduce your footprint	None	
Output 160	Appoint managers for council woodland that is currently unmanaged  <b>Target 100% of woodland managed by 2025</b>	Number of managers appointed	% of woodland managed	Identify unmanaged woodland as part of Tree Strategy Work with community groups and schools to investigate options for woodland management	Climate Change Officer & Recreation & Tree Officer	2022	2025	Low				£ 35,000.00	Potential salary costs if volunteer or community groups cannot be found - some grant funding available through Defra Stewardship Schemes  Assume we will be able to find enough volunteers across the Island to make up 1 FTE roles	N/A	
<b>TOTAL</b>									£ 6,660,100.00	£ 4,932,952.53	£ 2,280,273,454.26	£ 14,710,807.38	-£ 223,751.60		

<sup>[1]</sup> Drought consultation (southernwater.co.uk)

<sup>[2]</sup> Water Resources (islandrivers.org.uk)

<sup>23</sup> There are currently no guidelines around an ideal number of water fountains per capita. However, there are a number of campaigns aimed at increasing access to water fountains such as Refill's Drinking Water Fountains and One Less Bottle. This is also likely to help reduce plastic waste as residents will need to buy fewer bottles of water

<sup>24</sup> Catchment Sensitive Farming | Hampshire and Isle of Wight Wildlife Trust ([hiwwt.org.uk](http://hiwwt.org.uk))

<sup>25</sup> Catchment Sensitive Farming ([islandrivers.org.uk](http://islandrivers.org.uk))

Outcome	Council action(s)	Cost to council	Benefits	Link
<b>Improve climate and environmental awareness and knowledge and ensure climate change is a factor in all IWC decision-making</b>				
At least 75% of staff and councillors to have completed climate change L&D module and to rate their level of knowledge about climate change and how their role relates as 'good' or higher	Carry out a staff survey to create baseline of awareness of climate change	<b>Train-the-trainer:</b> £750 (initial course) / £375 (each ongoing training review) <b>Individual certification (internal delivery):</b> £10 per person <b>APSE training:</b> £169+VAT per person <b>CAT training:</b> £90 per person (20% discount on multiple bookings)	Typically, carbon literate organisations save 5-15% carbon emissions  Internationally recognised 'Carbon Literate Organisation' certification (plus individual certification)	<a href="https://carbonliteracy.com/wp-content/uploads/2020/04/CLP-Pricing-Matrix-GBP-V10.2-March-2020.pdf">https://carbonliteracy.com/wp-content/uploads/2020/04/CLP-Pricing-Matrix-GBP-V10.2-March-2020.pdf</a>
	Develop and roll out training programme with L&D			
Embed behavioural change and thinking sustainably as part of the corporate DNA by ensuring at least 75% of staff and councillors are aware of how IWC and their roles relate to climate change and environment	Develop an internal communications plan outlining:	Internal comms plan - very low/no cost	Better understanding of climate change throughout the organisation will make it easier to embed sustainability throughout and is likely to lead to more independent action by service areas, outside of the C&E strategy	<a href="https://teamjump.co.uk/">https://teamjump.co.uk/</a>
	· How IWC roles relate to C&E Strategy	Using an engagement programme such as Jump would be interesting as it allows you to monitor your own progress alongside what other local authorities are doing as well as monitoring estimates of how much individual and team actions reduce carbon. This would cost approx: <b>Setup:</b> £7,000 (depending on functionality selected) <b>Monthly:</b> £1,300 (up to 5,000 users)		
	· Progress made towards net zero			
	· Team and individual actions that can help			
· Track internal engagement with comms campaign				
All IWC decision-making processes to consider climate change and environmental impacts of the action under consideration. Waste reduction and the circular economy to be included in these considerations.	Create series of questions/factors for councillors/decision-makers to use as part of IWC decision-making process (potentially similar to EIA checklist)	Can design a decision-making tool internally - low/no cost	Taking climate into consideration from the outset means less retroactive fixes are likely to be needed in the future	
	Roll out new set of questions/factors to all service areas and IWC stakeholders	Internal comms plan - very low/no cost		
All IWC decision-making processes to be linked to wider benefits of climate and/or environment action related to the action under consideration	Review and if necessary update current report template to reflect these considerations	Can design a decision-making tool internally - low/no cost	Wider benefits in consideration will make it easier to 'sell' some actions - e.g. improved health, lower costs for energy in the long term	
All internally-run IWC events/public meetings to publish carbon footprints alongside minutes, and to aim to reduce impacts of events through decreased travel, changes to catering, etc.	Publish new guidelines for IWC events	Need to assess this further to determine which events we would be including in this.	Allows people to consider their actions May reduce travel costs post-Covid	<a href="https://co2.myclimate.org/en/event_calculators/new">https://co2.myclimate.org/en/event_calculators/new</a>  <a href="https://store.b-e-f.org/event-calculator/">https://store.b-e-f.org/event-calculator/</a>
	Use the green impact calculator for events	There are various free event impact calculators online so the cost of calculation would be free. Cost of making events zero carbon could vary depending on size/duration/location of event		
Update procurement processes to include climate and environment issues in the evaluation criteria and conditions of contract, where relevant	Publish carbon footprint of each event alongside minutes		Highly likely we will eventually need to report on all scope 3 emissions We will also need to know scope 3 emissions to ensure we are capturing full carbon footprint in our targets	
Update procurement processes to include climate and environment issues in the evaluation criteria and conditions of contract, where relevant	Update procurement processes in line with any new decision-making processes			
<b>Engage local communities in IWC's Climate and Environment Strategy and action plan</b>				
Up-to-date, relevant information about climate change to be available to members of the public and other stakeholders via IWC's website, and to be updated at least every two years	Refresh the IWC website's climate change section. Relaunch website covering:	Already in progress - to be updated on an ongoing basis as relevant updates become available	Ensures consistent and up-to-date information is available to all	
	· Basic climate science and potential climate impacts on the island	No cost		
	· Current and proposed IWC actions			
	· Links to all reports / meeting minutes			
· Details of any grant or other funding received and how spent				
Engage with the public using social media, engaging with at least 5% of social media followers per climate-related post by the end of 2022	Use IWC's existing social media account(s) to engage with locals and provide updates on progress	Internal comms plan - very low/no cost	Allows engagement with a wider audience	
Review the Climate and Environment strategy and action plan at least every two years	Track engagement in terms of post interactions			
	Review and re-publish the strategy in line with any climate research or policy updates	Low/no cost unless further studies are required relating to carbon footprint assessments of the council/island. Internal footprints can be calculated largely from energy bills, mileage etc. Island-wide reporting is much more complex but can potentially be completed using BEIS figures/SCATTER at no cost	Ensures plan is up-to-date with new actions incorporated Allows us to publicise actions complete	
	Ensure it is in line with UK legislation/policy			
Publish an action plan progress report outlining completed, changed, or cancelled actions	<b>Costs:</b> approx £20,000 to £30,000 per report BUT may not be needed			
<b>Promote the Green Impact Programme (GIP) across IWC [1]</b>				
All IWC buildings and service areas to participate in	Approach each service area to sign them up to GIP	66 local businesses plus the council currently participating	Enables businesses to act on climate change	<a href="http://greenimpact.nus.org.uk/">http://greenimpact.nus.org.uk/</a>



the GIP	Assign at least one Green Champion for each service area	Average of 6.8 actions relating to sustainability taken per participant (450 total) Nationally recognised awards programme (bronze/silver/gold)		
Establish at least one Green Champion in each service area	2023 date may be extended depending on future programme funding			
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>		
<b>Reduce emissions from all IWC buildings by at least 85% by 2030 through use of alternative technologies for heat and power</b>				
<b>See 'Estate' tab for detailed costs of estate decarbonisation - this looks at energy use and energy efficiency measures</b>				
Procure 100% green energy from energy suppliers in all IWC owned and operated buildings	Discuss options with Procurement to agree an approach	Almost the entire estate is already powered by Ecotricity Gas comes from Gazprom so this may need to change - although there are no zero carbon gas providers in the UK Should be phasing out gas boilers over 10 years regardless	Doesn't reduce overall footprint but a good step to take on route to decarbonisation	
Update existing Carbon Management Plan (CMP) to outline in detail a full strategy to decarbonise energy use in all IWC buildings from 2021 to 2030	Review the IWC estate's energy performance and identify potential for capital works to decarbonise Develop costed plan to reduce carbon impacts of buildings and create savings, possibly through Salix loans for capital Outline opportunities for onsite renewable energy generation and battery storage at each IWC site	This will be produced internally and is unlikely to require any funding	Will provide a roadmap of what needs to take place in each building to achieve net zero	
Produce new Heat Decarbonisation Plan (HDP) to outline in detail a full strategy to decarbonise heating in all IWC buildings from 2021 to 2030	Funding received from Salix under the Public Sector Decarbonisation Scheme to produce a HDP covering specific IWC properties When complete this will be used as a template for heat decarbonisation in other IWC properties	APSE are producing a HDP for 10 buildings under the Salix Public Sector Decarbonisation Scheme. This will be used to inform the Carbon Management Plan for the rest of the council's estate. No/very low cost to council (although some travel expenses may be incurred)	Will provide a roadmap of what needs to take place in each building to achieve net zero	
<b>Improve energy efficiency across IWC's estate to reduce overall energy costs and further reduce emissions</b>				
Reduce water use in IWC offices by at least 5% to decrease water bills and carbon footprint	Introduce tap attachments/valves to reduce water use Introduce push button/motion sensor taps where not already in use	Speak to David Watts - see what has already been done here		
Reduce energy use and energy cost of cremations by at least 10%	Maximise emissions abated through technological advancements in the crematorium	Speak to Lee Matthews / Tim to see what is possible		
<b>Ensure environmental monitoring standards are met and that energy use and emissions can be reported on easily</b>				
Introduce Energy Management software to monitor energy use in all IWC buildings	Review software options with Procurement and Facilities Ensure selected option provides straightforward energy use monitoring and can create a carbon footprint based on energy use at all IWC sites	Salesforce: Installation fee: £15,000 Annual fee: £23,000	Instant carbon footprinting Energy use monitoring Can also monitor water and waste Can assess individual buildings or the full estate at the touch of a button Would help us to identify hotspots to target in terms of carbon reductions	<a href="https://www.salesforce.com/products/sustainability-cloud/overview/">https://www.salesforce.com/products/sustainability-cloud/overview/</a>
Include all scope 1, 2, and 3 emissions in the IWC carbon footprint in line with the Greenhouse Gas Protocol	Review current IWC carbon footprint calculations and ensure all emissions are included from FY 2022-23 onwards	This will require some tweaks to how we measure our current carbon footprint, but will be calculated internally so no direct cost		
Meet ISO 140001 accreditation	Follow 'Plan, Do, Check, Act' and establish baseline of environmental measures Mitigate against measures that have not been achieved to meet accreditation	TBC		
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>		
<b>At least 59% of IWC employees to use active travel to commute to work</b>				
Increase number of IWC employees cycling to work to 21% (currently at 3%)	Encourage wider participation in the Cycle to Work scheme through HR (for new employees) and C&E (for existing employees) Review existing bike storage and changing facilities Seek funding to create new facilities if there is a shortage	Need to confirm any costs to council of this scheme Internal comms campaign - no cost Recruitment process to include more information about available schemes - no cost		
Increase number of IWC employees walking to work to 38% (currently at 18%)	Develop communications plan to encourage staff to walk to work wherever possible	Internal comms campaign - low/no cost		
<b>Reduce personal vehicle use by IWC staff for commuting to work by 25%</b>				
Increase use of public transport among IWC staff to 18% (currently at 7%)	Promote staff discounts for public transport with communications plan via C&E or HR A 20% IWC discount is available on Southern Vectis buses for season tickets	Need to confirm any costs to council of this scheme Internal comms campaign - no cost Recruitment process to include more information about available schemes - no cost		

