isle of wight

infrastructure delivery plan

Isle of Wight Council
Island Planning Strategy
Infrastructure Delivery Plan

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A note on housing growth assumptions

Work on this IDP commenced in June 2018 and continued through to October 2018. The IDP, including the calculations and assumptions within it, all consultation exercises undertaken and requests for information from infrastructure service providers were based upon the Objectively Assessed Housing Need (OAN) for the Island established by MHCLG using the standard methodology for the period 2016-2026. This figure was also reflected in the Council's Housing Market Needs Assessment (HNA) and is reflected in the scale of growth and spatial distribution of this presented in the report. The OAN established a need for delivery of 9,615 new homes over the fifteen year plan period, which is an average of 641 new homes per year.

Whilst the new 2016-based household projections were published by the ONS in late September, the Government has already stated its intention to publish a consultation on revising the standard method to ensure it meets national housing targets.

The Isle of Wight Council commissioned its technical evidence based on the 641 new homes per year figure and considers it appropriate to continue with this figure for the purposes of consultation.

It must also be noted that the IDP represents a 'snapshot' in time, based on the housing figures above, the housing trajectory and spatial distribution of growth associated with this. As work on the new Local Plan has progressed, so the housing trajectory has evolved, and will continue to evolve. The most recent position on the housing trajectory prepared by the Council is presented in an appendix to this report. It allows for comparison with the information contained within the main body of the report, upon which discussions with service providers and others was based.

The formal 'Regulation 18' consultation stage of the emerging Local Plan for the Isle of Wight provides an opportunity for service providers and other consultees to comment on the consequences of a reduced housing figure on infrastructure provision. This however needs to be set in the context of: (a) the NPPF noting that the OAN is a 'minimum' figure; and (b) that if the new household projections result in a lower housing target, the higher figure considered in the IDP can be considered as a 'worst case scenario', which allows flexibility to be built into the emerging Plan.

As work on the Local Plan progresses the OAN and spatial distribution of this will be considered further, and will form the basis of an update to the IDP. Consultation responses submitted through the Regulation 18 process that comment on the potential implications for infrastructure delivery associated with a lower OAN are welcome and will be reviewed as part of the updates.

1 INTRODUCTION

1.1 Infrastructure covered in this report

The Infrastructure Delivery Plan (IDP) has been prepared by Troy Planning + Design as part of the new Local Plan (known as the 'Island Planning Strategy') being prepared by Isle of Wight Council (The 'Council').

The term infrastructure covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(a) of the Planning Act 2008 (as amended). The Isle of Wight IDP covers a mix of physical, social and green infrastructure, including:

Physical Infrastructure

- Flood and coastal defences
- Transport
- Water
- Utilities
- Waste

Social Infrastructure

- Schools and other educational facilities
- Health and social wellbeing
- Emergency services
- Social and community (including community halls and play and leisure facilities)

Green Infrastructure

- 'Designated landscapes' (including Country Parks)
- Natural/ Semi-natural green space

1.2 Purpose of the report

This IDP seeks to address what infrastructure is required as a result of new growth on the Island, where, how and when. Discussions, meetings and workshops have taken place with a variety of infrastructure providers, both within the Council and with external organisations, to develop an understanding of what infrastructure is needed. The process has enabled these infrastructure providers to think more strategically in terms of future provision and the challenges brought about by significant growth in the long term.

In so far as the information has been made available, this IDP brings all these agencies' plans together in one document. This should encourage inter-relationships between parties and provides an opportunity to share information and align/ coordinate infrastructure. Organisations contacted as part of this IDP include:

- BT Openreach
- Environment Agency
- Hampshire County Council (including education and emergency services)
- Hovertravel
- Island Line
- Island Roads
- Isle of Wight Council (including waste services, transport, adult and social care, public health, and emergency services)
- NHS and CCG
- Red Funnel
- Scotia Gas Network
- Scottish and Southern Energy
- Southern Vectis
- Southern Water
- Sport England
- Wightlink

It is often difficult to be certain about infrastructure requirements so far into the future, as the detail of many development schemes is not currently known. Therefore, this IDP is intended to be a document which is regularly updated given the uncertain and fluid nature of planning for infrastructure.

1.3 Status of the report

The IDP is a supporting document for the emerging Island Planning Strategy. The IDP covers the plan period up to 2036, although as mentioned above, its content will be monitored and periodically reviewed.

The trajectory that the IDP is based upon has an earlier start date than as mentioned above, as it makes an allowance for development that has already been permitted.

The document includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the emerging Island Plan. It explains the approach the Council has taken to identifying this infrastructure, how it will be delivered, and an assessment of the potential risks associated with doing so. It is very much a living document and will be updated and monitored over time, particularly as more detail and information on site specific proposals emerge.

1.4 Approach

There are certain important principles regarding the approach and issues that the IDP must recognise:

- The IDP does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities. This could include, for example, extending existing schools or enhancing current public transport services.

- Not all housing and employment growth planned for individual sites will attract specific additional infrastructure requirements that can be addressed through the development of that site alone. In most cases, the infrastructure needs that have been identified reflect the cumulative impact of growth in a wider area e.g. based upon growth in the regeneration areas used for planning purposes by the Council (as illustrated below).

- The assessment of infrastructure needs has been based upon the trajectory for development in the regeneration areas.

- The IDP, for most infrastructure items, presents the 'worst case scenario' in terms of needs. In the case of social, community, leisure and green infrastructure needs, this is because the methodology for establishing the scale of need is based on calculations per head of the population. In reality, much of the infrastructure that is provided in most locations will be provided either in the form of improvements to existing facilities or as co-located facilities. In particular, co-location is likely to become a growing trend which recognises the limited amount of funding available and, in more urban locations, a lack of land to provide all the requirements individually.

- Co-location is likely to take many forms. Schools are increasingly looking to raise revenue by hiring out sports pitches and other facilities outside of school hours. Equally, the shift in primary healthcare provision to larger health hubs means larger buildings that could share facilities with other health providers – opticians, dentists, physiotherapists, etc – but also equally with a range of other uses, both commercial and community, e.g. retail, community centres, libraries, etc. Indeed, the limited resources available for provision of, for example, library and community services has spawned many excellent examples of alternative types of provision with different management structures to those traditionally used.

- Whilst it is important to recognise such changing ways of providing services, it is extremely difficult for an IDP to be definitive about what these could be. There are too many options open as to how this is provided and this could therefore have a significant impact on needs and costs. However, such provision, particularly on larger strategic sites such as the proposed 'garden communities' where new health hubs and schools may be required, should be recognised as the way such infrastructure needs will be provided over the plan period.

1.5 Categorising infrastructure

Wherever possible, the infrastructure detailed within the IDP has been categorised as either:

- Critical: Delivery of the identified infrastructure is critical and without which development cannot commence (e.g.: some transport and utility infrastructure).

- Necessary: The identified infrastructure is necessary to support new development, but the precise timing and phasing is less critical and development may be able to commence ahead of its provision (e.g.: schools and health care).

- Important: Delivery of the identified infrastructure is important in order to help build sustainable communities, but timing and phasing is not critical over the plan period (e.g.: libraries, green infrastructure and youth provision).

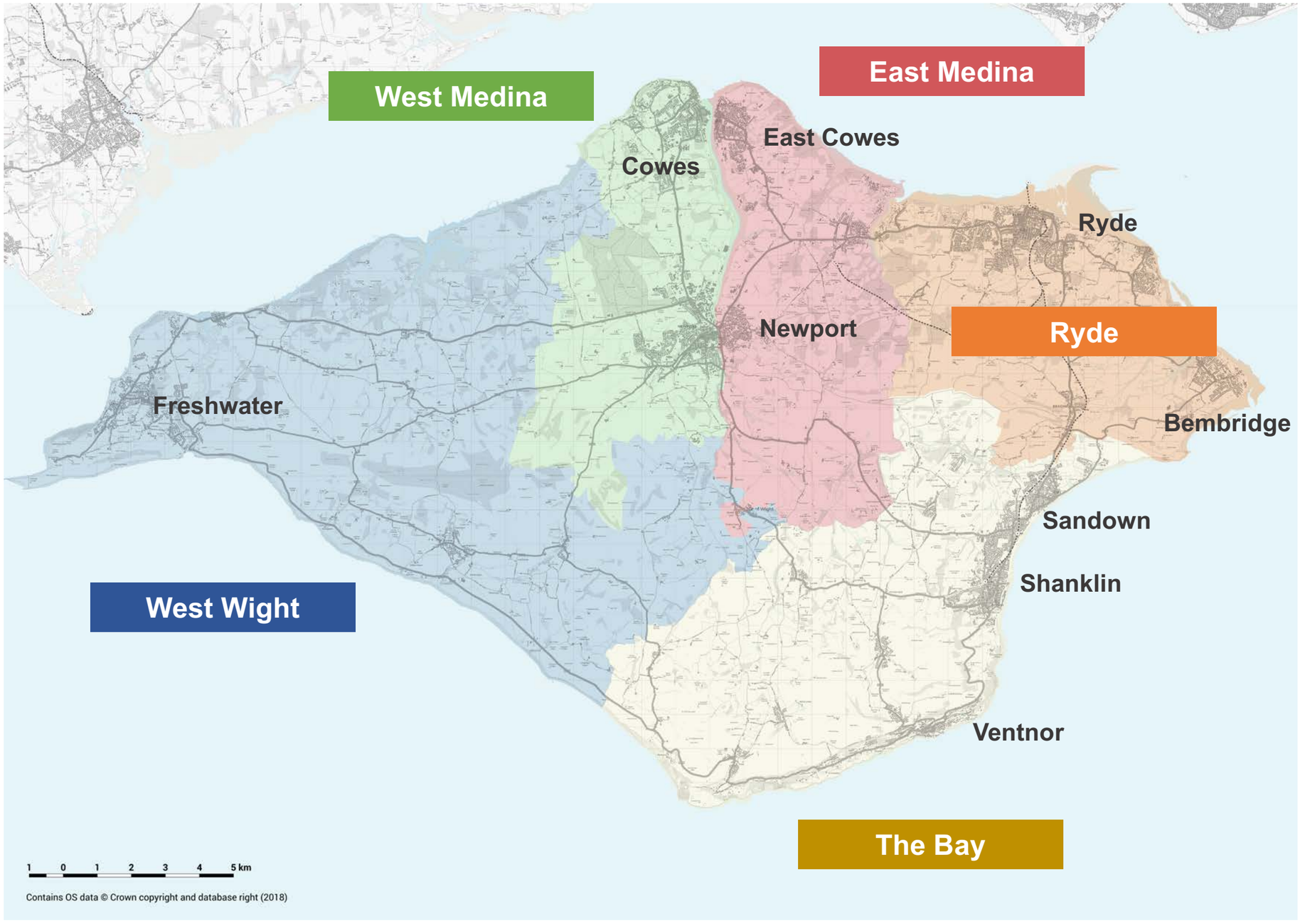

Figure 1: 'Regeneration Areas' and main towns on the Island

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2 NATIONAL POLICY CONTEXT

2.1 National Planning Policy

The context for this Infrastructure Delivery Plan (IDP) is provided by the National Planning Policy Framework[1] (NPPF). Achieving sustainable development is at the core of the NPPF. It states, at Paragraph 8, for example, that this includes '*identifying and coordinating the provision of infrastructure'* and *'supporting strong, vibrant and healthy communities… with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.'*

The NPPF goes on to state, at Paragraph 20, that:

'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

a) *housing (including affordable housing), employment, retail, leisure and other commercial development;*
b) *infrastructure for transport, telecommunications, security, waste management, water supply, waste water, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
c) *community facilities (such as health, education and cultural infrastructure); and*
d) *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation'.*

It is important to note that the IDP addresses 'strategic' infrastructure priorities as distinct from very localised infrastructure needs arising from individual planning applications. As such, the approach of the IDP is to assess the needs arising from larger identified sites which individually, or in combination, will contribute towards addressing the strategic objectives of the emerging Local Plan. It is acknowledged that there will also be growth arising from small, non-strategic sites which could be significant in certain locations. Such growth could therefore represent a burden on existing infrastructure networks. However, even in such locations it is unlikely that such growth will result in the need for additional strategic infrastructure, e.g. schools, medical facilities, utilities infrastructure. As such, it has not been addressed directly in the IDP although infrastructure providers have, in engaging with the IDP process, identified general burdens on existing infrastructure from growth which have been reflected in the study.

2.2 National Infrastructure Assessment

In July 2018 the first 'National Infrastructure Assessment'[2] was published. This sets out a long-term strategy for the UK's economic infrastructure from 2020 to 2050. It includes a number of recommendations to Government that could be implemented within the life of the Plan period covered by the new Island Plan. These include:

- Nationwide full fibre broadband by 2033.
- Half of the UK's power to be provided by renewables by 2030.
- Three quarters of plastic packaging to be recycled by 2030.
- Preparing for 100 per cent electric vehicle sales by 2030.

Other recommendations include:

- £43 billion of stable long-term transport funding for regional cities.
- Ensuring resilience to extreme drought.
- A national standard of flood resilience for all communities by 2050.

The implication is that the Government, along with service providers and regulating bodies, need to begin delivering the necessary programmes to put the above in place.

[1] MHCLG, July 2018, National Planning Policy Framework

[2] National Infrastructure Commission, July 2018, National Infrastructure Assessment

3 ISLAND CONTEXT

3.1 Introduction

The Isle of Wight is located along the south coast of England and has an area of 147 square miles with a coastline of 57 miles. The Island is geographically separated from the mainland by the Solent, but connected via passenger and vehicle ferries to Lymington, Southampton and Portsmouth. This interplay between separation and connection runs through the issues and opportunities presented by the Island's context, particularly in relation to infrastructure needs.

3.2 Social demographics

Latest estimates indicate that the population of the Island is approximately 140,300 people[3]. Between 2016 and 2036 it is estimated that the population will increase by around 10,000.

Like other coastal areas, the Island is a popular retirement destination and experiences a net outflow of 15-29 year old's and net inflow of age groups 30+ returning to raise families or retire. This is reflected in an accentuated ageing population in comparison with regional and national trends, which drives population growth and is projected to increase[4]. MHCLG's calculations of housing need, based on the proposed standardised formula, suggest that 641 units are required per annum over the period 2016-2026. This is an increase over the adopted figure of 520 units a year.

Of the annualised housing requirement, it is estimated that the following housing sizes should be provided:

House size	*Requirement (%)*
1-bed:	10%
2-bed:	36%
3-bed:	40%
4-bed:	14%

There are seven main towns on the Island, with Ryde, Newport and Cowes having the highest populations. Whilst Newport has the second largest population, it is considered the administrative and employment centre. Population densities and urban/rural settlement classifications are shown on the figure overleaf.

For the purposes of the new Island Planning Strategy, the Isle of Wight is divided into five 'regeneration areas', based on the Council's Regeneration Strategy. The population of these (at 2014, and thus slightly different to the Island-wide figures outlined above) is:

Regeneration Area	*Population*
West Wight:	14,400
West Medina:	34,000
East Medina:	19,800
Ryde:	35,400
The Bay:	35,600

In terms of the main towns on the Island, Cowes is located in West Medina, Ryde is within the Ryde regeneration area, and Newport straddles East and West Medina. Sandown, Shanklin and Lake are within The Bay regeneration area.

Separation from the mainland has economic and social impacts on the ease of extending markets, interacting with customers and suppliers, accessing centres of higher education and wider industrial, educational, community and social networks. Collectively, this can have negative impacts on aspiration.

Commuting patterns, a large retired population and high levels of second home ownership all contribute to the Island's high house price to income ratio, of 7.65 in 2017/18 which is at its highest since 2010. Decreases in the delivery of affordable housing are a significant issue[5], accentuated by physical severance from mainland housing markets.

3.3 Transport and Highways

The Island has 513 miles of road network and 514 miles of public rights of way, which have suffered from years of limited expenditure and maintenance. There are a number of locations where links and junctions are approaching or over capacity, resulting in delays[6]. The Isle of Wight Highways Private Finance Initiative began in April 2013 and is expected to last for 25 years. Island Roads are working in partnership with the Council to improve the existing road, footway and cycleway network as well as CCTV, street lighting and public waste disposal. This aims to offer a higher standard of highways services and create significant stimulus to the local economy.

The Island's public transport accessibility is good in comparison to other rural areas, with bus and rail services between towns of similar frequency to urban areas. The ferry ports are important gateways to the Island.

At 77.5% (as of 2011), car ownership is slightly higher than the national average of 74.3%. This figure is relatively higher in rural areas, reflective of greater affluence and necessity. More than half of the working population travel by car and the next popular method is foot, with figures considerably higher than England and Wales as a whole. Public transport use is lower than in England and Wales, although bus patronage is forecast to increase.

In 2017, the Council secured £1.3 million through the Department for Transport Access Fund for Sustainable Travel, over three financial years. This is enabling the Council, through partnerships with education, business and tourism sectors, to embed active travel into tourist experiences, normalise walking and cycling to work, and improve the health and wellbeing of young people and families. It is envisaged that this will save more than 3000 tonnes of carbon and generate a net increase of 1.17 million walking and 832,000 cycling trips over the implementation period.

[3] ONS, 2016-based subnational population projections, Table 2: Local authorities and higher administrative areas within England
[4] https://www.iwight.com/azservices/documents/2552-Isle-of-Wight-Demographic-and-Population-factsheet-2016-17-Final-SS-v2.pdf

[5] https://www.iwight.com/azservices/documents/2776-IWC-Monitoring-Report-2016-17.pdf
[6] https://www.iwight.com/azservices/documents/2782-Isle-of-Wight-2027-Local-Plan-Transport-Impacts-May-2015.pdf

3.4 Utilities

With regard to utilities such as water, electricity and gas, the Island is generally not self-sufficient and depends on pipelines from the mainland.

The Solent hinders movement of waste between authorities for treatment, and shared investment in waste infrastructure.
The Isle of Wight Council has secured Government funding for the installation of superfast broadband across the Island, with the contract awarded in 2013. This aimed to reduce inconsistency in coverage across the Island and reduce the digital divide with the mainland when physical separation by sea is a major contributing factor to economic performance. The government committed to giving every premises in the UK access to 2Mbps download speed from the end of 2015, but the scheme has now been extended to 31st December 2018.

