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enda

Name of meeting CABINET

> Date **THURSDAY 14 JULY 2022**

Time 5.00 PM

Venue COUNCIL CHAMBER, COUNTY HALL, NEWPORT,

ISLE OF WIGHT

Members of the Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, Cabinet

P Fuller, C Jarman, J Jones-Evans, P Jordan, K Love,

K Lucioni and I Stephens

Democratic Services Officer: Sarah MacDonald

democratic.services@iow.gov.uk

1. Minutes (Pages 5 - 12)

To confirm as a true record the Minutes of the meeting held on 20 June 2022.

2. **Declarations of Interest**

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

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

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk, no later than two clear working days before the start of the meeting. Normally, Cabinet is held on Thursday, therefore the deadline for written questions will be Monday 11 July 2022.





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

4. Chairman's Announcements

5. Report of the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism

(a) Levelling Up - UK Shared Prosperity Fund (Pages 13 - 22)

6. Report of the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources

(a) Disposal of land to Sandown Town Council at Eastern Esplanade, Sandown for construction of new public toilets (Pages 23 - 36)

7. Report of the Cabinet Member for Infrastructure, Highways PFI and Transport

- (a) Newport Pedestrian Improvements (Pages 37 58)
- (b) Traffic Regulation Orders Policy (Pages 59 78)
- (c) The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2022 (Pages 79 110)

8. Cabinet Member Announcements

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

9. Consideration of the Forward Plan (Pages 111 - 116)

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

10. Members' Question Time

To guarantee a reply to a question, a question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 5pm on Tuesday 12 July 2022. A question may be asked at the meeting without prior notice but in these circumstances there is no guarantee that a full reply will be given at the meeting.

CHRISTOPHER POTTER Monitoring Officer Wednesday, 6 July 2022

Interests

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

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

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer – Christopher Potter on (01983) 821000, email christopher.potter@iow.gov.uk, or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email justin.thorne@iow.gov.uk.

Notice of recording

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Minutes

Name of meeting CABINET

Date and Time MONDAY 20 JUNE 2022 COMMENCING AT 5.00 PM

Venue COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF

WIGHT

Present Cllrs L Peacey-Wilcox (Chairman), D Andre, P Fuller, C Jarman,

J Jones-Evans, P Jordan, K Love, K Lucioni and I Stephens

Also Present Cllrs G Brodie, C Quirk and P Spink

Christopher Ashman, Laura Gaudion, Alex Minns, Wendy Perera,

Christopher Potter, Sharon Betts and Brian Pope

Apologies Cllr J Bacon

1. Minutes

RESOLVED

That the minutes of the meeting held on 12 May 2022 be approved.

2. Declarations of Interest

Cllr Lucioni declared an interest in Item 6a relating to Concessionary Travel Reimbursement as her son worked for a local bus company.

Cllr Jarman declared an interest in Item 5a relating to the Quarterly Performance Monitoring Report, as his father was under a care plan with the council.

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

There were no public questions received.

4. Chairman's Announcements

The Chairman had attended the staff awards ceremony and had been very moved to see the hard work of the staff during COVID. Many people had gone above and

beyond. The Chairman requested that a condensed version of the staff awards be made available as a presentation.

5. Report of the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change

5a Quarterly Performance Monitoring Report - Q4 2021-22

The Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources was grateful that the Corporate Scrutiny Committee had taken an interest in this report. Items highlighted included that the contact centre timings remained positive, the number of households in temporary accommodation had stabilised in Quarter 4.

The final accounts would not be declared by the due date, as a result of the auditors not being able to start on time.

QR codes were now operational at council building entrances to help those needing assistance.

The average gross weekly wage on the island had increased over the last few years but continued to lag behind the mainland, though the gap was closing. One of the priorities for the administration was to attract higher paid employment and recruit to those posts.

Some data was out of date due to COVID but would be improved for the next report. The comments of the Corporate Scrutiny Committee were read out and noted. Following this Cllr Spink asked a question in relation the nature of discussions with officers and portfolio holder referred to in the comments, concerning how to take key activity in respect of greenfield sites within the context of the Island Planning Strategy. The Cabinet member for Planning and Enforcement confirmed that discussions were ongoing, and a written response would be sent to Cllr Spink.

RESOLVED:

That Cabinet approves the Performance and Finance Report for the Quarter ended 31 March 2022, and the priority report detail as set out in appendices 1-9.

6. Report of the Cabinet Member for Highways PFI, Transport and Infrastructure

6a Concessionary Travel Reimbursement April 2022 to March 2023

The report concerned a means of reimbursing travel operators for the COVID period when the number of passengers had been reduced. Government guidance suggested that the pre-COVID level of reimbursement for 2022/23 should be maintained, to be reviewed in 2023/24 at returning to the level prior to COVID. The number of concessionary bus pass holders had reduced to 80 per cent of the previous number, therefore in order to prevent operators from cutting services or

frequency of services an agreement would be sought with operators to maintain the pre-COVID levels of reimbursement until March 2023.

RESOLVED:

That Cabinet approves the proposal to maintain the pre-Covid levels of concessionary fares reimbursement for local bus operators for the financial year April 2022/to March 2023 in line with the DfT guidance to LTAs 'Alternative Covid-19 Recovery Strategy' (see appendix A). Which will enable monthly concessionary payments to be made at a Pre Covid-19 reimbursement level, on the basis that local bus services are likewise maintained at an equivalent to Pre Covid levels.

Cabinet approves the development of a business case to ringfence the remaining revenue funding currently budgeted for concessionary travel reimbursement, above the outlined levels of reimbursement, for the purpose of using the funding should it be necessary to provide further support to maintain levels bus services on the Island, again in line with the latest DfT guidance to LTAs.

6b The Isle of Wight Council (Parking Places) Order No1 2022

The land which was the proposed subject of the Order was part of a Social Prosperity Fund application which had been successful and was destined to be used for housing. There was a limited amount of time in which to spend the money, in the meantime the Administration needed to raise income to offset some of the loss from government grants and were proposing to charge for parking on the land until the housing was commenced. The Cabinet Member for Infrastructure, Highways PFI and Transport amended the recommendation at the meeting to make any approval of the recommendation subject to a project assessment that would take into account the timeframes for the development scheme to be delivered.

RESOLVED:

That Cabinet approves the changes to parking places as set out in the Isle of Wight Council (Parking Places) Order 2022 at appendix 3, subject to a project assessment that takes into account the timeframes for the development scheme to be delivered under Social Prosperity Grant Fund at that site.

6c Levelling Up fund – round 2 – approval of project proposal for submission by Isle of Wight council

Councillor Jones-Evans declared an interest in this item as she was the Chairman of Newport Heritage Action Zone.

Cllr Fuller declared an interest as he was the Chairman of the Local Access Forum which had expressed support for the west wight link.

Further funding was available under round 2 of the Levelling Up Fund, which must be used for a transport related project. A further bid was being submitted for the Island Green Link project. Lots of work had been done with landowners to enhance and improve the cycling and walking paths. The Green Link survey was currently live on the council's website until 24 June.

RESOLVED:

That Cabinet instructs the Director of Regeneration to arrange for the submission of the "Island Green Link" project as the councils bid to the government's Levelling Up Fund - Round 2.

7. Report of the Cabinet Member for Community Safety, Digital Transformation, Housing Provision and Housing Needs

7a Homelessness and Rough Sleeping Strategy Delivery Plan 2022-2025

The action plan was to accompany the Homelessness and Rough Sleeping Strategy and showed the planned actions from 2022-2024. Deliverables with timescales for the actions were set out. £776,000 had been allocated by the government for prevention, one of the three core pillars of the strategy. In response to a query on progress with affordable housing, it was confirmed that the council was duty bound to build on the two Venture Quays sites in East Cowes, which were being progressed. It was suggested that an extra care facility would free up other housing for local people.

The council had agreed to work closely with Town and Parish Councils, and they had been asked for suggestions for proposed uses for empty properties.

The process had commenced to buy homes for the homeless to use, to give them somewhere to live as soon as possible.

It was suggested that the plan could contain more detailed, to enable other councillors to see how and when action is being taken, and the Cabinet Member with responsibility for homelessness was asked if an addendum to the plan with more detail could be provided. The Cabinet Member agreed to discuss the matter further with lead officers and provide a more detailed draft. Cllr Brodie asked whether a professional could be brought in and £40 million borrowed to improve social housing. The Cabinet Member agreed that a 'go to' person was needed and that this was being encouraged.

RESOLVED:

Cabinet approves the Isle of Wight Homelessness and Rough Sleeping Strategy Action Plan 2022- 2024 as set out at Appendix 1.

7b Minimum Energy Efficiency Standards (MEES) Policy for domestic residential dwellings

The policy related to private rented properties, where those with an energy rating of F or G could no longer be let. A financial penalty could be imposed if landlords were not maintaining the required standards. It would be for the council to determine the

level of penalty. A light touch approach would be adopted with landlords. Help was available in the form of schemes such as Warm Up Wight, details of which were already on the council's website.

Cllr Andre declared an interest as a landlord of a residential property. Advice was sought from the Monitoring Officer before Cllr Andre left the room for the rest of the item.

Cllr Fuller declared an interest as a trustee of the Footprint Trust.

Concern was raised that there had been an 80% loss in private rentals on the island. Consideration would be given to a media release to signpost private landlords to any help available.

RESOLVED:

That Cabinet approves the policy for MEES penalties.

8. Cabinet Member Announcements

The Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources reported that there had been several months of cross-chamber discussions regarding transformational change. A working group had been set up to lever the common skills of councillors and staff with help from the Local Government Association. The scope was still to be finalised, with an outcome report expected in May 2023. There would be support for the Commercial Strategy to include trading and housing entities, and would include liaison with, and support from, Town and Parish Councils. Consultation had taken place with the Conservative Group and independent councillors.

The Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism reported that Southampton had not won the City of Culture bid but had thanked the island for being a regional partner. Some deliverable would be pulled out of the submission.

1-Leisure staff had been recognised in two categories in the recent staff awards. It was noted that the number of One-Card users was back to 69% of the number pre-COVID. 3558 people had visited Medina Theatre in April and 1847 in May.

The Cabinet Member for Adult Social Care and Public Health reported that retention in the workforce had improved. The Independent Living Strategy was being developed. Health and Care Act guidance was expected from the government and the ASC team were working also with Children's Services. Public Health was working towards recovery. The COVID numbers were increasing again but it was more difficult to track. Monkey Pox reporting was at regional, rather than local, level. The Cabinet member thanked staff who had done well in the recent staff award ceremony.

The Cabinet Member for Children's Services, Education and Lifelong Skills reported that three Community Pantries had opened, with plans for more across the island.

82 people had signed up so far, and in addition to food, there was signposting to other help available for those in need.

Funding was again being offered under the Holiday Activity and Food Grant Scheme to six organisations to provide activities for children in the summer holidays. There would be 7756 places available on schemes this summer.

The Cabinet Member for Infrastructure, Highways PFI and Transport reported that work was ongoing to help people travelling to the mainland for treatment. Cllr Nicholson was thanked for his help. One ferry operator was already on board to help improve the situation for passengers.

9. Consideration of the Forward Plan

Cllr Fuller would be bringing a Planning Enforcement paper to Cabinet. The CX had given her comments and the item would be added to the Forward Plan for the most appropriate Cabinet meeting.

10. Members' Question Time

Cllr Brodie asked a verbal question relating to the placing of a vulnerable individual within his ward, and that he had received complaints about this from residents within the area. Cllr Brodie was of the view that the placement was inappropriate. A written response would be sent.

Cllr Quirk asked a question regarding the decision not to close Chillerton and Rookley school, and whether the matter would be looked at realistically in respect of excess school places. Confirmation was given by the Cabinet Member for Children's Services, Education and Lifelong Skills that the Policy and Scrutiny Committee for Children's Services would be looking at this at their meeting in September, when strategic place planning would be considered.

11. Exclusion of Public and Press

RESOLVED:

THAT under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public and press be excluded from the meeting for the following item of business, on the grounds that there was likely to be disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act and in all the circumstances of the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

12. Report of the Cabinet Member for Regeneration, Tourism and Business Development

12a Disposal of the former Spa Hotel site, The Esplanade, Shanklin

The matter of the disposal of the site had been ongoing since 2005. There had been a lot of negotiation and consultation including with local Councillors and the Town and Parish Council. The recommended proposal had been considered by the Regeneration Board and believed it to be the best option. In response to a question from Cllr Brodie as to why he had not seen all the confidential papers, the Monitoring Officer confirmed that the Corporate Scrutiny Committee had not requested for it to be on their agenda, and that there had been an opportunity to ask questions of the relevant portfolio holder when the item had first appeared on the Forward Plan.

RESOLVED:

Cabinet approves the sale of the freehold interest in the Spa site to the preferred bidder as set out in the report. In doing so delegating the authority to approve final terms following this decision to both the Cabinet Member for Regeneration, Business Development and Tourism and the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change, in consultation with the Director of Regeneration and the council's Section 151 officer.

CHAIRMAN



Agenda Item 5a



Purpose: For Decision

Cabinet report

Date 14 JULY 2022

Title UK SHARED PROSPERITY FUND – ISLE OF WIGHT

INVESTMENT PLAN

Report of CABINET MEMBER FOR LEVELLING UP, REGENERATION,

BUSINESS DEVELOPMENT AND TOURISM

EXECUTIVE SUMMARY

1. This report seeks approval of the submission of the Isle of Wight Council's Investment Plan to the UK Government's Shared Prosperity Fund.

2. The report instructs the Director of Regeneration, in liaison with the Cabinet member to arrange for the completion of the council's plan and arrange submission by the deadline of 1 August 2022.

RECOMMENDATION

 That Cabinet instructs the Director of Regeneration to arrange for the submission of the Isle of Wight Shared Prosperity Investment Plan in liaison with the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism.

BACKGROUND

- 4. The UK Shared Prosperity Fund (UKSPF) is a central pillar of the UK government's ambitious Levelling Up agenda and a significant component of its support for places across the UK. It provides £2.6 billion of new funding for local investment by March 2025, with all areas of the UK receiving an allocation from the Fund via a funding formula rather than a competition. It will help places right across the country deliver enhanced outcomes and recognises that even the most affluent parts of the UK contain pockets of deprivation and need support.
- 5. The UKSPF seeks to maximise the flexibility in regional development funding enabled by leaving the European Union, by investing in domestic priorities and targeting funding where it is needed most: building pride in place, supporting high quality skills training, supporting pay, employment and productivity growth and increasing life chances.
- 6. It is intended that the fund will reduce the levels of bureaucracy and funding spent on administration when compared with EU funds and enable greater local decision

making and better target the priorities of places within the UK. The fund's main objective is to enable visible, tangible improvements to the places where people work and live, alongside investment in human capital, giving communities up and down the UK more reasons to be proud of their area.