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Encourage all staff driving to work to lift share, with a target of 25% fewer vehicles making commuter journeys	Explore use of a national service like LiftShare with comms plan via C&E or set up a similar scheme via Yammer (this will depend on Covid restrictions lifting)	Already mentioned Jump engagement programme so if selected as an option this would work across multiple actions. This would cost approx: <b>Setup:</b> £7,000 (depending on functionality selected) <b>Monthly:</b> £1,300 (up to 5,000 users) <b>Annual:</b> £2,400 (optional for car sharing platform)  Alternatively there may be scope to develop a car sharing platform internally, or promote use of a larger platform such as Liftshare	<a href="https://jump.co.uk">Jump - Boosting engagement in sustainability and wellness (teamjump.co.uk)</a>  <a href="https://liftshare.com/uk">https://liftshare.com/uk</a>
<b>Decrease mileage for business travel to reduce carbon emissions and travel expenses</b>			
<b>See 'Fleet' tab for detailed costs of estate decarbonisation - this looks at energy use and energy efficiency measures</b>			
Reduce business travel mileage by 5% per service area (from 2019 baseline)	Use vehicle tracking data to analyse efficiencies of journeys Review policies for fleet management and route planning Review the need for 'return to base' activities against new agile working practices Review the need to drive to work to collect fleet vehicles used on consecutive days	Speak to Kieran re. journey tracking software - could share cost of that used by waste vehicles?  Currently journey planning is down to individual service areas	
Introduce alternative options to using cars for business travel	Conduct a staff survey to assess the options of walking, using electronic bicycle fleet, or taking public transport for short journeys	<b>Cost:</b> £3,000-4,000 per bike £2,500-£6,000 per secure cycle shelter £50-100 per charger (plus cost of electricity but this is not likely to be a large expense) £200-300 per replacement battery £25-50 per bike helmet eBike prices vary massively - average about £3,000 Nottingham Council have had success with this type of vehicle for staff but would depend on staff being comfortable with using bikes (plus would need to consider safety equipment and training for users)	<a href="https://www.transportnottingham.com/council-secures-50000-funding-to-bring-ecargo-bikes-to-nottingham/">https://www.transportnottingham.com/council-secures-50000-funding-to-bring-ecargo-bikes-to-nottingham/</a> <a href="http://www.cyclingandsociety.org/wp-content/uploads/2019/09/Allison-ebike-evaluation.pdf">http://www.cyclingandsociety.org/wp-content/uploads/2019/09/Allison-ebike-evaluation.pdf</a>
At least one EV charger to be available for staff's personal vehicles at each IWC office where staff parking is available	Review current number of EV chargers at IWC buildings  Seek funding to install new EV chargers where needed	Workplace Charging Scheme may help - although Jim has mentioned there may be other schemes that are lower cost to us. Pays up to £350 per charger and is capped at £12,000. <b>Cost:</b> varies, but from £500 per fast charger (plus cost of electricity to charge, plus maintenance and potential replacement after approx. 10 years)	<a href="https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#workplace-charging-scheme">https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles#workplace-charging-scheme</a>
<b>Update existing Local Transport Plan</b>			
Next update of the Local Transport Plan to focus on sustainable and active transport options	Next review of the Local Transport Plan to consider objectives relating to net zero and environmental protection	Internal document - no cost (TBC with Stewart Chandler?)	
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>	
<b>Reduce use of single-use items across all IWC activities by at least 80% by 2030</b>			
Reduce need for printing by at least 50% and move to digital documents and systems instead, wherever possible	Create a communications plan with C&E to ensure IWC employees are aware of the impacts of single use items Discuss monitoring with Procurement –purchases of printer ink and paper should be used to assess success	This could vary depending on approach. As all council employees have now moved to laptops it should in theory be easier for people to take work with them without the need for paper, however this will not always be the case especially when dealing with things such as contracts as paper is often still required for these.  First step should be to consider behaviour change - ask employees to consider impacts when purchasing paper/printer ink etc - this will fall under the decision-making tool outlined in section 1  Internal comms campaign - no cost	
Reduce use of single-use items across IWC buildings by at least 80%	Single use item reduction plan already delivered to CMT Review and enact plan and conduct regular reviews	Need to find out more about what single-use items are currently being used  Plan already delivered - what actions are next step?	
Reduce sale of single-use items in IWC-operated gift shops, vending machines, ticketing, permits etc. by at least 80%	Change project initiation process Inclusion on highlight reporting	Need to find out what gift shops are selling before taking further steps	
<b>Reduce carbon footprint from office waste by 85%</b>			

		New actions needed here Behaviour change: encourage staff to recycle everything possible as landfill has highest footprint of all waste options Internal comms campaign - no cost This could also be incorporated in a programme such as Jump		
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>		
<b>Offset a minimum of 10% (at least 417 tCO<sub>2</sub>e) of IWC carbon emissions through planting, rewilding, and habitat restoration schemes<sup>[1] [2]</sup></b>				
Develop a Woodland and Rewilding Plan to calculate maximum possible emissions offsets through planting schemes on the Island and to work out a best practice management plan	Create plan covering available land for planting or other land use for offsetting, plans for that land, how and when planting or land use change will take place, and how it will be managed  Calculate potential carbon offsets through different schemes and seek independent verification	It would be extremely helpful to procure expert help here to ensure that we are taking the correct actions to both protect the existing local ecology and to ensure that we are planting the correct type of trees that will thrive  <b>Cost:</b> estimates from the Environment Agency are priced at £300 per hectare for a plan. However, this could vary according to the consultants appointed and requirements of the work.  We may also be able to produce a plan locally with help from various interested parties although it would potentially be easier to use external consultants as they will be likely to have a more objective viewpoint on potential schemes	Woodland Creation Planning Grant Landowners, land managers and public bodies	<a href="https://www.gov.uk/guidance/woodland-creation-planning-grant#how-it-works">https://www.gov.uk/guidance/woodland-creation-planning-grant#how-it-works</a>
Offset at least 10% (417 tonnes) and ideally the full proposed 15% (626 tonnes) of IWC's baseline carbon footprint through planting, rewilding, and habitat restoration schemes by 2030	Develop a Woodland and Rewilding Plan	Multiple grant schemes available but depends on finding suitable land and working out a strategy for ongoing care. Finding appropriate land and ongoing management is potentially going to be a bigger challenge than seeking funding for planting at this stage.	DEFRA Natural Environment Investment Readiness Fund Environmental groups, local authorities, businesses and other organisations	<a href="https://www.gov.uk/guidance/natural-environment-investment-readiness-fund">Apply for a grant from the natural environment investment readiness fund - GOV.UK (www.gov.uk)</a>
<b>Emissions reductions should take priority over carbon offsetting wherever possible</b>	Review land and countryside estate to identify available land for community woodland schemes	Assume we need to create approx. 43 hectares of new woodland (to account for full 15% - 14.5 tCO <sub>2</sub> e per hectare per year on average) - important to note that estimates vary and there are different types of planting we can use, not just trees, although trees are often the preferred choice and there is a lot of enthusiasm for tree planting	Woodland Tree Health grant Capital grant for farmers and land managers to restock or improve woodland after tree health problems	<a href="https://www.gov.uk/government/publications/woodland-tree-health-grant-leaflet-countryside-stewardship/woodland-tree-health-grant-leaflet#am-i-eligible">https://www.gov.uk/government/publications/woodland-tree-health-grant-leaflet-countryside-stewardship/woodland-tree-health-grant-leaflet#am-i-eligible</a>
	Review grants available for forest planting and forest management	Cost of planting initially would be approx £8,500 per hectare (this is estimate provided by max grant allowed per hectare from Woodland Creation Grant)* so this may not cost us anything if we can find suitable land and resources to carry out planting under grant T&Cs covering 80% of costs	Woodland Creation and Maintenance grant Anyone	<a href="https://www.gov.uk/government/publications/woodland-creation-grant-leaflet-countryside-stewardship/woodland-creation-grant-leaflet#am-i-eligible">https://www.gov.uk/government/publications/woodland-creation-grant-leaflet-countryside-stewardship/woodland-creation-grant-leaflet#am-i-eligible</a>
	Seek community partners to operate and manage woodland		Woodland Carbon Fund Landowners, land managers, local authorities and public bodies	<a href="https://www.gov.uk/guidance/woodland-carbon-fund#how-to-apply">https://www.gov.uk/guidance/woodland-carbon-fund#how-to-apply</a>
	Begin tree planting in late 2021 and complete planting by 2030 to ensure the Island is able to meet the 2040 net zero target	Ongoing costs would be more likely to be an issue for the council as there is little funding available for these and expenses could vary drastically according to the type of care needed (e.g. watering may be required more regularly as summers become hotter)	Woodland management plan grant: Countryside Stewardship farmers and land managers	<a href="https://www.gov.uk/government/publications/woodland-management-plan-grant-leaflet-countryside-stewardship/woodland-management-plan-grant-leaflet">https://www.gov.uk/government/publications/woodland-management-plan-grant-leaflet-countryside-stewardship/woodland-management-plan-grant-leaflet</a>
	Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions	<b>Cost of planting:</b> approx £366,350 if we max out Woodland Creation Grant covering 100% (planting in a Priority Place for England, which would cover 100% up to £8,500 per hectare) or EWCO, covering 100%  <b>Ongoing care:</b> Approx. £1065 per hectare per year - although economies of scale may come into play if we plant large areas of woodland instead of multiple smaller patches.  £200 per hectare per year for 10 years' maintenance available via WCMG or EWCO	*There are two different funding rates you can apply for, depending on whether or not 30% or more of the land in your application is in a Priority Place for England: - If so, you can get 100% of the standard costs for planting and establishment capital items, capped at £8,500 per hectare. - If not, you can get 80% of the standard costs for planting and establishment capital items, capped at £6,800 per hectare. A one-off capital payment of £1,000 per hectare is available in year five following successful establishment.  A number studies have estimated the impact of various urban attributes on property prices and in Tyneside, Powe et al (1995) <sup>18</sup> found that being within 500m of deciduous trees added 8 per cent to property values and being within 500m of a large open space added about 6 per cent.	
		Woodland maintenance costs (£/hectare/year)	Years 1-9	Years 10-50
		Complex mixed woodland planting		£1,425
		<b>Woodland in managed green space</b>		<b>£1,065</b>
		Pioneer style woodland		£250
		Naturally colonising woodland		£200
				£2,750
				<b>£1,050</b>
				£400
				£350
<b>Invest in carbon offsetting schemes to offset a maximum of 5% (up to 208.2 tCO<sub>2</sub>e) of carbon emissions</b>				

Calculate the offset from planting schemes and assess whether any carbon credit purchases will be required to complete offset of 15% by 2030	Calculate full offset from any planting schemes or other biodiversity net gain in 2030	This would theoretically cost approx. £15-£80 per tCO2e per year. However, carbon credits are a relatively new area and expenses seem to fluctuate which is why I've provided such a broad range here.		<a href="http://www.carbonearth.co.uk/carbon-offset.asp">http://www.carbonearth.co.uk/carbon-offset.asp</a>
<b>This outcome will depend on progress towards net zero by 2028 and shouldn't be considered until then</b>	Assess whether it is possible for any further offsetting schemes to take place on the Island over the 2030-40 period	Some schemes are as low as US\$3 per tonne but I would advise treading very carefully if carbon credits are purchased - there is a risk of double counting offsets so it's always best to invest in new forest creation that can be carefully monitored and verified.		
	Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon credit purchases	<b>Cost: £3,135 to £16,720 per year on an ongoing basis. This would need to be reassessed as further carbon reductions occur over time, or if IWC were to acquire further assets and increase its carbon footprint</b>		
Offset IWC's remaining carbon footprint (up to 5% or 208.2 tonnes) by investing in carbon credit purchase schemes, if necessary	Review in 2023 to re-assess how much offsetting is likely to be necessary against predicted emissions reductions			
	Carbon credit purchases should be kept to a minimum as the Island will see far wider benefits from investing in local planting schemes			
Appoint managers for IWC woodland that is currently unmanaged	Work with community groups and schools to investigate options for woodland management	<b>Need to find out which areas this involves</b>		
		Need to consider how to go about doing this - discuss with Tony/Lee?  Community groups may take on management at low/no cost but any action required may need council funding, e.g. maintenance of trees, pathways or similar		