The Emergency Management Team at the Council would like to reduce the reliance on the cross Solent utility pipelines by ensuring that provision is made on the Island for storage options for gas, electricity and water to help maintain supplies

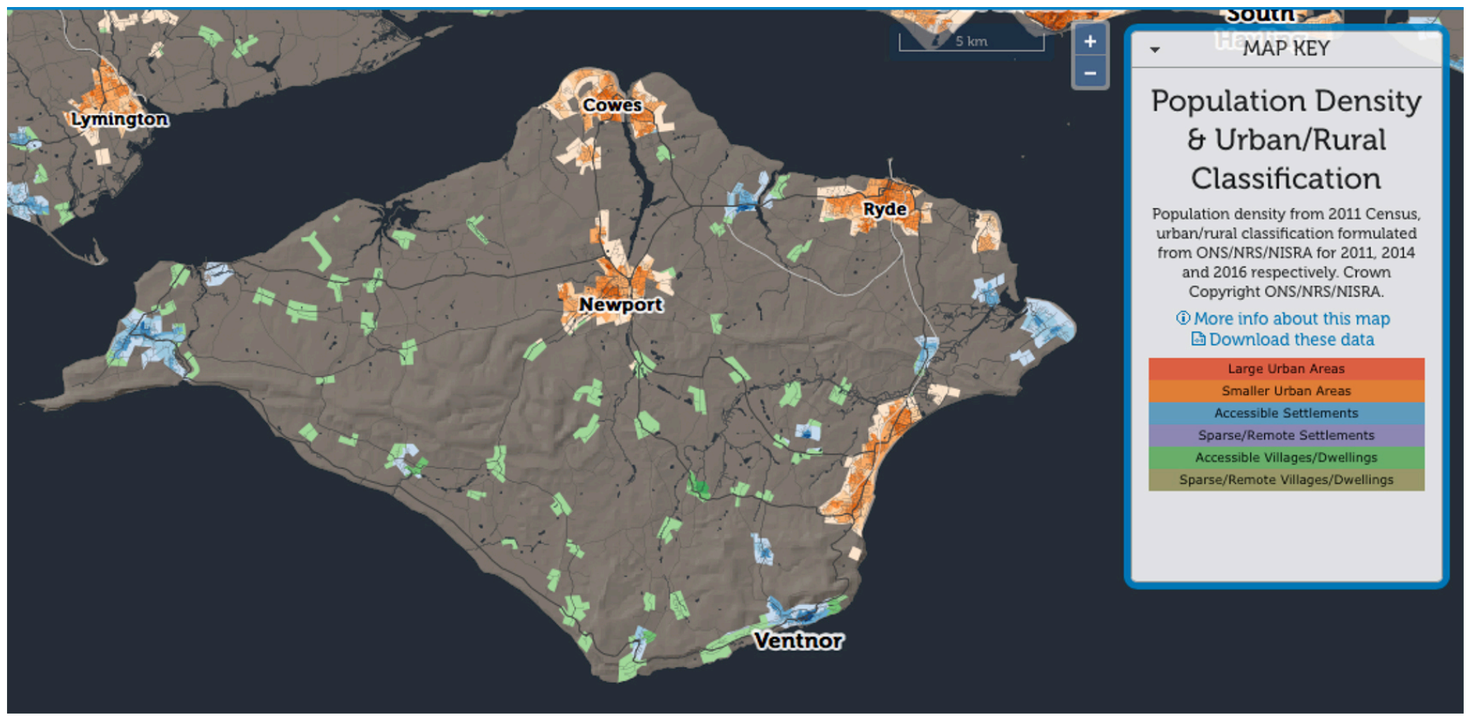

Figure 2: Population density and urban/rural settlement classifications across the Isle of Wight (source: https://www.cdrc.ac.uk)

3.5 Flooding

While much of the Island is stable in terms of land movement, there are localised areas of susceptibility along the south coast resulting from a combination of geology, coastal processes, rainfall and human influence. Parts of the Island have a history of flooding and coastal erosion pre-dating human influence. Vulnerability has been exacerbated by new challenges of rising sea levels and increased storm/rainfall events. Consideration of surface and fluvial flooding is thus needed.

4 SCALE AND LOCATION OF GROWTH

4.1 Housing needs and trajectory

The annualised housing target that the Council needs to plan for in the new Island Planning Strategy is 641 units per annum. This is referred to as the Objectively Assessed Housing Need (OAN).

Although it is anticipated that the new Island Planning Strategy will be adopted in 2021 and run for a period of fifteen years to 2036, the OAN takes effect from 2016. The supply of land for new homes in the Island Planning Strategy thus needs developing with this in mind. The total housing growth figure for the period 2016-2036 is thus 12,820 homes (i.e.: 641 homes per year x 20-years).

Some of this need has already been delivered through development that has taken place since 2016 (known as 'completions'), with applications granted permission likely to see further homes delivered before the Plan is adopted. Permitted sites are also referred to as commitments and the phased delivery of these will see some new homes constructed during the new plan period (i.e.: 2021 onwards).

Beyond completions and commitments, new site allocations make provision for further housing development in the Island Planning Strategy. At the time of writing it is anticipated that some of these will commence before adoption of the Island Planning Strategy in 2021, but with most sites then phased over the fifteen-year plan period.

In addition, the Island Planning Strategy makes an allowance for windfall development. It is anticipated that this will account for delivery of 100 new homes per year over the fifteen-year plan period.

Future growth across the Island will comprise a mix of new allocations in the network of existing towns and settlements, plus some dispersed growth in more rural areas. For the purpose of the Island Planning Strategy, the Island is split into five 'regeneration areas'. The spatial distribution of growth reflects these five areas, shown in table format and plan form below.

It is the infrastructure requirements arising from the scale and spatial distribution of the allocations and, where possible to determine, the windfall allowance, that is explored in this IDP.

		Pre-Plan	PLAN ADOPTED								
Regen Area	Type	5 years 16-21	Plan yr 1 21/22	Plan yr 2 22/23	Plan yr 3 23/24	Plan yr 4 24/25	Plan yr 5 25/26	Plan yr 6-10 26-31	Plan yr 11-15 31-36	**TOTAL**	POST PLAN
Island Wide	Completions	321								**321**	
	Windfall		100	100	100	100	100	500	500	**1500**	
West Wight	Committed	248	25	0	0	0	0	0	0	**273**	
	Allocated	6	35	29	52	55	73	147	100	**497**	
West Medina	Committed	503	0	0	0	0	0	0	0	**503**	
	Allocated	180	145	179	121	116	207	1295	350	**2593**	650
East Medina	Committed	895	220	192	80	80	80	74	0	**1621**	
	Allocated	69	25	30	42	60	30	450	775	**1481**	
Ryde	Committed	843	35	85	85	85	73	250	250	**1706**	
	Allocated	84	156	180	130	120	160	390	18	**1238**	
The Bay	Committed	564	0	0	0	0	0	0	0	**564**	
	Allocated	14	42	17	44	113	124	292	25	**671**	
Total		**3727**	**783**	**812**	**654**	**729**	**847**	**3398**	**2018**	**12968**	650
OAN Requirement		3205	641	641	641	641	641	3205	3205	12820	
Supply against OAN		522	142	171	13	88	206	193	-1187	148	

Table 1: Housing trajectory, broken down by 'regeneration area' and plan period

		Pre-Plan	PLAN ADOPTED								
Area	Type	5 years 16-21	Plan yr 1 21/22	Plan yr 2 22/23	Plan yr 3 23/24	Plan yr 4 24/25	Plan yr 5 25/26	Plan yr 6-10 26-31	Plan yr 11-15 31-36	**TOTAL**	Post Plan
Island-wide	Completions	321								**321**	
	Commitments	3053	280	277	165	165	153	324	250	**4667**	
	Allocations	353	403	435	389	464	594	2574	1268	**6480**	650
	Windfall		100	100	100	100	100	500	500	**1500**	
Total		3727	783	812	654	729	847	3398	2018	**12968**	650

Table 2: Summary Island-wide housing trajectory

Note: It is important to note that the figures outlined above and used to inform this IDP represent a 'snapshot' in time. Work on the emerging Local Plan has evolved and, as a consequence, the Plan period and housing trajectory have changed slightly. The most recent version of the housing trajectory is presented in the Appendix to this report (see section 10.4). As work on the Plan proceeds through the next stage to submission, so the trajectory, spatial distribution of this, and the information contained in this IDP will be reviewed and updated.

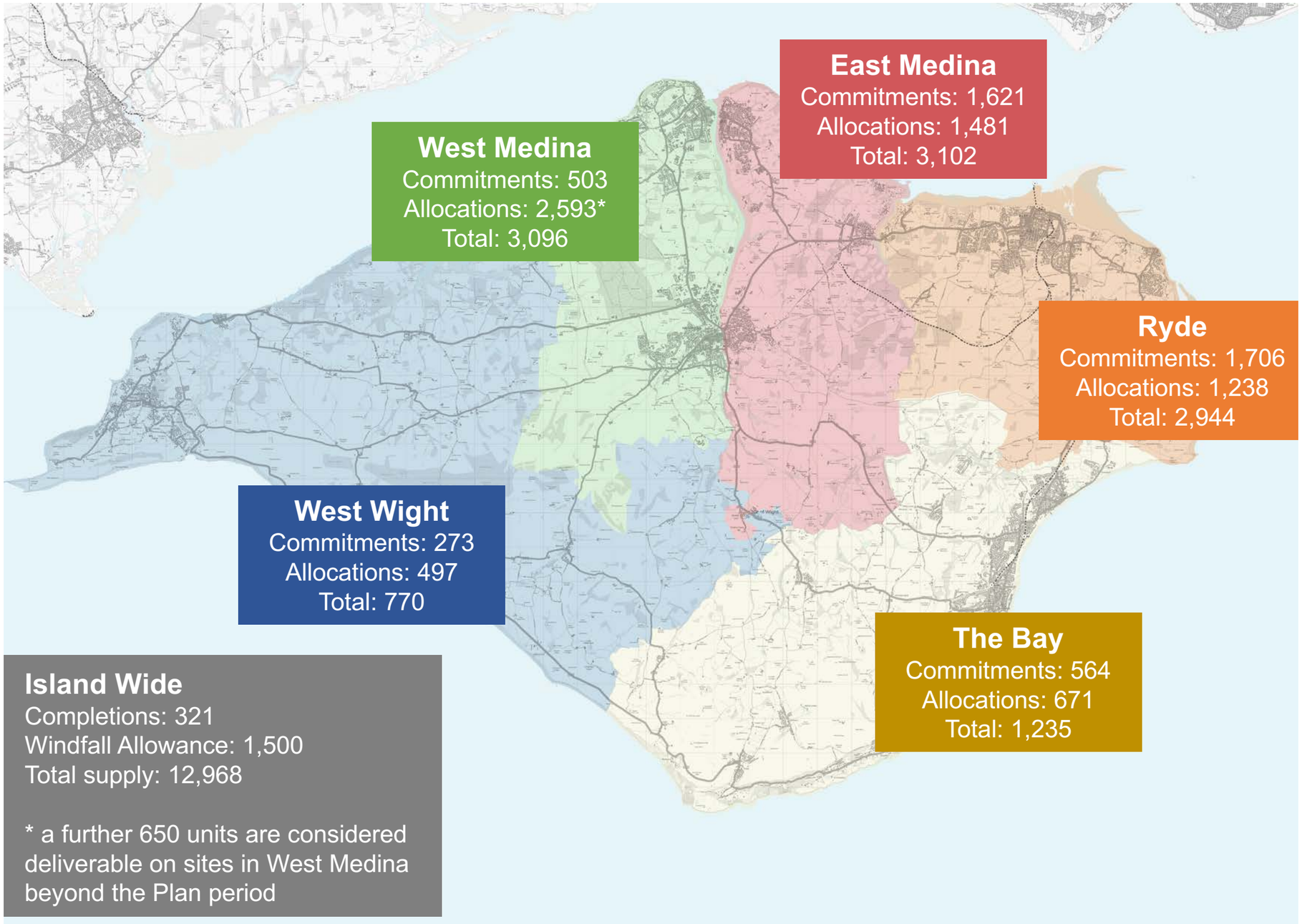

Figure 3:Breakdown of housing supply by 'regeneration area' (based on 'snapshot' in time for this study)

Mapping: contains OS data © Crown copyright and database right (2018)

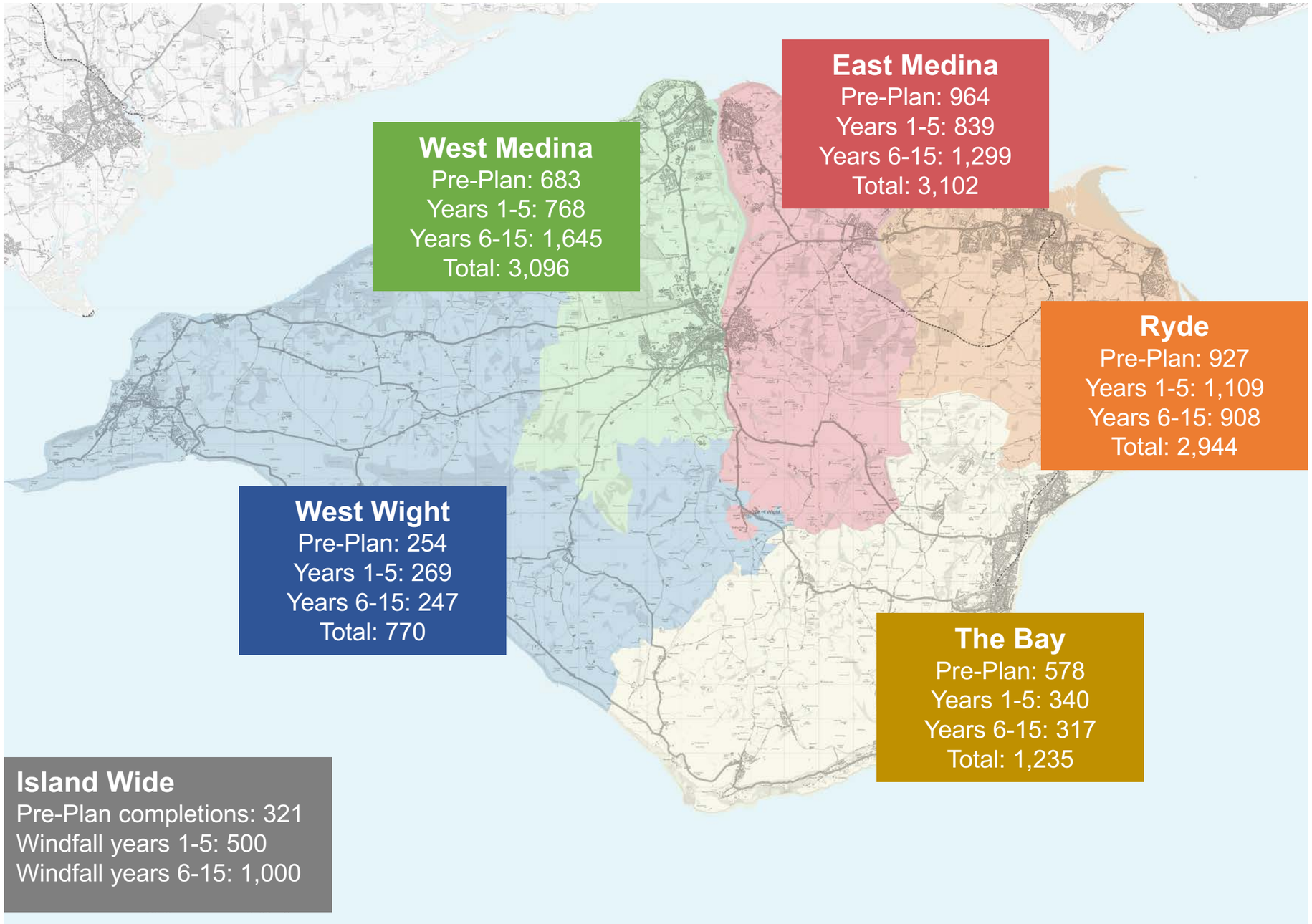

Figure 4: Breakdown of housing supply by Plan period (based on 'snapshot' in time for this study)

4.2 Employment growth

The Isle of Wight Core Strategy, adopted in 2012, envisages economic development taking place in the network of main towns across the Island, supported by more locally sustainable employment opportunities elsewhere. The Core Strategy allocated the following sites for employment purposes:

- Horsebridge Hill, Newport: 17.5 hectares of land, providing a mix of B1, B2 and B8 uses, plus supporting uses.
- Stag Lane, Newport: 8.8 hectares of land for a range of B1, B2 and B8 uses, primarily related to renewable energy.
- Pan Lane, Newport: 2.8 hectares of land, for a mix of B1 and B2 uses as part of a mixed-use scheme.
- Nicholson Road, Ryde: 14.7 hectares of land for B1 and B2 uses.

The 2015 Employment Land Study prepared for the Council notes that, over the new Plan period, the forecast increase in jobs is lower than that expected in the Core Strategy. The study recommends the main existing employment areas on the Island are protected as such. These are:

- Cowes Business Park / Prospect Business Park, Somerton Business Park.
- Newport Industrial Area.
- Ryde Business Park.
- Sandown Industrial Area.

Equally, other more localised employment areas, including those with waterside access, are recommended for protection through policy. It also goes on to say that the employment allocations in the Core Strategy, which have not yet come forward, should remain as allocations in the emerging Island Planning Strategy. There is also considered to be some potential for additional employment growth at:

- Kingston Marine.
- Land at Osborne Works, Whippingham / Island Technology Park.
- Site South of Three Gates Road, Cowes.
- Sandown Industrial Area, Sandown.

Based upon this, and to contribute to supporting and growing the economy of the Island, the Council proposes to allocate the following sites for employment use in the new Local Plan:

- 2.8 hectares at Pan Lane, Newport for B1 and B2 uses
- 14.7 hectares at Nicholson Road, Ryde for B1, B2, B8 and community uses
- 1.9 hectares at Somerton Farm, Cowes for B1, B2 and B8 uses
- 6.2 hectares at Kingston Marine Park, East Cowes for X uses
- 0.7 hectares at Lowtherville, Ventnor for B1 and B8 uses
- 2.9 hectares at Sandown Airport, Sandown for B1, B2 and B8 uses

In terms of the regeneration areas, the vast majority of the existing and potential future supply of employment land is in East and West Medina.

4.3 Town centres

In addition to housing and employment growth, the emerging Island Planning Strategy notes support for proposals for new retail development that contribute to diversity, choice, vitality and viability in defined town centres. Newport, Ryde and Cowes are identified as 'main town centres' on the Island.

5 ENGAGEMENT EXERCISE

5.1 Overview

Workshops were held in early July 2018 with service providers, parish councils and representatives from the development industry, to understand the infrastructure requirements arising from the development proposed in the Local Plan. Discussions focused around the existing levels of infrastructure, their functionality and what will be needed in the future to support the proposed scale of growth. Headline messages from the workshops are outlined below.

5.2 Physical infrastructure

- There are erosion and flooding issues along much of the coastline, but the solutions are expensive. It needs to be considered how the existing defenses can be contributed to and improved upon by new developments.
- One third of drinking water supply is piped in from the mainland.
- Sewerage treatment is nearing capacity in most places.
- The main waste water treatment works are in Sandown. This increasingly serves the largest proportion of the Island's population, with smaller scale waste water treatment works generally serving smaller communities across the Island. Dependent on the size and location of development, new connections would be made to the main sewerage works where feasible, if this would bring efficiencies in resources and service provision.
- The move to increased usage of electricity (e.g. through more electric vehicles, the electrification of heating) will dramatically increase the demand on the grid.
- The Island needs to improve its renewable energy storage capacity to utilize its renewable energy promise.
- Water and electricity providers cannot supply infrastructure for development they are not certain will happen so provision is quite a reactive process.
- Public transport provision is not good enough and is costly, making commuting and employer relocation to the Island unattractive. However, the bus service has the highest level of customer satisfaction in England.
- Newport is the hub of the Island but has issues regarding the movement of people and transport and low sales values.
- The demographic structure of the Island needs to be considered when exploring innovative solutions for public transport.
- The majority of trips on the Island are short, so there is real potential for innovation and ambition in improving journeys.
- There is the opportunity to grow and develop cycle routes that already exist.
- Park and Ride options need improving as the take up is currently poor: it should be the cheapest and most attractive option.
- Ferry infrastructure is very important for healthcare as well as for business and leisure uses.
- Ferries have an impact on the Island highways and this needs to be appreciated and considered in ferry vehicle capacity is increased.

5.3 Social infrastructure

- The effects of a seasonal population make it hard for the emergency services to plan for demand.
- It is important to ensure there are enough skills on the Island in the future, to help rectify the recruitment issues that exist now: particularly in regard to healthcare and the emergency services.
- Adult and social care are keen to provide much greater opportunities for care at home, to enable people to live at home for longer. This is somewhat reliant on improved telecommunication provisions.
- Residents generally have to travel all over the Island for different services as towns rarely provide everything that residents need.
- Health facilities, parking and traffic congestion are the biggest issues facing most residents

5.4 Housing and growth

- Some Island residents feel that the Island's ability to be self-sufficient is crucial and therefore do not like to rely on the mainland for services.
- Delivery of housing is consistently lower than is needed and the infrastructure requirements of a site are often not known upfront.
- Some of the protectionist policies need to change to keep up to date with trends. This includes the protection of hotels and shops that are redundant due to habitual changes. These could unlock good brownfield locations.
- Second home ownership is a real issue where people only live for a limited period of the year, yet use services that they often do not contribute to through taxes.
- There is relatively high level of employment self-containment, with 91% of economically active people living on the Island, working on the Island.