- 7. Places are asked to identify and build on their own strengths and needs at a local level, focused on pride in place and increasing life chances. Local places will be able to use the Fund to complement funding such as the Levelling Up Fund (East Cowes Marine hub approved 2021), and mainstream employment and skills provision to maximise impact and simplify delivery.
- 8. The Fund's interventions will be planned and delivered by councils and mayoral authorities across England, Scotland and Wales 'lead local authorities', working closely with local partners and the Scottish and Welsh governments.
- 9. The key objectives of the UKSPF are:
 - Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging;
 - Spread opportunities and improve public services, especially in those places where they are weakest;
 - Restore a sense of community, local pride and belonging, especially in those places where they have been lost;
 - Empower local leaders and communities, especially in those places lacking local agency.
- 10. The primary goal of the UKSPF is to build pride in place and increase life chances across the UK. This aligns with Levelling Up White Paper missions, published in April 2022, particularly: 'By 2030, pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between the top performing and other areas closing.'
- 11. The UKSPF will support project activity under three headings
 - I.Communities and Place,
 - II. Supporting local business,
 - III.People and Skills
- 12. The Isle of Wight has been allocated a total of £1,060,000 "core" UKSPF funding spread over three years up to 2025 with an allocation of £666,000 allocated to a new national numeracy programme "Multiply", again spread over three years.
- 13. The funding is mainly (80%) revenue funding which <u>cannot</u> be spent on capital projects such as public realm, roads, building renovation, housing or infrastructure.
- 14. A "blended" approach to allocate funding to each place has been adopted. This ensures that all places get an allocation that allows for significant continuity with EU structural funds within a continuity model that maintains previous EU structural fund distributions, 70% is allocated on a per capita basis, within each region based on Local Authority population size. 30% of the allocation uses the same needs-based index previously used to identify UK Community Renewal Fund priority places, namely:

- Productivity
- Household income
- Skills
- 15. The council is required to submit a locally determined, but centrally approved, investment plan by 1 August 2022 in order to draw down its allocation with no further competitive bidding being involved.
- 16. An Island investment plan was developed by the regeneration team in 2020 which has been cross referenced with the UKSPF prospectus in terms of identifying eligible activity a key point to note is the 2020 Island investment plan lists a schedule of mainly capital projects valued at over £100m needing £60m of grant support to help achieve the objectives of the "Inspiration Island" regeneration strategy approved in 2019.

Overview of proposed UKSPF island investment plan

17. Submission of the plan itself will be via an on-line portal with specific questions regarding the type of activity proposed, details of resulting outcomes and funding breakdowns over the three years of the fund 2022-25. The main activities proposed which align with the published UKSPF prospectus are therefore described below to enable timely cabinet consideration in advance of the required submission deadline.

Theme 1- Communities and Place

- 18. The communities and place investment priority seeks to enable places to invest to restore their community spaces and relationships and create the foundations for economic development at the neighbourhood-level. The intention of this is to strengthen the social fabric of communities, supporting in building pride in place.
- 19. The objectives for this theme of the fund are:
 - Strengthening our social fabric and fostering a sense of local pride and belonging, through investment in activities that enhance physical, cultural and social ties and access to amenities, such as community infrastructure and local green space, and community-led projects.
 - Building resilient, healthy and safe neighbourhoods, through investment in quality places that people want to live, work, play and learn in, through targeted improvements to the built and natural environment innovative approaches to crime prevention.

Proposed project under this theme - Area Regeneration managers

20. On the Isle of Wight we have developed a proven model of regeneration "Place planning" supported by the council regeneration team. We currently have one full time area regeneration manager working primarily in the county town of Newport. Place plans, such as that developed by "Shaping Newport" develop a detailed evidence base of the issues affecting the defined area through compilation and comparison of statistics and consultation with the community. A business, community and town/parish/community council partnership board is established and a prioritised action plan produced and implemented tackling economic, social or environmental concerns.

- 21. This project proposes the recruitment of three further area regeneration managers (two full time and one part time) on two year fixed term contracts.
- 22. The role of the new posts will be to work across the five regeneration areas where place plans have already been developed, are under development or there is a wish to develop a partnership approach to tackling local concerns.
- 23. In addition to Newport the other five regeneration areas are:
 - East Medina
 - West Medina
 - Greater Ryde
 - The Bay including Ventnor
 - West Wight
- 24. It is intended that the additional capacity provided by the UKSPF will help develop people and place project activity under the auspices of a defined place plan or on bespoke basis related to local need and opportunity.
- 25. Helping make the Isle of Wight more accessible and tapping into the "purple pound" in encouraging accessible tourism, but also helping island people with disabilities into work (assisted by the "Accessible Island" project) serving a network of like minded stakeholders in taking actions to help promote the Island as a more inclusive and accessible place to live and visit.
- 26. Support for local arts, culture, heritage and creative activities via the Island Collection following on from the support for Southampton's City of Culture and the ongoing work that the city is taking forward.
- 27. Estimated cost of Communities and Place project package is £370,000 over the UKSPF period 2022-2025.

Theme 2 – Support for Business

- 28. The supporting local business investment priority will enable places to fund interventions that support local businesses to thrive, innovate and grow.
- 29. The objectives for this theme of the fund are
 - Creating jobs and boosting community cohesion, through investments that build on existing industries and institutions, and range from support for starting businesses to visible improvements to local retail, hospitality and leisure sector facilities.
 - Promoting networking and collaboration, through interventions that bring together businesses and partners within and across sectors to share knowledge, expertise and resources, and stimulate innovation and growth.
 - Increasing private sector investment in growth-enhancing activities, through targeted support for small and medium-sized businesses to undertake new-tofirm innovation, adopt productivity-enhancing, energy efficient and low carbon technologies and techniques, and start or grow their exports.

Proposed projects under this theme – Island business support

- 30. The Rural Productivity Hub and Spokes project based at Innovation Wight has started delivering its first courses to island businesses to help facilitate their growth. While there has been a good level of interest in the initial offer it is expected completion and opening of the Innovation centre at Northwood is expected to accelerate participation.
- 31. The project is funded until October 2023 and the intention is to continue funding the most successful elements of the project up to 2025 so that a full evaluation off effectiveness and value for money can be undertaken.
- 32. The council has also supported a pilot Island business mentor programme hosted by the Chamber of Commerce. It intended to extend this successful pilot using the UKSPF up until 2025.
- 33. The Chamber of Commerce has been operating a successful "Olderprenneurs" project supporting older people to start businesses or become self employed. It is intended to include the funding for this project in the island UKSPF investment plan.
- 34. Estimated cost of "Supporting business" theme project package is £300,000 from September 2023 to March 2025.

Theme 3 - People and Skills

- 35. Through the people and skills investment priority, places can use their funding to help reduce the barriers some people face to employment and support them to move towards employment and education. Places are also able target funding into skills for local areas to support employment and local growth.
- 36. The key objectives for this theme are:
 - Boosting core skills and support adults to progress in work, by targeting adults with no or low level qualifications and skills in maths, and upskill the working population, yielding personal and societal economic impact, and by encouraging innovative approaches to reducing adult learning barriers (Scotland, Wales and Northern Ireland only. In England, this is delivered through the Department for Education's Multiply programme).
 - Reducing levels of economic inactivity through investment in bespoke intensive life and employment support tailored to local need. Investment should facilitate the join-up of mainstream provision and local services within an area for participants, through the use of one-to-one keyworker support, improving employment outcomes for specific cohorts who face labour market barriers.
 - Supporting people furthest from the labour market to overcome barriers to work by providing cohesive, locally tailored support including access to basic skills.
 - Supporting local areas to fund gaps in local skills provision to support people to progress in work, and supplement local adult skills provision e.g. by providing additional volumes; delivering provision through wider range of

routes or enabling more intensive/innovative provision, both qualification based and non-qualification based. This should be supplementary to provision available through national employment and skills programmes.

Proposed projects under this theme

- 37. Hampshire and Isle of Wight Community Foundation (HIOWCF) have developed a pre employment "Skills for Work" programme delivered to residents in deprived areas through partnerships with Island based housing associations. Personal advisors work closely with unemployed people to help them remove any barriers to them entering work. Due to the success of this approach to date extending the previously ESF funded course to April 2025 is proposed for inclusion the Island UKSPF investment plan.
- 38. In order to help achieve our net carbon zero target for the Island by 2040 it has become evident that the supply of skilled labour in being able to retrofit existing property to become more energy efficient is a key concern.
- 39. Similarly, the number of companies based on the island holding the appropriate accreditation to undertake this work is also insufficient to help meet projected demand.
- 40. The Island Green skills programme funded by the UKSPF investment plan between 2022 and 2025 will help address this forecast key skills growth area.
- 41. The Isle of Wight economy is dominated by small companies lacking in many cases the management skills to effectively operate in a 21st century labour market and global economy the "Island management development programme" delivered locally and funded by the UKSPF investment plan will help improve island skills in this key sector of the economy.
- 42. Estimated cost of "People and Skills" theme project package is £390,000 over the period 2023-2025.

Relationship to "Multiply"

- 43. This theme has close relationship to the UK Government "Multiply" programme which has allocated £666,594 to the Isle of Wight for the period 2022-2025.
- 44. Focused on helping those without numeracy skills in accessing work. Our Adult and Community Learning team have a number of course and personal support opportunities that can be extended and enhanced by this funding including specific support for improving numeracy ability in sectors of the workforce facing particular recruitment challenges. The Skills for Work project will work hand in hand with the council Adult and Community Learning team to help individuals achieve their full potential.

Summary of proposed overall UKSPF Investment Plan allocation:

UKSPF THEME	FUNDING ALLOCATION 2022-2025
Communities and Place	£370,000
Support for Business	£300,000
People and Skills	£390,000
Total	£1,060,000
Multiply (dedicated additional funding)	£666,000

Timetable

IIIIetable	
1 -	Lead local authorities (and UK government in Northern Ireland) work with stakeholders to develop local investment plans
	Further guidance published including guidance on monitoring benefits and evaluation, assurance, subsidy control, branding and publicity.
	Application processes and templates for Northern Ireland will be published – these may be used by lead local authorities in England, Scotland and Wales where desired.
30 June 2022	Investment plan window opens
1 August 2022	Investment plan window closes
July-September 2022	Indicative investment plan assessment period for UK government
October 2022 onwards	Anticipated date for first investment plans to be approved
October 2022 onwards	Anticipated first payment to be made to lead local authorities
March 2025	Three-year funding period ends

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

45. This project supports the Regeneration strategy, the Climate and Environment Strategy, the Island skills plan and the Corporate Plan.

The provision of affordable housing for Island residents

46. Working with social housing landlords through the "Skills for Work" project will help make tenancies more stable as a result of securing improved job opportunities.

Responding to climate change and enhancing the biosphere

47. Improving retrofitting and new build installation skills and ensuring more Island companies achieve accreditation to undertake this work will help improve take up of

- government support for installation of energy efficiency measures and support employment of local trades persons in new builds.
- 48. The Investment plan approach to improving skills and involving communities in enabling change also supports the Island as a recognised UNESCO Biosphere Reserve, where local communities have found ways to live sustainably and healthily within their local ecosystems. This directly supports the development of the sustainable development goals within the Biosphere relating to Sustainable Cities and Communities, Decent Work and Economic Growth and Quality Education.

Economic recovery & Reducing Poverty

- 49. Helping more island residents into work and improving their skills.
- 50. Helping business growth with locally accessible specialist advice.

Impact on Young People and Future Generations

51. Helping young people improve skills and access employment opportunities or start their own business.

CONSULTATION

- 52. The Economic Development Board Executive and the newly established Island Skills board have considered the recommended content of the UKSPF Island investment plan.
- 53. The support of the Island MP is also being sought for the proposed investment plan.

FINANCIAL / BUDGET IMPLICATIONS

- 54. Match funding for the bid is required and will be confirmed from existing budget approvals.
- 55. Financial support in submitting the investment plan, of up to £20,000 is included in the fund prospectus. Administration costs at a level of 4 percent can be charged to the investment plan project portfolio.
- 56. It proposed in the UKSPF prospectus that funding is paid in advance in each of the three financial years subject to acceptance of the investment plan.

LEGAL IMPLICATIONS

57. When approved, the funding award and its terms will be governed by a legally binding contract.

EQUALITY AND DIVERSITY

58. The council, as a public body. is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it.

- 59. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 60. It is not considered that the proposed investment plan will have any direct adverse implications to any of the protected characteristics groups. The improvements to accessibility proposed in the "communities and place" theme are likely to have a positive impact on those with some disabilities and reduced mobility often associated with aging.

PROPERTY IMPLICATIONS

61. Support for continuation of the Innovation Wight project beyond September 2023 will help underwrite income projections from this leased property.

OPTIONS

- 62. The options considered by the Cabinet are:
 - 1. That Cabinet instructs the Director of Regeneration in liaison with the Cabinet member for Levelling Up, Regeneration and Business Development to arrange for the submission of the UKSPF "Island Investment Plan".
 - 2. That Cabinet does not commit the necessary resources to preparing a submission and does not authorise the submission of a bid.

RISK MANAGEMENT

- 63. Risk of not bidding (Option 2) is that no other suitable or significant funding becomes available for these types of key activity and so little or no progress is made in providing resulting improved opportunities for islanders.
- 64. There is also potential reputational risk in not bidding (Option 2) as the Island and IWC should be presenting itself as proactive and capable in order to attract further potential funding in the future.
- 65. If the bid is made and is successful the council will need to mobilise support and resources from across service areas such as procurement, legal, childrens services, adult and community learning and regeneration to develop and deliver the programmes. This resource is in addition to the funding being made available via UKSPF and work has already commenced to engage key services and ensure that the required capacity is identified.
- 66. As set out in the timetable above, government will not make any decision until at least October 2022. This would leave only 2 ½ years to spend the allocation of a three year programme (2022-25). The phasing of the spend particularly in year 1 (2022-23) will therefore need to reflect the need to put in place the various processes to commence delivery, including procurement. It is anticipated that projects would commence delivery from December 2022 and complete by March 2025.

EVALUATION

- 67. The opportunity to bid for UKSPF is the only known significant funding source being made available to local authorities to develop programmes and projects focussing on communities and place, business support and skills all of which are key elements within the council's Regeneration Strategy.
- 68. It is unlikely that any other resources will be made available now or in the future and therefore failure to make any bid would leave the council unable to address these key issues.

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CHRIS ASHMAN

Director of Regeneration

(Cllr) JULIE JONES-EVANS
Cabinet Member for Levelling Up
Regeneration and Business Development
and Tourism

Agenda Item 6a

ISLE of WIGHT

Purpose: For Decision

Cabinet report

Date **14 JULY 2022**

Title DISPOSAL OF LAND AT THE EASTERN GARDENS, CULVER

PARADE, SANDOWN (ADJACENT TO AVENUE ROAD

SLIPWAY) TO SANDOWN TOWN COUNCIL FOR PROVISION OF

NEW PUBLIC TOILETS

Report of **CABINET MEMBER FOR STRATEGIC FINANCE**,

TRANSFORMATIONAL CHANGE AND CORPORATE

RESOURCES

EXECUTIVE SUMMARY

- 1. The paper seeks approval for the council to dispose of an area of land adjoining the southern water pumping station on eastern gardens to Sandown Town Council to facilitate the provision of new public toilets to replace the existing former Isle of Wight Council (IWC) toilets at eastern gardens.
- 2. The disposal will be via a long lease restricted to public toilet use and as such the value is nominal. It is proposed therefore to enter into a lease at peppercorn rent. The town council have applied for planning permission and any lease will be subject to planning approval.
- 3. Parish, Town and Community Councils are the main provider of public toilets across the Island and the IWC is supportive of the investment being made by local councils in their facilities to the benefit of both the local community and visitors to the Island.

RECOMMENDATION

4. THAT Cabinet grant a lease to Sandown Town Council for the provision of new public toilets at eastern gardens, Culver Parade (Avenue Road Slipway), Sandown (shown outlined on the attached plan at Appendix 1). Final terms of the lease to be agreed by the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources in consultation with the Director for Regeneration.

BACKGROUND

5. In 2015 the IWC resolved to no longer provide and manage public toilets across the Island and agreed to offer the existing facilities to local councils at a nominal value as they were restricted to toilet use.