Total cost £4,085,927.55

Item	Floor space m2	Use	Item	Cost	Information	Current use (kwh), electricity	Cost £	Current use (kwh), gas	Cost £	Estimated cost of works	Funding?	Assumptions/notes			
Arreton Branstone farm		Learning centre (under construction)	Gas boiler to ASHP	£11,000.00	<b>Salix PSDS – in progress</b>	5,737.00	956.04	6,714.05	416.42		Salix £16,370	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and			
			Solar PV	£3,370.00									£5,055.00	Cost saving: £128/year	
			Increase radiator size	£2,000.00									£3,000.00	Carbon saving: 3.54 tCO2e/year	
Arreton Stockmans House		Housing		£0.00											
Barton shelter		Homeless Shelter	Phase change suspended ceiling + insulation	£10,200.00	Funding applied for under Salix PSDS but application was not successful					£38,400.00	£57,600.00	Salix funding applied for but not successful			
			Gas to ASHP	£8,000.00									£12,000.00		
			Underfloor heating and oversized radiators	£10,000.00									£15,000.00		
			Internal wall insulation on external walls for bedrooms	£10,200.00									£15,300.00		
Carisbrooke Depot	2000			£0.00		1,109.00	337.44								
Carisbrooke Mountjoy Cemetery & Chapel		Cemetery		£0.00		559.00	260.99								
County Hall	5,665.00	Offices	Gas to ASHP	£289,735.00	<b>Salix PSDS – in progress</b>	803,951.20	136,462.52	469,809.40	15,935.21			Salix £568,772	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and will outline what further work is likely to be required		
			Distribution improvements	£40,000.00										£60,000.00	Cost saving: £30,539/year
			Distribution improvements	£40,000.00										£60,000.00	Carbon saving: 121.75 tCO2e/year
			LED lighting	£88,530.00										£132,795.00	
			Server room AC upgrade (3x DMA 065)	£103,453.00										£155,179.50	
			Solar PV	£16,554.00										£24,831.00	
			Heat pump tumble drier	£500.00										£750.00	
Cows 4/5 Mariners Way		Equipment Store	LED - new fitting	£18,880.00		30,518.00	5,639.57	38,458.76	1,903.20	£80,435.00	£120,652.50	Electricity use: similar to Thompson House Gas use: approx. 1/2 Lord Louis Library			
			Solar PV	£16,555.00									£24,832.50		
			Project management fees	£20,000.00									£30,000.00		
			Replace Gas boiler with ASHP	£25,000.00									£37,500.00		
Cows 40 Venner Avenue				£0.00							No bills available on TF - is site in use?				
Cows Floating Bridge Office	50	Offices	LED lighting	£3,750.00		10,549.00	1,776.61		£9,720.00	£14,580.00					
Solar PV	£5,970.00	£8,955.00													
Cows Former Love Lane Primary School (Food Bank)		Food bank	LED lighting	£3,750.00						£47,980.00	£71,970.00	No bills available but appears site is still in use. Assume it will have fairly high electricity bills for food storage. If not still owned by council can remove from list. Also assuming gas boiler in use - if not ASHP may not be required and			
			Project management fees	£10,000.00									£15,000.00		
			Replace Gas boiler with ASHP	£25,000.00									£37,500.00		
Cows Library	500	Library	Solar PV	£9,230.00		7,460.00	1,294.66	61,048.19	2,287.00	£84,120.00	£126,180.00	Electricity use: similar to Branstone Farm Gas use: similar to Lord Louis Library			
			Gas to ASHP	£40,000.00									£60,000.00		
			Introduce Zones, heat distribution enhancements	£27,000.00									£40,500.00		
			Solar PV	£3,370.00									£5,055.00		
			LED lighting	£3,750.00									£5,625.00		
Cows Northwood - Building 41	0	Innovation Hub	Project management fees	£10,000.00						£359,040.00	£538,560.00	New site being redeveloped. Assume full suite of works will be needed to fully decarbonise site. No bills available.  Assume containerised solution will be best option for ASHP as it is a large site.			
			Gas to ASHP	£289,735.00									£434,602.50		
			Increase radiator size	£2,000.00									£3,000.00		
			Introduce Zones, heat distribution enhancements	£27,000.00									£40,500.00		
			Solar PV	£16,555.00									£24,832.50		
			LED lighting	£3,750.00									£5,625.00		
			Project management fees	£20,000.00									£30,000.00		
Cows Northwood - Rangefinder House		Innovation Hub	LED lighting	£3,750.00						£359,040.00	£538,560.00	New site being redeveloped. Assume full suite of works will be needed to fully decarbonise site. No bills available.  Assume containerised solution will be best option for ASHP as it is a large site.			
			Gas to ASHP	£289,735.00									£434,602.50		
			Increase radiator size	£2,000.00									£3,000.00		
			Introduce Zones, heat distribution enhancements	£27,000.00									£40,500.00		
			Solar PV	£16,555.00									£24,832.50		
			LED lighting	£3,750.00									£5,625.00		
			Project management fees	£20,000.00									£30,000.00		
Cows Northwood Cemetery		Cemetery	Gas boiler to ASHP	£11,000.00		2,166.00	433.20	17,396.36	699.77	£30,120.00	£45,180.00	Electricity use: approx 1/3 Branstone Farm Gas use: approx. triple Branstone Farm Based costs on Branstone Farm but eventual use of sites is likely to differ so energy use at this site is likely to be lower in the long run			
			LED lighting	£3,750.00									£5,625.00		
			Solar PV	£3,370.00									£5,055.00		
			Project management fees	£10,000.00									£15,000.00		
			Increase radiator size	£2,000.00									£3,000.00		
Cows Northwood Recreation Ground Changing Rooms	71	Recreation	Gas boiler to ASHP	£11,000.00		1,739.00	387.85	19,438.75	640.01	£30,120.00	£45,180.00	Electricity use: approx. 1/3 Branstone Farm Gas use: approx. triple Branstone Farm Based costs on Branstone Farm but eventual use of sites is likely to differ so energy use at this site is likely to be lower in the long run			
			LED lighting	£3,750.00									£5,625.00		
			Solar PV	£3,370.00									£5,055.00		
			Project management fees	£10,000.00									£15,000.00		
			Increase radiator size	£2,000.00									£3,000.00		
Cows Parade Car Park		Car Park		£0.00		1,993.00	417.33								
Cows Parklands Day Centre		Mental health centre	Gas to ASHP	£40,000.00		21,364.00	3,991.60	63,553.14	2,445.17	£116,375.00	£174,562.50	Electricity use: similar to Westminster House Gas use: similar to Lord Louis Library			
			Heat distribution enhancements	£30,000.00									£45,000.00		
			Solar PV	£16,555.00									£24,832.50		
			LED lighting	£9,820.00									£14,730.00		
			Project management fees	£20,000.00									£30,000.00		
Cows Water Sports Centre (Former YWAC)		Recreation		£0.00							No bills available on TF - is site in use?				



			Project management fees	£10,000.00	£15,000.00												
Newport 23-25 Medina Avenue					£0.00												Is this a car park?
Newport 26 Hillside		Offices	Replace Gas boiler with ASHP	£25,000.00	£37,500.00												Electricity use: approx. 2 x Branstone Farm Gas use: approx 1/2 Lord Louis
			Introduce Zones, heat distribution enhancements	£27,000.00	£40,500.00												
			Solar PV	£9,229.71	£13,844.57												
			LED lighting	£3,750.00	£5,625.00												
			Project management fees	£10,000.00	£15,000.00												
Newport 30 High Street (Ground Floor)					£0.00												Site appears to be up for sale
Newport 46 Sea Street	238	Offices	Gas to ASHP	£15,000.00	£22,500.00	Salix PSDS – in progress										Salix £20,910	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and will outline what further work is likely to be required
			Distribution and radiator improvements	£3,000.00	£4,500.00	Cost saving: £22/year											
			LED lighting	£1,990.00	£2,985.00	Carbon saving: 4.58 tCO2e/year											
			Electricity submeter	£920.00	£1,380.00												
Newport 60 Dodnor Lane	126				£0.00												What is this site?
Newport Amenity Lighting Land					£0.00												
Newport Beaulieu House Respite Care Home		Care Home	Gas to ASHP	£45,000.00	£67,500.00												Electricity use: approx. 1/3 Adelaide Gas use: similar to Adelaide Costs based on Adelaide owing to similar use and size of sites
			LED lighting	£9,820.00	£14,730.00												
			Solar PV	£16,555.00	£24,832.50												
			Gas tumble driers to Heat pump	£8,250.00	£12,375.00												
			Project management fees	£20,000.00	£30,000.00												
Newport Brooklime House					£0.00												
Newport Clatterford Tuition Centre (Pupil Referral Unit PRU)	688				£0.00												Not in use?
Newport Daish Way 24 (Plot 30 Dodnor Ind Est)					£0.00												
Newport Daish Way Unit 4 (Plot 9)	71				£0.00												
Newport Enterprise House		Offices	Gas to ASHP	£15,000.00	£22,500.00												I am assuming this site is in use but can't find any bills No gas bill available but assume gas boiler in on site Based costs on East Cowes Library but this is a guess as have no information on site size or energy consumption
			Solar PV	£5,970.00	£8,955.00												
			LED lighting	£3,750.00	£5,625.00												
			Project management fees	£10,000.00	£15,000.00												
Newport Former Ablution Block Land Blackthorn Quay					£0.00												
Newport Labour	650	Office	Solar PV	£5,970.00	£8,955.00												Electricity use: similar to Branstone Farm
			LED lighting	£3,750.00	£5,625.00												
Newport Learning Centre		Learning Centre	Gas to ASHP	£45,000.00	£67,500.00												Electricity use: approx. 1/3 Adelaide Gas use: similar to Adelaide Based costs on Adelaide as seems to be closest in terms of current energy consumption but solar cost could be lower owing to less electricity used here
			LED lighting	£9,820.00	£14,730.00												
			Solar PV	£16,555.00	£24,832.50												
			Project management fees	£20,000.00	£30,000.00												
Newport Kiosk Carpenters Quay					£0.00												
Newport Pump House Dodnor Lane					£0.00												
Newport Pump Station Manners View			Solar PV	£5,970.00	£8,955.00												
Newport Pumping Station			Solar PV	£5,970.00	£8,955.00												
Newport Quayside Depot					£0.00												
Newport Quayside Moorings	4000		Solar PV	£5,970.00	£8,955.00												
Newport Roman Villa		Museum	Solar PV	£9,229.71	£13,844.57												Unsure if boiler used here Electricity use: approx. double Branstone Farm
			LED lighting	£3,750.00	£5,625.00												
Newport Seaclose Offices	978	Offices	Gas to ASHP	£15,000.00	£22,500.00												No gas bill available but assume gas boiler in on site Electricity use: approx. 1/2 Adelaide
			Solar PV	£16,555.00	£24,832.50												
			LED lighting	£1,990.00	£2,985.00												
Newport Seaclose Recreation Ground		Recreation	Solar PV	£5,970.00	£8,955.00												Unsure if boiler used here Electricity use: similar to Branstone Farm
			LED lighting	£3,750.00	£5,625.00												
Newport Technical Services Unit 2 Seaclose Quay		Office	Solar PV	£5,970.00	£8,955.00												No gas bill available but assume gas boiler in on site Electricity use: similar to Branstone Farm
			Gas to ASHP	£15,000.00	£22,500.00												
			LED lighting	£3,750.00	£5,625.00												
Records Office		Offices			£0.00												
Ryde Adelaide		Care Home	Gas to ASHP	£45,000.00	£67,500.00	Salix PSDS – in progress										Salix £107,555	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and will outline what further work is likely to be required
			Chlorine dioxide	£9,500.00	£14,250.00	Cost saving: £549/year											
			Gas tumble driers to Heat pump	£8,250.00	£12,375.00	Carbon saving: 20.11 tCO2e/year											
			Solar PV	£16,555.00	£24,832.50												
			Project management fees	£20,000.00	£30,000.00												
Ryde Appley Sand Play Park		Recreation			£0.00												
Ryde Canoe Lake M105		Recreation			£0.00												
Ryde George Street Library	477	Library	Gas to ASHP	£40,000.00	£60,000.00												Electricity use: approx. 1/2 Lord Louis Library Gas use: about 1.2x Lord Louis Library
			Heat distribution enhancements	£30,000.00	£45,000.00												

Need to add: double glazing  
insulation  
radiator size  
distribution improvements