6 PHYSICAL INFRASTRUCTURE

This section of the IDP presents the infrastructure requirements associated with 'physical infrastructure', covering:

- Flooding and Coastal defences
- Transport (highways, bus, rail and ferry services, and cycling)
- Water supply (drinking and waste water)
- Utilities (communications, electricity, and gas)
- Waste

6.1 Flooding and Coastal Defences

Introduction

The Island faces challenges from a mix of fluvial, tidal, ground and surface water flooding[7]; with the flooding of winter 2013/14 highlighting the severity of these risks.

As Lead Local Flood Authority, the Council has prepared the Isle of Wight Local Flood Risk Management Strategy to aid in prioritising and investing money in flood risk management.

Fluvial

Most of the watercourses are in the northern part of the Island and therefore discharge into the Solent. Eastern Yar is the largest river on the Island, which discharges into the Solent at Bembridge on the east of the Island. Most of the rivers on the Island flow towards the north.

Tidal

Tidal flooding generally occurs during high tides and when the sea level raises above the ground level, due to surges in sea water caused by strong winds. The risk is most prominent on the northern shores.

There are existing and future tidal flood risk in the towns and villages of Yarmouth, Gurnard Luck, Cowes and East Cowes. Defences are currently present and protect the two low lying valleys of the Western Yar and Eastern Yar.

Groundwater

On the Isle of Wight, the risk from groundwater is considered to be less significant and more localised than fluvial flooding. There is a degree of overlap between groundwater and fluvial flooding as high river levels in the winter months are often a product of high groundwater levels.

Surface Water

The Environment Agency Catchment Flood Management Plan (2009) identifies that surface water flooding occurs in some urbanised areas of the Island due to the capacity of drains being exceeded, including those in West Wight, the Eastern Yar and Upper River Medina.

Flood and Coastal Risk Management

The Local Flood Risk Management Strategy (2016)[8] suggests that the risk of flooding to the Island is likely to increase in the future, mainly as a result of climate change but also due to other factors such as new development or the mismanagement of water courses. It is therefore crucial that development does not add to this risk.

The emerging Island Planning Strategy expects development to apply the sequential and exception tests (where appropriate) and to integrate on-site sustainable drainage systems (where appropriate).

There are a wide range of existing coastal defences around the Isle of Wight which help prevent erosion and reduce flood risk. However, many of these aging defences were built in times of greater economic prosperity and the future maintenance or replacement of these structures provides a significant problem in these more challenging economic times. National 'Grant in Aid' funding is available to help fund defence works in the areas most at risk nationally. However, the outcomes on which this public 'Grant in Aid' funding is calculated and administered are heavily focused around protection of residential communities, rather than businesses, or to provide tourism or recreational benefits.

There is therefore a realisation that future public investment in defences will have to be rationalised and prioritised in key areas. However, there are significant opportunities to help pay for new coastal defences through a partnership approach, a new approach to funding required by national government. This includes working with developers and the potential beneficiaries of future schemes to fund future defences, and contribute to broader outcomes for communities at risk.

This kind of approach will be key to the delivery of future risk reduction for the coastal communities and infrastructure on the Isle of Wight.

The Isle of Wight Shoreline Management Plan[9] provides a large-scale assessment of the risks associated with coastal processes and seeks to reduce these risks to people and the developed, historic and natural environments. The SMP examines how the coast is likely to change over the next 100 years and sets policies outlining how the shoreline should be managed in the future (balancing the scale of the risks with the social, environmental and financial costs involved, and avoiding adverse impacts on adjacent coastal areas).

Due to the current legislative and funding arrangements, climate change and environmental considerations, it may not be possible to protect, or continue to defend some land and property from flooding or erosion. The requirements and financial challenges of future coastal defence improvements are further examined in more localised Strategies and Studies.

The 'West Wight Coastal Flood and Erosion Risk Management Strategy' (2016) outlines the preferred approaches needed to reduce or adapt to future coastal flood and erosion risks for an 84km frontage of the Isle of Wight coast from Freshwater Bay to East Cowes, including the towns of Yarmouth, Cowes, East Cowes, Freshwater, Totland, Colwell, Newport Harbour, and surrounding areas.

The Strategy identifies areas where defence improvements will be required, and areas where adaptation is needed. It also examines how future coastal and flood defences will need to be paid for under the current 'partnership funding' system, which involves both public and private contributions.

[7] https://www.iow.gov.uk/azservices/documents/2821-IW-Local-Flood-Risk-Management-Strategy-2016.pdf

[8] http://www.islandrivers.org.uk/wp-content/uploads/2016/04/IOW-LFRMS_ConsultationDraft_Mar16.pdf

[9] http://www.coastalwight.gov.uk/smp/index.htm

The Council's Emergency Management Team has reflected on the proposed scale of growth in terms of improving Island resilience and has suggested the following:

- Ensure that the Island is improving existing flood defences and identifying new areas for flood defence in line with the identified growth. This would ideally comprise permanent defences or temporary defences such as barriers etc. Areas for this have already been identified through the SFRA and the SMP, but new areas for development should ensure that flood defences are delivered alongside it.

- Ensure that utilities are designed to be flood resistant and resilient if they have to be located in existing or future areas of flood risk.

- As well as hard flood defence, options to identify areas of existing or new green infrastructure that can also act as flood defence or flood storage areas, should be considered. Examples like Simeon Street Recreation Ground in Ryde need to be included in developments.

Coastal defences

The emerging Island Planning Strategy notes that developer contributions will be required towards future coastal and flood reduction schemes, in areas benefitting directly or indirectly from existing coastal defences, and or requiring future improvements in flood defences. This will be identified at the pre-application stage.

The Isle of Wight Shoreline Management Plan (2010/11) recommends three approaches to shoreline management. These are:

- No active intervention – where there is no investment in costal defences or operations.
- Hold the existing defence line – where current protection is maintained or improved.
- Managed realignment – where the shoreline is allowed, through management, to move backwards or forwards.

Different approaches are recommended for different parts of the Island. The emerging Island Planning Strategy states that development proposals located in a 'hold the existing defence line' area should provide and maintain coastal defences or, where appropriate, raise the land.

Proposed 'hold the existing defence lines' in the Shoreline Management Plan are illustrated in the plan on the facing page and include:

- The head of the River Medina, in Newport.
- Land alongside the Medina between Cowes and East Cowes.
- The coastline between Cowes and Gurnard.
- The coastline at Yarmouth.
- The coastline at Totland Bay.
- The coastline at Reeth Bay and Niton Undercliff.
- The coastline at Ventnor.
- The coastline between Shanklin and Sandown.
- The coastline at St Helens.
- The coastline between Seaview and Ryde.
- Wootton Creek at Wootton Bridge.

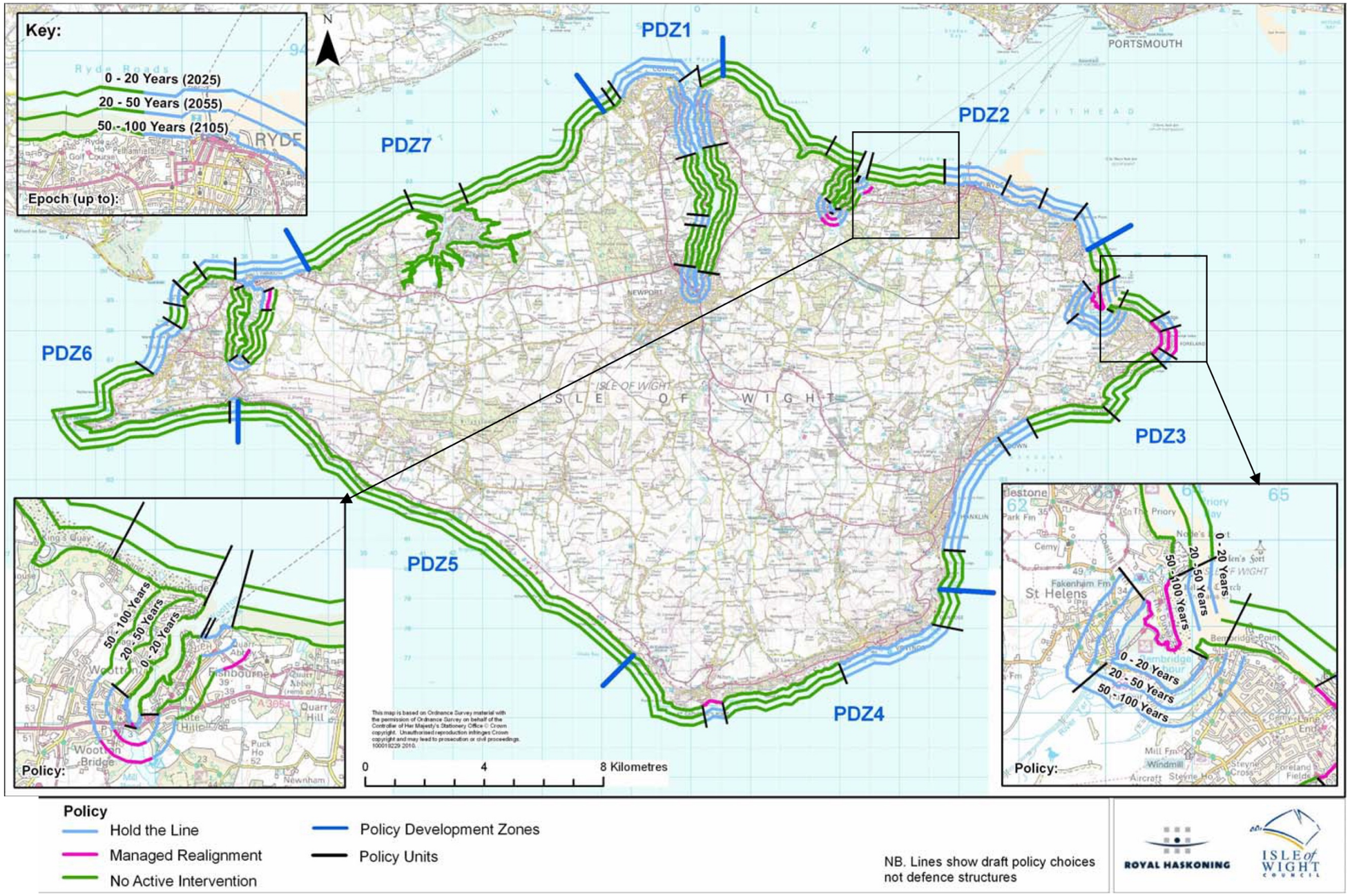

Figure 5: Recommendations from Shoreline Management Plan (source: IoW Council / RHDV)

Costs associated with coastal defences

The costs of recommended works in the Shoreline Management Plan are summarised below. For that part of the Island between East Cowes, Yarmouth and Freshwater Bay, costs are taken from the West Wight Coastal Flood and Erosion Risk Management Strategy approved in July 2017. Only those parts of the coastline where the strategies identify works and costs are listed.

It should be noted that the strategies look forward over a far longer timeframe than that considered by the emerging Local Plan. The strategies refer to 'Present Value' (PV) costs, which is defined as being '*the whole life costs and benefits of an option, spread over the next 100 years and including discount factor (providing the current worth of future sums of money).'* The Shoreline Management Plan notes that *'individual schemes will need to be investigated in further detail to assess their economic viability and affordability'.*

Location	PV Cost	Source
Wootton Creek and Quarr	£1.272m	SMP
Ryde to Seagrove Bay	£4.739m	SMP
Bembridge Harbour	£9.276m	SMP
Bembridge Headland to Culver Cliff	£693,000	SMP
Sandown Bay	£5.735m	SMP
Eastern Undercliff (Ventnor)	£3.596m	SMP
Western Undercliff	£324,000	SMP
Newport Harbour	£1.932m	WW
Medina Estuary	£62,000	WW
Cowes and East Cowes	£19.356m	WW
Gurnard to Cowes Parade	£3.641m	WW
Gurnard Luck and Gurnard Cliff	£239,000	WW
Western Yar Valley	£3.824m	WW
Yarmouth Area	£6.56m	WW
Totland and Colwell Bays	£308,000	WW
Freshwater area	£1.45m	WW

Table 3: Island-wide shoreline management schemes and costs

Note:
SMP = Shoreline Management Plan
WW = West Wight Coastal Flood and Erosion Risk management Strategy

The West Wight Coastal Flood and Erosion Risk Management Strategy identifies priority schemes, which are required in the next ten years. It also identifies 'Epoch 2' schemes, which are those needed from 2030 onwards. These are summarised below.

Scheme	Timing	Capital Cost	Maintenance cost
Property protection: Cowes and East Cowes	Priority	£267,200	£32,600
Temporary barriers: Cowes, East Cowes and Yarmouth	Priority	£773,800	£151,100
Refurbishment: Gurnard to Cowes defences	Epoch 2	£2.8m	£240,000
Refurbishment: Yarmouth to Bouldnor Road defences	Epoch 2	£1.159m	£78,000

Table 4: Priority schemes identified in West Wight

As referenced above, the Strategy notes that further work will be undertaken to deliver these schemes (including obtaining funding). Funding will be through a 'partnership' approach, where national grants are supplemented by local funding sources. These might include:

- Direct from developers (building defences into schemes).
- Contributions from developers (through S106 or CIL).
- From potential beneficiaries of schemes (private individuals or businesses).
- Local levies.
- Public funding (Council monies).
- Local Enterprise Partnership.
- Monies collected by local communities, Town or Parish Councils.
- Other external sources.

6.2 Highways

Context

The road network on the Isle of Wight is maintained by the Council. The existing network is undergoing a period of investment and improvement through a 25-year PFI scheme covering the improvement and maintenance of highway and footways across the Island. The PFI scheme commenced in 2013 and will run until 2038.

The network consists of radial routes from Newport to the main population centre at Cowes and East Cowes, Ryde, Sandown, Shanklin, Ventnor, Freshwater and Yarmouth. The ports that make provision for vehicles are Yarmouth (to Lymington), Fishbourne (to Portsmouth) and east Cowes (to Southampton).

The road network around Newport suffers in particularly from peak hour and seasonal congestion due to its central position within the network and also being the major employment destination on the island.

As part of previous studies informing the Island Plan extensive modelling was undertaken, considering current and forecast future transport conditions. The latest version of the modelling considered a forecast year of 2026. Whilst it is acknowledged that this does not align with the 2036 future year of the IDP, the trends revealed expected to be consistent going forward. To understand the impacts of developments separate scenarios were considered for committed schemes (the Do Minimum) and further growth (the Do Something).

Review of the Do Minimum reveals an expectation of an eleven percent increase in trips, the vast majority by car, but little change to public transport or active travel modes. This equates to 40,000 additional person trips in a 24-hour period.

As a consequence of the additional traffic on the network in the Do Minimum, average vehicle speeds decrease by 1.8% in the morning (0700-1000) peak period. No change in vehicle speeds was forecast for the evening (1600-1900) peak period.

The modelling forecast that the following areas / junctions were at or nearing capacity:

- St Mary's, Newport
- A3020 corridor Cowes – Newport
- A3054 corridor, especially Wooton Bridge
- A3056 corridor – Sandown / Lake
- A3020 corridor Shanklin

The Do Something scenario is based on a further 54,000-person trips. This includes a one percent transfer of trips from car to active modes.

As a consequence of the additional traffic on the network in the Do Something, average vehicle speeds decrease by 1.5% in the morning and evening peak periods.

Changes in traffic conditions are generally similar to the Do Minimum, albeit the impacts are greater. Increases in delay are also expected in East Cowes in the evening peak period.

Committed Improvements

The Isle of Wight Council has funding of £9.6million from the Ministry of Housing, Communities and Local Government to allow early delivery of strategic junction improvements in Newport to assist delivery of new homes and boost economic productivity. The first phase is the improvement of St Mary's Junction and Medina Way/ Forest Road which is estimated to cost between £5.5million and £6million.

Further phases on the Newport Strategic Junctions Improvement consists of improvements to St George's Way and Coppins Bridge to reduce congestion.

Future Improvements

The Council commissioned transport planning consultant WYG to undertake a feasibility study of fifteen highway junctions across the island. The fifteen junctions studied already experienced traffic congestion and delay, impacting road safety and the movement of pedestrians, cyclists and public transport. The performance of each junction was assessed under current traffic conditions and in the future year 2034 subject to predicted traffic growth. Recommended improvements and associated costs for these are presented in the table overleaf.

The costs of construction are approximate as they are based on the initial design that will be subject to further design development. The costs include allowance for risk including the cost of statutory undertaker's plant, road safety audit requirements and Traffic Regulation Orders. An allowance for design administration and land costs are also taken into account.

In addition to matters associated with capacity and modal shift, it should also be noted that the Isle of Wight Shoreline Management Plan (2010/11) recommends that, in the south west of the Island, a managed approach to coastal flooding and erosion is taken. This would result in the current route of the A3055 (Military Road) being abandoned and a new route provided.

Junction	Location	Area	Junction Type	Cost Estimate *	Funded
1	St Mary's Roundabout	Newport	4-arm Roundabout	6,000,000	Yes
2	Coppins Bridge Gyratory	Newport	Gyratory	<5,000	Yes
3	Hunnyhill/Hunnycross Way	Newport	Signalised Crossroads	279,050	Yes
4	Hunnycross Way/Riverway	Newport	3 x Roundabouts	173,100	Yes
5	Medina Way/Coppins Bridge Roundabout	Newport	Gyratory	N/A	-
6	Queens Road/West Street	Ryde	5-arm Signalised Junction	80,000	No
7	Argyll St/West St	Ryde	Signalised Crossroads	<5,000	No
8	Binstead Road/Pelhurst Road	Ryde	3-arm signalised junction	<5,000	No
9	Quarr Hill/Newnham Road	Ryde	4-arm Roundabout	72,900	No
10	Marlborough Road/Great Preston Road	Ryde	Signalised Crossroads	N/A	No
11	High Street/Victoria Avenue	Shanklin	3-arm signalised junction	<5,000	No
12	Newport Road/Industrial Way	Shanklin	4-arm Roundabout	224,100	No
13	Newport Road/Sandown Road	Shanklin	3-arm signalised junction	74,800	No
14	Lake Hill/The Fairway	Shanklin	Triangular 3x Priority Junctions	152,400	No
15	Morton Common/Perowne Way	Sandown	3-arm Signalised Junction	374,700	No

Table 5: Proposed junction improvements and costs (source: WYG Feasibility Study, 2017/18)

It is assumed that Junctions 1 to 5 are to be fully funded from £9.6 million granted by MHCLG. The remaining improvements to junctions 6 to 15 (costing approximately £1million) would need to be funded from developer contributions or through the IWC Local Implementation Plan.

6.3 Bus Services

Current status

The main bus service on the Isle of Wight is operated by Southern Vectis (SV), which is part of the Go-Ahead Group (a FTSE 250 company). It is a stable, commercial network and has high levels of customer satisfaction. In Autumn 2017, SV was rated the leading UK bus operator for overall customer satisfaction (96%), punctuality (90%) and on-board journey time (96%) (*source Passenger Focus*).

The network consists of sixteen regular service, connecting major population centres, employment areas and local service centres. The bus network also provides regular services to the main ferry terminals. SV runs 120 buses of which a quarter are Euro 6 compliant and the average age of vehicle is six to eight years.

In addition to the commercial services, there are three community bus services which use volunteer drivers with vehicles maintained by SV. These routes 22, 24 and 32 have been operating since 2011 and provide socially necessary services that could not be provided on a commercial basis. There are also seasonal bus services.

The timetable for these services varies throughout the day, but buses to major towns and resorts run late into the night.

The bus fleet is equipped with smart ticket machines and can support smartcard and contactless payment. The bus station at Newport has been improved.