- 6. Since this time a number of local councils have invested in the provision of new and up graded toilet facilities in their areas. This has helped them reduce running and maintenance costs as well as generate income to help clean and manage the toilets for the benefit of local residents and visitors.
- 7. Sandown Town Council have approached the authority regarding the establishment of new toilet facilities at eastern gardens on Sandown esplanade. They have undertaken survey work of the existing toilets which are considered to be in a generally poor condition and have identified engineering issues and other matters which have led the council to determine they need to be replaced rather than refurbished. They have identified an area of land adjoining the southern water pumping station (as show on the plan attached at appendix 1) and a planning application for a modular building providing toilets and showers (ref 22/00923/FUL). was validated on 6 June and is awaiting determination. A plan showing the proposed design of the toilets is attach at appendix 2.
- 8. The land is currently used as a hardstanding amenity area with some limited seating.
- 9. The town council have commissioned Danfo to provide the new toilets/showers and the company have experience working with local councils on the island having already built a number of similar new facilities at locations including Shanklin and Yarmouth.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

Responding to climate change and enhancing the biosphere

- 10. The recommendation would provide for new resource efficient toilets that use less water and power thereby contributing to the journey to net zero.
- 11. The development supports the UN sustainable development goals for clean water and sanitation and supporting life below water. Providing public toilets encourages and supports the island community in connecting people with their environment through enabling more time to be spent outdoors.

Economic Recovery and Reducing Poverty

12. The proposal would provide new facilities which would assist the area in providing a range of services to local people and visitors that would encourage more visits and thereby more business opportunities to grown and sustain the local economy.

Impact on Young People and Future Generations

13. The recommendation would provide for sustainable new long-term facilities for the local community.

Corporate Aims

14. The proposal will support the following aspirations of the Corporate Plan:

(a) Keep the council solvent and take all the measures we can to improve the financial position of the council.

CONSULTATION

15. The town council have carried out wide ranging engagement with the local community regarding toilet provision in the town including public meetings and online consultation. In summary, they state there is wide support for the plans to provide new facilities and that the key priorities identified were provision at St Johns Road and Eastern Gardens with Yaverland to follow at a later date. The St Johns Road toilets were completed in 2021 and the focus is now on the new toilets at eastern gardens.

FINANCIAL / BUDGET IMPLICATIONS

16. The disposal of the land will not result in a capital receipt to the council as the use of the land is restricted to public toilet use. There are no other direct financial or budget implication as the site is currently unused and not subject to any maintenance costs. The legal resources associated with the completion of the lease are not currently budgeted for.

LEGAL IMPLICATIONS

17. The Council has the power to dispose of property under section 123 of the Local Government Act 1972, which requires it to achieve 'best consideration' in any disposal. The council can dispose of property at an undervalue using a general consent of the Secretary of State. The difference between the unrestricted value of the property and the disposal consideration must not exceed £2 million and the purpose of the disposal must be likely to contribute to the achievement of the promotion or improvement of economic well-being; the promotion or improvement of social well-being; and/or the promotion or improvement of environmental well-being in its area or for residents in its area. Subsidy control implications will also need to be considered.

EQUALITY AND DIVERSITY

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

PROPERTY IMPLICATIONS

20. The land is not part of any operational site and has not seen as having significant commercial value. It is also not considered to have any strategic value to the

council. Whilst not currently having any direct liabilities, its disposal to a third party would remove any such future risks.

OPTIONS

- 21. Not to dispose of the land at eastern gardens to Sandown Town Council.
- 22. THAT Cabinet grant a lease to Sandown Town Council for the provision of new public toilets at Eastern Gardens, Culver Parade, Sandown (shown outlined/hatched on the attached plan at Appendix 1). Final terms of the lease to be agreed by the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources in consultation with the Director for Regeneration.

RISK MANAGEMENT

- 23. If the council does not agree to the proposed lease it may not be possible for the town council to find an alternative suitable site that is support by the local community. It may leave the town council with no option but to either refurbish older toilets that are deemed to have engineering and other issues and may be uneconomic to upgrade, manage and maintain or not provide any facilities in this area of the town.
- 24. It would leave the authority responsible for any liabilities and future management of the site when there is no budget allocated to do so.
- 25. The council may receive commercial interest if it offered the land on the open market but its use is limited by the location adjoining the water pumping station.
- 26. An agreement for a new lease would not necessarily result in the construction of the new toilets which is still subject to planning approval. If the toilets did not receive consent then the lease would not be completed and the site would remain in council ownership. The council would then be able to re-evaluate its position.

EVALUATION

- 27. Sandown Town Council are investing in its public toilet facilities and have consulted and engaged with the local community to ascertain their views and the location and construction of new toilets at eastern gardens is supported. A planning application has been submitted for the new facilities and subject to approval the town council have confirmed the funds are in place to commence construction as soon as consent is granted.
- 28. Disposal of the land via a long lease would enable the investment to be made by the town council with works likely to commence following the summer season 2022 and the toilets would provide an additional new facility for the many visitors and residents who visit this area of the Bay and would support its wider regeneration.

APPENDICES ATTACHED

- 29. Appendix 1 plan showing area of land at eastern gardens for disposal
- 30. Appendix 2 plans showing design of proposed new toilets and shower facilities at eastern gardens (from planning application ref. 22/00923/FUL).)

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CHRIS ASHMAN

Director of Regeneration

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







Sandown Eastern Gardens Tetragon site

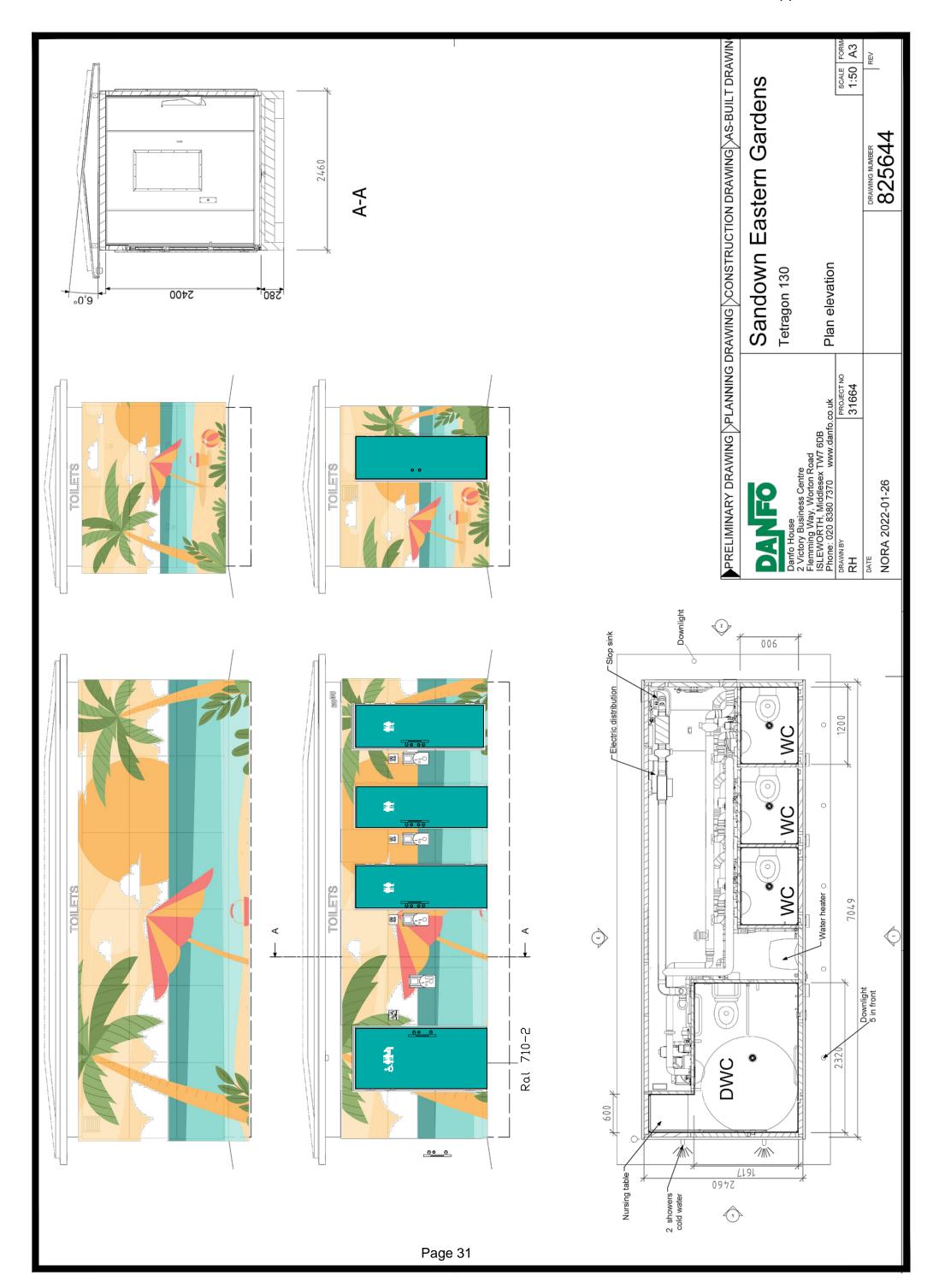


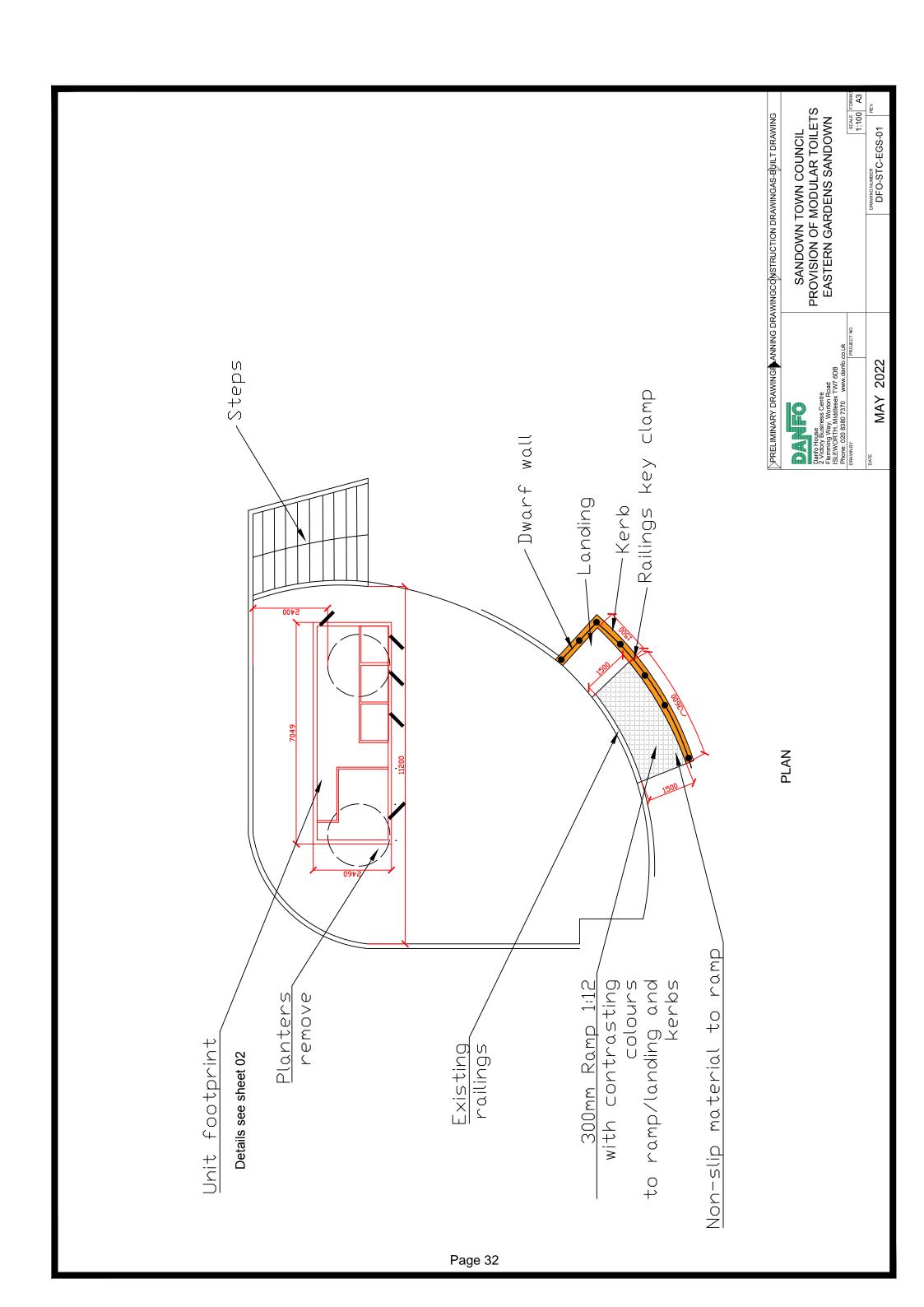
Site Plan A shows area bounded by: 460141.02, 84281.64 460341.02, 84481.64 (at a scale of 1:1250), OSGridRef: SZ60248438. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