			Solar PV	£5,970.00	£8,955.00																	Costs based on Lord Louis Library owing to similar use of sites
			LED lighting	£3,750.00	£5,625.00																	
			Project management fees	£10,000.00	£15,000.00																	
Ryde Harbour		Harbour	LED lighting	£3,750.00	£5,625.00					10,208.00	1,894.65				£9,720.00	£14,580.00						Electricity use: approx. 2x Branstone Farm
			Solar PV	£5,970.00	£8,955.00																	
Ryde Lind Street Toilets		Toilets			£0.00																	
Ryde Puckpool Park M167					£0.00					3,956.00	695.27											
Ryde Ribouleau House		Day care home	Gas boiler to ASHP	£11,000.00	£16,500.00					3,580.00	598.68	0.00	463.54	£26,190.00	£39,285.00	Salix	No gas use stated but billing appears to be active Electricity use: similar to Branstone Farm Costs based on Branstone Farm but need more information about use of site as the available figures for					
			LED lighting	£9,820.00	£14,730.00																	
			Solar PV	£3,370.00	£5,055.00																	
			Increase radiator size	£2,000.00	£3,000.00																	
Ryde St Thomas Church Garden					£0.00					171.00	141.14											
Ryde West Street Cemetery		Cemetery			£0.00					4,690.00	918.74											
Ryde Youth Centre	700	Youth Centre			£0.00																	
Sandown Barrack Block	509	Offices (?) NHS?	Gas to ASHP	£40,000.00	£60,000.00					47,373.00	7,934.65				£71,049.71	£106,574.57						No gas bill available but assume gas boiler in on site Electricity use: approx. 1.5x Lord Louis Library Assume this building is similar size to Jubilee Stores so will use same figures for there
			LED lighting	£9,820.00	£14,730.00																	
			Increase radiator size	£2,000.00	£3,000.00																	
			Solar PV	£9,229.71	£13,844.57																	
			Project management fees	£10,000.00	£15,000.00																	
Sandown Battery Gardens Museum/Cafe/Toilets		Museum			£0.00																	No bills available on TF - is site in use?
Sandown Browns Pitch & Putt M169		Recreation			£0.00								133.28	147.11								
Sandown Civic Centre Offices	808	Offices	Replace Gas boiler with ASHP	£25,000.00	£37,500.00					23,841.90	4,727.23				£63,375.00	£95,062.50						No gas bill available but assume gas boiler in on site Electricity use: similar to Westminster House
			Solar PV	£16,555.00	£24,832.50																	
			Increase radiator size	£2,000.00	£3,000.00																	
			Project management fees	£10,000.00	£15,000.00																	
			LED lighting	£9,820.00	£14,730.00																	
Sandown Dinosaur Museum		Museum	Replace Gas boiler with ASHP	£25,000.00	£37,500.00					29,587.53	6,008.48				£63,375.00	£95,062.50						No gas bill available but assume gas boiler in on site Electricity use: similar to Westminster House
			Solar PV	£16,555.00	£24,832.50																	
			Increase radiator size	£2,000.00	£3,000.00																	
			Project management fees	£10,000.00	£15,000.00																	
			LED lighting	£9,820.00	£14,730.00																	
Sandown Library	800	Library	Gas to ASHP	£40,000.00	£60,000.00					7,832.00	1,349.02	59,847.44	2,162.67	£89,720.00	£134,580.00							Electricity use: similar to Branstone Farm Gas use: similar to Lord Louis Library Costs based on Lord Louis Library - similar use of sites
			Heat distribution enhancements	£30,000.00	£45,000.00																	
			Solar PV	£5,970.00	£8,955.00																	
			LED lighting	£3,750.00	£5,625.00																	
			Project management fees	£10,000.00	£15,000.00																	
Sandown Pier Street Toilets	100	Toilets			£0.00					3,378.00	609.74											
Sandown Overland Car Park		Car Park			£0.00					1,703.00	366.06											
Sandown Youth Centre		Youth Centre	Replace Gas boiler with ASHP	£25,000.00	£37,500.00					1,324.00	398.80	21,016.19	946.44	£44,120.00	£66,180.00							Electricity use: 1/3 Branstone Farm Gas use: similar to Westminster House
			LED lighting	£3,750.00	£5,625.00																	
			Solar PV	£3,370.00	£5,055.00																	
			Project management fees	£10,000.00	£15,000.00																	
			Increase radiator size	£2,000.00	£3,000.00																	
Shanklin 2 Lucombe Road (Pleane Dene)		Care Home	Replace Gas boiler with ASHP	£16,555.00	£24,832.50					22,300.00	3,667.93	237,045.11	7,796.42	£91,375.00	£137,062.50							Only 13 residents - much smaller than some other care homes Electricity use: 1/3 Lord Louis Library Gas use: similar to Adelaide
			Project management fees	£20,000.00	£30,000.00																	
			Gas to ASHP	£45,000.00	£67,500.00																	
			LED lighting	£9,820.00	£14,730.00																	
Shanklin 3 Highfield Road (Islecare)	4855	Care Home	Gas to ASHP	£40,000.00	£60,000.00					27,490.00	5,407.48	56,794.74	4,083.44	£75,790.00	£113,685.00							Electricity use: 1/3 Lord Louis Library Gas use: 2/3 Lord Louis Library Basing figures on Lord Louis Library as figures are closest but likely to be some differences in reality
			LED lighting	£9,820.00	£14,730.00																	
			Solar PV	£5,970.00	£8,955.00																	
			Project management fees	£20,000.00	£30,000.00																	
Shanklin 31 Carter Avenue					£0.00																	No bills available on TF - is site in use?
Shanklin Cliff Lift	100	Recreation	LED lighting	£3,750.00	£5,625.00					2,209.00	441.37			£9,720.00	£14,580.00							Is this correct? Bill looks low given the lift Electricity use: 1/3 Branstone Farm - costs based on this
			Solar PV	£5,970.00	£8,955.00																	
Shanklin Seagulls Witbank Gardens		Recreation			£0.00																	No bills available on TF - is site in use?
Shanklin Spa Car Park Toilets	80	Toilets			£0.00					1,933.00	548.46											
Shanklin United Reform Clock					£0.00					1,317.00	308.87											
Somerton					£0.00																	
St Helens Green Toilets	90	Toilets			£0.00					2,865.00	610.44											No bills available on TF - is site in use?
Thompson House		Offices	Air Source Heat Pump (air to water)	£144,735	£217,102.50	Funding granted under Salix PSDS but site is leaving IWC ownership				32,637.00	6,481.61			227669	341503.5							Project funded by Salix but unlikely to go ahead as the building is likely to be sold later this year Electricity use: similar to
			Solar PV	£16,554	£24,831.00																	
			Hot Water - distribution improvements	£5,000	£7,500.00																	
			LED - new fitting	£18,880	£28,320.00																	
			Heating - distribution pipework - improvements	£42,500	£63,750.00																	
Totland Former Weston Academy					£0.00																	No bills available on TF - is site in use?
Ventnor Botanical Gardens		Sewage Treatment	Replacement Air blowers	£5,300	£7,950.00	Funding granted under Salix PSDS but project does not meet eligibility criteria								£5,300	£7,950							Project funded by Salix but unlikely to go ahead as it does not meet eligibility criteria
Ventnor Cemetery		Cemetery			£0.00																	No bills available on TF - is site in use?



Ventnor Library	323.7	Library	Gas to ASHP	£40,000.00	£60,000.00				4,844.00	924.21	36,569.74	1,432.77	£89,720.00	£134,580.00		Electricity use: 2/3 Branstone Farm Gas use: 1/2 Lord Louis Library Based on Lord Louis Library as similar site use
			Heat distribution enhancements	£30,000.00	£45,000.00											
			Solar PV	£5,970.00	£8,955.00											
			LED lighting	£3,750.00	£5,625.00											
			Project management fees	£10,000.00	£15,000.00											
Ventnor Lowtherville Garden Estate		Recreation	LED lighting	£3,750.00	£5,625.00				9,027.00	1,441.04			£9,720.00	£14,580.00		Electricity use: 1.5x Branstone Farm Based figures on Branstone - appears to use electricity
			Solar PV	£5,970.00	£8,955.00											
Ventnor Park M152					£0.00			0.00	116.03							
Venture Quays		Innovation Hub	Gas to ASHP	£289,735.00	£434,602.50								£359,040.00	£538,560.00		New site being redeveloped. Assume full suite of works will be needed to fully decarbonise site. No bills available.  Assume containerised solution will be best option for ASHP as it is a large site.
			Increase radiator size	£2,000.00	£3,000.00											
			Introduce Zones, heat distribution enhancements	£27,000.00	£40,500.00											
			Solar PV	£16,555.00	£24,832.50											
			LED lighting	£3,750.00	£5,625.00											
			Project management fees	£20,000.00	£30,000.00											
Westminster House		Care Home	Replace Gas boiler with ASHP	£25,000.00	£37,500.00	Salix PSDS - in progress		27,254.00	5,055.52	103,095.88	3,621.96				Salix £101,375	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and will outline what further work is likely to be required
			Solar PV	£16,555.00	£24,832.50	Cost saving: £1,206/year										
			Radiator increase surface area and introduce new zones	£40,000.00	£60,000.00	Carbon saving: 20.79 tCO2e/year										
			Project management fees	£10,000.00	£15,000.00											
			LED lighting	£9,820.00	£14,730.00											
Westridge		Leisure Centre	LPG to ASHP heating Carnival arts	£36,000.00	£54,000.00	Salix PSDS - in progress		213,973.90	39,021.74						Salix £45,230	Works funded by Salix are in progress. Further work may be required to fully decarbonise the building - the Heat Decarbonisation Plan is due by July and
			Leisure gym hot water	£0.00	£0.00	Cost saving: £3,941/year										
			Solar PV	£9,229.71	£13,844.57	Carbon saving: 8.66 tCO2e/year										
Whippingham Crematorium		Crematorium	Solar PV	£16,555.00	£24,832.50			113,941.80	22,279.50	2,044,881.06	67,223.43	£45,305.00	£67,957.50			Probably not possible to fully decarbonise right now as gas is required to carry out cremations Heat pump could be installed to help with heating costs (assuming gas boiler is currently in use) but don't know
			Gas to ASHP	£15,000.00	£22,500.00											
			Project management fees	£10,000.00	£15,000.00											
			LED lighting	£3,750.00	£5,625.00											
Wootton Recreation Ground		Recreation			£0.00			270.00	155.62							

Original 50% price increase  
£4,085,927.55 £6,128,891.33

Sites	Improvements		No of schools	Notes
Secondary schools	Gas to ASHP		7	1 free school 2 academies 1 aided 2 foundation 1 maintained - fully council owned and operated The Bay - new gas boilers currently being installed. Being delivered by DfE
	Distribution improvements			
	LED lighting			
	Project management fees			
	Solar PV			
Independent schools	Gas to ASHP		3	Fee paying Ryde St Catherine's (most pupils funded by IWC) The Priory
	Distribution improvements			
	LED lighting			
	Project management fees			
	Solar PV			
Special schools / pupil referral unit	Gas to ASHP		3	Island Learning Centre (pupil referral unit) St George's Medina House
	Distribution improvements			
	LED lighting			
	Project management fees			
	Solar PV			
Primary schools	Gas to ASHP		39	
	Solar PV			
	Distribution improvements			
	Project management fees			
	LED lighting			

Need to recalculate this with more up-to-date information as initial estimate was deemed too inaccurate.  
A separate plan for schools will be submitted  
Have removed associated costs from action plan until further information is available

**Phase out petrol/diesel vehicles in IWC fleet**

Item	No of vehicles	Approx cost per vehicle	Approx cost to replace all vehicles
4x4 (diesel)	2	£70,000	£140,000
4x4 Car (hybrid)	6	£70,000	£420,000
4x4 pick-up	6		£0
Digger	1	£40,000	£40,000
Large car	3	£35,000	£105,000
Large Luton Van with tail lift	3	£65,000	£195,000
Large Van	6	£50,000	£300,000
Minibus with ramp	1	£65,000	£65,000
Minibus with tail lift	3	£65,000	£195,000
Mobile Library Unit with tail lift, HGV	2		£0
Mobility Vehicle	4		£0
MPV with tail lift	5	£35,000	£175,000
Small car	41	£25,000	£1,025,000
Small Car Auto	3	£25,000	£75,000
Small van	24	£25,000	£600,000
Small Van – Electric	1		£0
Tipper Vehicle	1	£50,000	£50,000
Tractor	2		£0
	114	<b>TOTAL</b>	£3,385,000

Not available in the UK yet

Not readily available but some places have converted standard EV buses into mobile libraries

N.B. the majority of EV cars are automatic as no clutch is required

Available in UK, but prices are not easy to find so this is an estimate based on other vehicles

Some models available but many require mains power to run fully at the minute so may not be suitable for council use

Vehicles difficult to electrify - not commercially available yet or not powerful enough for purpose as of 2021

[Low-emission vehicles eligible for a plug-in grant - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Are these available to LAs? Not clear from website

**Discounts available via government grant scheme:**

Cars	£2,500	35%
Motorbikes	£1,500	20%
Mopeds	£1,500	20%
Small vans	£3,000	35%
Large vans	£6,000	35%
Taxis	£7,500	20%
Trucks	£16,000	20%

Max 10 grants per customer

	No of vehicles	4:1 vehicle:charger	Cost per charger	Grant available	Total cost
Installation of EV chargers at council premises (high)	114	29	13000	3250	282750
Installation of EV chargers at council premises (low)	114	29	2900	725	63075

**Benefits of switching to EVs**

Fuel costs much lower - standard car costs approx. £5-8 to fully charge vs. approx. £60-£70 for a tank of petrol

Lower road tax - varies according to vehicle but for company cars cost is currently approx. 10% of diesel vehicle over 3 years (although this is likely to change by 2030 as central government will need to make up a large shortfall in road tax)

Much lower emissions from fuel and overall lower impact through lifetime of EV

Full switch to EVs will reduce council carbon footprint by approx 300 tonnes CO2e per year (from fuel only, if using fully renewable energy to power vehicles)

Will help reduce air pollution locally, potentially improving air quality and human health

Council	Offset or Total	Foot 1%	to of	Hectares	needed
<b>Habitat</b>					
Mixed native broadleaved woodland (30 years)	14.5	4,164	624.6		43.1
Mixed native broadleaved woodland (100 years)	1.7	4,164	624.6		89.2
Hedgerow	1.99	4,164	624.6		313.9
Traditional orchard with low intensity management	2.89	4,164	624.6		216.1
Intensive orchard	0.99	4,164	624.6		194.3
Arable reversion to low input grassland	1.59	4,164	624.6		392.8
Improved grasslands	0.36	4,164	624.6		173.0
Near Natural Fen (undrained)	0.03	4,164	624.6		67.6
Near Natural Bog (undrained)	0.02	4,164	624.6		3120.0
Revised Modified (Semi-natural) Bog	0.02	4,164	624.6		624.6
Sand dune	2.18	4,164	624.6		296.5
Salt marsh	0.19	4,164	624.6		120.3
Intertidal sediments	1.96	4,164	624.6		314.5
Subtidal sediment	1.12	4,164	624.6		557.7
<b>Island</b>					
<b>Habitat</b>					
Mixed native broadleaved woodland (30 years)	14.2	558,200	83,730		5,774.5
Mixed native broadleaved woodland (100 years)	7	558,200	83,730		11,951.4
Hedgerow	1.99	558,200	83,730		42,075.4
Traditional orchard with low intensity management	2.89	558,200	83,730		28,972.3
Intensive orchard	0.99	558,200	83,730		13,978.3
Arable reversion to low input grassland	1.59	558,200	83,730		52,945.4
Improved grasslands	0.36	558,200	83,730		232,543.3
Near Natural Fen (undrained)	0.03	558,200	83,730		90,032.3
Near Natural Bog (undrained)	0.02	558,200	83,730		4,186,000.0
Revised Modified (Semi-natural) Bog	0.02	558,200	83,730		4,186,000.0
Sand dune	2.18	558,200	83,730		38,458.3
Salt marsh	0.19	558,200	83,730		16,112.9
Intertidal sediments	1.96	558,200	83,730		42,287.9
Subtidal sediment	1.12	558,200	83,730		74,798.9

**Council (43 hectares, woodland only)**

Council	Grant capex	Council capex	Maintenance payments											
			Yr.1	Yr.2	Yr.3	Yr.4	Yr.5	Yr.6	Yr.7	Yr.8	Yr.9	Yr.10		
WCO (100%)	293,080	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
EWCO		73,276	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282
EWCO (100%)	366,356	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
Match	0	0	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282
EWCO		45,992	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620	8,620
EWCO (100%)	0	0	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282	37,282

11) Trees or turf for urban green spaces? (non-drainable areas only). Case 2) Have assumed that woodland will be planted in natural drain basins and therefore will cost £1,085 per hectare per year for maintenance in first 10 years, so have reduced this according to maintenance funding provided by grants i.e. WCO provides £200/ha/year for maintenance so would need to fund £885/ha/year and multiplied by hectares to start to find additional maintenance funding required. However, if this cost could decrease owing to economies of scale if larger areas were to be planted instead of numerous smaller schemes, it has been assumed that EWCO additional payments would make up enough funding to cover all maintenance costs for year 1, as they are one off payments, although additional contributions will vary depending on location and types of tree planting.

