

**REPORT FROM THE ENVIRONMENT AND TRANSPORT SELECT COMMITTEE CHAIRMAN
TO THE MEETING OF FULL COUNCIL ON
WEDNESDAY, 2 SEPTEMBER 2015**

Summary Report for March and June 2015

At our meeting held on 25 March 2015 the Committee discussed a report on the outcomes the council might seek to achieve from the development of an all Island parking strategy and the positive benefits that could be secured from it. Members agreed that the overriding priority of the strategy should be to support Island business needs, taking into account the financial situation of individual local communities. With regard to consultation, members requested that local ward members be consulted and engaged with along with the relevant stakeholders.

After much discussion, members agreed that the following should be considered when putting together the car parking strategy:

- Take into account generation of business and financial situation of Island communities
- Select Committee to meet with the contractor White, Young Green with a view to setting up internal consultative groups
- Reviewing the parking permits system
- Review planning regulations when developing residential facilities.
- Seasonal charges at various locations
- Objectives and timescales to be fully clarified

A presentation from White, Young Green would be given to members for consideration as a policy framework, including specific targets and objectives for the period 2016 to 2021 and would cover all aspects of parking. This is hoped to be with us by October time.

Cllr Dave Stewart, Chairman of the Scrutiny Committee asked whether the select committee would be happy for Scrutiny to monitor the progress of the contract dealing with the Car Parking Strategy.

At our meeting on 26 June 2015 I highlighted the additional improvement works for the installation of new features that were not covered under the Highways PFI contract. This had created in excess of 600 requests for changes to the highway network that had not been dealt with. Such changes typically include variations to speed limits, bus stop infrastructure, parking restrictions, road lines as well as road signs, and dropped kerb crossings - which would fall under Isle of Wight Council capital funding. Whilst many requests did not meet the required safety and legal

requirements, there were some that did and therefore needed to be considered for action, subject to funding being established.

With regard to the maximum cost of any individual scheme, it was noted that whilst the total figure in the Highways community fund pot was £235,000 for 2015/16, the annual budgeted figure thereafter was £100,000.

It was also agreed that in order to be able to remove as many smaller schemes as possible from the list, a maximum figure of £8,000 per scheme should be set in the first year.

The following criteria was agreed.

- Safety Benefit
- Impact – how many residents would be beneficially affected
- Costs – Capital / Accrual
- Match Funding – possible contributions from Town and Parish Councils
- Value for money / saving - can proposed works be carried out in conjunction with PFI contract (or another scheme).

That the maximum anticipated value of approximately £8,000, with potential match funding, per scheme be agreed for the first year.

Resolved

That Local Town and Parish Councils along with the Fire and Rescue service, local Schools and local businesses are able to propose schemes directly through the relevant ward councillor.

That evaluation of the schemes within the fund include the involvement of officers as well as ward members and Town and Parish councils who would all be made aware of the agreed criteria.

That the recommendations of the Select Committee be made to the Executive Member for Public Protection and PFI and be included in the Executive Report on the Highways Community Fund for decision.

Councillor Jon Gilbey
Chairman of the Environment and Transport Select Committee