



Minutes

Name of meeting	CABINET
Date and Time	MONDAY 25 OCTOBER 2021 AT 4.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Jones-Evans, P Jordan, K Love and I Stephens
Also Present (Non voting)	Cllrs G Brodie, V Churchman and A Garratt
Officers Present	J Metcalfe, C Ashman, I Lloyd, L Gaudion, C Rowland and S MacDonald

40. **Minutes**

RESOLVED:

That the Minutes of the meeting held on 9 September 2021 be agreed.

41. **Declarations of Interest**

There were no Declarations of Interest.

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

A written question was received from Mr A Foulkes (PQ 42-21) regarding Ryde Interchange. The Cabinet Member for Highways PFI, Transport and Infrastructure gave a verbal response, emphasising that the decision was a collective one, and confirmed that a full written reply would be sent.

Oral Questions were received from Mrs C Foulkes regarding Ryde Interchange, including how the council could be confident that the funding would be well spent, when there had been no safety audit. The Cabinet Member provided a verbal response.

An oral question was received from Mr D White of the IW Taxi Association regarding the Bus Improvement Plan, raising concerns that that taxi trade had not been consulted. The Cabinet Member confirmed that a 'wish list' had been provided

by Southern Vectis as part of the Improvement Plan and that the taxi trade would be involved in any future consultation on the matter as they were a valued service.

43. Chairman's Announcements

The Chairman thanked all members for attending and confirmed that they were all trying to stay well in the current circumstances.

44. Isle of Wight Council Corporate Plan

The Leader summarised the Plan for the next four years, with the aspirations and aims within each Cabinet member's portfolio. There were three key areas for action, with 50 aims forming the basis for a new direction for the council. It would be important to translate the aims into positive actions for residents, businesses and the island as a whole.

In response to a question from Cllr Brodie regarding the apparent lack of action to reduce poverty and inequality in the most deprived areas of the island, the Cabinet Member for Children's Services, Education and Lifelong Skills reported that two actions had already been taken – twelve providers had received funding from the Holiday Activity Fund to provide food and activities for children of the poorest families, and the Household Support Fund, which had been expanded to include those in fuel poverty. The Cabinet Member for Adult Social Care and Public Health would discuss further with Cllr Brodie regarding the list of suggestions he had provided.

In response to a further query regarding affordable housing, and how it balanced with decisions of the Planning Committee, it was confirmed that Vectis housing would be delivery approximately 400 homes in smaller developments over the next 2-3 years. The Leader confirmed that meetings had also taken place with other housing providers.

It was agreed that the plan would be a living document. Some suggestions were made regarding further detail which could be added before being adopted by Full Council, in particular the reversing of cuts to the Local Council Tax Support Scheme.

45. Implications of the Health and Social Care Bill (2020-21) for the Council and the future of the Isle of Wight Integrated Care Partnership

The Bill was the result of a government Directive and was making its way through Parliament and would enable the council to move towards a new integrated health and care system with collective decisions being made locally, should it wish to proceed along these lines. Once a new Integrated Care System was put in place the existing Integrated Care Partnership would be abolished.

The recommendations of the Policy and Scrutiny Committee for Health and Social Care were acknowledged, in that the Director of Adult Social Care should have a position on the ICS NHS body as well as on the Hampshire and Isle of Wight ICS Partnership.

46. **Better Care Fund Update 2021/22 and 2022-23**

The current BCF had been in place since 2017. An overview and update on the national direction of the current BCF and the development of the BCF for 2022-23 was given. The need for better sharing and management of resources was agreed. A place-based partnership would have implications on allocations of the BCF but these would be discussed with partners to give the community a better voice. Guidance was awaited from the government.

47. **Living Well and Early Help Service**

The Living Well and Early Help Service was due to be recommissioned and at the same time reviewed and refreshed in a transparent way, reflecting feedback received from local people and stakeholders, including the Island's MP. It was intended that the community would become more empowered to help reshape the service, through Town and Parish Councils, and ensure a fair tendering procedure.

48. **Ryde Transport Interchange Consultation Feedback**

The Cabinet were asked to note some minor errors in the report:

Page 121 – Paragraph 6 – the reference to paragraph 19 should read 'paragraph 20', and Page 124 – paragraph 20 (c) – the reference to 'parking bed' should read 'planting bed'.

The original scheme brought forward had been changed following feedback received from consultation with the public. The taxi rank was proposed to be moved to near the rose garden and the parking bays to remain outside the esplanade shops. Further detail regarding the planting schemes was ongoing. The safety audit was ongoing and the Director would be authorised to proceed with the project once it was finalised.