**Island (6,774.5 hectares, woodland only)**

Council	Grant capex	Council capex	Maintenance payments											
			Yr.1	Yr.2	Yr.3	Yr.4	Yr.5	Yr.6	Yr.7	Yr.8	Yr.9	Yr.10		
WCO	39,206,600	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000
EWCO		9,795,650	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943
EWCO (100%)	49,002,250	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000
Match	0	0	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943
EWCO		8,143,843	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000	1,154,000
EWCO (100%)	0	0	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943	4,994,943

**Island (11,951.4 hectares, woodland only)**

Council	Grant capex	Council capex	Maintenance payments											
			Yr.1	Yr.2	Yr.3	Yr.4	Yr.5	Yr.6	Yr.7	Yr.8	Yr.9	Yr.10		
WCO	81,337,530	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
EWCO		20,334,386	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611
EWCO (100%)	101,671,900	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
Match	0	0	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611
EWCO		19,238,961	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280	2,392,280
EWCO (100%)	0	0	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611	10,346,611

Council	Grant capex	Council capex	Maintenance payments											
			Yr.1	Yr.2	Yr.3	Yr.4	Yr.5	Yr.6	Yr.7	Yr.8	Yr.9	Yr.10		
Street/urban trees grants and funding														
EWCO		8,475,000	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840
EWCO (100%)	0	0	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840	1,185,840

11) Urban Tree Challenge Fund pays 50% of costs of eligible schemes for urban trees. Costs of planting street trees are significant.

EWCO Urban Tree Cost Benefit Analysis 2018.pdf (treeconomics.co.uk) page 28.

Cost of planting a tree (one tree) £2,158.50  
 Total annual maintenance: £197.64 (however this is to account for removal and replacement – both may be required up to three times over 50 years. Have averaged one year)  
 Annual maintenance (over 50 years): £33.48 per year  
 Replacement (3 times over 50 years): £8,475.50 or £129.5 per year  
 Removal (3 times over 50 years): £1,740.50 or £34.80 per year  
 Trees required to make up 2 hectares: approximately 600.

Outcome	Council action(s)	Cost to council	Benefits	Link
<b>Enable island-wide learning about climate change and share information about climate action with stakeholders</b>				
T&PCs to receive regular updates about climate change and environment actions taken by IWC	Continue with Environment and Sustainability forums Information about relevant grant funding to be distributed to T&PC contacts when found Regularly update IWC website with relevant information	No cost New action: set up monthly meetings for T&P councils to discuss actions		
Introduce climate assemblies in at least 75% of primary schools	Liaise with schools and climate education charities to explore possibilities	There are various emerging charities offering this type of service. Costs vary according to charity/type of assembly or workshop.  There are also free resources available online to enable teachers to deliver these assemblies		<a href="https://www.climateed.net/climate-assemblies">https://www.climateed.net/climate-assemblies</a> <a href="https://www.twinkl.co.uk/resource/whole-school-climate-change-assembly-pack-t-tp-2548600">https://www.twinkl.co.uk/resource/whole-school-climate-change-assembly-pack-t-tp-2548600</a> <a href="https://www.christianaid.org.uk/get-involved/schools/climate-change-and-sustainability-assemblies">https://www.christianaid.org.uk/get-involved/schools/climate-change-and-sustainability-assemblies</a>
At least 75% of Island schools and colleges to participate in the Eco Schools Programme	Promote Eco Schools Programme to primary and secondary school and colleges Encourage schools whose membership has lapsed to rejoin the Programme	45 schools (out of 53) have previously participated but only 2 have re-registered since 2018 <b>Cost:</b> <b>Registration:</b> free <b>Assessor:</b> £200 per visit per site (every 2 years to maintain certification)  This is also open to colleges/post secondary education so could see more than 53 registrations?		<a href="https://www.eco-schools.org.uk/about/faqs/">https://www.eco-schools.org.uk/about/faqs/</a>
<b>Increase uptake of the Green Impact Programme (GIP) by Island businesses and T&amp;PCs [1]</b>				
Each T&PC to sign up to the GIP to analyse their current performance	Promote the GIP at E&S Forums	TBC		
A total of 100 local businesses to be signed up to the GIP	Currently 66 businesses are registered with the GIP Continue promoting the GIP through the Chamber of Commerce to increase membership	TBC		
<b>Seek solution to enable increased alternative and renewable energy provision across the Island</b>				
Determine whether there is a suitable solution to enable the installation of new large-scale renewable energy generation across the Island[1]	Review current issues with grid connection and interconnector to the mainland to see if this can be resolved	SSEN are due to complete this work in the early 2030s at a cost of approx. £30m-£50m. In order to easily install large scale renewable generation this would ideally be completed much sooner.		
Actions relating to new local energy generation will be updated in the 2023 Climate & Environment Strategy review depending on this outcome	Discuss alternative solutions with engineering firms and other stakeholders to seek other options if no resolution can be found			
Become self-sufficient in renewable energy production	Self-sufficiency is estimated to require an installed capacity in the region of 220-300MW Actions to support this outcome will depend on the above outcome	This should not cost the council anything as private developers would bear the costs of projects. However, some councils have developed their own projects such as solar farms, which have resulted in profits coming back into councils so this could be an option to explore.  <b>Costs:</b> vary according to size of project. Over a project's lifetime: <b>Solar:</b> £57 per MWh <b>Onshore wind:</b> £24-£42 per MWh (years 1-12) <b>Offshore wind:</b> £41-£125 per MWh (years 1-12)		<a href="https://guidos.co.uk/news-major-local-authority-owned-solar-farm-makes-1-3m/">https://guidos.co.uk/news-major-local-authority-owned-solar-farm-makes-1-3m/</a> <a href="https://networks.online/power/councils-pioneer-subsidy-free-solar-farm-goes-live/">https://networks.online/power/councils-pioneer-subsidy-free-solar-farm-goes-live/</a>
<b>Decarbonise energy and heat across Island businesses by at least 85% by 2040</b>				
At least 75% of Isle of Wight businesses to switch to 100% green energy providers or transition to onsite renewable generation where possible	Share information about the different green energy providers available Promote alternative energy options via the Chamber of Commerce	Would need to undertake some promotion of schemes locally to achieve this - may be scope to work with green energy providers on local campaigns.  <b>Cost:</b> depends on method of promotion		
<b>Decarbonise energy and heat across T&amp;PC sites by at least 85% by 2040</b>				
At least 75% of T&PCs to switch to 100% green energy providers or transition to onsite renewable generation where possible	Share information about IWC's energy procurement plans Promote alternative energy options via the monthly Environment & Sustainability Forums	Would need to undertake some promotion of schemes locally to achieve this - may be scope to work with green energy providers on local campaigns.  <b>Cost:</b> depends on method of promotion No cost via monthly E&S forums Also planning to set up a T&PC only monthly update/meeting		
<b>Reduce vehicle use across the Island by improving cycling and walking routes and improving public transport links</b>				
Cycle and walking path networks to be fully signposted and mapped	Comms campaign	Walking map: free download available from Red Funnel website Cycling map: harder to find one map with all routes		<a href="https://www.redfunnel.co.uk/en/isle-of-wight-guide/activities/walking/">https://www.redfunnel.co.uk/en/isle-of-wight-guide/activities/walking/</a>

	Create route app or physical map (there may be potential to work with master's students to develop this project)	Signposting the full network: need to find out what has been done already and what is needed - check with Lee  <b>Cost:</b> £12,000 per km for road signage Dedicated off road cycle paths would cost far less as fewer signs would be required		<a href="https://www.visitisleofwight.co.uk/things-to-do/cycling">https://www.visitisleofwight.co.uk/things-to-do/cycling</a>  <a href="https://www.epicroadrides.com/destinations/cycling-uk/isle-of-wight/">https://www.epicroadrides.com/destinations/cycling-uk/isle-of-wight/</a>  <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf</a>
Add and/or refresh at least 100 miles to/of the Island's cycle, walking, and bridleway path network	Work with landowners to identify potential new routes	Need to find out what has been done already and what is needed - check with Lee  <b>Cost:</b> £0.14-£0.19 per metre to resurface routes £0.46-£0.88 per metre for new dedicated off-road routes		
Bike paths on busy roads		<b>New action</b> Not going to be possible in a lot of areas as existing roads are too narrow <b>Cost:</b> from £0.24 to £1.45 per metre		
20mph zones to reduce risk to cyclists		<b>New action</b> Some consultation already in place - need to check outcomes <b>Cost:</b> £2,000 to £15,000 per km (includes traffic calming measures, physical changes to roads/pavements, new signage, any other associated costs)		
Safe cycle storage facilities at workplaces, schools and colleges		<b>New action</b> <b>Cost:</b> £5,000 to £7,000 for a lockable bike storage facility. Some schools and workplaces would need several of these		
Large-scale cycle parking at ferry ports for commuters		<b>New action</b> <b>Cost:</b> £5,000 to £7,000 for a lockable bike storage facility. Several of these could be required at each port. Underground parking is another option but this would be far more expensive - cost £2.5m at Cambridge train station		
Provision of bikes to low-income households		<b>New action</b> <b>Cost:</b> £350 per bike, including safety equipment		
Increase frequency of bus links in rural areas	Work with Southern Vectis to identify areas for improvements	This would require consultation with Southern Vectis to explore feasibility as they would bear the cost		
Increase park and ride options from ferries	Work with Hampshire councils to reduce number of people driving to/from ferry			
Bus priority around the island to encourage more journeys		Bus lanes Bus gates Bus-only spurs at junctions In a 2014 report for Greener Journeys, KPMG estimated that bus priority schemes can typically generate £3.32 of benefits for every £1 invested		<a href="https://www.urbantransportgroup.org/system/files/general-docs/pteg%20bus%20priority%20brochure%20June%202014_FINAL.pdf">https://www.urbantransportgroup.org/system/files/general-docs/pteg%20bus%20priority%20brochure%20June%202014_FINAL.pdf</a>  <a href="https://www.buspriorityworks.com/">https://www.buspriorityworks.com/</a>
<b>Increase levels of active travel across the Island</b>				
<b>At least 40%</b> of people on the Island commuting by public transport, cycling, and walking	Work with Hampshire councils to reduce number of people driving to/from ferry Promote the health and financial benefits of active travel	See above - various options available to improve cycling options across the island		
Increase bicycle purchase incentives uptake across the Island by 25%	Promote central government bicycle purchase incentives for employees Island-wide as well as within IWC	Communicating about Cycle to Work scheme across the island would be a fairly low-cost option Also see above - various options available to improve cycling options across the island		
<b>Encourage active and sustainable travel as part of planning conditions</b>				
All new planning applications to consider links to nearby walking and/or cycling routes and public transport routes	Ensure that s106 agreements are ringfenced into sustainable or active travel schemes specific to the development location	Low		
<b>Ensure the Island is capable of supporting increasing use of electric vehicles</b>				
Increase the number of rapid charging and fast charging electric vehicle charge points across the island to at least 72	Seek funding for further installation of EV charge points Contact Island supermarkets/petrol stations to find out their plans for installing chargers in car parks	On-street chargepoint scheme - funding already received for 10 charge points and we can apply again in the future Ideally these will also be available in more rural areas, not only in towns  <b>Cost:</b> currently fully funded but if this changes on-street chargepoints cost approximately		<a href="https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities">https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities</a>
<b>Promote sustainable tourism to all Island visitors</b>				
Develop an Island Green Tourism Plan	Review the current and likely future carbon footprint from tourism (until at least 2030) and how this can be reduced Consider methods to promote sustainable travel options on the Island	Speak to Visit IOW to see what they are developing  Low/no cost to develop plan, particularly if a research student is involved		