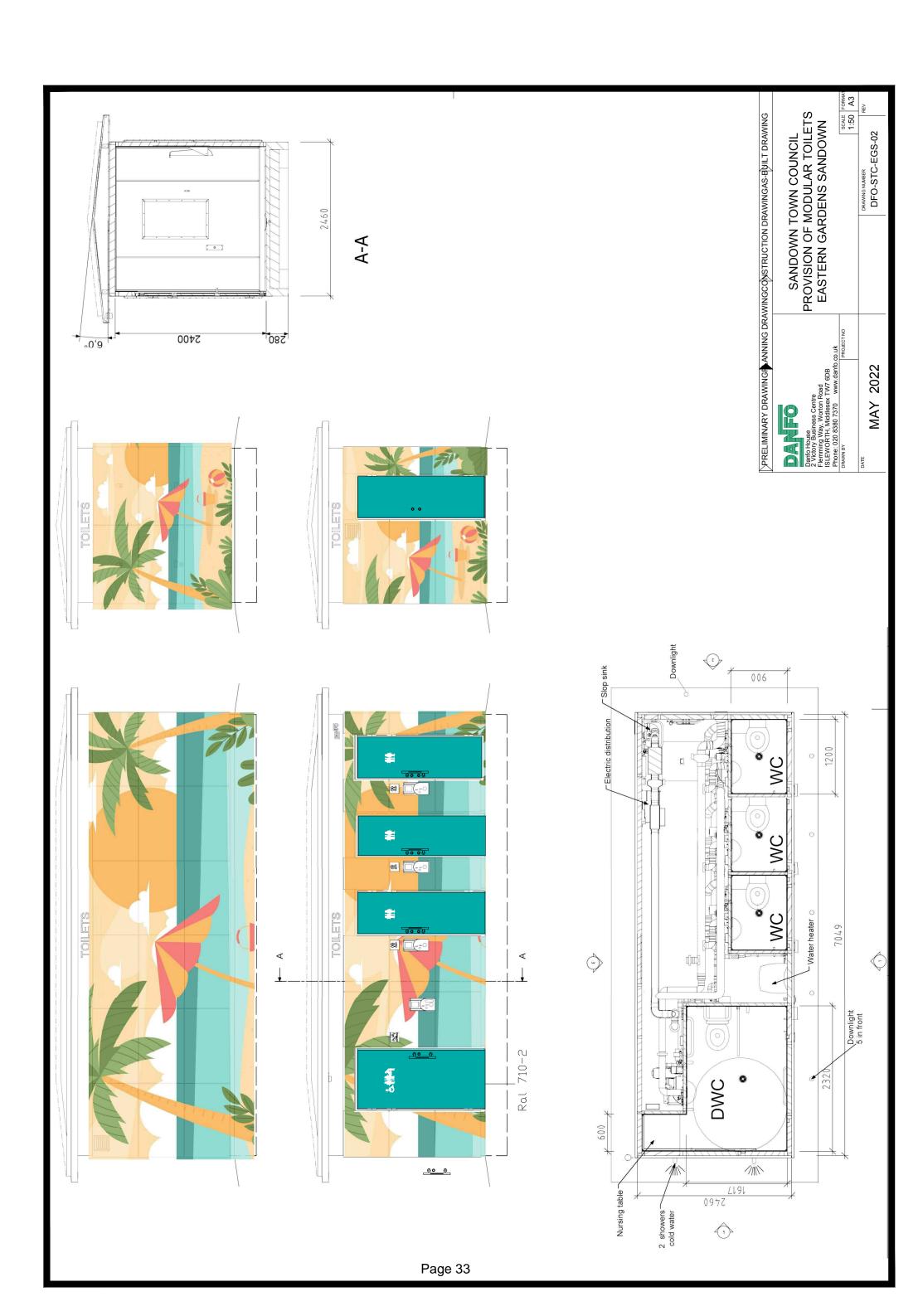
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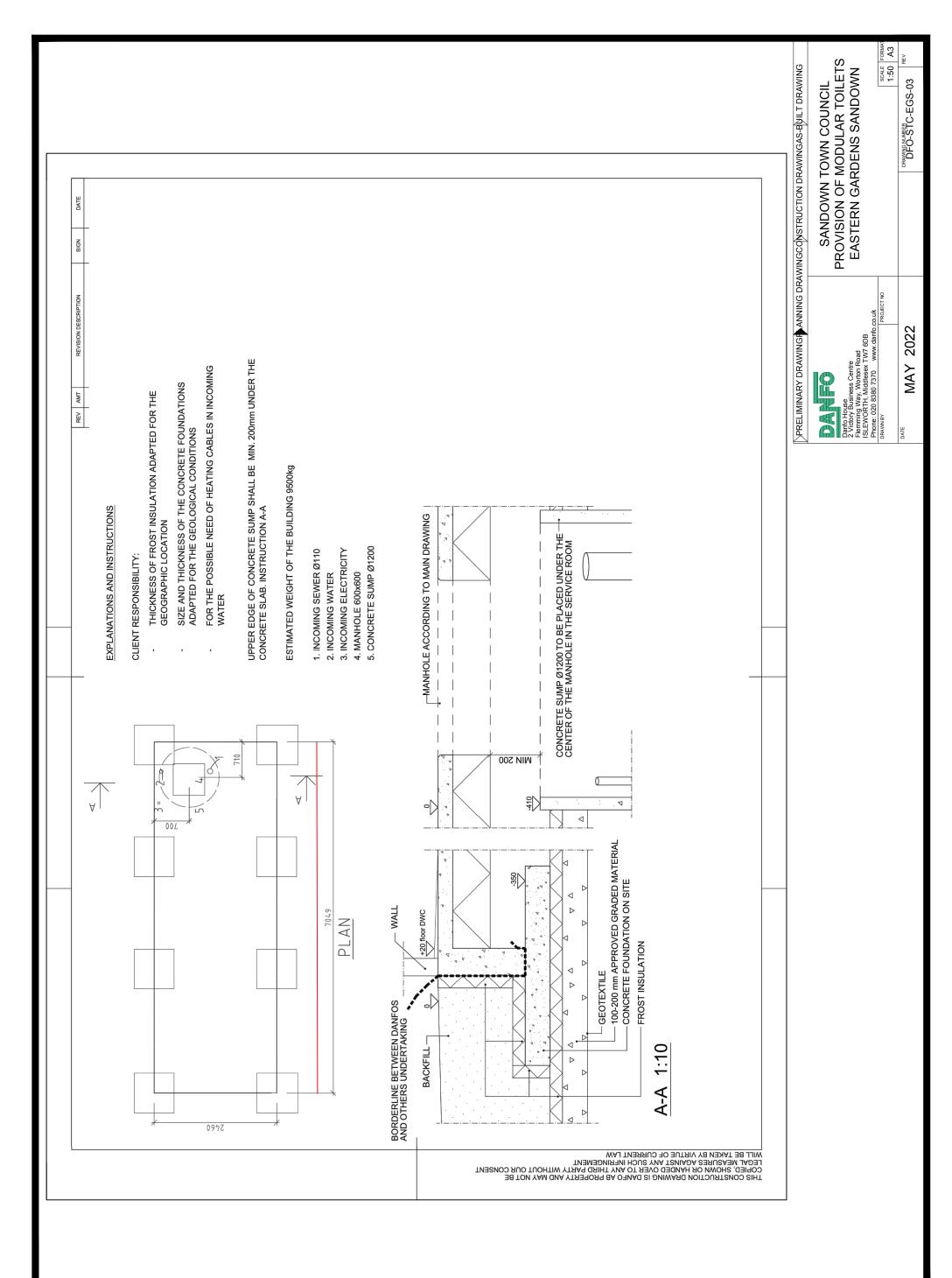
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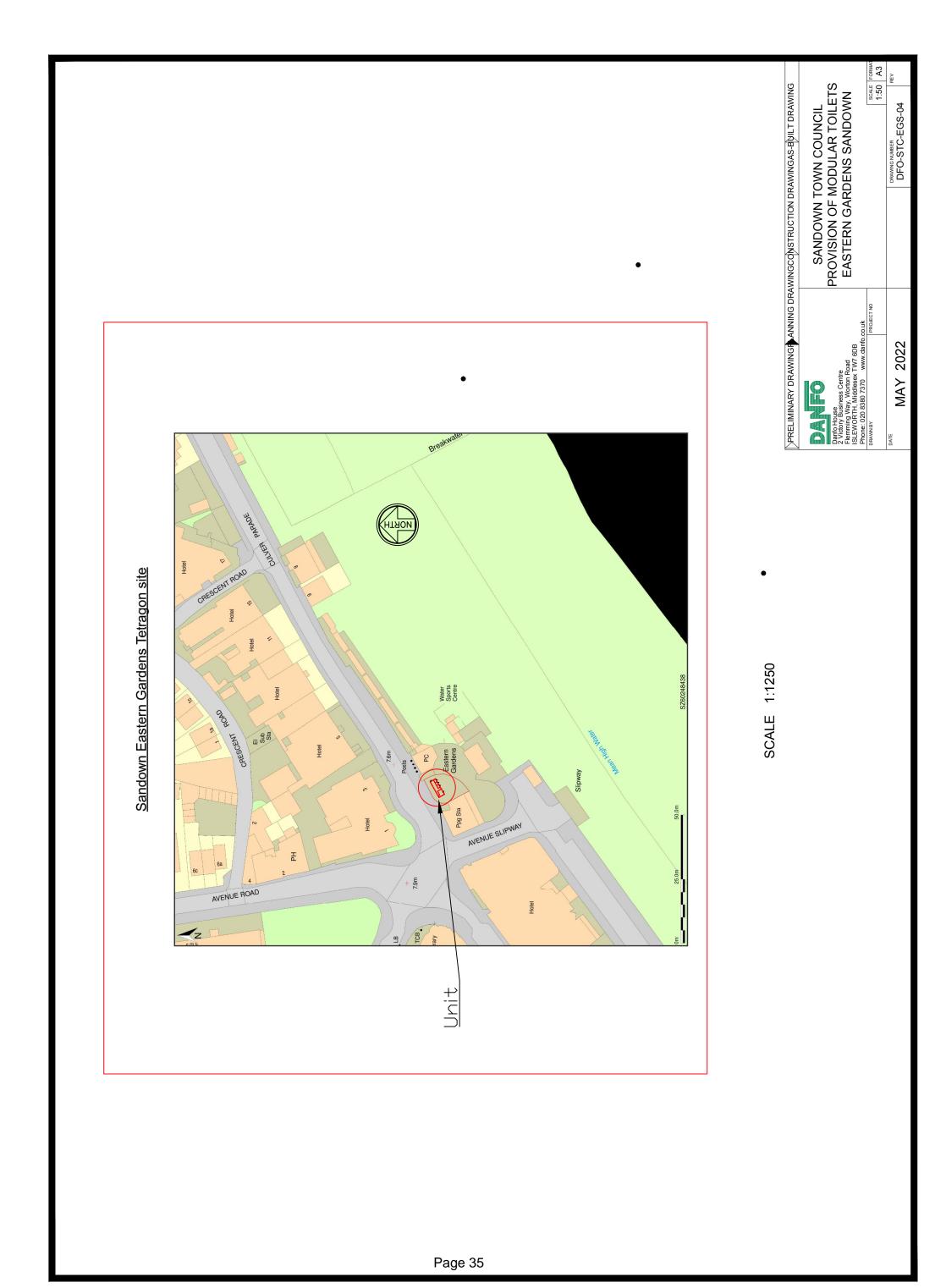














Agenda Item 7a

ISLE of WIGHT

Purpose: For Decision

Cabinet report

Date 14 JULY 2022

Title NEWPORT TOWN CENTRE PEDESTRIAN IMPROVEMENTS

Report of CABINET MEMBER FOR LEVELLING UP, REGENERATION,

BUSINESS DEVELOPMENT AND TOURISM AND CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND

TRANSPORT

EXECUTIVE SUMMARY

- 1. As part of the Newport High Street Heritage Action Zone (HAZ) programme, plans have been developed to make improvements to the pedestrian environment in High Street and St James' Square.
- 2. Plans include reallocation of street space from space for motor vehicles to space for pedestrians, with wider footways, narrowed carriageways and reduced on-street parking.
- 3. In addition, improvements will be made to the accessibility, utility and appearance of the street and square, with improved paving, new areas of planting, additional seating, additional cycle parking and clearly defined street furniture zones leaving clear, unobstructed walking routes.
- 4. The setting of key heritage assets, particularly the Victoria Memorial, will be improved, helping showcase the town's rich history.
- 5. The additional space provided will create new opportunities for social interaction, more space for browsing in shop windows and make local walking journeys easier and more comfortable.
- 6. Delivery of works will be phased based on availability of resources, with an initial section of work delivered using existing HAZ budget approved for delivery of this project. Later sections of work will be delivered as resources can be identified, but design work funded by the HAZ programme will help demonstrate these projects are funding-ready, helping attract external funding.
- 7. The changes are expected to significantly improve these key town-centre streets, and it is anticipated they will help stimulate further private investment from building owners and local businesses, further enhancing the street scene.

- 8. The plans also address accessibility shortcomings in the current street layout, significantly improving movement options around the town for disabled people in particular.
- 9. These plans form part of a package of measures being delivered by the HAZ which complement each other and will collectively help regenerate the town centre.

RECOMMENDATION

- 10. That cabinet approves planned changes to the High Street and St James' Square to widen footways, improve the public realm and reallocate space from the carriageway and on-street parking to facilitate this.
- 11. In doing so, cabinet authorises the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism and the Cabinet Member for Infrastructure, Highways PFI and Transport in consultation with the Director of Regeneration and the Director of Neighbourhoods to use available resources to develop and deliver whichever aspects of the plans prove to be technically and financially viable within the timeframe of the HAZ scheme, and to seek additional resource to develop and deliver the remaining viable elements in due course.
- 12. Furthermore, cabinet authorises the Director of Regeneration and the Director of Neighbourhoods to prioritise and work towards measures to reduce the volume and size of vehicles moving through the High Street by developing alternative routes and arrangement around the town centre.

BACKGROUND

- 13. In 2020 Newport, along with Ryde, was designated a High Street Heritage Action Zone (HAZ) by Historic England, in an effort to help regenerate the town centre and improve the condition of the town centre conservation area.
- 14. The HAZ is a partnership between Isle of Wight Council (IWC), Historic England (HE) and Newport and Carisbrooke Community Council (NCCC). HE provides half of the funding for the programme, with partner contributions from IWC and NCCC making up the rest. The HAZ aims to regenerate the historic town centre and maximize the opportunity for the town centre to adapt and thrive. IWC has committed to support the programmes' objectives both financially and through other support from across the council. The HAZ programme is funded for four years from April 2020 until March 2024.
- 15. A key part of the programme agreed with Historic England is investment in improvements to the public realm in the High Street and St James' Square, which aims to address risks to the Conservation Area through improving the setting of key buildings and reducing the impact of motor vehicles alongside providing an improved pedestrian environment to enable the town centre to evolve and provide a higher quality offer to visitors.
- 16. A concept plan has been developed through a community codesign process and community consultation and have been agreed by the HAZ Steering group and a decision by the Council is now sought to deliver the scheme.
- 17. Concept plans for the proposed changes can be found in Appendix 1. Proposed changes consist of a number of key elements:

Phase 1:

- (a) Widening of footways on both sides of the High Street to improve accessibility, allow more space for people walking or browsing in shop windows, and to enable greater social interaction.
- (b) Narrowing the carriageway to encourage lower speeds and create a visual appearance that cars are guests in a people-first environment.
- (c) Removing or relocating street furniture (posts, parking meters, planters etc) that can clutter the street and make moving around more difficult.
- (d) Providing three new dedicated parking bays for disabled people on the High Street.
- (e) Retaining and extending the existing High Street loading bay.
- (f) Removing other on-street parking on the High Street between St James' Street and Holyrood Street to create more space for pedestrians and reduce risk from manoeuvring vehicles. Alternative parking provision exists nearby in Quay Street, further along the High St and in nearby car parks (several lie within 3 minutes' walk).
- (g) Improving pedestrian crossings through widening them, making them level with footways to improve accessibility, and increasing waiting space.
- (h) Addition of new planters, seating and cycle racks, installed in clusters to minimise clutter.
- (i) Repaving the pavements and pedestrian square across the whole area in consistent materials to improve the look of the High Street and St James' Square.

Phase 2:

- (j) Widening footways and crossings at the St James' St/High St junction where possible, considering constraints imposed by the need to turn buses and large delivery vehicles.
- (k) Widening the footway on the west side of St James' Square to provide easier movement and space to browse, narrowing the carriageway to enable this and also reduce crossing distance.
- (I) Extending St James' Square to the north to provide new public space around the Victoria Memorial
- (m) Modifying the layout of St James' Square to create a more useable, flexible and accessible public space
- (n) Improving pedestrian crossings through widening them, making them level with footways to improve accessibility, and increasing waiting space.
- (o) Addition of new planters, seating and cycle racks, installed in clusters to minimise clutter.
- (p) Repaving the pavements and pedestrian square across the whole area in consistent materials to improve the look of the High Street and St James' Square.
- 18. Implementation will be staged, to enable incremental delivery as resources allow, with the first stage of delivery utilising existing High Street Heritage Action Zone funding specifically allocated for this purpose. This will include all, or part, of phase 1, depending on final costs. Later stages will require additional funding and the HAZ team are actively seeking additional external funding.
- 19. The changes are expected to make a large difference to the pedestrian environment, complement other measures being taken through the HAZ project,

- such as shopfront improvement works, and contribute to the regeneration of Newport Town Centre.
- 20. The scheme is designed to allow for current levels of traffic on the High Street, but also to function well with reduced traffic levels. The nature and volume of traffic in the High Street remains a concern and has been highlighted as an issue which needs to be addressed in a Historic Places Panel visit made by Historic England before the HAZ project commenced.
- 21. The wider traffic management measures required to achieve a large reduction in traffic in the High Street require longer term action and it is recommended that staff continue to develop plans for alternative traffic routing in the area to address this issue, working with the HAZ team to achieve additional medium-term gains for the regeneration of the town centre. While this is a long-term objective it is important that work commences imminently due to the timescales involved.
- 22. The concept plans in appendix 1 are indicative at this stage, and subject to ongoing work to refine designs to maximise the benefit of the scheme and ensure financial and technical viability at each stage of design development. It is anticipated that details of the High Street layout will change as design work progresses, including the exact location of items and the final alignment of the carriageway.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

Responding to climate change and enhancing the biosphere

- 23. The improvements recommended form a key part of broader efforts to reduce reliance on the private car and provide high quality alternative travel options and reduced need for travel. It explicitly delivers against objective 029 "Introduce a 'people first' approach to traffic flows in urban centres". It supports active travel through providing an improved environment for walking, but also forms a key part of actions designed to sustain and enhance a key town centre, enabling provision of key services within walking and cycling distance of a large catchment population, and at the centre of the Island's bus network.
- 24. Arc Consulting have undertaken a biosphere review of the project and made various recommendations which will be integrated as detailed design work is undertaken.
- 25. At the heart of the Biosphere designation is its twin focus on cultural and biological diversity. This project seeks to enhance the cultural diversity through a focus on local distinctiveness, implementing various measures to embed locally distinct features in the public realm. Biological diversity will be enhanced through carefully selected planting and micro-habitat creation work embedded in the scheme design.