In response to queries from members, it was confirmed that toilet provision would remain on the esplanade with the same hours as existing, until permanent facilities were provided in the station sometime between January 2022 and March 2023. Access to the pier walkway would be via the station. Any access would comply with the Disability Discrimination Act.

Other members were in favour of the revised scheme and it was noted that Corporate Scrutiny had been in support of the recommendations.

49. **Bus Service Improvement Plan**

The Plan was part of a national government initiative and would lead to an Enhanced Partnership with the local bus company, to improve the bus service provided. Southern Vectis had provided a list of items which they believed would increase the public's use of buses. No detailed discussions had yet been held but some good suggestions had been made. Confirmation was given that there would be no partnership with Southern Vectis that would be detrimental to taxis or the service they provide. Once the Enhanced Partnership was in place there was £3 billion of funding available for which bids could be submitted.

50. **Floating Bridge 6 Next Steps**

The Council's legal team were undertaking mediation proceedings, which it was hoped would be completed before the end of November. A Gateway 5 review would be carried out and completed during December which would inform a further report to Cabinet in January 2022. Members looked forward to a resolution. The Corporate Scrutiny Committee had not commented due to the ongoing legal proceedings.

51. **Housing Civil Penalties**

The policy was proposed for the ability to deal with housing offences by way of civil penalty as an effective and proportionate alternative to the court process which was more lengthy and costly.

52. **Options for the Future of Chillerton and Rookley Primary School**

Members noted that the report had been amended to disapply the call-in period, due to the urgency of commencing the consultation following the postponement of the Cabinet meeting, and not delaying the final decision by Cabinet. The report had already been deferred in order to take account of representations received and a list of viable options had been produced along with the advantages and disadvantages of each option. There was a historic covenant relating to the site, rather than the building, and it was believed that it would not prevent the school from being closed, as had been suggested although the legal team were to make further enquiries.

53. **Rough Sleeping Accommodation Grants**

The Rough Sleepers Accommodation Project was intended to make accommodation available longer term for rough sleepers who had been accommodated during the COVID pandemic, and going forward to make the accommodation available for future rough sleepers on a longer term basis. A bid had been submitted to the government which had been successful in attracting grant funding to help deliver five units of accommodation and support on the Island. Section 106 capital receipts would be used for match-funding.

54. **Cabinet Member Announcements**

The Cabinet Member for Regeneration, Business Development and Tourism reported that the D-Bid was progressing with the closing date fast approaching. There were some important meetings with Historic England and Arts Council coming up.

The Cabinet Member for Children's Services, Education and Lifelong Skills expressed thanks to island secondary schools for the good job they had done in rolling out the COVID vaccine to 12-15 year olds.

The Cabinet Member for Adult Social Care and Public Health stressed that it was important to maintain the COVID message and to get the vaccine. The Integrated

Care Discharge Team had been nominated for an award in the LGA awards being held on 4 November.

The Cabinet Member for Environment, Heritage and Waste Management reported virtually that he was sorry not to be at the meeting in person. Members were reminded that the COP26 summit was taking place shortly. The island was advancing in terms of the environment and climate change. Many things were to be discussed over the next few months, including enhancing the biosphere status of the island and a dark skies policy.

The Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change also reported virtually that he supported comments made regarding levelling up and using island businesses to provide services wherever possible.

The Cabinet Member for Planning and Community Engagement also reported virtually that some frustrations with use of the council's planning portal had been expressed by residents, particularly with certain devices. A solution was to be found and this would be discussed further with the Cabinet Member whose portfolio included digital transformation.

55. Consideration of the Forward Plan

The items currently on the Forward Plan were noted, and two items brought to members' attention, these being the Holiday Activity and Food Programme which would provide for children in the Christmas school holidays, and the Island Skills Plan which would highlight the needs of the local economy.

56. Members' Question Time

A written question was submitted by Cllr Brodie (MQ 14/21) in relation to proposed traffic works at Coppins Bridge either side of Christmas and the lack of earlier notice to local Councillors. The Cabinet Member for Highways PFI, Transport and Infrastructure provided a full response. Cllr Brodie requested that more notice be provided to Newport and Carisbrooke Community Council for any future schemes, and he hoped that any further disruption would be delayed until after the New Year.