All tourists to be aware of IoW cycling and walking routes to tourists (e.g. bike rental, local tourism companies)	Work with local tourism body, e.g. Visit Isle of Wight, to promote cycling and walking routes and bike hire options, as well as public transport, across the Island	<b>Cost:</b> advertising could potentially be covered by Visit IOW/local cycle hire shops if placed on ferries/relevant tourism websites		
Introduce a tourists' bus pass, or promote the existing 7-day bus passes to tourists	Promote alternatives to driving via tourism websites and on ferries	<b>Cost:</b> advertising could potentially be covered by Southern Vectis/Visit IOW if placed on ferries/relevant tourism websites		
<b>Reduce vehicle use across the Island and promote and encourage active travel in its place</b>				
Hold trial period of pedestrianised streets in Newport to assess impact on traffic flows	Consult with residents and businesses to review feasibility of closing some town centre streets temporarily	<b>Cost:</b> Consultation, advertising event(s), and signage/traffic management on days/weeks of trial would be largest associated costs		
	Speak with other local authorities who have run similar schemes (such as Edinburgh City Council's Summer Streets) to find out how this has impacted their roads and residents			
	Tie in with air pollution reduction and possible ongoing Covid restrictions, e.g. could allow cafés space for outdoor tables			
Roll out bike and/or scooter hire scheme across the Island, with parking points located strategically for tourists and commuters	Review success of current scooter scheme at end of trial period	<b>Based on Aberdeen case study/report:</b> <b>Bikes:</b> £1,500-£2,500 per bike <b>Docking stations:</b> £3,000-£4,000 per bike <b>Operational costs:</b> £600-£1,000 per bike  <b>Income:</b> London hire price: £2 for 24 hours (but total cost of scheme to date is £3 for every £2 of income)		<a href="https://committees.aberdeencity.gov.uk/documents/s103014/PLA_19_303%20-%20Final%20Bike%20Hire%20Scheme%20Committee_Report.pdf">https://committees.aberdeencity.gov.uk/documents/s103014/PLA_19_303%20-%20Final%20Bike%20Hire%20Scheme%20Committee_Report.pdf</a>
	Research the possibility of working with a promotional partner to introduce an island-wide bike hire scheme (e.g. Just Eat bikes in Edinburgh), depending on success of scooter scheme			<a href="https://www.verdict.co.uk/londons-boris-bikes-scheme-has-cost-taxpayers-nearly-200m-foi-disclosure-reveals/">https://www.verdict.co.uk/londons-boris-bikes-scheme-has-cost-taxpayers-nearly-200m-foi-disclosure-reveals/</a>
Create separate cycle lanes on busiest roads, where there is space for extra lanes, to encourage more Island residents to travel by bike	Conduct public research to find out where cyclists feel the least safe and whether separate cycle lanes in town centres would encourage more people to cycle	See cycling points above		
	Review busiest roads on the Island to assess where cycle lanes are feasible			
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>	<b>Benefits</b>	<b>Link</b>
<b>Fuel poverty across the Island to be halved by 2030 through promotion of cheapest energy tariffs and improvements in energy efficiency</b>				
All Island households to have information available about how to use energy and water efficiently	Comms campaign to be sent out with bin collection schedules	Cost of printing plus postage/cost of promoting locally via social media/press or similar		
Cheapest green energy tariffs to be promoted across the Island, particularly to those in non-retrofitable housing				
At least 60% of eligible Island homes to uptake insulation via the Warm Up Wight scheme	Comms campaign to promote Warm Up Wight	<b>Find out cost to council/uptake of WUW scheme - Jim?</b>		
Public energy management companies to provide options to supply lower cost energy to residents	Work with community groups to investigate options			
All long-term privately owned care and nursing homes to be well-insulated	Planning rules require major new residential developments to implement the highest-possible standards of energy efficiency, which should include insulation	Cost of printing plus postage/cost of promoting locally via social media/press or similar		
	In existing buildings, landlords or owners will be encouraged to improve insulation wherever possible via a comms campaign promoting schemes and funding for such projects			
New affordable and social housing delivery to demonstrate that homes are affordable to heat	Current planning conditions require major residential developments to implement the highest-possible standards of energy efficiency, which should reduce energy costs			
<b>Overall emissions from housing to be reduced by at least 85% by 2040</b>				
New housing to use renewable heating and energy sources, wherever possible	Current planning conditions require new developments to incorporate renewable energy for at least 10% of provision	Low		
Housing developers to include offsetting activities within planning permission applications	Current planning conditions require biodiversity net gain. Offsetting requirements should be considered on a case-by-case basis	No cost to council but increased cost of offsetting/biodiversity could increase cost of housing Ultimately 100% will need to be offset/reduced but this is unlikely to be		
At least 50% of all existing homes to retrofit solar PV	Comms campaign to advise households of the benefits of switching to alternative heating	Low		
At least 50% of all existing homes to replace gas and oil boilers with retrofitted heat pumps or other low- or zero-carbon technologies (currently 78% of Island homes rely on gas boilers)	Promote existing Green Home Grants (or similar future schemes)	TBC - GHG is being handed over to LAs but guidance not yet published		
Decarbonise existing Housing Association homes wherever possible	Review funding options available to help introduce low carbon technologies and/or energy efficiency measures into HA homes	<b>Who deals with HA housing? Will need to get in touch with someone to see what is happening</b>		
	Promote grant funding to HA owners/managers			
<b>Meet net biodiversity gain of at least 10% against all new developments</b>				
Meet biodiversity net gain of at least 10% for all new developments	Require all new developments to meet minimum net biodiversity gain target in line with law in England introduced in 2019	No cost to council but increased cost of offsetting/biodiversity could increase cost of housing Ultimately 100% will need to be offset/reduced but this is unlikely to be possible by target date - will need to make up shortfall in other areas		
<b>Continue to protect the Isle of Wight's natural environment through planning conditions</b>				

All planning applications for potential fossil fuel or mineral extraction to continue to be heard on Island	Ensure planning permission is not outright banned outright in any plans or strategies by IWC to ensure any applications to explore or extract fossil fuels or minerals will still be consulted on locally and heard by IWC[2]	Low		
Disincentivise oil and /or mineral exploration and extraction, ensuring sustainable extraction where it is necessary	IWC to publish new Waste and Minerals Plan	Low		
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>	<b>Benefits</b>	<b>Link</b>
<b>Offset a minimum of 10% (at least 55,820tCO2e) of baseline carbon emissions from the Isle of Wight baseline through planting, rewilding, and habitat restoration schemes<sup>[1], [2]</sup></b>				
Seek enough land on the Isle of Wight to offset a minimum of 10% of the Island's baseline carbon footprint (ideally enough to offset the full proposal of 15%)	Review IWC-owned land and countryside estate to identify available land for community woodland and planting schemes Promote planting schemes to private landowners on the Island	If privately owned land is to be used this should not cost the council anything. If any land were to be purchased to carry out offsetting schemes/investment in existing local schemes cost would depend on land/scheme etc.		
Achieve at least 10% (55,820 tonnes), and ideally the full proposed 15% (83,730 tonnes), offset of the island's baseline carbon footprint through local planting, rewilding, and habitat restoration	Review every two years alongside C&E strategy to re-assess how much offsetting is likely to be necessary to meet net zero  Begin planting schemes in late 2021 and complete planting by 2035 to ensure the Island can meet net zero by 2040	Multiple grant schemes available but depends on finding suitable land and working out a strategy for ongoing care. Finding appropriate land and ongoing management is potentially going to be a bigger challenge than seeking funding for planting at this stage.		
Emissions reductions should take priority over carbon offsetting wherever possible.	Review IWC's country and land estate and seek private landowners to find land for planting schemes	Assume we need to create approx. 5,774.5 hectares of new woodland (to account for full 15% - approx. 14.5 tCO2e per hectare per year on average) - important to note that estimates vary massively and there are different types of planting we can use, not just trees, although trees are often the preferred choice and there is a lot of enthusiasm for tree planting		
However, planting, rewilding, and habitat restoration schemes should take place regardless as they have many benefits other than carbon offsetting	IWC to review and apply to relevant grants, or promote grants to landowners and/or community partners Seek community partners to operate and manage planting Schemes may include forestry, grasslands, green roofs, vertical gardens, mini urban forests, bamboo, moss, wildflower meadows, hedgerows, salt marshes, peat bogs, seagrass, seaweed/kelp or others	Cost of planting initially would be approx £8,500 per hectare (this is estimate provided by max grant allowed per hectare from Woodland Creation Grant)* so this may not cost us anything is we can find suitable land and resources to carry out planting under grant T&Cs covering 80% of costs  Ongoing costs would be more likely to be an issue for the council as there is little to no funding available for these and expenses could vary drastically according to the type of care needed (e.g. watering may be required more regularly as summers become hotter)  <b>Cost of planting:</b> approx 49,083,250 if we max out Woodland Creation Grant or England Woodland Creation Offer to cover 100% of costs  <b>Ongoing care:</b> approx 12,738,891 per year (but highly likely to vary in practice). Woodland Creation Grant or England Woodland Creation Offer ay £300 per hectare per year for first 10 years.		
Seek grant funding or private investment to cover costs of planting/rewilding/biodiversity schemes across the Island through to 2035	Grant funding for rewilding etc. is constantly changing so it is impossible to give detail here about what we will apply for IWC will monitor available grants and apply to schemes that can work for the Isle of Wight in partnership with local organisations or community groups wherever possible  IWC will share information about grants with T&PCs, schools, businesses, residents, landowners, and other stakeholders to encourage a range of applications	Cost: low - some schemes require match funding but there is potential to use multiple schemes together.  If private land is being owned landowners will need to bear responsibility for the application process/ongoing costs		
<b>Invest in carbon offsetting schemes to offset a maximum of 5% (up to 25,345 tonnes) of baseline carbon emissions from the Isle of Wight baseline</b>				
Create a carbon credit purchasing scheme to offset a maximum of 5% (up to 25,345 tonnes) of carbon emissions to encourage businesses and residents to purchase carbon credits to offset their activity	Calculate full offset from planting in 2035 and assess whether carbon credits will be needed to offset 15% of baseline by 2040	Should reexamine this further down the line. May not be required.		
<b>This should be a last resort option.</b> Local rewilding, restoration, and planting schemes should primarily be used for offsetting to meet net zero where emissions reductions cannot achieve true zero	Assess whether any further planting schemes could take place on the Island over the 2035-40 period			
<b>This outcome will depend on progress towards net zero by 2035 and shouldn't be considered until then</b>	Calculate likely remaining amount of emissions needed to offset by 2040 and research best options for carbon offsetting via carbon credit purchases			
<b>Reduce litter across the Island to be in line with (or better than) UK government litter indicators</b>				



Litter on the Isle of Wight to be in line with litter indicators. UK Government Litter Strategy <sup>21</sup> assesses five indicators as there is no one perfect way to measure litter <sup>22</sup> . These are:	Engage with community groups to organise action days to assess Island's current litter levels	Medium		
· litter on the ground/beach (744 items per 100m of beach)	Introduce nudging campaign to reduce littering through behaviour change (e.g. 'voting' in cigarette butt bins, messages about ocean plastic around drains)			
· public perception of litter (30% see it as a problem)	Increase number of bins and recycling points around litter hotspots in line with littering baseline			
· cleanliness of public places (88% currently meet acceptable standard for litter)	Engage with T&PCs to ensure 'dual' bins are consistently available in the beach areas that they manage			
· involvement of the public in doing something about litter (303,000 volunteers in Great British Spring Clean)	Agree designated litter pick-ups with T&PCs			
· the cost to the public of keeping the streets clean (£29 per household)				
<b>Increase biodiversity and protect existing ecosystems across the Island</b>				
New large scale woodland/planting to contain an appropriate mix of trees and/or plants for local flora and fauna to thrive	Ensure any large scale tree planting supported by IWC is appropriately mixed for local wildlife Review new planting plans with Tree Officer and other relevant officers/organisations/individuals	TBC		
All new and existing woodland to be connected by green corridors, wherever corridors would have a positive impact on existing ecology	To be required as part of all tree planting plans Review existing green corridors and identify areas where they are needed	TBC		
Develop at least one community garden in 'scrub' areas in towns per T&PC	Discuss options with T&PCs at monthly E&S forums	TBC		
<b>Enhance shorelines and waterways and improve water quality and aquatic environment protection on the Island</b>				
Ensure all Island waterways are clear of litter and fly tip	Engage with community groups to arrange litter picking and maintenance of these areas	Low		
Improve the quality of the Island's groundwater and surface watercourses from current 'average' rating	Planning conditions to continue to protect water courses, rivers, and the marine environment from runoff			
Improve river water quality from current 'moderate' rating	All new developments to provide evidence that wastewater can and will be managed			
Maintain and improve where possible, coastal water quality (currently rated 'good' or 'excellent')	Work with Environment Agency and Southern Water to identify improvement areas and seek funding			
<b>Apply for environmental certifications in public areas to further promote the Island's natural environment</b>				
Achieve and maintain Blue Flag status on 3 beaches	Review requirements to meet accreditations	In 2019 cost was seen as too expensive to attain an award with criteria too strict		<a href="https://www.countypress.co.uk/news/17760502-will-isle-wights-beaches-ever-see-blue-flag/">https://www.countypress.co.uk/news/17760502-will-isle-wights-beaches-ever-see-blue-flag/</a>
Achieve and maintain Green Flag awards in 3 parks	Work with T&PCs/Parks team to meet required standards	Medium		<a href="https://www.greenflagaward.org/media/1019/green-flag-award-guidelines.pdf">Blue Flag Award Criteria (theseasideawards.org)</a> <a href="https://www.greenflagaward.org/media/1019/green-flag-award-guidelines.pdf">https://www.greenflagaward.org/media/1019/green-flag-award-guidelines.pdf</a>
<b>Protect the Island's Biosphere status and promote the Island's products and tourism offerings through its Biosphere status</b>				
Utilise the Biosphere Status to promote the Islands produce and products	Work with the Chamber of Commerce to help businesses promote local produce using biosphere branding	TBC - speak to AONB team about what is happening here		
Work with the AONB and T&PCs to develop local plans to promote and enhance the Biosphere	Create an Island-wide plan, with consultation with T&PCs, to encourage promotion of the Island's biosphere status as a unique selling point within the UK Work with a local tourism partner to communicate the message.	TBC - speak to AONB team about what is happening here		
<b>Overall waste sent to landfill to be no more than 10% by 2030</b>				
Increase recycling rates across the Island to 65% by weight <sup>[1]</sup>	New Energy from Waste plant to begin firing by 2023	Speak to WaR team		
Increase composting rates by 5%	Increase waste and recycling rates in line with targets set out in 'Resources and Waste Strategy for England'			
Eliminate food waste sent to landfill	Develop a communications plan with the C&E team			
Increase reuse and reconditioning of unwanted items that would otherwise be sent to landfill by at least 10% <sup>[2]</sup>	Review progress annually			
<b>Outcome</b>	<b>Council action(s)</b>	<b>Cost to council</b>	<b>Benefits</b>	<b>Link</b>
<b>Update documents relating to resilience and adaptation on the Island in line with most up-to-date research</b>				
Publish an updated Island Climate Adaptation Report in line with the next IPCC report	Review the IPCC's next Assessment Report, due in 2022 Highlight any expected changes to currently known impacts	Cost: minimal to produce report as it will be informed by new information from the IPCC Required actions will vary in cost according to outcome of IPCC report		
Publish an updated Island Shoreline Management Plan in line with the next IPCC report	Review current shoreline management plan against next IPCC Assessment Report, due in 2022 Add any expected requirements for new sea defences to national register	Cost: minimal to produce report as it will be informed by new information from the IPCC Required actions will vary in cost according to outcome of IPCC report		