Economic Recovery and Reducing Poverty

26. Town centre regeneration forms a critical part of economic recovery efforts, especially post COVID-19. Thriving town centres support an active range of uses in a location accessible to most people, not reliant on car access. Newport town centre supports a large walking catchment, and the facilities in the town are particularly important for lower income households who are much more likely to rely on active travel as the lowest-cost transport option available.

- 27. High Streets across the country have been hit by changes in retail patterns, and the ability for town centres to diversify is critical. For many people options of online and out of town retail means less dependence on town centre retail, and so increasing use of town centres again relies on creating an environment people want to visit and spend time. Public realm enhancements provide a key part of efforts to enhance the sense of place in Newport and create a town centre environment people want to spend time in, creating the right conditions for existing businesses to thrive and new types of business to establish in the units vacated by declining national chains in recent years.
- 28. Creating a vibrant town centre will lead to more jobs being created, and in a highly accessible location. Creating stable employment opportunities is a key requirement for enabling more people to move out of poverty.

Impact on Young People and Future Generations

- 29. The changes sought through the HAZ programme are long-term ones, with a clear focus on future generations. The High Street has evolved over time, and these proposals form part of that evolution, with a greater focus on quality of place, flexibility of use, and use of active travel modes both to/from the town and for journeys within the town centre. This will provide short-term gains, but also provide a more sustainable town for the future.
- 30. Young people have been consulted specifically during the HAZ programme through engagement with the youth council and via Newport Youth Café and their input has helped shape elements of the plans.
- 31. Active travel is critically important for independent travel for children and young people, so improvements to walking facilities will particularly benefit younger people, as will enhancements to town centre facilities which are accessible without needing a car. Young adults are less likely to drive then previous generations, again underlining the need for good active travel links and town centre facilities.

Corporate Aims

- 32. The <u>Corporate Plan 2021 2025</u> specifically identifies delivery of the identified HAZ programmes as a key part of the administration's aspiration 39, "Focus on Regenerating our High Street and visitor economy to assist post-COVID-19 recovery and growth". Town centres are changing, with a reversion to their historic role as multi-functional places, hosting a range of services, social activities, homes as well as retail activity. Improvements to the public realm form an important part of work to enable the town to adapt to these changes and maximise the opportunities for the town.
- 33. Aspiration 40, "Promote people-oriented place planning for town centres" is also supported by this work, which delivers the first part of a "People First Zone", a key action arising from the Shaping Newport place-plan.
- 34. The work also supports a move towards active travel, with a focus on reallocating street space from moving and parked vehicles to people walking, contributing to aspiration 43 "Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel". The plans deliver elements of the

improvements identified in the Local Cycling and Walking Infrastructure Plan's core walking zone for Newport.

CONSULTATION

- 35. The HAZ programme is built around community engagement, with meaningful engagement and consultation forming a key part of all project work, aiming to ensure the outcomes of the programme genuinely meet local needs and aspirations.
- 36. The HAZ forms part of Shaping Newport's delivery programme, responding to the results of the 2018 place plan survey and report. This identified a lack of pride in the town, concerns about pedestrian safety and a need for enhancements to the public realm as key issues. This formed a key part of the rationale for inclusion of this project in the HAZ programme.
- 37. Early community engagement took place through an online activity testing some of the key concepts around changing the balance of space between cars and people. This showed strong support for creating more space for people and identified key themes from general comments made by respondents, the most important of which were the need for wider footways/more space for pedestrians; pedestrianisation of either specific areas or the whole town centre; visual improvements to buildings or the street scene generally; and improvements to street furniture, more seating, trees or greenery.
- 38. Following early community engagement and support, Hampshire County Council were contracted to deliver initial design work, using a community-led design process. Their work started with workshops with both internal (IWC/Island Roads) and external stakeholders. They then used a community codesign process, with a community design panel formed from local residents, businesses, advocacy groups and the professional design team. This group collectively led the evolution of designs from concept to masterplan design.
- 39. In addition, survey work was undertaken to establish in more detail how people visit the town centre.
- 40. Once the concept masterplan had been developed, a 6-week consultation exercise was carried out. This was widely publicised with good mainstream and social media coverage. An online, map-based tool was used to allow full presentation of the concepts and the ability for people to respond to individual elements of the proposals as well as the scheme as a whole. A paper-based version was also made available.
- 41. Responses were received from 182 people, though response numbers varied to individual questions.
 - (a) Overall, 63% of respondents supported the plans, 32% opposed them. Support increased to 71% if plans were modified to take account of specific issues respondents had raised.
 - (b) 67 per cent of respondents indicated that current traffic arrangements negatively impact their experience of the town. Only 6 per cent indicated a positive impact on their experience.

- (c) 69 per cent of respondents thought more pedestrian space would make their experience of the town better, 15 per cent thought it would make it worse.
- (d) When examining responses based on the usual mode of travel to access the town centre, there is a notable difference between those who usually travel by car and those who use public transport, walk or cycle. People who usually travel by car are much more likely to strongly oppose the plans (31 per cent compared with 5 per cent for other modes) and much less likely to strongly support the plans (31 per cent compared with 53 per cent for other modes).
- (e) Women showed stronger support for the plan than men, with 76 per cent of women expressing support (50 per cent strongly) compared to 60 per cent of men (35 per cent strongly supportive).
- 42. The consultation report is available in Appendix 2.
- 43. Consultation was undertaken for three phases of work, though at this stage a decision is only sought on the first two phases, the third (around The Guildhall) requiring further development work considering community feedback and technical issues.

FINANCIAL / BUDGET IMPLICATIONS

- 44. Detailed design work and an initial phase of capital works will be funded from the existing approved HAZ budget for this project, with the extent of works delivered determined after detailed design work has been completed, based on available budget.
- 45. The remaining HAZ budget for this project is £590,000, to cover detailed design, construction work and commuted sums for ongoing maintenance. Completion of phases 1 and 2 in full is currently estimated to cost in the region of £3m. Additional funds are being sought to advance as much of the scheme as possible within the lifetime of the HAZ.
- 46. Later stages of work requiring funding beyond the identified HAZ budget will only proceed when this funding can be secured.
- 47. The works will be accrued onto the PFI network, with associated costs forming part of the overall project costs initially funded from the HAZ budget.
- 48. If implemented in full, phase one will lead to the removal of 22 pay and display parking bays. 3 of these will be replaced with disabled parking bays to accommodate blue-badge holders who already park in the High Street, giving a net loss of 19 spaces. It is anticipated that most of this parking will be displaced to immediately adjacent locations, principally Quay Street and lower High Street, with little or no revenue loss to the council. Some parking may displace to non-council-controlled car parks such as Little London, though the majority of displaced parking is anticipated to move to other council pay and display locations.

LEGAL IMPLICATIONS

- 49. Newport and Carisbrooke Community Council (NCCC) is the accountable body for the Historic England grant and the relationship between IWC and NCCC regarding that funding is set out in a Memorandum of Understanding.
- 50. Any proposed changes that arise as part of this scheme may require separate regulatory consent and will be subject to separate approval.

EQUALITY AND DIVERSITY

51. The proposals are expected to bring significant accessibility benefits, particularly to disabled people. The needs of disabled people have been carefully considered throughout the community codesign process and the proposals will remove a number of impediments to accessibility of the town centre. The impact of parking provision has been carefully considered, with introduction of dedicated disabled bays which are not currently available in this section of the High Street. These bays have been specified to a larger size than normal in response to comments from disabled users that some combinations of vehicle/mobility aid require more space than is provided elsewhere. Blue badge holders will no longer have to contend with other drivers for parking space in this section of the High Street. Some disabled people may not be eligible for a blue badge and may be disadvantaged to some degree by the loss of general pay and display parking on the street. However, alternatives are available nearby, and this potential loss must be weighed against the significant accessible gains to disabled people moving around the town as pedestrians, including those who arrived by car.

PROPERTY IMPLICATIONS

52. All the identified improvements are on land designated as public highway and under the local authority's control.

OPTIONS

53. The options considered by the cabinet are:

Option 1 — That cabinet approves planned changes to the High Street and St James' Square to widen footways, improve the public realm and reallocate space from the carriageway and on-street parking to facilitate this.

In doing so, cabinet authorises the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism, and Cabinet Member Infrastructure, Highways PFI and Transport in consultation with the Director of Regeneration and the Director of Neighbourhoods to use available resources to develop and deliver whichever aspects of the plans prove to be technically and financially viable within the timeframe of the HAZ scheme, and to seek additional resource to develop and deliver the remaining viable elements in due course.

Furthermore, cabinet authorises the Director of Regeneration and the Director of Neighbourhoods to prioritise and work towards measures to reduce the volume and size of vehicles moving through the High Street by developing alternative routes and arrangement around the town centre.

for

Option 2 – That cabinet approves the long-term concept for an improved pedestrian environment with more space for walking but authorises that only some areas or elements of the plans provided are developed further by IWC, as defined by cabinet.

Option 3 – That cabinet does not approve the long-term concept or the planned changes.

RISK MANAGEMENT

- 54. This project will be overseen by the major highway improvements project board comprising the portfolio holder, director and senior officer in relevant services. That project board meets monthly, receives progress reports from the project manager and reviews progress against programme, spend against budget projection and the established risk log making interventions when necessary to manage and minimise risk.
- 55. Risk of not proceeding with the changes include loss of funding from Historic England and reputational damage among partner organisations as well as the community, who have expressed support for the proposals. There are also risks to wider regeneration work, for example encouraging property owners to invest in their buildings is more difficult if the council is not seen to be investing in enhancing the public realm.

EVALUATION

- 56. Option 1 is recommended. This project has been developed as part of planned package of measures to regenerate the High Street Heritage Action Zone in Newport and forms a key part of works to transform the future of the town centre. It is expected to deliver significant accessibility benefits, make the town a more attractive place to spend time and show the council's commitment to active and sustainable travel, including appropriate reallocation of road space to support active travel modes. It has been developed in close collaboration with the local community and received a high level of support during the consultation, despite highway changes normally attracting significant negative commentary, especially when parking removal is involved, even when post-implementation support turns out to be high.
- 57. Option 2 is not recommended as the planned measures have been designed as a coherent package based on extensive community engagement and changing one element is likely to have significant consequences for other parts. Extensive redesign work would create significant risk to deliverability within the timescale required as part of funding agreements.
- 58. Option 3 is not recommended as it would not realise the identified benefits to the regeneration of Newport town centre.

APPENDICES ATTACHED

Appendix 1 - Concept plans

Appendix 2 - Consultation report

Contact Point: Martin Gibson, High Street Heritage Action Zones Project Manager, Regeneration. ☎ 821000 e-mail martin.gibson@iow.gov.uk

CHRIS ASHMAN

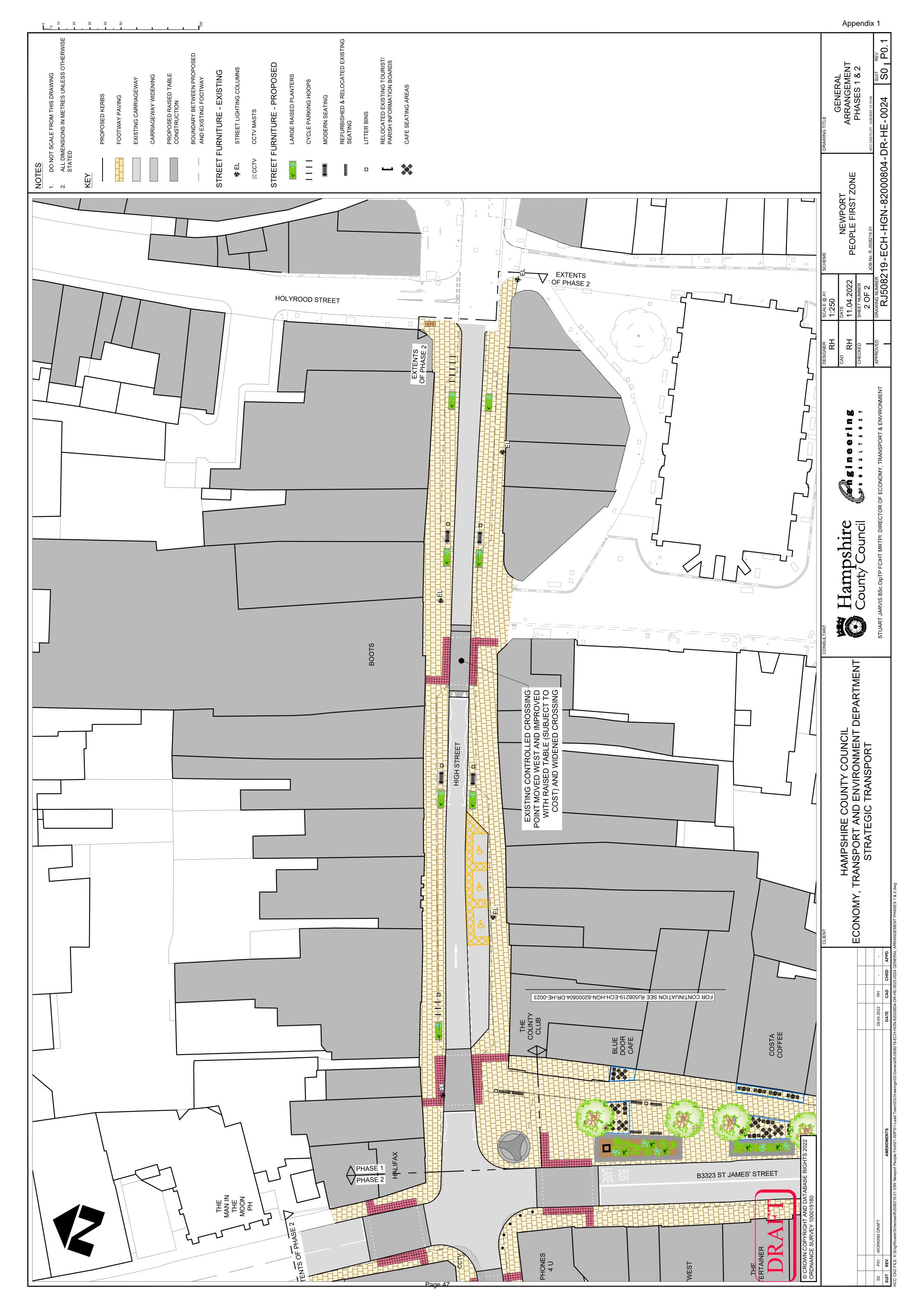
Director of Regeneration

Cllr JULIE JONES-EVANS
Cabinet Member for Levelling Up,
Regeneration, Business Development and
Tourism

COLIN ROWLAND

Director of Neighbourhoods

Cllr PHIL JORDAN
Cabinet Member for Infrastructure,
Highways PFI and Transport





HERITAGE ACTION ZONE

People First Zone Consultation Report

Introduction

A key object for the Newport Hight Street Heritage Action Zone is to create the first part of a "People First Zone" in Newport town centre through making improvements to the High Street and St James' Street that provide greater space and priority for pedestrians while also enhancing the conservation area including the setting of key listed buildings.