CHAIRMAN

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Public Question time

To view any public questions that were put to this committee, they will be listed as an additional PDF document below the public question time section within the online minutes, an example is displayed below:

32. [Public Question Time](#) PDF 87 KB

Questions must be delivered in writing
later than 5pm on Friday, 15 January 20

Additional documents:

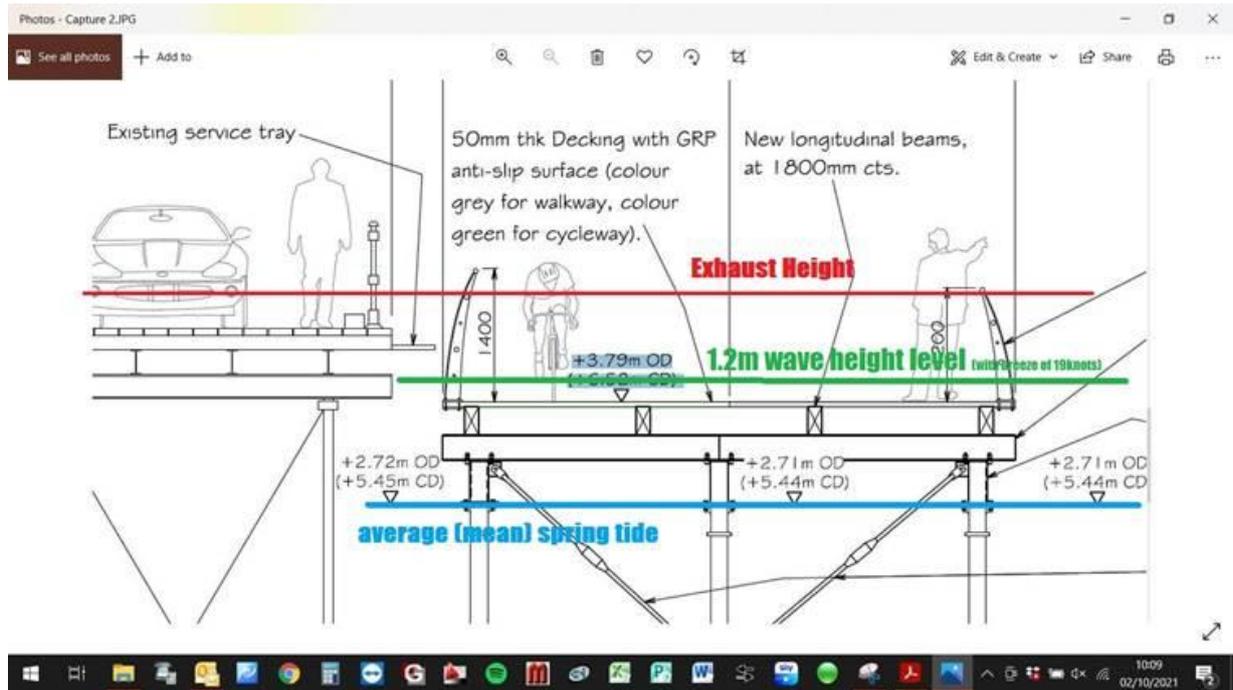
- [PQ 11-21](#)  PDF 85 KB
- [PQ 12-21](#)  PDF 90 KB

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Cabinet – 14 October 2021

Written question from Andy Foulkes to the Leader

From Andy Foulkes of Island Survey Systems, topographical surveyors, frequently employed by your council property services dept to check and survey Council property since 1992. Here below is the proposed Wightlink ‘cycle/walkway’ that corresponds with your claim to Improve transport for the Island through £10m spend on Ryde Interchange:



1. When my blue, green and red lines are added-you can see this design is a white elephant that could endanger the public?
2. **Are you aware that it is an offense in public duty to knowingly damage the public interest with public money? I have surveyed the proposed cycle and walkway area of Ryde Pier tramway for Wightlink and looked in depth at that planning application which you have granted permission. I can tell you, categorically that.....THIS WALKWAY WILL BE UNSAFE & UNUSABLE more often than usable at high tide:**
 - a) The height of the proposed walk way will put children and disabled users at the exact same height as car exhaust fumes in the prevailing S/W breeze
 - b) and that it will be unusable in a N/E wind, producing a 1m swell at high tide.

Ask any cyclist, be they commuter or enthusiast, and they will say, they would much rather share space with cars than pedestrians. HISTORIC ENGLAND RECOMMEND SWITCHING CARS AND CYCLES TO THE MIDDLE PIER

There are **NO** plans for anyone that shows how to get onto, or off of the new pier. This is also true for any replacement toilets and concession outlets for which the decision tonight will have enormous implications and public damage.