Existing Constraints

The increase in journey time resulting from traffic congestion affects the reliability of services. There are no effective bus priority measures in place to reduce the impact of congestion on bus services. Particular problem junctions are:

- Medina Way/ Forest Road/ Parkhurst Road (St Mary's Roundabout).
- Newport Road/ Nodes Road.
- Coppins Bridge, Newport.
- B3329 Beachfield Road, Sandown.
- A3055 Brading Road/ Great Preston Road/ Bullen Road (Westridge Cross), Ryde.

The Ryde Esplanade interchange between bus, train, ferry and hovercraft is poor in terms of connectivity and quality of provision. Access to the Red Jet terminal at West Cowes by double deck buses is restricted and the interchange facilities are poor.

Existing bus shelter infrastructure across the island is not compatible with the provision of real time passenger information boards.

The most critical bus services are routes:

1 Cowes – Newport
2/3 Ryde – Shanklin/ Ventnor
5 East Cowes – Newport
8 Ryde - Bembridge - Sandown
9 Ryde – Newport

Committed Improvements

The Newport Strategic Junctions Improvement scheme has funding committed. Further improvements at Coppins Bridge could be made subject to existing funding remaining available and further approvals.

The improvement of the Red Funnel terminal at East Cowes includes improved bus interchange with ferry services.

Future Improvements

Locating residential development in close proximity to bus corridors is essential. Walk distances of up to 500m are acceptable and preferable to diverting existing services away from their existing route.

A number of isolated traffic signal junctions cause delay to bus services during peak hours. The provision of selective vehicle detection at traffic signals along the route would reduce journeys times for buses without increasing overall delay for other vehicles.

Improving the quality of bus shelters and incorporating real time passenger information and wi-fi would improve the overall journey experience. Provision of residential travel plans and incentives to promote bus use would be recommended.

Improvements to transport interchanges at Ryde Esplanade and Cowes would improve access from the island to the mainland.

6.4 Rail Services

Current status

The Island Line is part of the South Western Railway franchise operated by First Group and MTR Corporation. The franchise commenced in August 2017 and runs until August 2024. It is important to note that SWR also operate connecting services on the mainland at Lymington Pier, Southampton Central and Portsmouth Harbour that can be reached by ferry.

The Island Line runs two trains per hour between Ryde Pier Head and Shanklin and calling at six intermediate stations. Passengers can access the Wightlink fast catamaran to Portsmouth at Ryde Pier Head and the Hovertravel hovercraft service to Southsea.

Annual usage of the line in 2016/17 was recorded as 628,446 passenger journeys, representing a reduction of 22% over the last ten years (see information in Appendix 10.3). This equates to approximately 7,000 journeys per day, however in the summer period this is considerably higher.

Existing Constraints

The existing railway stock is former London Underground stock from 1938 and nearing the end of its working life. The use of ex-tube stock is dictated by the lack of clearance at Ryde Tunnel. In addition, the signalling, power supply and track will also be requiring replacement. The tunnel is below sea level and consequently can be flooded.

The service generates an estimated revenue of approximately £1million against costs of £4.5million and therefore requires a significant operating subsidy. Whilst there are two parallel bus services to the railway offering four buses per hour, the Shanklin to Ryde journey takes 22 minutes by rail compared with 51 minutes by bus during the peak summer months.

Committed development

A plan has been submitted by SWR to the DfT for funding for the upgrade of the Island Line, replacing the existing rolling stock with:

- New, self-powered train units (potentially battery powered).
- An enhanced service frequency to connect with hovercraft and catamaran services, presumably two trains per hour, but at even 30-minute frequency.
- Better marketing and revenue protection.

Future Improvements

The potential to extend the existing railway line to Ventnor and/ or Newport has been suggested, but there is no commitment or funding towards this. Whilst these may have merits, the priority is to make the existing route more viable and self-sustaining in its current form.

6.5 Ferry Services

Current Status

The island is connected to the mainland by five ports. These are as follows:

- Yarmouth in the west of the island has a car ferry to Lymington operated by Wightlink taking 40 minutes.
- West Cowes has a high-speed catamarans service to Southampton operated by Red Funnel taking 25 minutes.
- East Cowes has a car ferry link to Southampton operated by Red Funnel taking 60 minutes.
- Fishbourne has a car ferry link to Portsmouth operated by Wightlink taking 45 minutes.
- Ryde has a quick link to Portsmouth by FastCat (a high-speed catamaran). It is operated by Wightlink and takes 22 minutes.
- Ryde has Hovertravel service from Ryde to Southsea in 10 minutes and a bus link for Portsmouth railway station and city centre.

There has been historic investment in ports facilities at Portsmouth and Fishbourne to increase loading capacity.

The emerging Island Planning Strategy supports the sustainable growth of high quality tourism on the Island. Any growth in tourism will potentially have an impact on the main arrival (and destination) points for people travelling to and from the Island: the ferry terminals.

Existing Constraints

Operators at Portsmouth harbour have experienced congestion resulting from other marine traffic at the port.

There is restricted access to (West) Cowes ferry terminal including a lack of parking for passengers and staff.

Residents and some businesses on the island are concerned about the cost of using the ferry links. It was noted that the services operate purely commercial, with no public subsidy as may be found with other European countries.

The current highway layout at East Cowes leads to congestions and delays to boarding.

There is a lack of information to railway passengers to the island on possible ferry connections.

Committed Developments

A Red Funnels project to improvement the port at East Cowes has received consent. Additional boarding capacity will allow the service to be enhanced.

In 2019 a new freight only ferry will be introduced to serve the island.

Future Improvements

The Isle of Wight's Transport Infrastructure Task Force recommended establishing a Cross-Solent Partnership Board to provide a forum for ferry operators, local authorities and island businesses to engage with each other.

6.6 Cycling

Current Status

The Isle of Wight has good examples of quality cycle routes that link a number of key destinations on the island. National Cycle Network (NCN) Route 23 provides a traffic free route from Cowes to Newport along a former railway line. Route 23 continues to the south and east to Sandown, Shanklin and then inland to Wroxall. The busiest section between Cowes and Newport carries 110,000 cycle journeys per annum.

Constraints

Whilst a number of sections of cycle route have been implemented across the island, there are a number of missing sections. These gaps in provision could deter some potential cyclists from cycling more often.

The promotion of traffic free routes away from existing roads can take time to develop due to land ownership issues.

On parts of the island topography can discourage some cyclists. The use of former railway lines for cycle routes can provides more cycle friendly gradients.

Committed Development

A route connecting Newport and East Cowes is under development and there are further plans plan is to connect north from Island Harbour to East Cowes. The first part of the Gunville Greenway project has now received permission (see following section).

Future Improvements

The Council is in the process of preparing a Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP will set out a long-term approach to developing comprehensive local cycling and walking networks over a ten year period.

The LCWIP should identify preferred routes and core zones for the further development of the walking and cycling network and a prioritised programme of infrastructure improvements for future investment. It will also set out the underlying analysis carried out and provide a narrative which supports the identified improvements.

Further expansion of the strategic network could include the extension of NCN Route 22[10] (see plan overleaf) which could be implemented in a series of stages:

- West Wight Route – a 13km route linking Freshwater and Yarmouth in the west to the outskirts of Newport.
- Gunville Greenway – a link from the centre of Newport to the western boundary to link with the West Wight Route.
- Wootton to Ryde – from the centre of Newport this route would follow a former railway line and complete a number of sections that have already been implemented.

A study has been undertaken to highlight improvements to cycle permeability in the Newport urban area.

To improve cycling there is a need to ensure all new developments give walking and cycling priority to lessen the need of reliance on cars. There needs to a strategic network of multi-user paths and on road designs within urban areas to make cycling an attractive proposition.

Requirements for Infrastructure will need to take into account the characteristics that facilitate the use of local amenities and the outdoor environment for the ageing population. Outdoor environments that are perceived as safe and attractive can facilitate physical activity and social interaction, helping keep people active and socially connected as they age. Factors to take into account include good quality pedestrian facilities and protection from pollution and noise.

The Department for Transport and Department of Health jointly published the Active Travel Strategy in 2009, which aims to put walking and cycling at the heart of the local transport and public health agendas. The strategy emphasises the importance and benefits of active travel, in terms of health, the environment and the economy. Its guiding principle is that walking and cycling should be the mode of choice for most local journeys.

[10] Note: this is not a project currently endorsed by the Council, but by Cycle Wight. The plans that the Council do endorse are set out in the Island Planning Strategy policies. These, as draft, include the provision of a shared path between Newport and the West Wight, the completion of a shared bath between Newport and East Cowes and improvements to the share path between Newport and Sanddown.

Isle of Wight Public Health has presented evidence that suggests that investing in infrastructure to support cycling, as well as walking, can support physical activity amongst all age groups through increases in active travel and recreational walking and cycling. This is best achieved through dedicated infrastructure, such as additional and upgraded cycle lanes, crossings and footpaths, and by prioritising these modes over private vehicles. The separation of cycling and pedestrian infrastructure from road traffic is also particularly effective for encouraging active travel so should be considered where possible.

Isle of Wight Public Health also point to evidence that people who travel by public transport are more physically active than those who travel by private vehicle, due to the walking or cycling involved in beginning or completing a journey on public transport. As such, public transport infrastructure should also be considered important in supporting active travel and associated health benefits.

To ensure the highest possible standards, the latest appropriate design guidance should be used for the design and construction of new cycle infrastructure.

The London Cycling Design Standards (Transport for London 2014, updated 2016) are widely regarded as the best current guidance, albeit their use requires interpretation into non-city situations. Of more limited value are Local Transport Note (LTN) 02/08 Cycle Infrastructure Design, LTN 01/12 Shared Use Routes for Pedestrians and Cyclists, Manual for Streets 2 and Sustrans' Handbook for Cycle-Friendly Design.

Although the Design Manual for Roads and Bridges (Highways England) is not relevant to any roads on the Isle of Wight, HD 42/17 Walking, Cycling & Horse-riding Assessment and Review within that document demonstrates that even for motorways and trunk roads, designers must have regard for people who cycle. A Guide to Inclusive Cycling (Wheels for Wellbeing, 2017) provides useful guidance on ensuring people with a range of disabilities are able to cycle.

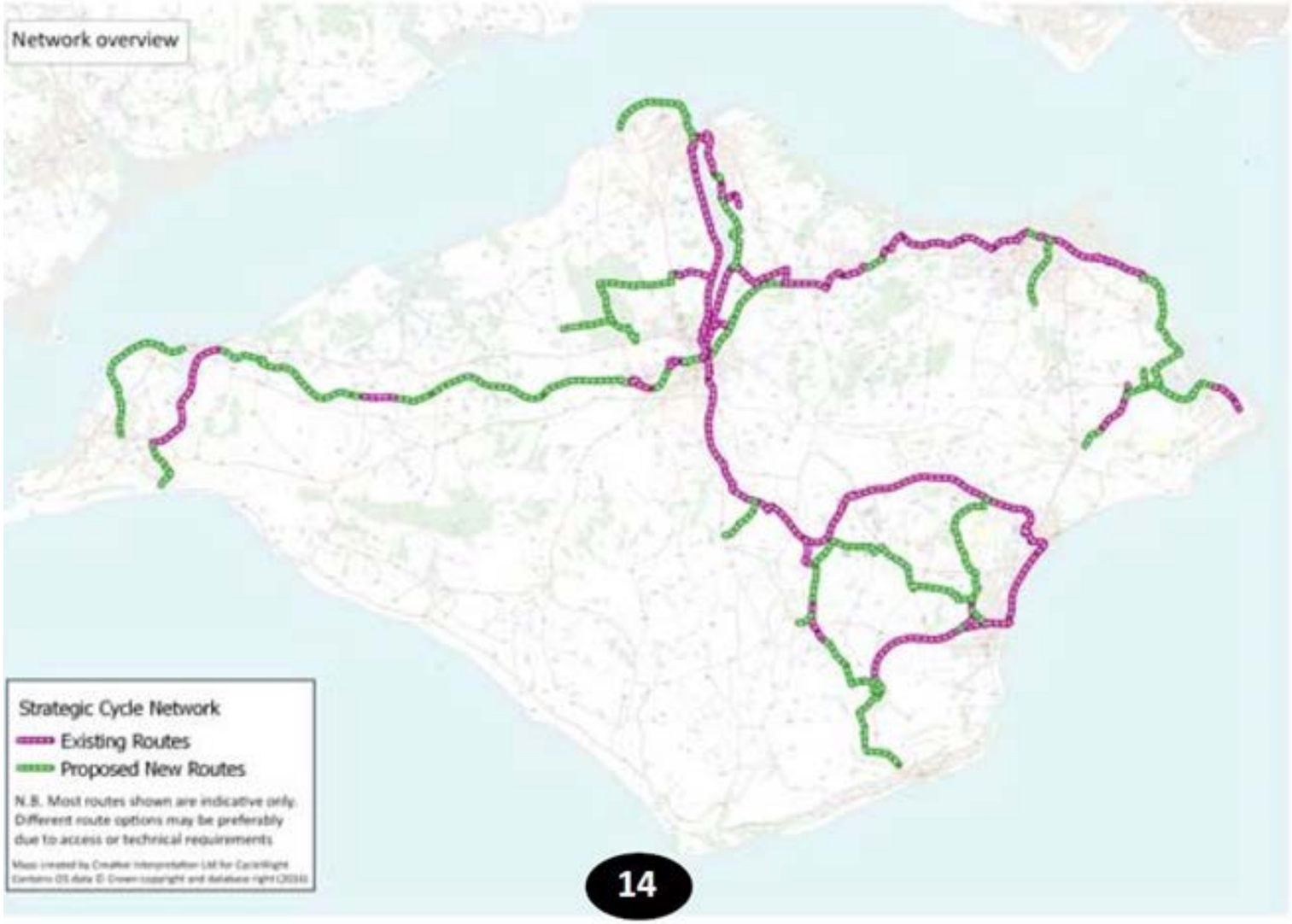

Figure 6: Strategic cycle network on the Isle of Wigh, as proposed via a third party, CycleWight. (Source: CycleWight)

6.7 Water Supply

Existing Provision

Southern Water is the statutory water and wastewater undertaker for the Isle of Wight. They supply water and treat waste water for an area of some 10,530km^2, covering Kent, Sussex and Hampshire as well as the Isle of Wight.

The Island's water is supplied through the operation of Southern Water's ten Water Supply Works (WSWs) and 30 reservoirs located on the Island, treating water from ground and surface sources. The remainder, which constitutes around one third of the Island's supply, is transferred from the mainland.

Wastewater is drained from homes and businesses on the Island via a network of sewerage pipes and pumped through one or more of its 260 pumping stations to a wastewater treatment works (WTW), of which there are nineteen on the Island. Wastewater arriving at the WTW is then treated in line with permits issued by the Environment Agency, before being returned to the environment. The volume and quality of effluent from Southern Water's WTWs is monitored to ensure its ongoing adherence to existing permits. These permits may be reviewed as required in order to accommodate growth or comply with stricter environmental standards.

There are several smaller wastewater catchments around the Island, particularly to the south-west and west, but the majority of wastewater arising from the north and east (i.e.: serving the East/West Medina, Ryde and The Bay regeneration areas, as well as Yarmouth and Freshwater in West Wight), flows to Sandown WTW.

The emerging Island Planning Strategy supports the principle of development that maintains and or improves existing wastewater treatment works on the Island, at East Yar Road, Sandown, and Golf Links Road, Sandown. Furthermore, emerging policy requires proposals for development to demonstrate how water use is being conserved and managed.

Current Plans

A Drainage Area Plan (DAP) is scheduled for commencement in the current planning period (2015-2020). A DAP is essentially a hydraulic model of the catchment and allows an understanding of the impact of growth and climate change. This will take a holistic assessment of growth for the Isle of Wight.

Southern Water plans, funds and delivers additional capacity at WTWs to meet demand from new development through the water industry's price review process. This review is carried out every five years by Ofwat, the water industry's economic regulator. As part of this process, Southern Water submits a Business Plan containing investment proposals to Ofwat. Those proposals result in agreed future expenditure and the impact on customer bills. This process is repeated on a five-yearly basis.

The next price review is in 2019, and then one in 2024, etc, giving repeated opportunities to plan investment over the timeframe of the Isle of Wight Local Plan. Once adopted, the Local Plan forms an important evidence document supporting Southern Water's investment proposals to Ofwat.

Alongside this, Southern Water's Water Resources Management Plan[11] outlines future options for securing water supplies across the region, including the Isle of Wight. This includes an island wide programme to reduce leakage and offer residents water efficiency home visits for advice on saving water and reducing bills. For the period 2025-2040 there are options to increase the transfer of water from the mainland and further reduce leakage. Southern Water will also review a number of options to increase water supply from treatment works on the Island.

Implications of proposed growth

Water Supply

In order to accommodate proposed levels of growth, significant investment will be required. It is estimated that the Island would require a 20% increase over current water supply levels.

Sewerage Network

Reinforcements to the sewerage network in some locations may be required to accommodate individual or nearby development sites. Housing allocations will be assessed on a site-by-site basis and where such reinforcement is required, Southern Water will advise accordingly.

New sewerage infrastructure is delivered in accordance with demand, once Southern Water is contacted by a developer with their proposals. Early engagement is recommended in this regard, to ensure the occupation of new development does not take place ahead of the infrastructure required to serve it.

Wastewater Treatment

Southern Water monitors population forecasts for each of its wastewater treatment catchments, and where a future need to increase capacity is identified, this is planned in accordance with the five yearly price review process, outlined above.

Overall, whilst investment will be required, Southern Water has not identified any fundamental constraints to future development on the island, provided there is sufficient lead in time to plan, fund and deliver the necessary additional infrastructure. Wherever issues arise, Southern Water has a statutory obligation to find solutions and provide infrastructure to serve new development.

Costs

Costs of any new infrastructure will be determined at detailed project design stage. Strategic infrastructure is funded by Southern Water through the price review mechanism, as outlined above. Local infrastructure is funded in part by the developer through the New Infrastructure Charge[12], and partly through Southern Water's Capital Works programme.

[11] https://beta.southernwater.co.uk/media/1328/annex-14-sea_non-technical-summary.pdf

[12] https://www.southernwater.co.uk/media/default/PDFs/new-connection-charging-arrangements-18-19.pdf

6.8 Communication and Technology

Current status

Physical separation from the mainland by sea, as well as varying broadband coverage on the Island, can be seen as a contributing factor to economic performance.

There are some parts of the Island that have been reported as 'not spots', either having no broadband access or suffering slow internet speeds of less than 2Mbps (megabits per second). Access to superfast broadband will help address local disparities across the Island as well as reducing the performance gap with the South-East and UK.

Openreach, as the UKs largest supplier of fibre network across the UK, provides open access infrastructure to over 400 Communication Providers and Service Providers across its FTTC and FTTP networks. Openreach has delivered fibre infrastructure to over 96% or over 28m homes across the UK with over 5m homes receiving superfast speeds through work completed with 47 different local authorities within BDUK funded infrastructure programmes.

Past programmes

The Isle of Wight Rural Broadband project is a partnership between the Council, BT and the delivery arm of the Department for Culture, Media and Sport (BDUK).

The Isle of Wight Rural Broadband project plan was formally approved in February 2012. The Island's vision was to reduce the digital divide between the Island and the mainland and to enable economic growth and digital inclusion for all residents and businesses, through access to faster broadband by 2015.

The Isle of Wight Council secured funding in 2013 from Government to help pay for the installation of superfast broadband across the Island. This meant that the Island could have 'world class, leading edge communications and entertainment services'.

Superfast broadband will deliver internet speeds of above 24Mbps and involves the installation of new street cabinets, upgrades to telephone exchanges and extending the full fibre network on the Island.