Early community engagement took place on the People First Zone in 2020/21, building on what had already been discovered during the Shaping Newport survey in 2018. This was used to shape the development of early plans, which were developed by a Community Design Panel, consisting of a professional design and engineering team from Hampshire County Council, local residents, businesses and advocacy groups. The resulting masterplan was presented in this consultation which sought to understand the public's views on the plans overall, as well as receiving detailed feedback to help shape further development of the plans.

Three phases of work were consulted on, though it was only anticipated that one or two of these could be delivered with current HAZ funding. By consulting on further phases, it enables these to be developed further with confidence and seek additional funding to deliver them.

An online consultation tool supplied by Placechangers was used to present the scheme and collect feedback. The plans were divided into 6 areas, with respondents invited to comment on each area separately. In addition, a short survey at the end collected more general views and key demographics. All responses were optional, to allow people to focus on the areas they wanted to comment on without having to work through the whole survey if they so wished.

The consultation material was also published in PDF form with a questionnaire which could be printed and returned by post. There was also an option to receive a printed copy to respond to. Postal responses were added to the Placechangers system before analysis took place.

The consultation ran from 1st February to 16th March 2020.

Produced by the Newport High Street Heritage Action Zone Issued 16th May 2022







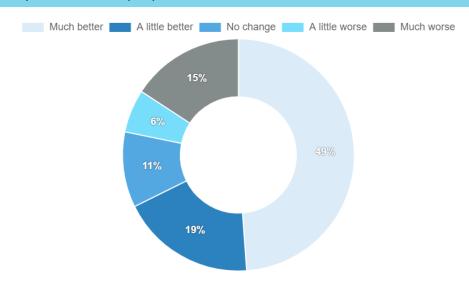
Responses

Responses were received from 182 people. As all questions were optional, numbers responding to each question do not represent the total number of respondents.

Responses to the scheme overall

Three questions were asked relating to the scheme overall. The responses were as follows.

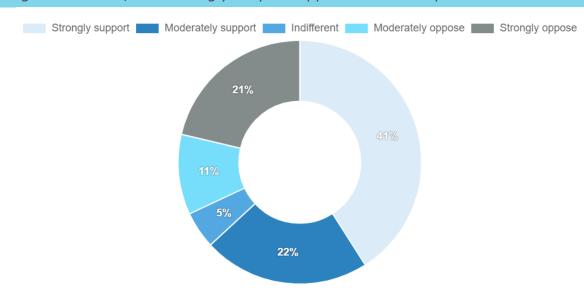
Overall, do you think the proposals will make this area better than it is now?



n=133

68% of respondents thought the proposals would make the area better, 22% thought it would make the area worse. (Variance from sum of percentages in the chart is due to rounding).

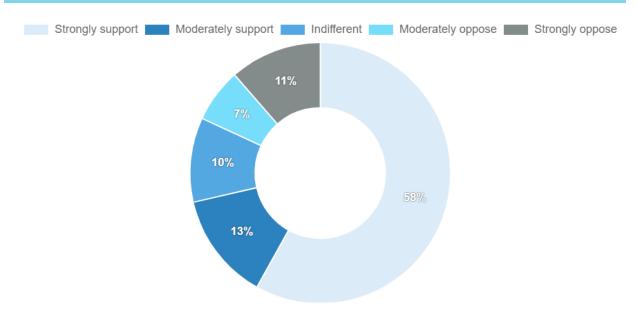
In general terms, how strongly do you support the overall plan?



n=122

63% of respondents supported the plan, 32% opposed them.

If the plans were modified to take account of any specific issues you have raised, how strongly would you then support the overall plan?



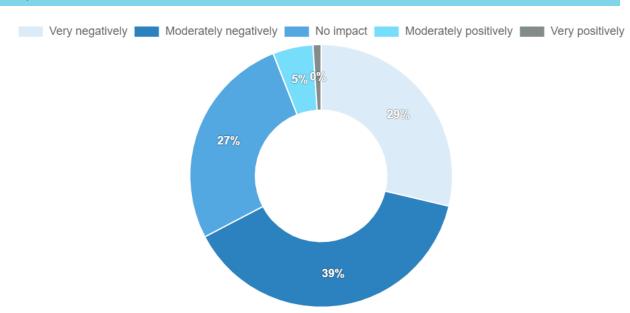
n=105

71% of respondents supported the plans if concerns were addressed, 18% remained opposed.

The majority of those who did not answer this question but did answer the previous one already strongly supported the plans (n=9). Others moderately supported (n=2), were indifferent (n=2), moderately opposed (n=2) or strongly opposed (n=2).

Four questions were asked about the impact of traffic on people's experience of the town.

How do the current traffic arrangements in the town centre impact on your experience of the town?



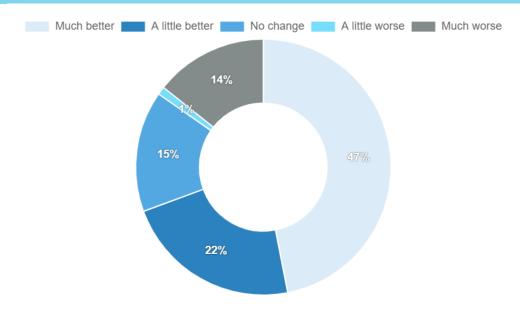
67% of respondents indicated that current traffic arrangements negatively impact their experience of the town. Only 6% indicated a positive impact on their experience.

Are there any aspects of the current traffic arrangement in the town centre that you particularly like or dislike?

This was a free-text response question. 59 respondents provided an answer which were classified to draw key themes together. Some respondents made multiple points. Some responses did not relate to the question and have not been included in this table.

Dominance of cars/volume of traffic/speed of traffic	21
High cost of parking/lack of free parking	6
Circulation system/Lack of alternatives route (e.g. bypass)/Poor to drive through	5
Poor for cycling	4
Pavement width/pedestrian environment	4
Traffic lights (excessive amounts, poorly synchronised)	4
HGVs/ buses/tractors in town centre	2
Insufficient parking (leading to driving to search for space)/lack of accessibly located parking	2
Poor quality of car parks	2
Dislike bus lanes/buses in odd directions	2
Junction outside McDonalds	2
Dislike St Thomas' Square being closed to vehicles	1
Like bus lanes	1
Long waits at pedestrian crossings	1
Town centre provides a good shortcut	1
Cyclists riding on the pavement	1
Like ability to park in the High Street	1
Like Upper St James Street for convenience stops	1
Lack of priority for public transport	1
Poor access from the west	1
Congestion	1

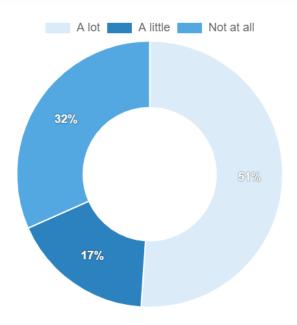
Would having more pedestrian space make your experience of the town better?



n=98

69% of respondents thought more pedestrian space would make their experience of the town better, 15% thought it would make it worse.

Would reducing the amount of traffic in the town centre improve your experience of the town, if there were suitable alternative routes around the centre?



n=98

68% of respondents thought reducing the amount of traffic would improve their experience of the town a little or a lot, while 32% suggested it would not improve their experience at all.

Demographic information

The majority of respondents (53%) came from the Newport/Carisbrooke/Gunville area with 45% from elsewhere on the Isle of Wight and 2% not on the Isle of Wight (n=95).

41% of respondents described themselves as female, 59% as male (n=93). The Isle of Wight's population is 51% female¹.

The table below shows the age profile of respondents compared to Isle of Wight population data. 1

	Respondents	IOW
Under 16	1	15
16-24	2	8
25-34	15	10
35-44	13	10
45-54	20	13
55-64	28	15
65-74	11	15
75-84	3	10
85 or over	0	4

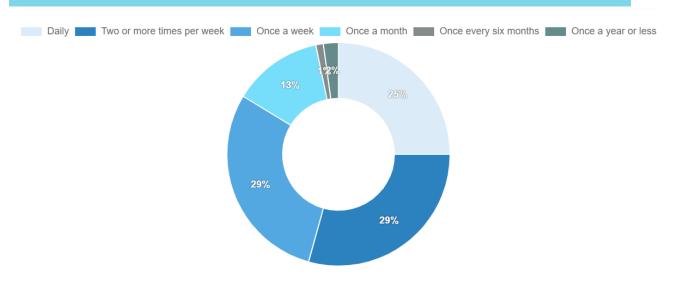
n=92

13% of respondents specified their day-to-day activities were limited because of a health problem or disability which has lasted or is expected to last at least 12 months (n=86)

Visiting the town centre

Four questions were asked regarding how respondents visit Newport town centre

Which of the following best describes how often you generally visit Newport town centre?



n=92

¹ Office for National Statistics, Mid-Year Population Estimates, UK, June 2020.

84% of respondents specified they visit the town centre at least weekly, with 25% visiting on a daily basis.

How do you normally travel to Newport town centre What is the main way you normally travel to Newport town centre

Mode	% of respondents who normally	% of respondents who cite this as their
	use this mode	main mode
Walking	42	34
Bicycle	12	7
Bus	14	6
Car/van driver	59	42
Car/van passenger	22	4
Other	3	6

Gender differences

Women were more likely to think the proposals would improve the area than men were. 78% of women thought the proposals would improve the area, 62% saying it would make it much better, compared with 67% of men, 43% of whom thought it would make it much better.

Women showed stronger support for the plan than men, with 76% of women expressing support (50% strongly) compared to 60% of men (35% strongly supportive).

When asked about support for the scheme if plans were modified based on their feedback, women still showed stronger support for the plan than men, though the difference is smaller, with 73% of women expressing support (68% strongly) compared to 72% of men (56% strongly supportive).

There was little difference in response to the question "How do the current traffic arrangements in the town centre impact on your experience of the town?" between women and men.

The majority of both women and men suggested more pedestrian space would make their experience of the town better (70.2% and 70.9%) but women were more likely (54%) to rank it "much better" than men were (45%).

Responses of both men and women regarding reducing the amount of traffic in the town centre were similar.

Differences based on travel mode

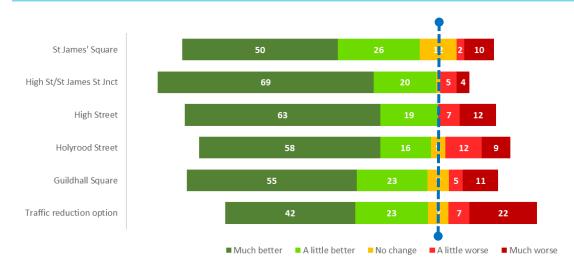
When examining responses based on the usual mode of travel to access the town centre, there is a notable difference between those who usually travel by car and those who use public transport, walk or cycle.

People who usually travel by car are much more likely to strongly oppose the plans (31% compared with 5% for other modes) and much less likely to strongly support the plans (31% compared with 53% for other modes).

Responses for each area of the plans

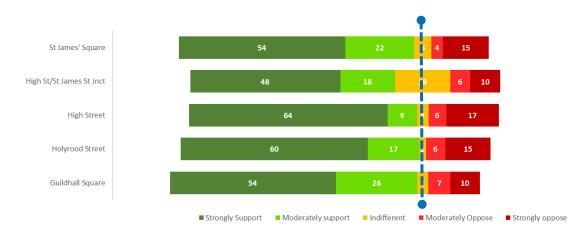
Two key questions were asked for each area:

Do you think the proposals will make this area better than it is now?



Between 65% and 89% of respondents thought the proposals would make the area better than it is now.. Changes at the High St/St James Street junction were seen as making the greatest improvement, with 69% of respondents specifying these would make the area much better than it is now and 20% that it would make the area a little better.

In general terms, how strongly do you support this part of the scheme



Between 66% and 80% of respondents supported each part of the scheme, with Guildhall Square receiving the highest percentage of respondents in support.

In addition, respondents were asked if there were particular elements of the scheme, they liked or disliked, and if they wanted to make any other comments on proposals in that areas. Comments made across these free-text questions were categorised and frequently made comments summarised in the tables below. Numbers in brackets represent the number of respondents making a comment in that category

Holyrood Street

Positive	Negative
One way traffic (8)	Reduction in parking/lack of alternative parking
	(4)
Better/wider pavements (5)	West side footway should be widened rather
	than creating east side footway (3)
New east-side pavement (5)	Should be completely closed to
	traffic/pedestrianised (3)

St James' Square

Positive	Negative
Better/wider pavements (10)	Reducing the number of vehicles - knock on
	traffic/longer journeys/Should be key traffic
	route/vehicle access (5)
Improved/raised crossings (9)	
Greenery/planting/trees (8)	
Repaving in consistent materials (5)	
Cycle parking (3)	
Controlling café space (3)	

St James' Street/High Street Junction

Positive	Negative
Removal of guard rail (9)	Should be pedestrianised (6)
Better/wider pavements (5)	More green time for pedestrians will increase
	congestion/pollution (3)
Extending crossing time at lights (3)	Removal of guard rail (3)
Raised table crossings (3)	

High St

Positive	Negative
Better/wider pavements (13)	Loss of convenient on street parking (9)
Removal of parking (5)	Should be pedestrianised (3)
All/most of it/general support (3)	

Guildhall Square

Positive	Negative
Taking traffic away from Guildhall/improved	Quay Street remaining open (junction should
setting (5)	be closed completely) (3)
All/most of it/general support (4)	Lack of two-way cycling (needs contraflow
	cycling) (3)
Greening (3)	One-way system (3)
Better/wider pavements (3)	

Key themes

One-way restrictions

Various comments were made on one-way restrictions included in the proposals. Some respondents were opposed to any further one-way restrictions, perceiving this as an impediment to moving around the town. Some questioned the logic of both Holyrood and Quay Street being one-way in the same direction. Other supported the approach. Several respondents highlighted a need for two-way cycle access on these streets, in line with Department for Transport guidance.

Levels of vehicle access

Varied views were expressed on vehicle access. Some respondents suggested the proposals do not go far enough and vehicles need to be completely banned from the town centre, through traffic should be removed, or other restrictions needed to be in place. Other respondents suggested the measures would cause traffic problems in surrounding streets and make driving through town difficult. Some respondents suggested revoking existing restrictions, for example opening up St Thomas' Square as a through traffic route to relieve congestion around the town. Vehicle access was seen by some as essential to the survival of the town and by others as the main impediment to its regeneration.

Parking

Parking was raised as an issue by many people. Comments mentioning parking were categorised based on the nature of the comment and shown below. Numbers relate to the number of comments rather than the number of people making them; in some cases, people have left similar comments in multiple places, and often one person has commented on several themes.

- Opposed to removal of High Street parking (21)
- Expressed support for removal of High Street parking (12)
- Alternative parking options are full/there is no alternative parking (3)
- Comments on parking charges (too high/should be free/nearest car parks are expensive etc.)
 (22)
- No disabled parking is included/proposals ignore disable people/disabled parking is removed (5)

Some respondents may not have fully understood the provision in the plans for disabled parking bays to be introduced to the High Street and Holyrood Street.

Questions over priorities

Some respondents questioned whether the proposals should be a priority for public spending, citing other actions they perceive need to be taken in priority to the proposed improvements (some of which form other Heritage Action Zone priorities). Others suggested that the plans do not go far enough and so will not fully address the problems the town faces and hence are a waste of money. Several respondents suggested there is no problem with the current environment for pedestrians in town and so the scheme was not needed.

Agenda Item 7b



Purpose: For Decision

Cabinet Report

Date 14 JULY 2022

Title ISLE OF WIGHT COUNCIL TRAFFIC REGULATION ORDER

POLICY

Report of CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI

AND TRANSPORT

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Order (TRO) Policy for approval.

- 2. This report provides the details of recommendation for introducing new TRO Policy, with immediate effect, as detailed in the Appendix 1 TRO Policy Draft.
- 3. The proposal is setting up the framework for making decisions on TRO proposals. It is aiming to ensure consistency in the way the highway traffic is managed on the island.
- 4. The Policy is aiming to balance the need for new traffic regulations on the island's highway to ensure safety for all road users, against the impact on the local communities and amenities.