<b>Reduce reliance on water from the mainland</b>			
Isle of Wight to reduce water used per capita, become more self-sufficient in its water provision, and reduce reliance on water from the mainland	Use current water use per capita across the Island as a baseline to assess success	Cost: comms campaign - low/no cost depending on channels used  Potential to work with water providers to support this messaging	
	Social media comms campaign to educate residents about water scarcity		
	Promote use of valves on taps to decrease water use		
<b>Ensure the Island's agriculture is sustainable and introduce/enhance community gardens and growing schemes</b>			
Introduce sustainable hedgerow planting wherever possible on rural land to encourage	Work with landowners to identify suitable land Advise landowners of available grant funding	Low	
Promote catchment sensitive farming to improve the area for wildlife and ensure water is uncontaminated	Work with local partners to promote the catchment sensitive farming projects	Low	
Maximise allotment use or seek community gardens for community food growing, with an aim to provide 10% of produce direct to food banks	Develop a community food growing plan	Low to Medium	
	Work with T&PCs to identify suitable land for new allotments/community gardens		
	Promote schemes via local community groups		
<b>Ensure sufficient cooling in homes, workplaces, and livestock facilities for hotter summers</b>			
Domestic and non-domestic buildings across the Island, particularly residential properties and care homes, to remain at safe temperatures throughout hotter summers	Ensure homeowners and landlords are aware of dangers of increasing temperatures	Low	
	Advise residents of benefits of green roofs as this has a cooling effect on buildings as well as acting as a carbon offset		
	Work with care homes to ensure they are aware of the risks of increasing summer temperatures as older people are likely to be more affected by extreme heat		
Island businesses to be up-to-date with laws relating to working in excessive temperatures	Discuss with businesses via Chamber of Commerce	Low	
Farmers and others working with animals to be aware of the likelihood of hotter future summers	Farmers who work with livestock will already be aware of risks to animals from extreme heat already, but may not be aware of how much temperatures could increase locally	Low	
	Ensure farmers have information about likely future summer temperatures, particularly following the next IPCC Assessment Report due in 2022		

**DOMESTIC BUILDINGS**

	Low (small flat)	Med (small terraced house)	High (large detached house)	Midpoint	
ASHP	£9,000	£9,000	£9,000	£9,000	£9,000 <a href="#">The-costs-and-benefits-of-tighter-standards-for-new-buildings-Currie-Brown-and-AECOM.pdf (theccc.org.uk)</a>
Battery storage	£1,600	£1,600	£2,000	£1,800	£1,800 <a href="#">The-costs-and-benefits-of-tighter-standards-for-new-buildings-Currie-Brown-and-AECOM.pdf (theccc.org.uk)</a>
Solar panels	£5,000	£5,000	£10,000	£7,500	£7,500 <a href="#">Installation Cost of Solar Panels 2021   GreenMatch</a>
Cavity wall insulation	£300	£300	£1,200	£750	£750 <a href="#">Domestic cost assumptions - what does it cost to retrofit homes? - GOV.UK (www.gov.uk)</a>
Loft insulation - joists	£0	£180	£955	£568	£568 <a href="#">Domestic cost assumptions - what does it cost to retrofit homes? - GOV.UK (www.gov.uk)</a>
Loft insulation - rafters	£0	£1,300	£3,500	£2,400	£2,400 <a href="#">Domestic cost assumptions - what does it cost to retrofit homes? - GOV.UK (www.gov.uk)</a>
Double glazing or secondary glazing (same LEDs)	£1,200	£1,200	£10,000	£5,600	£5,600 <a href="#">Domestic cost assumptions - what does it cost to retrofit homes? - GOV.UK (www.gov.uk)</a>
Replace/retrofit radiators for ASHP	£200	£300	£500	£400	£400 <a href="#">Domestic cost assumptions - what does it cost to retrofit homes? - GOV.UK (www.gov.uk)</a>
Replace/retrofit hot water for ASHP					
<b>TOTAL</b>	<b>£17,300</b>	<b>£18,880</b>	<b>£37,155</b>	<b>£28,018</b>	

These figures are an estimate based on available information. Not all measures will be possible (or required) in all homes. Some homes may need to have additional measures installed (e.g. new radiators, improved hot water stores) and smaller DIY measures such as draught proofing or low-flow shower heads could also be used to further improve

	Number of homes			
<b>All</b>	<b>68,392</b>			<b>£1,916,172,860</b> Assuming average across all households meets midpoint of costs
detached	24758		£919,879,923.12	
semi-detached	19834			£555,690,129.40
terraced	10259	£193,686,144.00		
flat	12653	£218,888,596.000		
				<b>£1,888,144,792.52</b> Assuming all measures listed above are taken in all houses, broken down further by size. Realistically, not all houses will need all measures so this figure is likely to be higher than the real life figure - however, recent studies show that central government may have drastically undervalued the cost of decarbonising homes across the UK so this is subject to change

<b>All</b>	<b>68,392</b>			<b>£1,128,468,000</b> Assuming average across all households meets midpoint of costs for ONLY ASHP and sc
detached	24758		£470,400,176.00	
semi-detached	19834			£327,255,720.00
terraced	10259	£143,623,200.00		
flat	12653	£177,135,280.000		
				<b>£1,118,414,376.00</b> Assuming ONLY ASHP and solar are installed in all houses, broken down further by size. Realistically, not all houses will need all measures so this figure is likely to be higher than the real life figure - however, recent studies show that central government may have drastically undervalued the cost of decarbonising homes across the UK so this is subject to change

**Phase out petrol/diesel vehicles across the Isle of Wight (based on number of vehicles registered to IOW addresses)**

[All vehicles \(VEH01\) - GOV.UK \(www.gov.uk\)](#)

Item	Approx average cost per vehicle	No. of vehicles on Isle of Wight	Max grant available	Capped at % of cost	Total cost (inc grant)
Car	£25,000	72,400	£2,500	35%	£1,629,000,000.00
Second hand car	£23,000				
Motorcycle	£6,000	6,000	£1,500	20%	£27,000,000.00
Small van	£25,000	11,300	£3,000	35%	£248,600,000.00
Large Van	£65,000	700	£6,000	35%	£41,300,000.00
Bus	£375,000	300			£112,500,000.00
Taxi	£60,000	238	£7,500	20%	£12,495,000.00
Other		1,800			£0.00
<b>TOTAL</b>		<b>92,738</b>			<b>£2,070,895,000.00</b>

Cost of buying new vs second-hand EV comes close to evened out at the minute with grant

[Best used electric cars 2021 | CAR Magazine](#)

Hard to quantify as these could be anything

[Low-emission vehicles eligible for a plug-in grant - GOV.UK \(www.gov.uk\)](#)

Installation of EV chargers	Average cost*	Grant (gov)	Grant (non-gov)	Number of chargers**	Total cost (inc grant)***
Home	£1,000	£500	£200	34196	£10,258,800.0
On-street residential	£13,000	75% of costs	N/A	4275	£13,892,125.00
Council car parks	£13,000	N/A	N/A	65	£845,000

[Electric car charging guide | What Car?](#)

[On-Street Residential Chargepoint Scheme guidance for local authorities - GOV.UK \(www.gov.uk\)](#)

Assuming one charger per car park to be installed. This may vary in practice

\*Initial installation only - not including any maintenance or replacement costs or cost of energy to charge EVs

\*\*Assuming one charger per home with off-street parking is required. On-street residential is more difficult to calculate so have assumed one charger per 8 homes may be required by 2040 - 12.5% of island homes. These would cost users to charge their vehicles so the council would see an income stream.

\*\*\*Assuming approx. 50% of island homes have off-street parking - should discourage using chargers from 3-pin converters for on-street parking (H&S issues likely)

**Benefits of switching to EVs**

Fuel costs much lower - standard car costs approx. £5-8 to fully charge vs. approx. £60-£70 for a tank of petrol. This decreases further if local generation is available.

Lower road tax - varies according to vehicle but for company cars cost is currently approx. 10% of diesel vehicle over 3 years (although this is likely to change by 2030 as central government will need to make up a large shortfall in road tax)

Much lower emissions from fuel and overall lower impact through lifetime of EV

Full switch to EVs will reduce Island carbon footprint by approx 300 tonnes CO2e per year (from fuel only, if using fully renewable energy to power vehicles)

Will help reduce air pollution locally, potentially improving air quality and human health

	Commissioning year	£/MW (capex)	£/MW (opex, annual)	£/MW (variable O&M, annual)	Lifetime (years)	MW capacity of	Cost of Capex	Annual Opex	Decommissioning	Source
Cost of solar farm	2025	450,000	6,700	0	35	268	120,600,000	1,795,600		<a href="#">Electricity Generation Costs 2020 (publishing.service.gov.uk)</a>
Cost of offshore wind	2025	1,630,000	36,300	6,000	30	6	9,780,000	253,800	1,916,250	<a href="#">Electricity Generation Costs 2020 (publishing.service.gov.uk)</a> Decommissioning thought to cost £1/MWh
Cost of onshore wind	2025	1,120,000	23,500	6,000	25	18	20,160,000	531,000		<a href="#">Electricity Generation Costs 2020 (publishing.service.gov.uk)</a>
Cost of tidal energy	2025	1,816,626	85,215	7,000	25	10	18,166,260	922,150		<a href="#">Energies   Free Full-Text   Cost Assessment Methodology and Economic Viability of Tidal Energy Projects (mdpi.com)</a>
						Total	170,622,510	3,502,550		

Cost of new fourth interconnector £30 million    £50 million    SSEN    Southern Electric have suggested two alternative approaches to resolving the issues related to the potential level of power  
The first proposal is to include the uprating of the submarine cable link to the mainland as a part of any system reinforcement  
The second proposal is to limit the extent and capacity of any new generation sources on the island, to ensure that the

\*Currently approx 90MW generation exists locally. Up to 300MW required to be self-sufficient

Cost of decommissioning expected to be equal to scrap value across all tech except offshore wind    172,538,760

Average salary	£23,000	<a href="#">Salaries in England: Isle of Wight   PayScale</a>
Average age	46.5 years	<a href="#">Isle-of-Wight population stats in maps and graphs. (plumplot.co.uk)</a>
Population	141,606	
Over 65	24%	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
20-64	55%	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Size - sq miles	146.8	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Size - sq km	380.16	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Size - sq hectares	38.016	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
No of households	68,392	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Average household size	2.1	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Dwelling type		
detached	36.20%	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
terraced	15	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Second homes	4.10%	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>
Fuel poverty	16%	<a href="#">2552-Housing-and-Accommodation-2011-12-v.1-Dec-2011-Done.pdf (iow.gov.uk)</a>

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**Stage 1 Equality Impact Assessment – Initial Screening**

<b>Assessor(s) Name(s):</b>	Holly Jones
<b>Directorate/School name:</b>	Neighbourhoods
<b>Date of Completion:</b>	12th August 2021

**Name of Policy/Strategy/Service/Function Proposal**

Climate and Environment Strategy

**The Aims, Objectives and Expected Outcomes:**

Meet net zero emissions in the council's operations by 2030  
 Meet net zero emissions in schools' operations by 2035 (estimate – date TBC)  
 Meet net zero emissions across the Isle of Wight by 2040

Please delete as appropriate:

- This is a new policy/strategy/service/council/school function proposal
-

<b>Key Questions to Consider in Assessing Potential Impact</b>	
Will the policy /strategy/service/council/school function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a “legitimate expectation” for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council’s/school’s general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services, council or schools function/s is/are delivered?	Yes
Will the proposal have a significant effect on how other organisations operate?	Yes
Does the proposal involve a significant commitment of resources?	Yes
Does the proposal relate to an area where there are known inequalities?	Yes
<p>If you answer <b>Yes</b> to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer <b>No</b> to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service/Headteacher.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age			x	
Disability			x	
Gender Reassignment			X	
Marriage & Civil Partnership			X	
Pregnancy & Maternity			X	
Race			X	
Religion / Belief			X	
Sex (male / female)			X	
Sexual Orientation			X	

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes
<ul style="list-style-type: none"> <li>• Potential for new job creation on the Island</li> <li>• Potential for access to education/training/apprenticeship opportunities</li> <li>• Improved transport infrastructure</li> <li>• Improved health outcomes e.g. clean air through lower emissions, more active residents through encouraging active travel</li> </ul>	

Evidence Considered During Screening
<p>Co-benefits of climate change: A paper was written and presented to Scrutiny along with an earlier version of the draft strategy. This paper outlined the expected co-benefits that could arise on the Isle of Wight as a result of taking action to meet net zero emissions locally.</p> <p>This paper relied on evidence from a number of peer-reviewed studies.</p>

Head of Service/Headteacher sign off & date:	
Legal sign off & date:	

A signed version is to be kept by your team and also an electronic version can be published on the council's / school's website (follow the link from the EIA page on the intranet) unless it relates to staffing/specific individuals. In which case, it should only be kept by your team.