As at May 2016, the rollout of superfast broadband on the Isle of Wight had been completed, and fibre optic broadband is now available to 99% of homes and businesses on the Island. Despite the roll out of this programme though, there remain issues with regards to access and download speeds. Technical reasons such as long line lengths mean that some premises with access to fibre broadband still have low speeds.

Future Development

The Isle of Wight Council Emergency Management Team aspire to have all communication network deficiencies addressed. There are known issues in Ventnor and Undercliff but there are many other areas across the Island where residents experience connectivity issues.

It has become a matter of course that a data service is provided in the same manner as other utilities when properties are developed. The Isle of Wight Council has been working with the Hampshire and Isle of Wight Planning Officers Group to develop guidance and information for Developers. The Planning for Broadband document (A guide for Developers) provides information around the benefits and opportunities for delivering high speed broadband in new developments, and how this can be achieved.[13] Openreach currently offer free FTTP services to developers of estates of over 30 homes, further details and full terms and conditions are available at: https://www.ournetwork.openreach.co.uk/property-development.aspx

Openreach continue to develop and install new superfast and ultrafast capable network across the Isle of Wight via Commercial deployment and in tandem with the Isle of Wight Rural Broadband Programme. Furthermore, Openreach has advised that they can and will deliver Ethernet services on demand, and deliver bespoke network to communities via their Community Fibre Partnership (CFP) programme.

Funding for additional network could be raised via a number of avenues:

- Openreach will continue to fund commercial build across the island where viable to do so.
- The supplier would suggest a gap funded contract model, whereby the supplier and the local authority would invest in the output of a fibre based network for the Isle of Wight.
- New development programmes could take advantage of the free FTTP offers available from Openreach
- The Local Full Fibre Network (LFFN) programme offers the opportunity for the Local Authority to receive funding to run a programme, or allow residents and businesses to apply for vouchers for provision of service. Vouchers of up to £3000 per business and £500 per residential property are available via DCMS
- Communities could fund their own network deployment services via our CFP programme
- Businesses can request Ethernet services for new network via their chosen Communication or Service Provider

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[13] https://www.iow.gov.uk/azservices/documents/2776-Planning-for-Broadband-A-guide-for-developers-240915.pdf

6.9 Electricity

Existing Provision

Scottish & Southern Electricity Networks (SSEN) is the electricity network operator on the Isle of Wight. Electricity is universally supplied via three 132kV interconnectors and a low voltage on-Island distribution network.

Current Plans

Renewable Energy Generation

The Island has an ambition to be self-sufficient in renewable electricity. This means that over the course of a year it will generate as much electricity from renewable sources as it consumes. This will require significant new renewable generation (known as distributed generation) and associated infrastructure, such as sub-stations and new cabling.

Active Network Management

The Scottish and Southern Electricity Networks Environment Report (2015/16) states "Active Network Management (ANM) has been implemented on the Isle of Wight to help facilitate the connection of distributed generation. Prior to ANM the connection costs for new distributed generators was extremely high, due to large and expensive reinforcements being necessary, and these high costs acted as a barrier to entry for generators wanting to connect to the network. Implementing ANM has enabled additional capacity to be utilised on the IoW network, with over 45MVA released without the need for this reinforcement. As a result, generators are able to connect at a far lower cost and at much faster timescales than was previously possible on the constrained network."[14]

In practice, ANM connection costs have been too high for most generators to absorb within their projects and there has been a dramatic slowdown in generation projects as a result of the constraint. There are ongoing discussions with SSEN to try to reduce the cost of ANM or devise other, affordable flexible connection options in order to facilitate the Island's renewable energy ambitions.

Smart Grid

An alternative approach is to develop a smart grid which better balances supply and demand so that the vast majority of Island generation is used locally. Newcastle University is currently developing a smart grid architecture for the Island which will be designed to enable energy autonomy. This will give an idea of the infrastructure requirements for a mature smart grid which is likely to include utility-scale battery storage and hydrogen production and distribution.

Future Need

The emerging Island Planning Strategy supports proposals for renewable energy and low carbon technologies on the Island. Despite this, Scottish & Southern has advised that there will be grid constraint for additional generation caused by new development.

A thermal constraint on the export of power is adding cost, complexity and risk to new renewable generation projects and inhibiting the Island's ambition for energy autonomy.

It is possible that large new generation projects may trigger conventional network reinforcement in the form of a new 132kV interconnector between the Island and mainland but this would be very expensive and difficult to achieve. However, it is more likely that the constraint will be overcome by a combination of more affordable flexible connection offers and on-Island smart grid infrastructure and commercial arrangements, which are seen as the most effective means of creating additional network capacity.

There will be a requirement for energy centres (centralised heat, and, possibly, power production) and distribution pipework within developments of an appropriate size. Where space allows, onsite renewable power generation (potentially with storage) may also be considered.

Connections for the supply of electricity to new development from existing infrastructure can be provided subject to cost and timescale. Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and DNO (Distribution Network Operator), in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM).

Maximum timescales in these instances would not normally exceed around two years and should not therefore impede delivery of any proposed housing development.

Where overhead lines cross development sites these will, with the exception of 400kV power lines, normally be owned and operated by Scottish and Southern Electricity Networks.

In order to minimise costs, and wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals.

To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Electricity Networks prior to submission of a planning application.

[14] https://www.ssepd.co.uk/WorkArea/DownloadAsset.aspx?id=12779

Regarding the first five years of the plan period (21/22 to 25/26), it is advised that there are no particular difficulties in meeting the provision for housing. Some localised upgrading of electricity infrastructure may be required: the costs of these works being shared between the developer & SSEN) in accordance with the current Statement of Charging Methodology. Typically, the demand for electricity for domestic heating will increase in those areas currently not served by a gas distribution network and this may require additional electrical infrastructure in certain, parts of the Island, notably the West Wight regeneration area.

The predicted increase in Electric Vehicle usage will also increase demands on the network and the network operator is monitoring trends in charging behavior to understand when and if any network upgrades are required.

This new demand, along with existing electric heating systems, are likely to be more controllable, so that they can better utilise power at times when it is being produced and stored for times when it is needed.

6.10 Gas Supplies

Current provision

The Isle of Wight is supplied from the mainland through a Pressure Regulator Station (PRS) at Gurnard, and distributes gas through an Intermediate (IP) and Medium Pressure (MP) network throughout the Island (see plan below of distribution network). That network is then further broken down by means of District Pressure Governors (DPG) to local Low Pressure systems directly supplying the majority of existing domestic customers.

The distribution network on Isle of Wight is fairly robust, with the exception of areas in the Bay such as Ventnor and Sandown. Significant developments planned for those areas might require network reinforcement depending on the nature, size and location of any developments.

There is currently no network serving the South-West of the island. There are currently no plans to expand network to that area; with enough demand that may become a consideration but at the moment there has been no developments requiring such an extension. Properties in the south and west of the Island are therefore reliant on heating and fuel from other sources, including electricity, oil, LPG, and solid fuel.

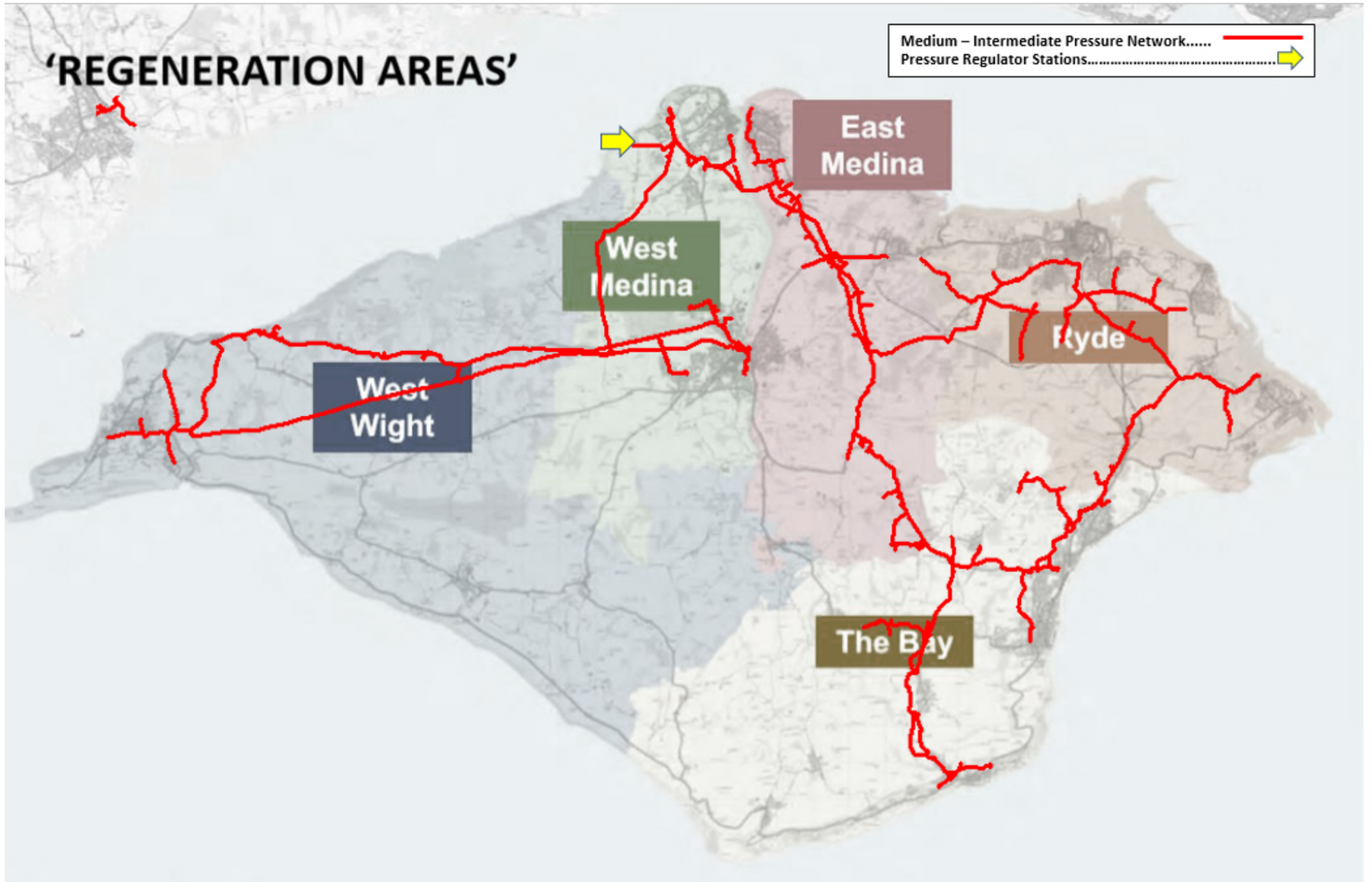

Figure 7: Map of medium and intermediate gas pressure network on the Isle of Wight (source: SGN).

Mapping: contains OS data © Crown copyright and database right (2018)

Future provision

The gas network on the Island is managed by SGN. Where required, they will look to manage the provision of any off site infrastructure improvements, in line with the overall development growth and / or timescales provided. The full extent of these works will be dependent on the nature and location of the requested load(s), potentially requiring LP reinforcement in addition to that required for the IPMP networks, and will only become clear once a developer's request has been received. Reinforcement solutions are likely to involve the provision of a new pipeline in parallel to SGN's existing mains system, but may also include the installation of above ground apparatus involving land purchase.

SGN's principle statutory obligations relevant to the development of the gas network arise from the Gas Act 1986 (as amended). SGN would not, therefore, develop firm extension or reinforcement proposals until they are in receipt of confirmed developer requests. Early notification of developments and requirements are requested.

Additionally, SGN is aware of the advances being made in renewable technologies, especially those related to the production of biomethane. Should any developer be proposing to include such technology within their development, then they would highlight the benefits of locating these facilities near existing gas infrastructure. Again, where the Council are in discussions with developers via the Local Plan, SGN hope that these early notifications requirements are highlighted.

Costs

Gas supplies are funded by developers and National Grid. When a request for a supply is received, developers are quoted a connection charge. If the connection requires reinforcement of the network then a reinforcement charge may also be applied. The apportioning of reinforcement costs is split between the developer and National Grid, depending on the results of a costing exercise internally. These are site-specific costs so there would be no call on external funding sources.

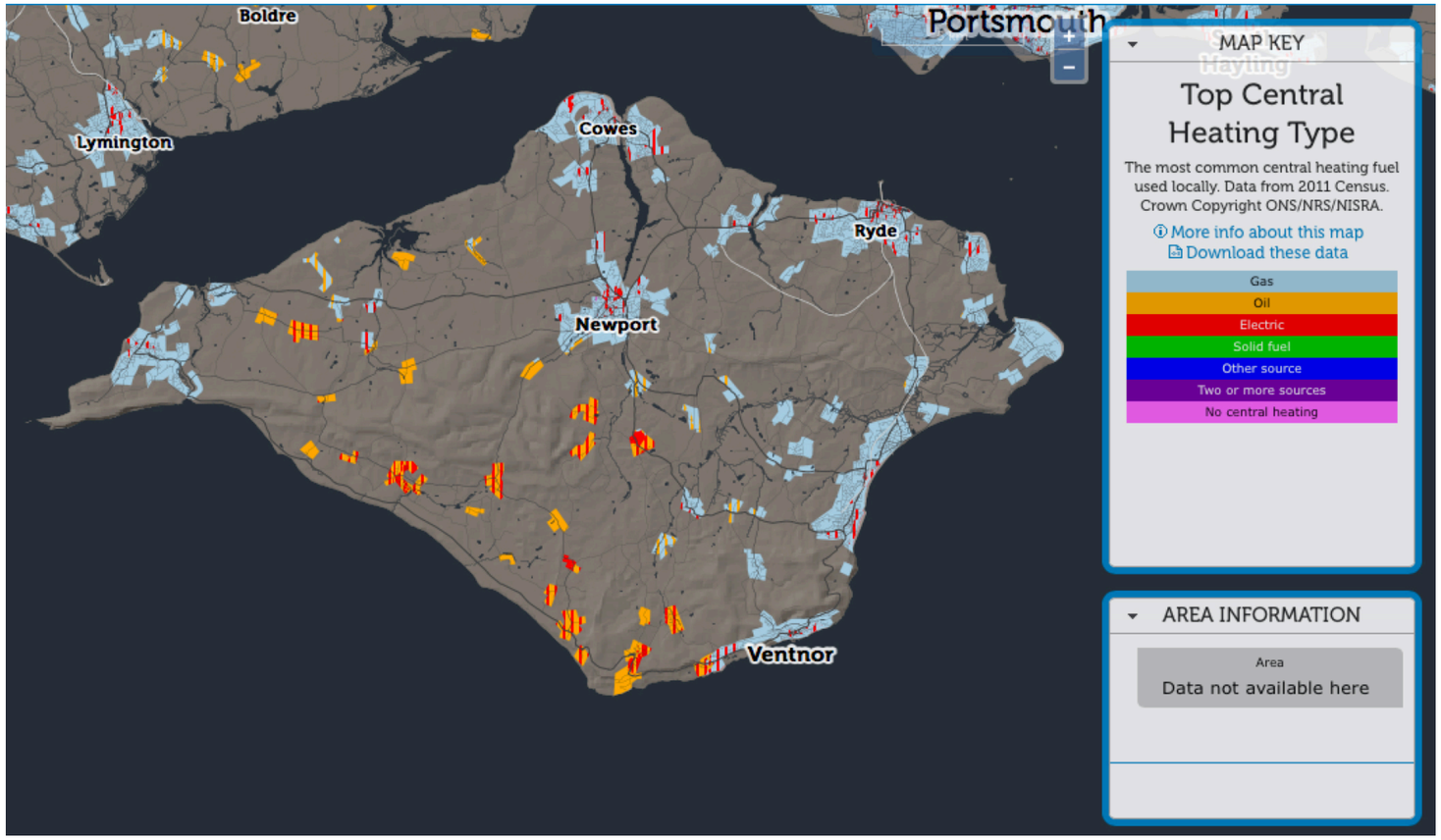

Figure 8: Plan showing central heating types on the Island, illustrating lack of gas supply to rural areas in south and west (source: https://www.cdrc.ac.uk)

6.11 Waste

Introduction

Management of municipal waste is a UK-wide challenge as both European and national legislation and policy seeks to deal with waste more sustainably and to reduce the amounts of waste being deposited into landfill. Waste is also increasingly seen as a resource that through recycling and treatment processes can be utilised.

Population and development growth, as outlined in Local Plans, will impact on waste management systems on a number of levels as the resultant population growth will lead to an increase in waste which requires handling and disposal.

The segregated nature of the Island has an impact on the available opportunities for treating waste.

Current Provision

The Core Strategy identified that the Council would be approaching near capacity at the landfill site in 2015 and that investment in other treatment and sorting facilities would required.

The Isle of Wight Council works in partnership with Amey to deliver waste and environmental services across the Island – including looking after kerbside collections, Household Waste Recycling Centres and waste treatment. Amey is also working with the Council to redevelop the Island's existing waste site at Forest Park in Newport. The project is due for completion in Summer 2019 as a state-of-the-art waste treatment facility, which will enable recycling and rubbish to be dealt with locally. It will be a mechanical treatment plant with a new energy recovery facility.

Part of the facility will be able to deal with mixed recycling and general waste. The energy recovery facility will create energy from waste that cannot be recycled, generating 23,000 megawatt hours of energy per year which will be exported to the National Grid.

Together, these technologies will help ensure more than 90% of the Island's household waste does not end up being landfilled. This is a sustainable solution that will provide flexibility to accommodate the changing needs in future years on the Island and can accommodate the growth proposed through the Local Plan.

The Council aims to make the Island a leading Local Authority in the UK for recycling and landfill diversion. Forest Park will also include a new visitor centre on site which will be supported by mobile education facilities to help raise awareness of the importance of recycling.

Future Need

There are not considered to be any specific problems areas but there thought may need to be given to the redirecting of collection routes if population density spikes in a particular geographical area. An additional collection fleet would be required as the population increases.

7 SOCIAL INFRASTRUCTURE

This section of the IDP presents the infrastructure requirements associated with 'social infrastructure', covering:

- Early years' and childcare provision
- Education (primary, secondary, higher and further education)
- Healthcare (Hospitals and GP services)
- Emergency services (Ambulance, Fire and Police)
- Community Centres
- Sports and Leisure (Children's play, sports halls and swimming pools, and grass pitches)

7.1 Education

Early years

There are currently 80 early years education approved providers on the Isle of Wight made up of 53 childcare settings delivering early years education on the Island who are a mix of private, voluntary and maintained settings and 27 childminders. Take up of early years education is high amount 3 and 4 year olds at 97% of population. The take up of new 30 hours entitlement for working families is also high at just under 600 families securing eligibility. Areas of deprivation and low income numbers of funded two year olds is also accessed well with 70% take up of DWP eligible families.

There are 11 settings on the Island that comprise breakfast clubs, after school clubs, holiday schemes and crèches. A high proportion of Early Years provision is run by third party providers using schools and community centres as venues. Where demand for out of school care grows due to the new 30 hours childcare or population growth from planned new housing developments there may be need for further out of school childcare to support areas such as Ryde, Newport, Cowes and East Cowes. Childminders contribute a small level of out of school care. Cowes, East Cowes and West Wight require further childminder growth to accommodate increasing numbers.

With demand from housing development on the Isle of Wight, there is a potential requirement to increase childcare places within the areas of Cowes, East Cowes, Newport, Ryde, Sandown and Shanklin to support local community.

As of September 2017 there were 51 children supported by the Isle of Wight Early Years Special Educational Needs team and 80 families being supported from the Early Years Portage team. The monitoring reports across the year have highlighted that speech and issues have been the highest request for support from settings from the Early Years Special Educational Needs team in this half year period, with the 30 children on the Island being referred.

Schools: Overview

Isle of Wight Council in partnership with Hampshire County Council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age:

- whose parents wish them to have one;
- to promote diversity,
- parental choice and high educational standards;
- to ensure fair access to educational opportunity and
- to help fulfil every child's educations potential.