Response

The level of the pier deck has been established to reflect that of the historic tramway and to secure the setting of the historic pier currently used by pedestrians and vehicles.

On reinstatement of the tramway pier pedestrians and cyclists will not be excluded from the historic pier and can choose to walk or cycle alongside traffic if that is their preference although it is not possible to route vehicles to use the tramway pier without demolishing the listed station building which is beyond the scope of the project.

Access to the reinstated tramway pier will be facilitated through extension of the station concourse through the existing waiting room which will be relocated as a part of the remodelling of the station.

As currently, that concourse will be open 24/7 and will also provide access to expanded and refurbished concessions and the new fully accessible toilets which will operate for extended hours compared with the existing facilities. Prior to the completion of the station refurbishment a temporary toilet block will be provided on Western Gardens.

The plans for the station refurbishment are not as advanced as those for the wider interchange as this will have an extended construction period to minimise disruption, although those will be progressed by SWR through the normal planning process.

Tide and Wave Heights

Mr Foulkes principle concern is that the reinstated tramway pier will often be swamped by the tide. His sketch shows a mean high water springs (MHWS) level of about +5.45mCD and a notional 1.2m wave crest height at about +6.65mCD. We are not sure where Mr Foulkes has sourced his data as at the current average high tide level at Ryde is only +4.1mCD, MHWS is only +4.5mCD and the highest astronomical tide (HAT) is +5.0mCD which is comfortably below the pier deck level and is consistent with the historic use of the tramway pier.

A 1.2m notional wave height superimposed onto an HAT tide would result in an average crest height of +5.6mCD rather than the +6.65mCD indicated on Mr Foulkes sketch, (taking into account that wave height is the difference in level between the wave crest and the wave trough) which compares with the minimum deck level adopted of +6.52mCD, increasing in level towards the pierhead and the at the landward end. So the deck will be in the order of 1m above the sea height even in in the most extreme conditions.

Traffic Pollution

With regard to exhaust fumes, it is relevant to note that that traffic volumes compared to any main road are extremely low, HGV's etc are banned and only cars and light vans are able to use the promenade pier. In addition both piers are completely open to the elements, in a way very few town streets are, so any fumes will be readily dissipated.

Member Question time of the Leader

To view any Member questions that were put to the Leader, they will be listed as an additional PDF document below the Member question time of the Leader section within the online minutes, an example is displayed below:

29. Member Question Time of the Leader

- [View the background to item 29.](#)

A question must be submitted in writing on 17 November 2020.

Additional documents:

- [MQ - 15/20](#)  PDF 96 KB

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Cabinet – 25 October 2021

Written question from Cllr Geoff Brodie to the Cabinet Member for Highways and Transport:

Question

Can the relevant Cabinet member explain why massively disruptive Island Roads works to replace all traffic signals at Coppins Bridge over an extended period either side of Xmas have only today (21 October) been made known to local councillors?

Why has there been no opportunity for local councillors to have input into the temporary traffic management arrangements, which are as ever riddled with inexplicable plans? Isn't it the job of his Contract Management Team to ensure that the interests of councillors and their residents are included in such arrangements?

Response

The work to upgrade the traffic signals around Coppins Gyrotory are part of the original PFI requirements planned for delivery in the initial 7 year investment period of the contract. These works were delayed from the original delivery dates in 2018/19, so as not to add additional disruption alongside the delivery of larger schemes at St Marys Junction and St Georges Way.

These works were therefore scheduled for delivery as soon as possible after the completion of the St Georges Way scheme. The timing of the work was considered the most appropriate as this avoided the peak visitor traffic period and was also planned that no works would take place either side of the Christmas break.

The planned commencement on 25 October, involved working at night on areas where it was possible to do so with minimal or no impact on daytime traffic.

The works requiring diversions and possible lane closures would not commence until mid November where full road closures in the Fairlee Road / Staplers Road area were planned. This period provided for a consultation with ward councillors members at least four to five weeks in advance of the proposed closures.

Whilst it is understood that any work in this area has potential to disrupt traffic, Island Roads have planned these works in detail considering the traffic volume challenges and the limited options for closure and diversion.

Given the above I am satisfied that council staff managed the contractor effectively in response to notifications and details involved in these works and ensured that local councillors were informed with suitable notice prior to the road closures.

Having considered the feedback from local councillors the work programme is being revised to allow for further communications with ward councillors. The works will now commence later but are still completed before the start of the visitor season.

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