RECOMMENDATION

5. That Cabinet approves the proposed policy that is subject to this report in relation to the Isle of Wight Council Traffic Regulation Policy.

BACKGROUND

- 6. The Statutory Authority for making new TROs is contained within the Section 1 (1) in the Road Traffic Regulation Act 1984:
 - (1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
- 7. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
- 8. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
- 9. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network, whilst having regard to their other obligations, policies and objectives at the same time, with a view to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- 10. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.
- 11. Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.
- 12. The proposed TRO Policy is setting up the framework for making decisions on TRO proposals. It is aiming to ensure consistency in the way the highway traffic is managed on the island.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

Provision of affordable housing for Island Residents

- 13. Some of the new development schemes, which incorporate affordable housing provisions, require improvement works on the highways. Some of these improvements require TROs in order for them to be enforceable.
- 14. The proposed Policy statement supports the Council's duty to review TRO proposals related to the new development schemes, where it can be clearly evidenced that the benefits of the proposed TRO significantly outweigh the negative impacts on the wider locality.

Responding to climate change and enhancing the biosphere

15. The proposal, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions

Economic Recovery and Reducing Poverty

- 16. It is not anticipated that the new policy would have a direct impact on reducing the number of residents living in poverty
- 17. In terms of sustainable economic growth, it is anticipated that the new TRO Policy will have a positive impact, as it supports the expeditious and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities on the island.

<u>Impact on Young People and Future Generations</u>

18. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the safety of all road users plays a big role in citizens' wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.

Corporate Aims

- 19. In line with the Corporate Plan 2021-2025, the proposed TRO Policy support Council's a clear vision to work together openly and with our communities. As outlined in the Policy, Councils' decisions on TRO proposal are based on a public consultation and will aim to support and sustain island's economy, environment and people.
- 20. The proposed TRO policy has links to the Island Planning Strategy draft. The draft sets an expectation for the related policies to include a requirement for all planning applications to take into account any amenity impacts at the earliest opportunity in the planning application process.

CONSULTATION

21. No consultation has been conducted in relation to this proposal.

FINANCIAL / BUDGET IMPLICATIONS

- 22. There is no cost associated with this proposal.
- 23. The recommended option would have a positive financial impact by reducing the potential liability issues for the Isle of Wight Council (IWC) as a Highway Authority, should its decisions related to individual TROs be challenged in the court.

LEGAL IMPLICATIONS

- 24. The IWC as a public body which is charged with the power to make a decision in the course of a statutory process must exercise this discretion in accordance with public law principles. That being that it must have regard to all material facts and make a decision that is reasonable having regard to the relevant provisions of Section 122 of the Road Traffic Regulation Act 1984 as follow:
 - (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles:
 - (e) any other matters appearing to the local authority to be relevant.
- 25. The Regulation 13 of the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996 confirms that before making an order, the traffic authority shall consider all objections duly made to the TROs that have not been withdrawn.
- 26. The validity of any traffic regulation order made by the council can be challenged by application to the High Court to challenge the validity of a TRO, or any of its provisions, within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.
- 27. The court has the power to suspend an order or any of its provisions until the final determination of the proceedings.
- 28. A person aggrieved by a decision of the council to refuse to make a traffic regulation order can seek a judicial review of the exercise of those functions. That challenge can be brought on the grounds of illegality, irrationality, and/or procedural impropriety.

29. The proposed TRO Policy mitigates the above legal implications by setting up a decision-making framework and ensuring consistency in the way the highway traffic is managed island wide.

EQUALITY AND DIVERSITY

- 30. Due regard to the Council's responsibilities under the Equality Act 2010 has been given and an Equality Impact Assessment (EIA) form has been completed and attached to this report as Appendix 2.
- 31. In summary, there will be no negative impact on the protected characteristics age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

OPTIONS

- 32. Option 1: To approve the proposed draft that is subject to this report in relation to the ISLE OF WIGHT COUNCIL TRAFFIC REGULATION POLICY.
- 33. Option 2: To not approve the proposed draft that is subject to this report in relation to the ISLE OF WIGHT COUNCIL TRAFFIC REGULATION POLICY and to abandon the proposal.
- 34. Option 3: To approve the proposed draft that is subject to this report in relation to the ISLE OF WIGHT COUNCIL TRAFFIC REGULATION POLICY with amendment.

RISK MANAGEMENT

35. The proposed TRO Policy is focusing on the safety for all road users, whilst securing the movement of the traffic and preserving parking space where possible. It is ensuring that, where there a risk has been identified to pedestrians, drivers, cyclists and traffic, the risk will be addressed by making appropriate and consistent decision on implementation of suitable TRO.

EVALUATION

- 36. Option 2: To not approve Once a safety risk on the highway has been identified, the Local Highway Authority has a legal obligation to address it, in many cases by introducing a new TRO. Choosing to not approve the proposed TRO Policy, which makes the process of introducing TROs consistent across the island, may lead to the Authority being liable, should a road collision occur in such a location with identified road safety issue.
- 37. Option 3: To approve with amendment This Policy has been drafted in line with the current legislation that governs the TRO process and with best practices country wide. Any amendment to the draft that changes the direction of the Policy i.e. the overall approach when making a TRO decision, will need to be in line with the Road Traffic Regulation Act 1984, the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996, and the public law principles.

APPENDICES ATTACHED

Appendix 1 – TRO Policy Draft

Appendix 2 – Equality Impact Assessment

Contact Point: Scott Headey, Deputy Strategic Highways and Transportation Manager, 821000 e-mail scott.headey@iow.gov.uk

COLIN ROWLAND

CLLR PHIL JORDAN Director of Neighbourhoods Cabinet Member for Infrastructure, Highways PFI and Transport

Isle of Wight Council

Traffic Regulation Orders Policy

July 2022



Introduction

This Policy is aiming to balance the need for new traffic regulations on the island's highway to ensure safety for all road users, against the impact on the local communities and amenities.

Scope of the Policy

This Policy applies to all permanent and experimental Traffic Regulation Orders (TROs) made by or on behalf of the Isle of Wight Council (IWC). A separate procedure will be applied to temporary TROs. Though this Policy document applies to the highway network; it does not apply to the Public Rights of Way (PROW) network.

Policy Statement

Where the proposed restrictions may have a significant impact, in addition to the statutory requirement for a formal consultation on a proposed TRO, the IWC will also informally consult the affected Town or Parish Community Councils, and the relevant Ward Councillor/s before the TRO is advertised for formal consultation.

The IWC shall carefully consider the potential impacts to any loss of residential on-street parking, especially in areas of parking stress, against the benefits of the proposed TRO and endeavours will be taken to minimise and mitigate the net loss of parking in the near vicinity where possible.

The IWC will consider TRO proposals associated with changes to the existing infrastructure related to new development schemes. The need for a TRO to facilitate development is a potentially material consideration, but ordinarily little weight will be given to this need, unless it can be clearly evidenced that the benefit of the proposed TRO significantly outweighs the negative impacts on the wider locality.



Background

The IWC as the Local Highway Authority (LHA) is responsible for managing the highway network on the Isle of Wight. This includes maintenance of highway assets, co-ordination of street works and events, road safety, parking enforcement, managing traffic and congestion.

Traffic Management (TM) is the term used to describe how the LHA controls the use of the highway network in order to achieve improvements in road safety and efficient traffic flows. On the island this is usually achieved by using a range of low cost, high impact measures designed to resolve identified safety or traffic flow issues.

TM measures can include on-street parking controls, speed limits, heavy goods vehicles restrictions, directional signage, traffic calming, movement restrictions and pedestrian crossing facilities.

The IWC receives significant volumes of correspondence requesting new traffic management schemes to be implemented, via it's Highways PFI Service Provider Island Roads (IR). Potential TM measures will be considered if they meet at least one of the following criteria, although priority will be given to locations with a history of traffic collisions:

- Improve the safety of all road users changes that help achieve a reduction in the number of casualties or reduce the potential for injury;
- Keep traffic moving resolving proven congestion hotspots, parking and obstruction issues:
- Address communities' concerns about traffic-related issues addressing issues that have an adverse impact on the quality of life for local residents.

Due to the high volume of traffic issues reported to IR it is not possible for every enquiry to be acted upon due to the limitations of resources and finance available. It is not always possible to give an immediate answer to requests due to the volume of enquiries that are submitted, but the person or organisation that has made the enquiry will be given an indication as to when their request or concern will be investigated if this cannot be done within three months.

Therefore the need and priority for TM measures is evidence-led. It is necessary to concentrate resources on locations where a problem has been identified, through assessments such as traffic speed and flow surveys, accident analysis and origin-destination surveys etc. Even a request for a new warning sign, for instance, can require a site assessment and a review of accident data in order to determine if such a sign is needed.

Traffic collisions resulting in injuries are continually monitored by the IR's Road Safety Engineer, who has access to the Hampshire and Isle of Wight Police's statistics of traffic collisions which have resulted in a personal injury for the island. It only includes road traffic collisions which involve personal injury, and that have been reported and validated by the Police.



Requests for traffic controls and measures that require engineering works may need a more detailed investigation and generally can only be dealt with under the annual Capital Programme of highways improvements. Though due to the limited budget of the Capital Programme in any given year only a limited number of these issues can be investigated and appropriate measures can be implemented each year under this programme. A selection of potential investigations and schemes will be put forward to the Full Council and/or Cabinet for their consideration as a part of the annual budget process. The potential schemes will be prioritised, based on criteria including the injury accident history of the location, whether the potential scheme benefits vulnerable road users, and the level of local support. This information aids Members, who will shortlist a selection of these potential investigations/schemes for the following year's Capital Programme. An alternative method of selecting potential investigations/schemes may be used where the funding or a contribution is offered by the requestor.

The majority of traffic controls and restrictions that can be applied to the highway require the making of a Traffic Regulation Order (TRO). This policy sets out when it may be appropriate to use a TRO.

The potential benefits of introducing a TRO, such as improvements to safety and traffic flow, enhancing the environment, reducing the impact of traffic and minimising the need for capital investment, should be weighed against the cost of designing, consulting, implementing and enforcing it.

Before a TRO can be considered in any depth it must be seen to meet the following criteria:

- It will have a defined traffic management function and should preferably have other benefits such as a positive environmental impact or help encourage walking, cycling or the use of public transport;
- It would be expected to be largely self-enforcing and not to rely solely on continuous enforcement for their effectiveness, and ideally should automatically command the respect of the majority of the general public;

The cost of designing, administering and implementing the TRO should not be excessively high in relation to the benefits gained.

The Statutory Authority for Traffic Regulation Orders is contained within the Road Traffic Regulation Act 1984. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.

The IWC may make an order in respect of the road where it appears to the council making the order that it is expedient to make it for one of the reasons below, that being:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or



- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

The IWC in determining an application for a TRO will seek to secure (so far as practicable having regard to the matters specified below) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The council recognises that in some cases a balance needs to be made between the requirement for a TRO for the reasons provided above and the need to take account of the impacts to any loss of residential on-street parking, especially in areas of parking stress, against the benefits of the proposed TRO and to ensure endeavours are taken to minimise the net loss of parking where possible.

The matters the council will consider in carrying out the balancing exercise are:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) any IWC strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the local authority to be relevant.



Procedure for Consulting on Permanent TROs

The <u>Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations</u> sets out how TROs should be advertised, consulted and implemented. Though it does not stipulate how any representations from the public are considered or how a decision is made. In respect of the TROs made by or on behalf of the IWC, a decision is made on a TRO proposal following the Council's published decision-making process.

Where a proposed TRO has a potential for a significant impact on the relevant local community, it will require the support of the Town / Parish Community Councils and the Ward Councillor/s before it can be advertised for public comment. If such support is not available, an approval to progress the proposal from the Cabinet Member responsible for Highways will be sought. In this case the Town / Parish Community Councils and the Ward Councillor/s will be informed before the TRO proposal is advertised.

In the event that no objections are received during the 28 days consultation period following public advertisement, the proposal can be implemented as soon as practically possible.

If a small number of objections are received on similar grounds, a summary of the objections will be reported to a Senior Officer with delegated authority to approve the implementation of the TRO.

If a high number of objections is received, a summary of the objections and Road Safety Engineer's response to these objections will be reported to the IWC Cabinet for a decision.

Procedure for Consulting on Experimental TROs

The procedure to be followed is similar to that which is used for permanent TROs, except that the consultation period is undertaken within the initial six months from the experimental TRO being implemented, during which time comments from the public are invited. Objections are considered and decisions are made in the same way as permanent TROs.

Service Standards

Any person or organisation submitting a comment or objection online or via email, in response to a TRO that has been formally advertised, will be sent an acknowledgement.

Once the closing date for the consultation has passed and a decision has been reached on whether the TRO should be implemented, those who have submitted a comment or objection will be informed in writing to advise them on the outcome. The decision on whether to implement the TRO can sometimes take several months after the consultation's closing date.

It will not always be possible to answer every specific comment made by a person or organisation who has responded to a consultation, particularly when a large number of responses have been received.

The decision of each TRO advertised for consultation will be published on the IWC's website.



Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Scott Headey - Deputy Strategic Manager, Highways and Transportation, Highwa PFI Contract Management Team
Directorate:	Neighbourhoods
Date of Completion:	16 June 2022

Name of Policy/Strategy/Service/Function Proposal

Introducing new Isle of Wight Council Traffic Regulation Policy

The Aims, Objectives and Expected Outcomes:

The proposal is setting up the framework for making decisions on TRO proposals. It is aiming to ensure consistency in the way the highway traffic is managed on the island.

Please delete as appropriate:

This is a new strategy

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Key Questions to Consider in Assessing Potential Impact	
Will the strategy have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	No
Could the aims of these proposals be in conflict with the council's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No

If you answer **Yes** to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.

If you answer **No** to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.

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Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Disability	Х			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Gender Reassignment			X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Marriage & Civil Partnership			X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Pregnancy & Maternity	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Race			Х	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.

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Religion / Belief	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Sex (male / female)	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.
Sexual Orientation	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, because the policy supports the process of addressing identified risks to all road users.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/ No
N/A	

Evidence Considered During Screening				
N/A				
Head of Service Sign off:	Scott Headey - Deputy Strategic Manager, Highways and Transportat Highways PFI Contract Management Team			
Advice sought from Legal Services (Name)	Justin Thorne			
Date	16 June 2022			

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Stage 2 Full Equality Impact Assessment		
Access of a Mark 5 (5)	N/A	
Assessor(s)Name(s):	N/A	
Directorate:	N/A	
Date of Completion:	N/A	
Name of Policy/S	Strategy/Service/Function Proposal	
	and Expected Outcomes:	
N/A		
	uality Impact Assessment	
N/A		
Analysis and assessm	nent	
N/A		
Recommendations		
N/A		

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Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

- 1. Remove or lower the negative impact, and/or
- 2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
- 3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

,	Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age)	No impact	No	No	N/A
Disa	ability	No impact	No	No	N/A
	nder assignment	No impact	No	No	N/A
	rriage & Civil tnership	No impact	No	No	N/A
	gnancy & ternity	No impact	No	No	N/A
Rad	ce	No impact	No	No	N/A
Reli	igion / Belief	No impact	No	No	N/A
Sex (ma	ale or female)	No impact	No	No	N/A

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Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Sexual Orientation	No impact	No	No	N/A
HR & workforce issues	No impact	No	No	N/A
Human Rights implications if relevant	No impact	No	No	N/A

Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff

Summary	
Date of Assessment:	N/A
Signed off by Head of Service/Director	N/A
Review date	N/A
Date published	N/A

Agenda Item 7c

Purpose: For Decision



Cabinet report

Date 14 JULY 2022

Title THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE,

NETTLESTONE), (TRAFFIC REGULATION) ORDER NO 1 2021

Report of CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI

AND TRANSPORT

EXECUTIVE SUMMARY

- 1. Proposed Traffic Regulation Order (TRO) The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2021.
- 2. This report provides the details of recommendation for introducing new parking restriction as detailed in the map in Appendix 1 No Waiting at Any Time at the Seaview Lane / Rowantree Drive junction in Nettlestone.
- 3. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic by increasing visibility at the junction and regulating parking at one side of the road.