Since 2011, new providers of school places have been able to establish state funded Free-Schools. There are also a growing number of academies, which are independent of local authority control. School places are no longer, therefore, solely provided by the Council, so they must work with these other providers to ensure that the need for school places is met. The DfE require a school to be at least 2FE in size to be viable, however the local authority would not recommend new schools larger than this on the Island as turbulence in its population may result in financial instability. The local authority prefer extension of existing school provision where required to meet need.

Approximately 17,000 students are educated in Isle of Wight schools, through the provision at nurseries, 39 primary, six secondary, one 4 to 16 All through School, one Studio School, two special and one education centre. There are also two independent schools (excluding academies and non-maintained special schools) catering for approximately 900 pupils.

The Isle of Wight Council needs to ensure that the level of additional provision is required to meet the additional needs of the population. In 2018 the primary phase schools on the Island showed 14% surplus, similar to 13% in secondary. A further reduction in pupil numbers is forecast over the next five years. The number of births has levelled off over the last few years, with a high of 1,329 in 2012 to 1,296 in 2015. Updated Projections from ONS suggest that this trend could continue to 2030

The Council has undertaken Building Feasibility work to understand where existing schools on the Island have the potential to be expanded. The work has also looked at where new school provision is required when expansion is not possible to accommodate planned growth, or where it would not adequately serve new residential developments.

For school place planning purposes, and now used in School Capacity (SCAP) returns to the Department for Education, the Council uses School Place Planning (SPP) Areas that seek to break up the Island into areas. These areas try to use geography and existing travel to learn patterns to group schools so that planning supply and demand can be done more locally. It is helpful in looking at the projected reduction in pupil numbers to consider this by SPP area. It should be noted that these do not coincide with areas used for the Infrastructure Delivery Plan.

The Department for Education set out baseline costs to provide a new school or extensions to schools which have been benchmarked looking at local circumstances to expand within the Isle of Wight area. Therefore, the same costs are given local indices across the board based on site specific issues relevant to the local area.

Information on current costs is set out in Developer Contribution published by Hampshire County Council[15]. Costs, as of Quarter 4, 2017, are presented in the table overleaf. It is understood that the Island's Children's Services Facilities supplementary planning document will be updated to reflect the post recent costs.

Where school provision will be made by providing new schools or expanding existing schools located offsite that are specifically required to serve new development sites, S106 obligations will be collected in accordance with Regulation 123 of the CIL Regulations 2010 (as amended).

[15] https://www.hants.gov.uk/educationandlearning/schoolplacesplan

School size	Cost	Cost per pupil place
1 Form Entry (210 places)	£5.31m	£25,280
1.5 Form Entry (315 places)	£7.08m	£22,470
2 Form Entry (420 places)	£8.67m	£20,645
3 Form Entry (630 places)	£11.38m	£18,067

Table 6: Costs for new primary schools (source: HCC)

Size of expansion	Cost	Cost per pupil place
1 classroom	£428,011	£14,267

Table 7: Costs for extensions to primary schools requiring new classrooms (source: HCC)

Size of expansion	Cost	Cost per pupil place
0.5 Form Entry	£1.85m	£17,641
1 Form Entry	£4.17m	£19,855

Table 8: Costs for expansion of primary schools by Form of Entry (source: HCC)

Note: all figures are indicative and subject to further work on specific proposals

School size	Cost	Cost per pupil place
5 Form Entry (750 places)	£16.47m	£21,966
6 Form Entry (900 places)	£19.77m	As above
7 Form Entry (1,050 places)	£23.06m	As above
8 Form Entry (1,200 places)	£26.36m	As above
9 Form Entry (1,350 places)	£29.65m	As above

Table 9: Costs for new secondary schools (source: HCC)

Size of expansion	Cost (per teaching space)	Cost per pupil place
1 classroom	£839,550	£27,985

Table 10: Costs for extensions to secondary schools requiring new classrooms (source: HCC)

Size of expansion	Cost	Cost per pupil place
1 Form Entry	£4.20m	£27,985
2 Form Entry	£7.63m	£25,463

Table 11: Costs for expansion of secondary schools by Form of Entry (source: HCC)

Note: all figures are indicative and subject to further work on specific proposals

<u>Primary school provision</u>

Rate of pupil yield from new development are nationally recognised at a rate of 0.3 primary aged children for every eligible dwelling. This is a dwelling with more than 1 bedroom that is not designated for retirement. Investigation of pupil level data suggests that on the IoW this is reduced to 0.25 as there is a lesser rate of migration by families to the Island due to its physical location.

The School Capacity Survey (SCAP 2018) has indicated that large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities. It shows that:

- The additional need could be met within existing capacity in Sandown, Ventnor, East Cowes, Ryde Rural, West Wight
- There is a potential deficiency in Cowes, Newport, Ryde Town.

Tables of additional likely need generated from new development are presented overleaf.

<u>Secondary school provision</u>

Rate of pupil yield from new development are nationally recognised at a rate of 0.21 secondary aged children for every eligible dwelling. This is a dwelling with more than 1 bedroom that is not designated for retirement. Investigation of pupil level data suggests that on the IoW this is reduced to 0.18 as there is a lesser rate of migration by families to the Island due to its physical location.

The School Capacity Survey (SCAP 2018) has indicated that large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.

It shows that the additional need could be met in all areas, but the accommodation may require improvement

Tables of additional likely need generated from new development are presented overleaf.

Planning Area Desc	PAN	1819	1920	2021	2122	2223	DWELLINGS	YIELD	GRP	
Cowes Primary	180	149	173	137	146	146	1271	318	45	*Potential Pressure*
Newport Primary	388	365	335	305	329	329	2172	543	78	*Potential Pressure*
Ryde Town Primary	255	254	241	188	194	194	1039	260	37	*Potential Pressure*
Sandown and Shanklin Primary	265	241	240	216	219	219	591	148	21	
Ventnor Primary	112	93	81	84	75	75	0	0	0	
West Wight Primary	119	90	93	86	61	61	442	111	16	
East Cowes Primary	90	85	98	59	89	89	0	0	0	
Ryde Rural Primary	38	44	39	32	29	29	0	0	0	
TOTAL	1447	1321	1300	1109	1141	1141	5515	1379	197	

Table 12: Demand for primary school places (source: HCC / IoW Council)

Planning Area Desc	PAN	1819	1920	2021	2122	2223	DWELLINGS	YIELD	GRP	
Newport & West Wight	650	567	567	586	586	594				
Cowes Secondary	270	198	198	205	205	208	3885	699	140	*Potential Pressure*
Ryde Secondary	270	200	200	207	207	210	1039	187	37	
Sandown & Ventnor Secondary	365	285	285	294	295	299	591	106	21	
TOTAL	1555	1250	1250	1291	1293	1311	5515	993	199	

Table 13: Demand for secondary school places (source: HCC / Isle of Wight Council)

Special Education Needs and Disability (SEND)

Around 4% of the overall school population (including special schools) has an Education Health and Care Plan. Of these 59% are currently educated in mainstream schools, 39% in special and 2% in Education Centres. These proportions are in line with national figures. There has been a significant increase in the number of children 0-4 with complex education, health and care needs.

The increase in the SEND school population has put a significant pressure on existing special schools. A strategic review of SEND is being undertaken to identify any shortfall of provision and to review the suitability of some of the school accommodation. The strategy will assesses the island wide need for SEND places against current provision.

A further challenge for the special school estate results from improvements in medical technology and enhanced equipment for those children with the most challenging of needs. Some of the class bases are now inadequate to accommodate the numbers of pupils that they were originally designed for, leading to sufficiency and suitability issues.

The Council follows the nationally defined processes for seeking new SEND national capital funding; it is welcomed however the cost of building SEN school places is high compared to other provision and will place a significant strain on capital budgets. Funding of basic need specialist places through SCAP leaves a significant shortfall in capital required for the expansion of the special school estate.

School Transport

The Isle of Wight Transport Team has the responsibility for the procurement and management of home to school transport for around 4,000 students on the Isle of Wight.

A child qualifies for free transport if they attend the nearest school and the distance (measured by the nearest available walking route) is:

- Year R to 3: more than two miles
- Year 4 to 11: more than three miles (this is reduced to more than two miles if your child meets low income criteria)

Transport arrangements are also made for children of compulsory school age who cannot reasonably be expected to walk to the nearest suitable school because the nature of the route is deemed unsafe to walk.

Some transport is provided for post-16 students mostly attending the IoW College or St George's special school.

For contracted school bus services operating to Medina House and St George's special schools and the College, specialist safety seating may be required. Highly trained passenger escorts travel on the school bus services in order to meet with the needs of individual student's.

IWC's duty and policy allows for eligible children to receive local authority funded transport, free to the user, to attend their nearest suitable school only. The map overleaf shows nearest suitable secondary schools across the Island, children living in new homes built in those areas would potentially add to Home to School Transport costs.

Post-16 Education

The Education Act 1996 places a duty on local authorities to secure sufficient and suitable education and training provision for all young people in their area aged 16-18, and for those aged 19-25 with a SEND Education Health and Care Plan. Additionally, the Education and Skills Act 2008 increased the age of compulsory participation in education or training. From 2015 the Raising of the Participation Age (RPA) legislation has placed responsibility on local authorities to enable young people to meet their duty to participate in education or training until 18 years old, and to provide the support young people need to overcome barriers to learning.

RPA means that following compulsory school age young people need to continue to study or train, post-16, through either:

- Full-time education in a school, college or with a training provider; or
- An apprenticeship; or
- Full-time work or volunteering combined with part-time education or training.

There are 13 post-16 providers based on the island: 6 secondary schools with sixth forms; 1 studio school; 2 special schools; 1 further education college; and 3 training providers. In 2017/18 the island's RPA cohort size was 2,754, education and training places were provided to 2,592 enrolled students, 94.1% of cohort compared with SE Region 90.8% and England 91.9%.

Participation post 16 is strong, however transition to education or employment post 18 is less so. The islands youth unemployment rate 18-24 is significantly above regional and national averages. A key measure of post 16 performance is the proportion of young people who achieve a Level 2 (GCSE equivalent) or Level 3 (A-level equivalent) qualification by age 19. The island's performance is below SE region and England averages at both levels.

Post-16 provision must meet all demand on the Isle of Wight in order to comply with RPA and meet the infrastructure requirements from new housing development. It must also take into account the relevance of technical and vocational learning being offered by schools, college and training providers, in relation to the island's economy. This should include remodelling of post 16 facilities and training provision to enable young people to access the skills required to meet economic demand, responding to the islands regeneration plans, and growth sectors including those identified by the Solent Local Enterprise Partnership.

The Local Authority may require a developer to make a capital contribution towards the development of additional post-16 education and skills provision in support of the Local Authority's statutory duty for sufficiency. A post 16 rate of pupil yield from new developments is not provided nationally. Through strategic partnership with Hampshire County Council a yield/cost calculation for the island will be confirmed. The Hampshire yield is recognised at a rate of 0.03 children aged post 16 for every eligible dwelling, the cost per additional learner is £24,095.

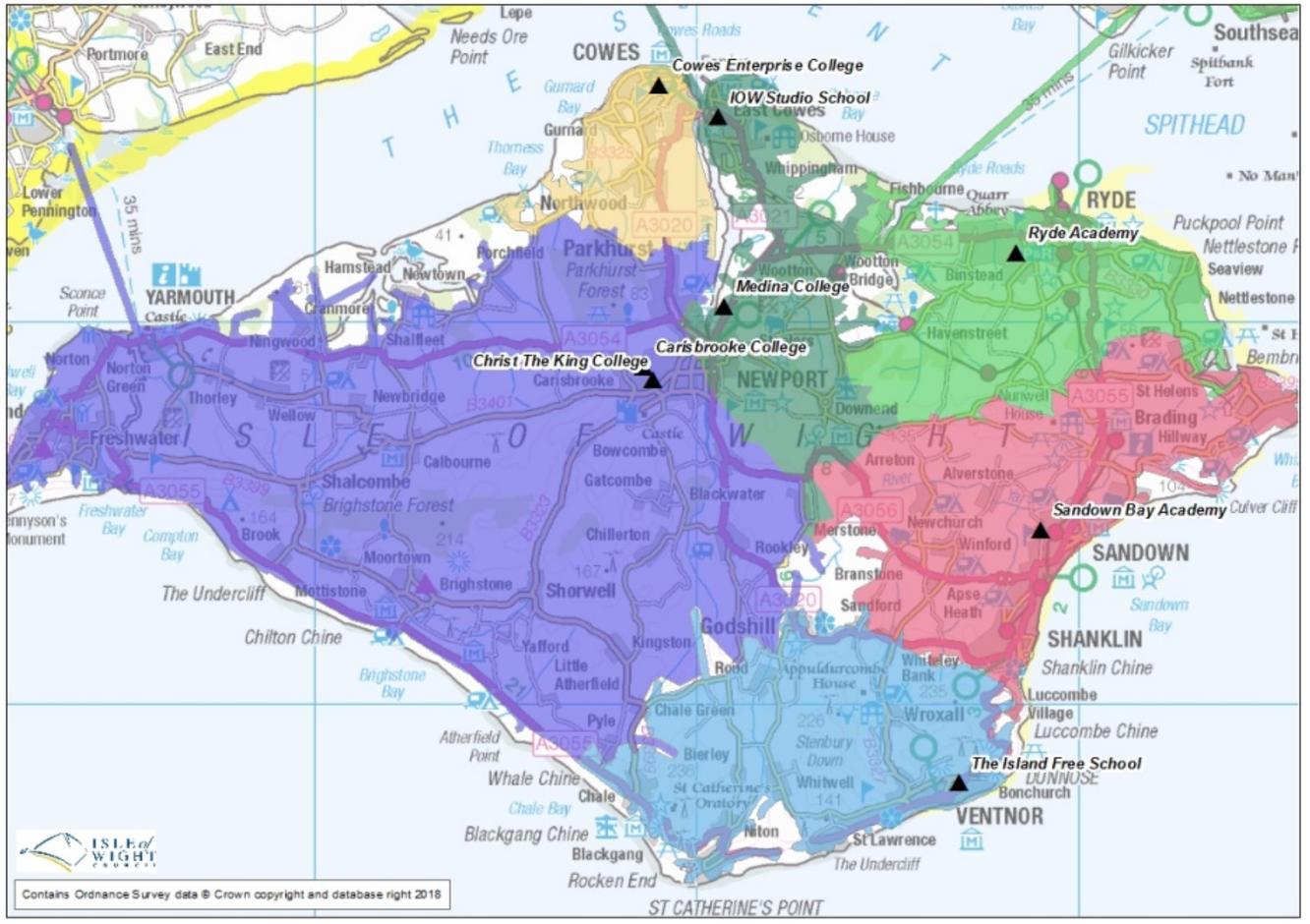

Figure 9: Map showing nearest secondary schools for each school planning area (source: HCC / IoW Council)

7.2 Healthcare

Current provision

There is one hospital on the Island, situated in Newport. The hospital provides acute care services, community care services, mental health services and ambulance services. The Isle of Wight NHS Trust is the only integrated care provider of the above services in England. The ambulance service operates from a single base across the Island and is also responsible for transporting patients to mainland hospitals when required.

The CCG is responsible for:

Hospital services- provided from St Mary's Hospital, Newport. A significant number of people also travel to the mainland for their care. Accessibility to ports is therefore an important component of Island healthcare.

Ambulance Services- based at St Mary's Hospital, Newport, but with the need to position ambulances across the island to meet national response time targets.

Community Services- provided mainly in a person's own home and increasingly based in three localities:

- West and Central covering the west side of the Medina including Freshwater, Cowes, and Newport;
- South, based in Sandown, with a focus on Ventnor and the Bay Area; and
- North and East with a base in Ryde covering Bembridge, Wootton and East Cowes

Mental Health Services – based mainly in buildings in Newport, with inpatient facilities at St Mary's Hospital site.

Primary Medical Care – sixteen practices operating from 21 buildings across the Island. Practices are located in all the major towns and some of the bigger villages. There are acute issues with recruitment and retention of GPs and primary care nurses on the island, particularly in the larger towns of Newport, Cowes, Ryde and Sandown

Specific problem areas

Capacity in primary medical care is a particular problem in the short to medium term with difficulty attracting GPs and primary care nurses to the Island. There is an estimated increase in demand for primary medical care services of 35% to 2022 due both to population growth and the ageing population.

Based on the proposed growth in the Plan, additional demand will be focused on the West and East Medina and Ryde areas placing additional stress on a number of practices that are already fragile. The timing of new developments will therefore need to go hand in hand with the ability of local services to expand.

The placing of facilities such as extra care housing may also need to be considered in the context of the ability of the NHS to respond to residents' needs.

Existing plans and proposals for new infrastructure

Current projects include:

- A long-term project to develop a community "Hub" to serve the Newport area is in train. This project will deliver the infrastructure required for the expected growth in population in the Newport area over the period of the Plan. This project is supported through the emerging Island Planning Strategy.
- Similar to the project above, a project reviewing the options for a 'South Wight Hub' is in development. This will enable primary and community services to expand to meet the growth in population in The Bay area.

The following plans are at a much less developed stage:

- The GP practice at Brighstone (West Wight) has been gifted land for a new surgery. This surgery covers a wide rural population in the West Wight area, and would offer the limited additional capacity required in this area over the life of the plan.
- A "blue light hub" has been discussed as part of the One Public Estate Programme aimed at bringing together ambulance, police and fire services to provide more coordination to emergency responses. This project is supported through the emerging Island Planning Strategy.

Required infrastructure based on proposed growth

It is advised that at least one, if not two GP practices in Ryde will need to be relocated to enable services to be provided to a larger population. Due to the expected older age profile of the population growth, good public transport links both to NHS facilities and to the main ports will be crucial in delivering effective healthcare to 2036.

Increasingly, improved digital infrastructure will be required in order to assist with ensuring people can continue living in their own homes for as long as possible. This includes reliable high-speed internet connectivity into a person's home, as well as to public buildings.

Changes to the density or demographics in the different Island communities will also affect the provision of ambulance services. The Ambulance service will need to model the response times to any significant new housing development, particularly if there are plans to develop new communities, so that there is a clear ability to arrive at an emergency within seven minutes; Access to those communities, together with the impact of changed traffic volumes on the Island roads will need to be considered.

Trigger points

Any development in a particular area which would lead to population growth of up to c.2000 individuals over the period of the plan will require some additional primary medical and community care resources – this may not mean additional buildings, but will require additional staffing at practices and in community teams, and may require building improvements such as refitting of the building.

Any development intended to cater for more than 4,000 individuals will require physical expansion to a nearby GP practice.

The building of a new community in a currently undeveloped area may provide a particular challenge to primary and community care services depending on how close it is to an existing service. Good transport links including good access to public transport would be vital to ensure that we are able to support independence and avoid social isolation.

Likely costs

Development costs are currently unknown.

Funding

The capital sums required would need to be borrowed, resulting in cost pressures on revenue budgets. NHS funding to the Island is not expected to grow significantly in the short term, therefore the need to invest in infrastructure will present a cost pressure to the NHS. Although it is acknowledged that Isle of Wight Council has not implemented the Community Infrastructure Levy (CIL), the NHS would welcome the application of a CIL on qualifying developments, with funding received being used to offset the capital costs of improvements to NHS infrastructure. CIL support towards the capital costs of schemes would have the benefit of reducing ongoing revenue costs of operating NHS services, reducing the public sector deficit on the Island.

In addition to the above information, a Pharmaceutical Needs Assessment (2018-2021) has been prepared by the Council. There are 30 community pharmacies and one dispensing GP practice operating from three surgeries on the Island. It has been found that this level of provision is adequate for the current local population. The Study looked at expected population change between 2014 and 2020 and found that whilst pharmacies may need to work more efficiently, an increase in population does not necessarily mean that additional pharmacies are required.