## Stage 2 Full Equality Impact Assessment

<b>Assessor(s)Name(s):</b>	Holly Jones
<b>Directorate/School name:</b>	Neighbourhoods
<b>Date of Completion:</b>	12th August 2021

### Name of Policy/Strategy/Service/Function Proposal

Climate and Environment Strategy and Action Plan

### The Aims, Objectives, and Expected Outcomes:

Aim: to meet net zero in:

- Council operations by 2030
- School operations by 2035 (estimate – date TBC)
- Island-wide by 2040

Objectives:

- Reduce emissions from baselines stated in the Strategy by at least 85%
- Offset no more than 15% of baseline emissions through local planting schemes, wherever possible

Expected outcomes:

- Net zero emissions
- Biodiversity net gain
- Improved air and water quality locally
- Improved human and infrastructure resilience to extreme weather events

Please delete as appropriate:

- This is a new policy/strategy/service/council/school function proposal

## Scope of the Equality Impact Assessment

*Include any links to a previous equality impact assessment or work delivered by another Directorate/service/school or partner organisation. Describe the approach to be taken in data collection, stakeholder involvement and state who the stakeholders are.*

*Establish your monitoring and review arrangements.*

*Sources of evidence may include:*

- *Service monitoring reports including equality monitoring data*
- *User feedback*
- *Population data – IW Facts and Figures (add link)*
- *Complaints data*
- *Published research, local or national*
- *Feedback from consultations and focus groups*
- *Feedback from individuals or organisations, other council departments, partner organisations etc*

*Set out any data gaps that may need to be addressed and how you plan to address them and include in your action plan.*

## Analysis and assessment

Carrying out the Climate and Environment Strategy and Action Plan in full may lead to some negative short-term impacts on certain groups; however, when examined as a whole the benefits are expected to outweigh any negatives over time.

Consultation has taken place both internally with a Climate Officers Group and externally via the monthly Environment & Sustainability Forums. To date, few concerns have been raised about any likely equality impacts.

In the short term, negative impacts may include:

- Job losses in high-carbon sectors (however, this is likely to occur at a national level as the UK as a whole has set a net zero target date of 2050)
- Financial impacts to stakeholders across the Island – low carbon technologies such as solar panels or electric vehicles are currently very expensive. However, prices are expected to decrease over time as technologies become more widely adopted and economies of scale are achieved. There are also various grant schemes that can help to support lower-income residents

Longer term positive impacts may include:

- New job creation in the 'green economy'
- Improved air quality as emissions are reduced
- Improved water quality as planting schemes are carried out
- More active residents as active travel is further encouraged and new infrastructure becomes available, leading to improved health outcomes

By not carrying out the plan, impacts could include:

- More severe climate impacts being felt across the island (e.g. sea level rise, flooding, particularly affecting those residing in lower-lying areas of the Island)



## Recommendations

As climate change does not discriminate, it is likely that not carrying out the action plan could have more negative impacts than carrying out the action plan.

Carrying out the action plan in full is likely to produce most, if not all of the co-benefits listed in Appendix IX of the paper.

This is likely to have a net benefit across many groups. Outcomes will include improved air and water quality, access to education and training opportunities, new job creation, improved transport infrastructure, active travel being encouraged leading to improved health outcomes, and improved resilience to future extreme weather events and other impacts of climate change.

While these benefits will not necessarily impact one group more than another, they are likely to assist the island's population as a whole.

The Climate and Environment Strategy and Action Plan takes the approach of 'Climate Justice', defined in the paper as, on the Island:

"Ensuring equitable outcomes for different people and places associated with vulnerability to climate impacts and the fairness of policy and practice responses to address climate change and its consequences."

In other words, while the impacts of climate change may impact certain groups more than others, the actions taken to combat climate change should have an overall net benefit to all communities and caution will be taken to ensure that no group is unfairly impacted by the actions planned.

## Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact  (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Positive	No	N/A	Strategy may lead to an improvement in this area as health outcomes could improve
Disability	Positive	No	N/A	Strategy may lead to an improvement in this area as health outcomes could improve
Gender Reassignment	No impact			
Marriage & Civil Partnership	No impact			
Pregnancy & Maternity	No impact			
Race	No impact			
Religion / Belief	No impact			

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact <b>(NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)</b>
Sex (male or female)	No impact			
Sexual Orientation	No impact			
HR & workforce issues	Positive	No	N/A	Strategy may lead to an improvement in this area as access to education/training can improve and new jobs may be created
Human Rights implications if relevant	Positive	No	N/A	Strategy may lead to an improvement in this area as health outcomes could improve along with access to education and new job creation
<p>Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) or school board and incorporated into your service/team/school Plans and /or objectives of key staff</p>				

Summary	
<b>Date of Assessment:</b>	12 <sup>th</sup> August 2021
<b>Head of Service/Director/Headteacher sign off &amp; date:</b>	
<b>Legal sign off &amp; date:</b>	
<b>Review date</b>	
<b>Date published</b>	

<b>Publishing checklist</b>	<b>Yes</b>	<b>No</b>
• <i>Plain English – will your EIA make sense to the public?</i>	X	
• <i>Acronyms – check you have explained any specialist names or terminology</i>	X	
• <i>Evidence – will your evidence stand up to scrutiny; can you justify your conclusions?</i>	X	
• <i>Stakeholders and verification – have you included a range of views and perspectives to back up you analysis?</i>	X	
• <i>Gaps and information – have you identified any gaps in services or information that need to be addressed in the action plan?</i>	X	
• <i>Success stories – have you included any positive impacts that have resulted in change for the better?</i>	X	
• <i>Action plan – is action plan SMART? Have you informed the relevant people to ensure the action plan is carried out?</i>	X	
• <i>Review have you included a review date and a named person to carry it out?</i>	X	
• <i>Challenge – has your equality impact assessment been taken to Diversity Board/Call Over/school arenas for challenge?</i>		X
• <i>Signing off – has your Head of Service/Director/Headteacher signed off your EIA?</i>		
• <i>Basics – have you signed and dated your EIA and named it for publishing?</i>	X	
• <i>A signed version to be kept by your team for review and electronic version to be uploaded on to the council's/school's website</i>	X	

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### No. Item

1. [Approval to publish a public notice to lower the age range of Hunnyhill Primary School](#) **New!**

Decision maker: Cabinet Member for Children's Services, Education and Lifelong Skills

Decision: 12 Aug 2021

Decision status: **Recommendations Approved**

Notice of proposed decision first published: 04/08/2021

This decision will be taken under urgency procedures.

Reason for urgency:

This decision is regarded as a 'key decision' and ordinarily under regulation 9 of the Regulations at least 28 clear days' notice is required to be given in advance on the Forward Plan. Where such notice is impracticable, a general exception notice may instead be given in accordance with regulation 10 of the Regulations.

The reason why it was impracticable to have complied with the standard advance notice requirement is because there is a need to undertake public consultation and the timeframes for any implementation mean that it was impracticable to give the standard notice and the matter cannot reasonably be deferred.

The background is that an existing provider of services is due to discontinue service provision in the next academic year and the school proposes to lower its school age range to 3 years old so that provision can be made.

Anticipated restriction: Open -

2. [Council support to Visit IOW in progressing D BID 2](#)

Decision maker: Cabinet

Decision due: 9 Sep 2021

Lead officer: Ashley Curzon

Notice of proposed decision first published: 07/07/2021

Anticipated restriction: Open -

3. [Quarterly Performance Monitoring Report - Q1](#)

Decision maker: Cabinet

Decision due: 9 Sep 2021

Lead officer: Wendy Perera

Notice of proposed decision first published: 07/07/2021

Anticipated restriction: Open -

4. [Ryde Transport Interchange Consultation Feedback](#) **New!**

Decision maker: Cabinet

Decision due: 14 Oct 2021; More time needed to provide comprehensive responses to issues raised in the consultation survey

Originally due: 9 Sep 2021

Lead officer: David Newton

Notice of proposed decision first published: 04/08/2021

Anticipated restriction: Open -

5. [Climate & Environment Strategy](#)

Decision maker: Cabinet

Decision due: 9 Sep 2021

Lead officer: Holly Jones

Notice of proposed decision first published: 04/08/2021

Anticipated restriction: Open -

6. [Referral of Motion from Full Council - Newport City Status](#) **New!**

Decision maker: Cabinet

Decision due: 9 Sep 2021

Lead officer: Wendy Perera

Notice of proposed decision first published: 04/08/2021

Anticipated restriction: Open -

## ISLE OF WIGHT COUNCIL FORWARD PLAN AS AT 31 AUGUST 2021

- 7. Deployment of Discretionary Business Support Grant **New!****

Decision maker: Cabinet  
Decision due: 9 Sep 2021  
Lead officer: Ashley Curzon  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 8. Housing Civil Penalties **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021; More time needed to complete the documents  
Originally due: 9 Sep 2021  
Lead officer: Alan Barnes  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 9. Review of options to identify investment proposals for regeneration of Culver Parade tourism opportunity area **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021  
Lead officer: Ashley Curzon  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 10. Scheme of Co-Option **New!****

Decision maker: Full Council  
Decision due: 15 Sep 2021  
Lead officer: Christopher Potter  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 11. Implications of the Health and Social Care Bill (2020-21) for the Council and the future of the Isle of Wight Integrated Care Partnership **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021  
Lead officer: John Metcalfe  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -  
Explanation of anticipated restriction:  
There may be some NHS financial data that is confidential on the basis that it is a work in progress. This will be contained in appendices if necessary
- 12. Isle of Wight Skills Plan **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021  
Lead officer: Ashley Curzon  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 13. Pop-up enterprises on Council land **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021  
Lead officer: Ashley Curzon  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -

## ISLE OF WIGHT COUNCIL FORWARD PLAN AS AT 31 AUGUST 2021

- 14. [Isle of Wight Council Corporate Plan](#) **New!****

Decision maker: Cabinet  
Decision due: 14 Oct 2021  
Lead officer: Wendy Perera  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 15. [Quarterly Performance Monitoring Report - Q2](#) **New!****

Decision maker: Cabinet  
Decision due: 11 Nov 2021  
Lead officer: Wendy Perera  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 16. [Holiday Activity and Food Programme – Christmas Grants](#) **New!****

Decision maker: Cabinet  
Decision due: 11 Nov 2021  
Lead officer: Theresa Wall  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 17. [Closure of Carisbrooke College 6th Form - Final Decision](#)**

Decision maker: Cabinet  
Decision due: 11 Nov 2021  
Lead officer: Martin Shefferd  
Notice of proposed decision first published: 01/07/2021  
Anticipated restriction: Open -
- 18. [Isle of Wight Council Corporate Plan](#) **New!****

Decision maker: Full Council  
Decision due: 17 Nov 2021  
Lead officer: Wendy Perera  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 19. [Gambling Act Policy](#) **New!****

Decision maker: Cabinet  
Decision due: 13 Jan 2022  
Lead officer: Kevin Winchcombe  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 20. [Street Trading Policy](#) **New!****

Decision maker: Cabinet  
Decision due: 13 Jan 2022  
Lead officer: Kevin Winchcombe  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -
- 21. [Quarterly Performance Monitoring Report - Q3](#) **New!****

Decision maker: Cabinet  
Decision due: 10 Feb 2022  
Lead officer: Wendy Perera  
Notice of proposed decision first published: 04/08/2021  
Anticipated restriction: Open -



## ISLE OF WIGHT COUNCIL FORWARD PLAN AS AT 31 AUGUST 2021

### 22. Determining School Admission Arrangements **New!**

Decision maker: Cabinet

Decision due: 10 Feb 2022

Lead officer: Martin Goff

Notice of proposed decision first published: 04/08/2021

Anticipated restriction: Open -

### 23. Determine the pattern of School Term and Holiday Dates for 2023/24 **New!**

Decision maker: Cabinet

Decision due: 10 Mar 2022

Lead officer: Martin Goff

Notice of proposed decision first published: 04/08/2021

Anticipated restriction: Open -

### 24. Director of Public Health Annual Report

Decision maker: Cabinet

Decision due: 10 Mar 2022

Lead officer: Simon Bryant

Notice of proposed decision first published: 01/06/2021

Anticipated restriction: Open -