7.3 Emergency Services

Current service provision

Fire and Rescue

There are ten fire stations on the Island, with eight of these being retained fire stations. The Isle of Wight Fire and Rescue Service (IWFRS) asset fleet (vehicle) holdings include thirteen emergency response appliances, one rescue tender and two aerial ladder platforms, as well as a host of other specialist appliances to deal with all foreseeable emergency incidents.

Demand analysis conducted by the IWFRA shows that the busiest hour is between 11:00am-12:00am, which is four times busier than the quietest, 05:00am-06:00am. The busiest twelve-hour period is 10:00am-22:00pm. In addition to demand, the average availability over the hours of the week of retained duty staff is often limited during the typical working day of 08:00am-18:00pm. These hours account for 53% of incident volume across the Island. It shows the mismatch between the times of highest availability and highest demand.

Many of the fire stations on the Island were built in the post war years, with an average age of approximately 55 years. The newest station was built in Ryde in 1992. The previous station was built in 1980. Due to Fire Station site location there is limited options for expansion utilising existing footprint. Furthermore, many Fire Station buildings are constrained by their dated design.

Police force

Hampshire Constabulary is responsible for policing the counties of Hampshire and the Isle of Wight. There are three main police stations on the Island, based at Newport, Ryde and Shanklin. The current Police and Crime Commissioners Estate Strategy currently plans on retaining all three Police Stations. Ongoing engagement and active participation with partner agencies continues in terms of high level exploration of opportunities to develop a public sector or Blue light hub. The three freehold Police Stations are supplemented by three small neighbourhood offices which are based in Cowes, Ventnor and Yarmouth, all of which are partnership solutions with IWFRS, IOW Council and The Harbourmasters office respectively. At the time of writing there are roughly 200 officers and staff members working on the Isle of Wight. All Estate related provision on the Island will continue to be driven by operational need.

The Estates change team are working with the business to develop an Estate Strategy for the Isle of Wight, which will meet current and future operational needs.

Future requirements

Fire and Rescue

A Condition Survey undertaken of the existing estate outlines a set of recommended repair and maintenance works across all ten fire stations on the Island. It projects costs for these to be in the region of £3.7m.

The IWFRS acknowledges the changing demographic of the Islands population (the elderly living longer with long term conditions) and aims to stop incidents occurring by effectively working within communities, particularly with the vulnerable, and in connection with partners to better understand risks and how they occur. Fire fatality data (for the period 2011-2017) indicates that those who have died in fires were aged between 67 and 82 years of age.

The IWFRS advises that the Fire Service has the capacity to adjust resources to continue to meet demand without new infrastructure. The IWFRS continues to identify opportunities to better align response capacity with risk, in line with the priorities set out in the Integrated Risk Management Plan. The recommendations from their Service Review include maintaining all ten stations on the Island and to align the revised whole-time firefighter resources to the time of greatest demand, based on a three-locality model (West & Central Wight, North East Wight and South Wight).

The Service is prepared to work with developers to influence fire prevention and protection measures. IWFRS continues to look to improve partnership working with businesses and encourages housing developers to engage early in the planning application process to ensure access for emergency vehicles to support future estates design in accordance with Building Regulations, make recommendations on road widths, frequency of water hydrants and to manage fire prevention during construction on site.

The demand on the IWFRS is continually monitored and indeed reviewed on an annual basis. Fire Rescue Services nationally are showing a general decline in the number of operational incidents over the previous five-ten years. However, trends show that this decline may be slowing or even reversing. It is therefore difficult to predict the definitive future resource requirements. These requirements will however be continually scrutinised and reviewed, with requests for additional resources and infrastructure made to the relevant authority on basis of thorough risk review.

Police force

The budget for the Police and Crime Commissioner and Hampshire Constabulary (which includes the Isle of Wight) comes from a combination of Government grants and Council Tax precepts. As of 2016/17, the overall budget was £305 million, of which £284.42 million was provided directly to Hampshire Constabulary.

7.4 Children's Play

Current Provision

Access to recreational infrastructure is important. There is consistent evidence that having access to recreational infrastructure, such as parks and playgrounds, is associated with reduced risk of obesity among adolescents and increases in physical activity. National data tells us that children living in areas of greater deprivation are more likely to be overweight or obese than children living in more affluent areas. Living in close proximity to green space, such as parks and other open spaces, appears to be beneficial for health, regardless of socio economic status. Approximately 17.8% of under 16s live in relative poverty on the Isle of Wight. This is significantly more than the average for England as a whole and emphasises the need for infrastructure to be provided, such as accessible parks and open spaces located in close proximity to people's homes, to support health and wellbeing across the social gradient.

The Isle of Wight Council manages 36 playgrounds and paddling pools. The locations of these are listed in the following table.

Settlement	Location	LEAP standard (>400m^2)
Ryde	Appley Park	Yes
	Binstead Recreation Ground	Yes
	Binstead Rest Gardens	
	Canoe Lake Paddling Pool	
	Monkton Mead	Yes
	Oakwood Road	Yes
	Puckpool Park, Seaview	Yes
	Simeon Street Recreation Ground	Yes
Sandown	Battery Gardens	Yes
	Sandham Grounds	Yes
Shanklin	Big Meade	Yes
	Batts Copse	Yes
St Helens	St Helens Green	Yes
Totland	Totland Recreation Ground	Yes
Ventnor	Esplanade Paddling Pool	
	Lowtherville Estate	Yes
	North Street	Yes
	Sea Breeze	Yes
Wootton	Wootton Recreation Ground	Yes
Cowes	Brunswick Road	Yes
	Northwood Park	Yes
	Park Road Recreation Ground	Yes
	Venner Avenue	Yes
East Cowes	Esplanade/Paddling Pool	Yes
	Jubilee Recreation Ground	Yes
	Victoria Grove	Yes
Gurnard	Gurnard Green	Yes
Freshwater	Stroud Recreation Ground	
Havenstreet	Recreation Ground	
Lake	Lea Road	Yes
Newport	Clatterford Recreation Ground	
	Church Litten	Yes
	Pan Estate	Yes
	Seaclose Recreation Ground	Yes
	Victoria Recreation Ground 1	Yes
	Victoria Recreation Ground 2	

Table 14: Existing children's play provision on the Island

Future provision

The Open Space Audit 2010 set standards for equipped play space (LEAPS, or Locally Equipped Areas of Play), with the revised standard proposed as 0.6m^2 per person. Based on the allocations in the Plan period it is estimated that 0.76 hectares of equipped play space would need to be provided. This is broken down by regeneration area in the table below. The table below does not consider windfall allowance.

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of equipped play required (hectares)
West Wight	491	1,016	0.061
West Medina	2,413	4,995	0.3
East Medina	1,412	2,923	0.175
Ryde	1,154	2,389	0.143
The Bay	657	1,360	0.082
Island total	6,127	12,683	0.761

Table 15: Estimated future requirement for children's play based on housing and associated population growth over the Plan period

In addition to provision of LEAPs, which are aimed at older children who are able to play independently, local areas of play for very young children (LAPS), neighbourhood areas of play aimed at older children (NEAPs), and multi-use games areas (MUGAs) should also be planned for, providing play and recreational spaces that meet the needs of children and young people of all ages.

It should be noted that, through forthcoming updates to the existing open space audit and playing pitch strategy, updated standards and requirements, as appropriate, will be reflected in future iterations of the IDP. Until such time, the actual scale and location of provision will need to be refined and considered on a site-by-site basis as proposals for development come forward, with delivery being provided as part of the development schemes.

Costs

Sport England[16] outlines a range of costs for play facilities. These include:

Skate park: £155,000
Multi-use Games Area: £150,000

Outside of local authority budgets there is no known source of funding available for the provision of additional play space as would be required by the scale of development envisaged. It is thus assumed that these would be funded solely through developer contributions.

[16] https://www.sportengland.org/facilities-planning/design-and-cost-guidance/cost-guidance/

7.5 Playing Pitches

Introduction

The information in this section of the IDP is based on a combination of existing Council evidence (Open Space Audit) and the Sport England database. It is recognised that the Council is in the process of updating this in line with new guidance, the scale and distribution of growth being explored in the new Island Planning Strategy.

The IDP recognises that a 'standards-based' approach does not reflect local capacity nor quality of provision, nor the impact of additional demand generated through housing and population growth in particular locations. However, in lieu of that information, and until such a time as the Council's Open Space Audit and or new Playing Pitch Strategy is updated, this section of the IDP provides a very broad assessment of provision and potential future need, and will be updated in time, reflecting the role of the IDP as a 'living document'.

Grass pitch provision

Sport England report[17] on evidence which shows that by increasing participation in sport and physical activity, we can reduce health inequalities, spur economic growth and energise community engagement. This demonstrates how important it is that the opportunity for physical activity is available to all members of the community.

The Sports England 'Active Places Power' database reports that that are 207 grass pitches on the Island, of which 146 are accessible to the public, providing for a range of sports and activities, as summarised in the table below.

Type	*Total*	*Private*	*Public Access*
Cricket	42	7	35
Full-sized football	65	10	55
Hockey	5	1	4
Junior football	42	22	20
Junior rugby union	1	0	1
Mini-soccer	8	3	5
Rounders	24	10	14
Senior rugby union	17	6	11
Softball	3	2	1
Total	207	61	146

Table 16: Breakdown of grass pitches, by type, across the Island

Future provision of grass pitches

The Open Space Audit 2010 suggested that the Council should encourage off site provision from developers, where contributions can be made on a town-by-town basis, so that contributions can be aggregated in order to make a worthwhile difference and maximise economies of scale by having sports pitches on a limited number of sites.

The Playing Pitch Assessment and Strategy 2010 proposed a local standard of 16m^2 of playing pitches per person. Using this figure, the below table uses the proposed allocations and estimated increase in population to determine future sports pitch requirements. The table does not consider windfall allowance.

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of sports pitches required (hectares)
West Wight	491	1,016	1.625
West Medina	2,413	4,995	7.99
East Medina	1,412	2,923	4.68
Ryde	1,154	2,389	3.82
The Bay	657	1,360	2.17
Island total	6,127	12,683	20.3

Table 17: Assumed future requirement for grass pitches based on housing and population growth in the Plan period

Provision will need refining as applications for development come forward, linked to consideration of existing supply and location.

17 https://public.sportengland.org/Shared%20Documents/Map%20Library/LA%20mini%20sport%20profiles%20-%20Aug%202016/Isle%20of%20Wight.PDF

Artificial Pitches

There are eight artificial pitches on the Island, three of which are '3G' pitches. The others are either 'sand dressed' or 'sand filled'. Two of the pitches are run by commercial organisations, with the other six part of an education property, of which five are accessible to the public. Six of the pitches were laid out between 2000 and 2010, and one has been refurbished in the last decade. The Sports Facility Calculator suggests that a population of 150,400 people would generate a need for just under four artificial pitches. Given the current scale of provision it is implied that no additional artificial pitches are required over the Plan period. This will be updated as and when more information on local provision, quality and demand is available.

Costs

Guidance form Sport England[18] outlines the following costs for provision of grass pitches:

Adult football pitches:	£95,000
Youth football pitches:	£75,000
Junior (mini) football pitches:	£25,000
Adult rugby union pitches:	£135,000

Costs increase for the provision of artificial pitches and vary depending on the type of pitches. These include:

Adult football:	£870,000 - ££985,000
Junior football:	£380,000 - £415,000
Hockey:	£755,000 - £895,000
Rugby:	£1.195m - £1.285m

Where the scale of development creates a need for at least four pitches, it can be assumed that changing facilities also need to be provided. A two team changing room is costed at £255,000. A four team changing room is costed at £665,000.

7.6 Community Centres

Current provision

There are over twenty community centres on the Island, providing general services as well as specific services for women and children. There is fairly good coverage across the whole Island, apart from the south west part of the Island.

The centres provide a mix of sporting, leisure and social facilities throughout the year for all groups of the community.

Future provision

The Emergency Management Team at the Council would like to ensure that community buildings are delivered alongside new development where there is an identified need. From an emergency response perspective, they would be looking to use such facilities as temporary place or shelter/rest centres where residents who may have been evacuated from their properties as a result of an incident could be looked after.

[18] https://www.sportengland.org/facilities-planning/design-and-cost-guidance/cost-guidance/

7.7 Sport Halls and Swimming Pools

Introduction

The Sport England 'Active Places Power' database[19] provides information on existing sports facilities on the Island (see appendix to the IDP). It also contains a 'Sports Facility Calculator' that estimates likely future need for a selection of facilities based on population size. Outputs from the Calculator are outlined below.

As noted in the previous section of the IDP, this represents a very broad assessment and will be updated in time as further information is published with regard to the location and quality of existing provision as well as the Council's health and well-being strategy and other investment decisions, including provision on school sites or by other external or third-party providers. The IDP is seen as a 'living document' and will be updated in time to reflect this information.

Sports Halls

There are currently 30 halls on the Island, run by a mix of commercial operators, community organisations and the local authority, as well as some that are part of an educational property. 22 of the halls are accessible to the public. The halls range in age, with eight having been subject to refurbishment since the turn of the century.

The Sports Facility Calculator suggests that a population of 150,400[20] people would generate a need for ten sports halls. Given the current scale of provision it is implied that no additional sports halls are required over the Plan period.

Swimming Pools

There are currently seventeen swimming pools on the Island, including seven 'main' pools, seven 'learning / training' pools, two lidos and one 'leisure pool'. Eight of these are run by commercial operators. Thirteen are publicly accessible, including all seven 'main' pools. The age of the pools varies, though fourteen have been subject to refurbishment since the turn of the century.

The Sports Facility Calculator suggests that a population of 150,400 people would generate a need for seven pools. Given the current scale of provision it is implied that no additional swimming pools are required over the Plan period.

Costs

Guidance form Sport England[21] outlines the following costs for provision of sports hall and swimming pools:

Sports Hall with 1 x court:	£725,000
Sports Hall with 4 x courts:	£2.41m
4 x lane 25-metre swimming pool:	£3.755m
6 x lane 25-metre swimming pool:	£4.935m
4x lane pool plus 4x court hall:	£7.565m

[19] https://www.activeplacespower.com, accessed August 2018

[20] This is based on ONS population projections, published May 2018 https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2

[21] https://www.sportengland.org/facilities-planning/design-and-cost-guidance/cost-guidance/

8 GREEN INFRASTRUCTURE

This section of the IDP presents the infrastructure requirements associated with ‘green infrastructure’, covering:

- Parks and gardens
- Amenity, natural and semi-natural green space
- Allotments

8.1 Parks and Gardens

Current provision

The 2010 Open Space Audit found that many parks on the Isle of Wight lacked a range of facilities but were of a generally high quality, with a few exceptions where quality was poor overall. It recommended that the Council should focus its efforts on ensuring that the network of strategic and neighbourhood parks is of a high quality, that there is an increase in the overall value and that all are accessible.

Future provision

The 2010 Open Space Audit proposes a standard of $6m^2$ of parks and gardens per person. Based upon this, and the population generated through the allocations in the Plan period, it is assumed that around 7.6 hectares of park and garden space might be required on the Island. This is presented in the table below. The table does not consider windfall allowance.

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of Parks and Gardens required (hectares)
West Wight	491	1,016	0.61
West Medina	2,413	4,995	2.99
East Medina	1,412	2,923	1.75
Ryde	1,154	2,389	1.43
The Bay	657	1,360	0.81
Island total	6,127	12,683	7.59

Table 18: Assumed future requirement for parks and gardens based on housing and population growth in the Plan period

However, the actual requirement needs to be refined, to reflect the scale and location of development proposals, and existing provision in that area.

8.2 Amenity, Natural and Semi-Natural Green Space

Current provision

Natural England has produced Green Infrastructure Guidance which states that green infrastructure should be a "strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features". There is a significant body of evidence linking contact and exposure to the natural environment with improved health and wellbeing. For example, access to and engagement with the natural environment is associated with numerous positive health outcomes, such as improved physical and mental health, and reduced risk of cardiovascular disease, risk of mortality and other chronic conditions.

Isle of Wight Public Health has suggested that the Council should plan for green and recreational infrastructure that is easily accessible and in close proximity (ideally, <500m) to main residential areas in order to maximise health and wellbeing benefits.

The Open Space Audit 2010 found that whilst there is plenty of amenity green space on the Island, there are minor disparities in terms of geographical distribution across the Island. The Medina area currently has slightly less provision of local amenity green space than other areas on the Island. The Audit recommends that a revised quantity standard of $5m^2$ of amenity green space per person is used.

In terms of natural green spaces, the Open Space Audit 2010 reports a current high level of provision which is seen as more than sufficient in all areas and therefore quantity standards were not proposed. However, the Open Space Audit did not take account of the proposed scale of growth now being considered in the emerging island Planning Strategy. In the absence of any locally established standards, other recognised guidance for provision might be considered appropriate. That published by Fields in Trust, for example, advises that 1.8 hectares of natural and semi-natural green space should be provided for every 1,000 people.

Future provision

Using the standards outlined above, and based upon the allocations in the Plan period, it is estimated that growth might result in the need for approximately 6.3 hectares of amenity space and 22.8 hectares of natural and semi-natural green space. This is broken down by regeneration area in the following tables. These do not consider the requirements from the windfall allowance.

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of Amenity Green Space (hectares)
West Wight	491	1,016	0.5
West Medina	2,413	4,995	2.5
East Medina	1,412	2,923	1.46
Ryde	1,154	2,389	1.2
The Bay	657	1,360	0.68
Island total	6,127	12,683	6.34

Table 19: Assumed future requirement for amenity space based on housing and population growth in the Plan period

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of Natural and Semi-Natural Green Space (hectares)
West Wight	491	1,016	1.83
West Medina	2,413	4,995	8.99
East Medina	1,412	2,923	5.26
Ryde	1,154	2,389	4.3
The Bay	657	1,360	2.45
Island total	6,127	12,683	22.83

Table 20: Assumed future requirement for natural and semi-natural green space based on housing and population growth in the Plan period

However, the actual requirement needs to be refined, to reflect the scale and location of development proposals, and existing provision in that area. It is expected that developers will make land available for green infrastructure provision as part of the masterplanning process and through developer contributions.

8.3 Allotments

Current provision

Allotment gardens provide a wide range of benefits to the community and the environment. The Isle of Wight Council's allotment service manages a range of sites along with the Parish/Town Councils. These are listed in the table below.

Area	Site name	Managed by:
Lake	Barn Ground	IoW Council
Merstone	Dovecotes	IoW Council
Sandown	Fort Mews	IoW Council
Shanklin	Hyde Destructor	IoW Council
Shanklin	Long Meadow, Westhill Road	IoW Council
Wroxall	Grove Road	IoW Council
Carisbrooke	Castle Road	Newport Parish Council
Carisbrooke	Clatterford Road	Newport Parish Council
Carisbrooke	Field House	Newport Parish Council
Carisbrooke	Miller Lane	Newport Parish Council
Newport	Hillside Quay Harbour	Newport Parish Council
Newport	Old Pan	Newport Parish Council
Haylands	Uplands Road	Ryde Town Council
Ryde	Alfred Street	Ryde Town Council
Ryde	Marlborough Road	Ryde Town Council
Ryde	Mayfield Road	Ryde Town Council
Ryde	Quarry Road	Ryde Town Council

Table 21: Allotments on Isle of Wight managed by the Council, Town and Parishes

Those allotment sites managed by other associations are:

- Alvington Road, Newport, managed by an association.
- Brading, managed by an association.
- Moorgreen Road, Cowes, managed by an association.
- Seaview and Nettlestone area, managed by an association.
- Vectis Road, East Cowes (VERA), managed by Vectis Association.

Many allotment sites are popular and, in some cases, have a waiting list.

Future provision

The Open Space Audit 2010 proposed that there should be an allowance of $3m^2$ per person for allotments. Based upon the allocations in the Plan period, it is estimated that growth might result in the need for approximately 3.8 hectares of allotments. This is broken down by regeneration area in the table below. This does not consider the requirements from the windfall allowance.

Regeneration Area	Allocations (in Plan period)	Estimated population	Area of Allotments required (hectares)
West Wight	491	1,016	0.31
West Medina	2,413	4,995	1.499
East Medina	1,412	2,923	0.877
Ryde	1,154	2,389	0.72
The Bay	657	1,360	0.41
Island total	6,127	12,683	3.816

Table 22: Assumed future requirement for allotments based on housing and population growth in the Plan period

Provision will need refining as applications for development come forward, linked to consideration of existing supply and location. It will be for the masterplanning process of individual proposals to establish when and where new allotments are delivered, and should ideally be agreed between the Council and applicant.

Increasingly, alternative models of provision are being adopted. In particular, the use of 'community growing spaces' is becoming popular, whereby space is made available directly outside residential properties and is shared by the community. This means that less space is required because it can be provided more flexibly.

9 SUMMARY

The table below summarises the infrastructure requirements outlined in the main report of the IDP.
It is also presented in a standalone document to allow for review and updating over time as more information becomes available.

Infrastructure type	Brief description	Estimated cost / funding source (if known)	To be delivered by (if known)	Timing of delivery (if known)	Significance level (Critical / necessary / important)
Physical infrastructure					
Coastal defences	A range of 'hold the line' defences and managed realignment schemes are required to protect land and properties from both flooding and coastal erosion. Projects in the Local Plan period include refurbishment of existing barriers and installation of temporary defences. Where development is proposed in a 'hold the line' area, developers should provide and maintain defences, or, where appropriate, raise the land. The specific strategies are listed below:	Capital costs for priority projects in Cowes, East Cowes and Yarmouth come to £1.04m. There are other Island wide projects identified in the Shoreline Management Plan in the Plan period and longer-term which also need funding. Partnership funding arrangements required from a combination of public and private contributions. All costs are based on Present Values	IWC/ Environment Agency	Some projects are to be delivered over the next fifteen years, though the Shoreline Management Plan operates over a longer time frame and also includes projects that need to be delivered over the next 100 years.	Proposed 'hold the line' defences and 'managed realignment' is considered critical, though delivery of some of these projects is outside the Local Plan period.
	Property protection: Cowes and East Cowes	£267,200 capital cost £32,600 maintenance cost	Tbc	Next ten years (Priority scheme)	Critical
	Temporary barriers: Cowes, East Cowes and Yarmouth	£773,800 capital cost £151,100 maintenance cost	Tbc	Next ten years (Priority scheme)	Critical
	Refurbishment: Gurnard to Cowes defences	£2.8m capital cost £240,000 maintenance cost	Tbc	2030 onwards (Priority scheme)	Necessary
	Refurbishment: Yarmouth to Bouldnor Road defences	£1.159m capital cost £78,000 maintenance cost	tbc	2030 onwards (Priority scheme)	Necessary
	Wootton Creek and Quarr Ryde to Seagrove Bay Bembridge Harbour Bembridge Headland to Culver Cliff Sandown Bay Eastern Undercliff (Ventnor) Western Undercliff Newport Harbour Medina Estuary Cowes and East Cowes Gurnard to Cowes Parade Gurnard Luck and Gurnard Cliff Western Yar Valley Yarmouth Area Totland and Colwell Bays Freshwater area	£1.272m £4.739m £9.276m £693,000 £5.735m £3.596m £324,000 £1.932m £62,000 £19.356m £3.641m £239,000 £3.824m £6.56m £308,000 £1.45m	IWC/ Environment Agency	Over the next 100 years	Necessary

Infrastructure type	Brief description	Estimated cost / funding source (if known)	To be delivered by (if known)	Timing of delivery (if known)	Significance level (Critical / necessary / important)
Flood risk	In addition to coastal defences outlined above, proposed new developments should integrate flood defence and or flood storage areas, which might be provided within existing or new areas of green infrastructure.	Determined on a scheme-by-scheme basis	Developer	To be aligned with development	Necessary
Highways	Fifteen junctions have been identified as requiring improvement, in Newport, Ryde, Shanklin and Sandown. Details are set out below.:	It is assumed that Junctions 1 to 5 are to be fully funded from £9.6 million granted by MHCLG. The remaining improvements to junctions 6 to 15 (costing approximately £1million) would need to be funded from developer contributions or through the IWC Local Implementation Plan.	Tbc	Tbc	Necessary
	St Mary's Roundabout- Newport Coppins Bridge Gyratory- Newport Hunnyhill/Hunnycross Way- Newport Hunnycross Way/Riverway- Newport Medina Way/Coppins Bridge Roundabout- Newport Queens Road/West Street- Ryde Argyll St/West St- Ryde Binstead Road/Pelhurst Road- Ryde Quarr Hill/Newnham Road- Ryde Marlborough Road/Great Preston Road- Ryde High Street/Victoria Avenue- Shanklin Newport Road/Industrial Way- Shanklin Newport Road/Sandown Road- Shanklin Lake Hill/The Fairway- Shanklin Morton Common/Perowne Way- Sandown	£6,000,000 (Fully funded by MHCLG grant) <£5,000 (Fully funded by MHCLG grant) £279,050 (Fully funded by MHCLG grant) £173,100 (Fully funded by MHCLG grant) N/A (Fully funded by MHCLG grant) £80,000 <£5,000 <£5,000 £72,900 N/A <£5,000 £224,100 £74,800 £152,400 £374,700	IWC / Developer / Island Roads	St Mary's Roundabout to be delivered in early 2019. All other projects- Tbc	Necessary
Bus services	Improvements to the bus and ferry interchange at Ryde would improve accessibility across the Island and with the mainland by non-car based travel. Incorporation of bus priority measures at junctions. Improved bus waiting facilities, incorporating real time information would enhance journey experience. New developments should promote bus use through residential travel plans and layouts that integrate bus routing or are in close proximity to existing services.	Costings / schemes for Ryde interchange and bus priority measures to be identified.	IWC / Transport Providers (Southern Vectis, Southern Rail, Network Rail, Wight Link)	Tbc	Important
Rail services	Upgrades have been identified including updated trains, increased frequency and improved connections with ferry services.	Application for funding proposed upgrades has been submitted to DfT.	SW Trains / Network Rail	Tbc	Important

Infrastructure type	Brief description	Estimated cost / funding source (if known)	To be delivered by (if known)	Timing of delivery (if known)	Significance level (Critical / necessary / important)
	Potential extensions to the line to Newport and or Ventnor have been suggested but there is no commitment nor funding towards this.				
Cycling	Extension of National Cycle Network Route 22 in West Wight, Gunville Greenway and from Wotton to Ryde. Improvements to cycle permeability also required in urban area of Newport.	Tbc	Tbc	Within the plan period	Important
Water supply	Reinforcements may be required to the sewerage network in some locations. The need for additional capacity at wastewater treatment works (WTW) is planned for, funded and delivered Southern Water through five-yearly business plans.	Reinforcement and costs to be determined on a scheme-by-scheme basis as development proposals come forward.	Strategic infrastructure delivered by Southern Water. Local infrastructure connections delivered by developers and funding through the Southern Water Capital Works Programme.	To be determined on a site---by---site basis as development proposals come forward	Necessary
Communication and Technology	Ongoing rollout of broadband being delivered through Isle of Wight Rural programme and through installation of BT Openreach superfast network.	£35million	BT Openreach and Local Authority	By 2022 (has commenced)	Important
Electricity	No particular delivery issues or constraints have been identified for the first five years of the plan period. Some localised upgrades to the network may be required. Larger developments should incorporate energy centres and distribution pipework, and where space allows, onsite renewable power generation.	Tbc	Southern Electric Power Distribution and developer	To be determined on a site-by-site basis as development proposals come forward	Important
Gas	There may be a need for network reinforcements in Ventnor and Sandown ('The Bay'), depending on the size and location of any proposed development.	Connection charges are determined on a scheme-by-scheme basis as proposals come forward.	Developer and National Grid	Tbc	Important
Waste	Waste sites and recycling facilities are currently subject to redevelopment by Isle of Wight Council in partnership with Amey.	Tbc	Local Authority	Tbc	Important
Social infrastructure					
Early years and childcare	There is a potential requirement to increase childcare places within the areas of Cowes, East Cowes, Newport, Ryde, Sandown and Shanklin to support local community.	Tbc	Tbc	Tbc	Necessary
Primary schools	There is a potential need for new primary school places in Cowes, Newport and Ryde.	Cost for additional school places subject to Developer Contribution Guide published by Hampshire County Council as well as the Isle of Wight Children's Services Facilities Contributions Supplementary Planning Document	IWC / HCC / Developers	Tbc	Necessary

Infrastructure type	Brief description	Estimated cost / funding source (if known)	To be delivered by (if known)	Timing of delivery (if known)	Significance level (Critical / necessary / important)
Secondary schools	Additional need could be met in all areas, but accommodation may require improvement.	Cost for additional school places subject to Developer Contribution Guide published by Hampshire County Council.	IWC / HCC / Developers	Tbc	Important
Special Education Needs and Disability (SEND)	The proportion of children with special education needs has been increasing and some existing facilities are inadequate to accommodate pupil needs. Future requirements are currently being assessed.	Funding is through the DfT / SEND national capital funding programme.	Tbc	Tbc	Important
High and further education	Need is in the process of being determined.	Costs for each additional learner in higher education is £24,095. Funding may be sought through developer contributions.	Tbc	Tbc	Important
Healthcare	Current projects include provision of health hubs and a blue light hub on the Island.	Tbc	Tbc	Requirement for additional staff and or new facilities linked to population growth	Necessary
	Relocation of existing GP services in Ryde required to cope with additional population.	Tbc	Tbc	Requirement for additional staff and or new facilities linked to population growth	Necessary
Emergency services	The Council is currently working with the emergency services to deliver a blue light hub on the Island. The Fire and Rescue Service has identified an existing need to carry out repair and maintenance works to existing facilities. The Service has capacity to adjust resources to meet demand with new infrastructure. The Police Estates team is current developing a strategy to meet current and future operational needs	Police services funded through Government grants and Council tax precepts.	IWC / Police / Fire Service	Tbc	Important
Community Centres	Tbc	Tbc	Tbc	Tbc	Important
Children's Play	Requirements to be established on a site-by-site basis.	To be funded through developer contributions	Tbc	Delivered as part of development.	Important
Playing Pitches	Tbc	Costs vary depending on sizer of pitch and type of sport. Provision of artificial pitches more expensive than grass pitches. An adult grass football pitch costs £95,000, where as a similar sized artificial pitch costs between £870-985,000.	Tbc	Tbc	Important
Sports Halls and Swimming Pools	Tbc	Costs vary depending on type and size of provision, from £725,000 for a one court hall.	Tbc	Tbc	Important
Green infrastructure					
Parks and gardens	Tbc	Tbc	Tbc	Tbc	Important
Amenity, Natural and semi-natural green space	Tbc	To be funded through developer contributions and provision of land for green infrastructure within proposed development.	Developer	Delivered as part of development.	Important

Infrastructure type	Brief description	Estimated cost / funding source (if known)	To be delivered by (if known)	Timing of delivery (if known)	Significance level (Critical / necessary / important)
Allotments	To be determined as demand generated through development proposals.	Tbc	Tbc	Tbc	Important

10 APPENDIX

10.1 Population Projections

Population projections, 2016-2036

	Population by age group								Proportion of population by age group		
Age Group	2016	2021	2026	2031	2036	Change 2016 - 2036	% change 2016 - 2016		2016	2036	Change
0-4	6.7	6.4	6.2	6.0	6.0	-0.7	-10.45%		4.78%	3.99%	-0.79%
5-9	6.9	7.2	6.9	6.7	6.6	-0.3	-4.35%		4.92%	4.39%	-0.53%
10-14	6.9	7.3	7.6	7.2	7.1	0.2	2.90%		4.92%	4.72%	-0.20%
15-19	7.7	6.8	7.2	7.5	7.1	-0.6	-7.79%		5.49%	4.72%	-0.77%
20-24	6.6	6.1	5.6	6.1	6.3	-0.3	-4.55%		4.70%	4.19%	-0.52%
25-29	6.8	6.7	6.2	5.8	6.4	-0.4	-5.88%		4.85%	4.26%	-0.59%
30-34	6.6	6.8	6.7	6.3	5.9	-0.7	-10.61%		4.70%	3.92%	-0.78%
35-39	6.6	6.9	7.2	7.0	6.6	0.0	0.00%		4.70%	4.39%	-0.32%
40-44	7.6	7.0	7.4	7.6	7.5	-0.1	-1.32%		5.42%	4.99%	-0.43%
45-49	9.8	8.0	7.5	7.9	8.2	-1.6	-16.33%		6.99%	5.45%	-1.53%
50-54	10.4	10.3	8.6	8.1	8.5	-1.9	-18.27%		7.41%	5.65%	-1.76%
55-59	9.9	11.1	11.0	9.4	9.0	-0.9	-9.09%		7.06%	5.98%	-1.07%
60-64	9.9	10.7	12.1	12.0	10.4	0.5	5.05%		7.06%	6.91%	-0.14%
65-69	11.4	10.5	11.5	13.0	12.9	1.5	13.16%		8.13%	8.58%	0.45%
70-74	9.7	11.2	10.3	11.4	13.0	3.3	34.02%		6.91%	8.64%	1.73%
75-79	6.5	8.8	10.2	9.5	10.6	4.1	63.08%		4.63%	7.05%	2.41%
80-84	4.9	5.4	7.3	8.6	8.2	3.3	67.35%		3.49%	5.45%	1.96%
85-89	3.2	3.4	3.8	5.3	6.3	3.1	96.88%		2.28%	4.19%	1.91%
90+	2.1	2.2	2.5	2.9	4.0	1.9	90.48%		1.50%	2.66%	1.16%
All ages	140.3	142.8	145.7	148.3	150.4	10.1	7.20%		100.00%	100.00%	0.00%

Notes to table:

Source: Office for National Statistics, 2016-based subnational population projections, Table 2, Local authorities and higher administrative areas within England (release date, 24 May 2018)

https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2 (accessed July 2018)

Figures in thousands (to one decimal place)

10.2 Sports Facilities

The following provides a breakdown of all sports facilities on the Island based on information contained in the Sport England Active Places Power database[22].

Facility Type	*Sub Facility Type*	*Total*	*Facility Type*	*Sub Facility Type*	*Total*
Artificial Grass Pitch	Rubber crumb pile (3G)	3	Grass Pitches	Mini Rugby	0
Artificial Grass Pitch	Sand Dressed	2	Grass Pitches	Mini Soccer	8
Artificial Grass Pitch	Sand Filled	3	Grass Pitches	Nine v Nine	0
Artificial Grass Pitch	Water Based	0	Grass Pitches	Polo	0
Athletics Tracks	Cinder	0	Grass Pitches	Rounders	24
Athletics Tracks	Permanent Grass	0	Grass Pitches	Senior Rugby League	0
Athletics Tracks	Synthetic	1	Grass Pitches	Senior Rugby Union	17
Cycling	BMX -Pump Track	0	Grass Pitches	Softball	3
Cycling	BMX - Race Track	0	Health & Fitness	Health and Fitness Suite	18
Cycling	Cycle Speedway - Track	0	Ice Rinks	Ice Rinks	0
Cycling	Mountain Bike - Trails	0	Indoor Bowls	Indoor Bowls	3
Cycling	Road - Closed Road Cycling Circuit	0	Indoor Tennis Centre	Airhall	0
Cycling	Track - Indoor Velodrome	0	Indoor Tennis Centre	Airhall (seasonal)	0
Cycling	Track - Outdoor Velodrome	0	Indoor Tennis Centre	Framed Fabric	0
Golf	Driving Range	2	Indoor Tennis Centre	Traditional	0
Golf	Par 3	0	Ski Slopes	Indoor	0
Golf	Standard	9	Ski Slopes	Outdoor Artificial	0
Grass Pitches	American Football	0	Ski Slopes	Outdoor Natural	0
Grass Pitches	Australian Rules Football	0	Sports Hall	Activity Hall	19
Grass Pitches	Baseball	0	Sports Hall	Barns	0
Grass Pitches	Cricket	42	Sports Hall	Main	11
Grass Pitches	Cycling Polo	0	Squash Courts	Glass-backed	5
Grass Pitches	Full-sized Football	65	Squash Courts	Normal	9
Grass Pitches	Gaelic Football	0	Studio	Studio	15
Grass Pitches	Hockey	5	Swimming Pool	Diving	0
Grass Pitches	Hurling	0	Swimming Pool	Learner/Teaching/Training	7
Grass Pitches	Junior Football	42	Swimming Pool	Leisure Pool	1
Grass Pitches	Junior Rugby League	0	Swimming Pool	Lido	2
Grass Pitches	Junior Rugby Union	1	Swimming Pool	Main/General	7
Grass Pitches	Lacrosse	0	Tennis Courts	Tennis Courts	19

[22] As accessed August 2018

10.3 Rail usage

The table below shows passenger journeys per annum on the Island Line.

Station usage													
Station name	**2006–07**	**2007–08**	**2008–09**	**2009–10**	**2010–11**	**2011–12**	**2012–13**	**2013–14**	**2014–15**	**2015–16**	**2016–17**	**2016/17-2006/07**	**Change**
Ryde Pier Head	149,226	193,714	210,604	210,604	235,156	223,542	217,272	209,734	218,060	218,410	210,006	60,780	41%
Ryde Esplanade	489,372	442,861	396,358	360,650	392,020	364,780	328,366	301,660	289,574	281,344	277,176	-212,196	-43%
Ryde St John's Road	178,869	178,914	190,796	200,976	240,046	251,694	229,450	202,188	184,924	180,220	179,822	953	1%
Smallbrook Junction	2,965	4,363	9,672	10,170	11,472	11,478	10,832	11,408	11,230	12,134	12,768	9,803	331%
Brading	68,841	60,680	65,794	61,406	63,872	67,840	60,540	55,594	50,954	43,846	48,500	-20,341	-30%
Sandown	265,499	264,784	264,126	256,890	271,282	297,722	273,118	240,766	203,143	194,276	183,488	-82,011	-31%
Lake	71,465	69,350	67,162	67,584	67,656	77,772	71,566	61,840	53,006	42,310	53,786	-17,679	-25%
Shanklin	382,842	368,776	358,658	338,612	345,844	373,006	352,134	318,410	294,698	293,654	291,346	-91,496	-24%
	1,609,079	1,583,442	1,563,170	1,506,892	1,627,348	1,667,834	1,543,278	1,401,600	1,305,589	1,266,194	1,256,892	-352,187	-22%

10.4 Updated Draft Housing Trajectory (October 2018)

The table below presents the most recent version of the Council's housing trajectory and allows for comparison with the information in the main body of the report.

		Adoption									
	18/19	19/20	20/21	21/22	22/23	23/24					
Area	**Current**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Years 6-10**	**Years 11-15**	**Total years 1-15**	**Years 15+**	**Total**
Island Wide											
Commitments (permitted)	135	165	115	54	48				382		517
Commitments (emerging)			56	177	170	194	468	250	1315	356	1671
Windfall Sites	100	100	100	100	100	100	500	500	1500		1600
Allocations by Regeneration Area									0		0
West Wight		15	30	40	70	95	192	115	557		557
West Medina		0	6	132	233	310	1323	1282	3286		3286
East Medina		0	33	40	52	105	471	740	1441		1441
Ryde		15	45	185	170	235	555	25	1230		1230
The Bay		0	11	68	209	192	324	40	844		844
Total	**235**	**130**	**225**	**565**	**834**	**1037**	**3365**	**2702**	**8858**	**356**	**9449**

Notes
1. Commitments (permitted) related to full planning applications that have been approved
2. Commitments (emerging) relate to outline applications
3. Trajectory does not include commitments from small sites