RECOMMENDATION

 Cabinet approves the proposed restriction that is subject to this report in relation to The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2021 as proposed.

BACKGROUND

- 5. The proposal is based on The Planning Application P/00496/18 for developing the land between Nettlestone Hill and Seaview Lane in Seaview, Isle of Wight.
- 6. The Planning Application was for demolition of existing workshops and outline for residential development, to include a block of sheltered housing units, formation of a new vehicular access, open space and a car park for the nearby school.
- 7. A Conditional Permission was given on 24 August 2020 to build 17 dwellings, including 6 sheltered flats (see Appendix 2 Development masterplan), subject to a Section 106 Agreement.
- 8. The Planning Committee review the application, evaluating the impact and considering the following matters:

- a) Principle
- b) Impact on the character of the area
- c) Impact on neighbouring properties
- d) Impact on listed buildings
- e) Trees and Ecology
- f) Highway considerations
- g) Other matters
- 9. The Planning Committee considered all 358 letters of objections and 19 letters of support to the application, as well as eight representations from various associations and organisations, and concluded that:
 - a) The proposed development would provide needed housing on a site which is available, suitable and viable, within a sustainable location in accordance with Island Plan Core Strategy and its policies SP1 (Spital Strategy), SP2 (Housing), DM3 (Balanced Mix of Housing) and DM4 (Locally Affordable Housing).
 - b) The proposed development would change the character of the site, but it would not have an unacceptable impact on the character of the area as a whole in accordance with policy DM2 (Design Quality for New Development).
 - c) The proposed development would not result in an unacceptable impact on neighbouring properties, the setting of nearby listed buildings, highway safety, ecology or trees.
- 10. The Planning Committee also concluded that the potential highways safety implications will need to be mitigated by introduction of parking restrictions, and accepted that the application would therefore comply with policies SP7 (Travel) and DM2 (Design Quality for New Development) if a Grampian condition to the permission is imposed, requiring a Traffic Regulation Order introducing double yellow lines on this part of the network.
- 11. A Planning permission was granted, subject to special conditions, including Condition No 19 which is relevant to this report:
- "No development shall commence until a Traffic Regulation Order relating to parking restrictions and bus stop cages within Seaview Lane from its junction with The Green through to Holgate Lane to secure junction and pedestrian visibility splays and to allow private and service vehicles to enter and exit the site with ease. All subsequent works associated with the TRO shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved." Reason: In the interests of highway safety and to comply with policy DM2 (Design Quality for New Development) of the Island Plan Core Strategy.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

13. The proposed new regulations are in line with the loWC's <u>Corporate Plan 2021 – 2025</u> and more specifically with its vision and clear aim to work together openly and with our communities to support and sustain our economy, environment and people.

Provision of affordable housing for Island Residents

- 14. The proposal forms part of a planning permission dated 24 August 2020 for a new development under Planning Application P/00496/18 and the new traffic regulations are designed to mitigate the impact of increased traffic once the development has been populated.
- 15. The new development would consist of 17 dwellings, 6 of which (35% of all dwellings) will be sheltered flats; this will help with meeting the housing demand on the island and will support the Council in meeting the affordable housing supply.

Responding to climate change and enhancing the biosphere

16. The proposal, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions.

Economic Recovery and Reducing Poverty

17. It is not anticipated that the new regulations would have a direct impact on reducing the number of residents living in poverty.

Impact on Young People and Future Generations

18. The recommendation, if approved, would have a positive impact on young people and future generations living on the island, as the safety of all road users plays a big role in citizens' wellbeing on a daily basis – as pedestrians, drivers, cyclists and public transport users.

Corporate Aims

19. The key priorities within the plan, that this report is supporting are: 'Listen to people' – a 28-day island wide consultation was conducted; 'Encourage Sustainable transport and Active travel' – the recommended option would encourage walking, cycling and use of public transport.

CONSULTATION

- 20. Following the legal TRO making process and its requirement for a Formal Consultation, a public Notice (see Appendix 3 Notice of Intention), outlining the proposals and inviting public comments, was published in the Isle of Wight County Press on 1 October 2021. Notices and plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days. The closing date for representations was 28 October 2021.
- 21. The number of representations received by the Authority during the consultation period was 30, see Appendix 4 Formal Consultation Representations.
- 22. All objections share same grounds potential loss of on-street parking space.

- 23. This TRO proposal, if implemented, will increase the visibility at the new and old junctions, and will regulate the parking to one side of the road. Parking on one side of the road do not necessarily reduce the number of available on-street parking space, as it is more space saving compared with parking in alternating manner on both sides of the road. Parking on both sides of the road ordinarily require more space for passing the parked vehicles.
- 24. In addition, the loss of on-street parking space can be mitigated by the 20 parking bays which will be constructed within the development prior to the development being occupied. These parking bays were imposed to the developer in order to ease the nearest school users, and they can be designated or enforced. However, the developer has advised that they are willing to work with the Authority on this matter, so the bays can be made available for use by the public.

FINANCIAL / BUDGET IMPLICATIONS

- 25. The total estimated cost of making of the TRO, implementing the restriction and maintaining the respective Double Yellow Line (DYL) will be covered by the Developer.
- 26. The recommended option would have a positive financial impact by reducing the potential liability issues for the IOWC as a Highway Authority, should collision occur in the locations in need of safety improvement, as identified in the proposal.

LEGAL IMPLICATIONS

- 27. The Statutory Authority for making new TROs is contained within the Section 1 (1) in the Road Traffic Regulation Act 1984:
 - (1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it
 - (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs, or

- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
- 28. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
- 29. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
- 30. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network, whilst having regard to their other obligations, policies and objectives at the same time, with a view to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- 31. Consideration will need to be given to the duty under Section 122 of the Road Traffic Regulation Act 1984 when deciding whether to make, or to refuse to make a traffic regulation order.
- 32. Section 122 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the council must have regard to the:
 - (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (e) any other matters appearing to the local authority to be relevant.
- 33. Regulation 13 of the 1996 Regulations confirms that before making an order, the traffic authority shall consider all objections duly made to the TROs that have not been withdrawn.
- 34. The validity of any traffic regulation order made by the council can be challenged by application to the High Court to challenge the validity of a TRO, or any of its provisions, within six weeks following the date the order on the grounds identified in paragraphs 35-36 of Schedule 9 to the Road Traffic Regulation Act 1984.
- 35. The court has the power to suspend an order or any of its provisions until the final determination of the proceedings.

- 36. A person aggrieved by a decision of the council to refuse to make a traffic regulation order can seek a judicial review of the exercise of those functions. That challenge can be brought on the grounds of illegality, irrationality, and/or procedural impropriety.
- 37. A public body which is charged with the power to make a decision in the course of a statutory process must exercise this discretion in accordance with public law principles, that being that it must have regard to all material facts and make a decision that is reasonable having regard to the relevant provisions of Section 122 above and not immaterial consideration. In exercising this judgement it should apply appropriate weight to the decisions made in the relevant planning process. This weighting process is a matter for the highway authority; albeit, subject to review by the courts if it is alleged that it has acted perversely.

EQUALITY AND DIVERSITY

- 38. The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 39. Under the Equality Act 2010 the Council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.
- 40. Due regard to the Council's responsibilities under the Equality Act 2010 has been given at the formative stage of this proposal. An Equality Impact Assessment (EIA) form has been completed in Appendix 5.

OPTIONS

- 41. Option 1: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE, NETTLESTONE) (TRAFFIC REGULATION) ORDER NO 1 2021 as proposed.
- 42. Option 2: Not to approve the restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE, NETTLESTONE) (TRAFFIC REGULATION) ORDER NO 1 2021 and to abandon the proposal.
- 43. Option 3: To approve the proposed restrictions that are subject to this report in relation to THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE, NETTLESTONE) (TRAFFIC REGULATION) ORDER NO 1 2021 with amendment reducing the length of the proposed restriction.

RISK MANAGEMENT

- 44. A risk has been identified to the future of the development if this proposal is rejected.
- 45. At the same time, as stated in Para 34 above, Section 122 in the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.
- 46. Therefore, a thorough consideration is needed on what material factors might weigh in the balance of approval or refusal of this proposal, in form of justification for the decision made.
- 47. A risk has been identified to pedestrians, cyclists and efficient movement of vehicles, if the development is constructed, due to the increased traffic in and out of the development.
- 48. The proposal, if implemented, will ensure safety for all road users, once the development is constructed, whilst securing the movement of the traffic by increasing visibility at the junction and regulating parking at one side of the road.
- 49. A risk has been identified for a potential loss of on-street parking space for the public, if the proposal is implemented.
- 50. The potential loss of on-street parking space can be mitigated by the 20 additional parking bays which will be constructed within the development, by changing the respective planning condition.
- 51. The Authority will monitor the impact of the changes and review the restriction if necessary.

EVALUATION

- 52. Section 122 of the Road Traffic Regulation Act 1984 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In some cases a balance needs to be made between the requirement for a TRO for the reasons provided above and the need to take account of the impacts to any loss of residential on-street parking, especially in areas of parking stress, when set against the benefits of the proposed TRO and to ensure endeavours are taken to minimise the net loss of parking where possible.
- 53. Option 2: Not to approve Cabinet may be minded to refuse this application due to the loss of parking spaces and a current lack of guarantees that this will be offset by additional spaces made available in the development. The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented as once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.
- 54. Option 3: To approve with amendment, reducing the length of the proposed restriction As per Option 2 the road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety if the development were to be implemented.

APPENDICES ATTACHED

Appendix 1 – Map of the proposed parking restriction

Appendix 2 – Development Masterplan

Appendix 3 – Notice of Intention

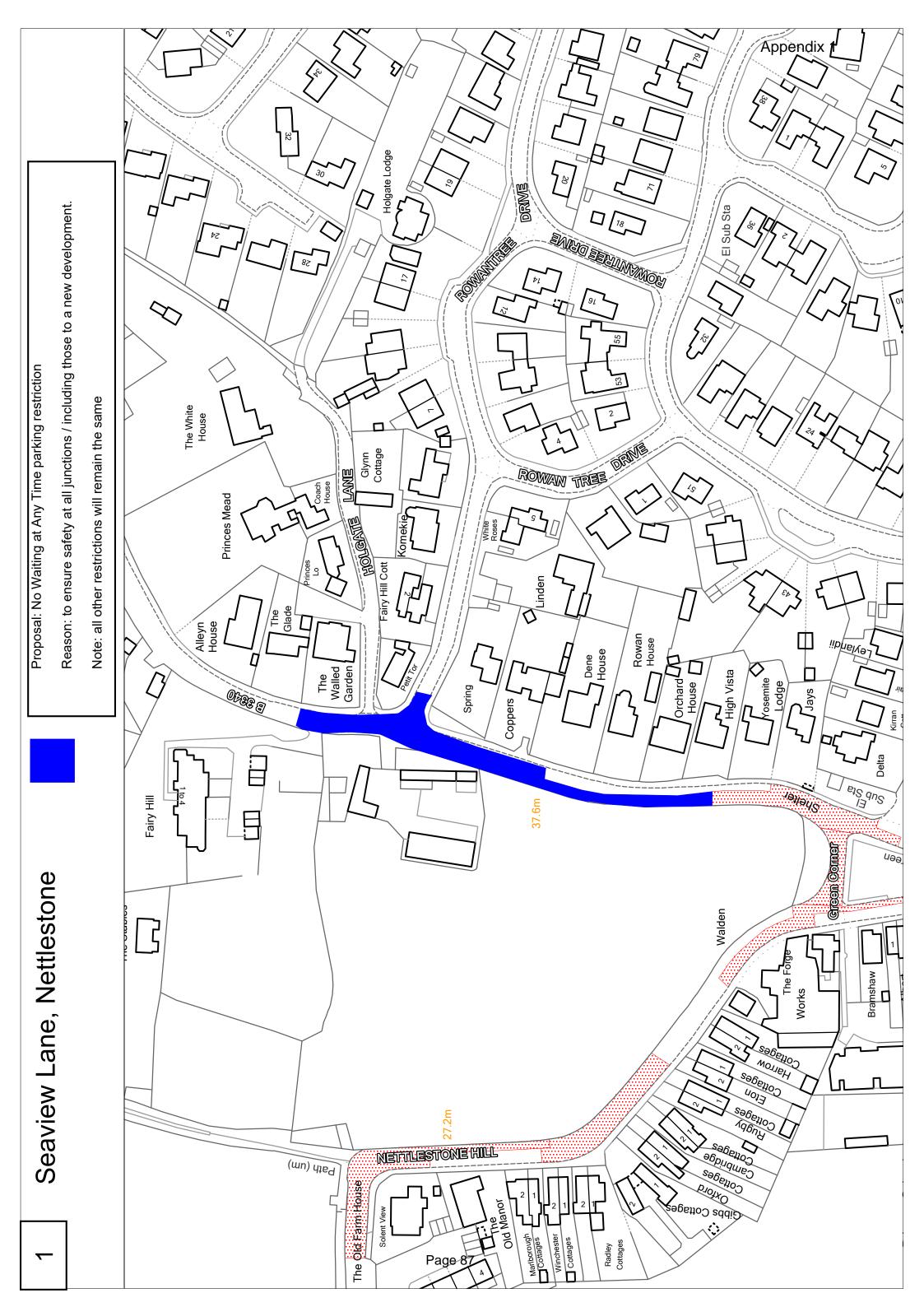
Appendix 4 – Formal Consultation Representations

Appendix 5 – Equality Impact Assessment

Contact Point: Scott Headey, Deputy Strategic Highways and Transportation Manager, ■ 821000 e-mail scott.headey@iow.gov.uk

COLIN ROWLAND

CLLR PHIL JORDAN Director of Neighbourhoods Cabinet Member for Infrastructure, Highways PFI and Transport







Footpath Link to Seaview

Extended Footpaths Planted Bund

Sheltered Accomodation

Parking for use by the school during school hours

School



Car Barns serving Fairy Hill House with gated access

Family Housing

Bus-Stop

Development integrates existing sightlines





JUNE 2019

ILLUSTRATIVE MASTERPLAN (1:1250@A3)

Project Location | GIBB WELL FIELD

PL 003E

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THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, NETTLESTONE) (TRAFFIC REGULATION) ORDER NO 1 2021

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1(1) and (2), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 ('the Act' of 1984), the Road Traffic Act 1991 ("the Act of 1991") and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 propose to make an order the effect of which will be to:

- To enact the provisions contained therein subject to the following amendments:
 - a. To introduce 'No Walting at Any Time' in the following lengths of road: Seaview Lane, on the west side, from a point 39.5 metres north to a point 110.5 metres south of its junction with Rowantree Drive.

Seaview Lane, on the east side, from a point 39.5 metres north to a point 48 metres south of its junction with Rowantree Drive.

Rowantree Drive, on both sides, from its junction with Seaview Lane to a point 12.5 metres east thereof.

The amendments are being proposed for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), following proposals for a new development.

A copy of the draft Order, this Notice and the relevant plan may be inspected between normal office hours at the Customer Service Centre, County Hall, Newport, Isle of Wight during the objection period. If you wish to object to the proposal contained in this notice you should send the grounds for your objection, in writing, to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, highways-pfi@low.gov.uk, not later than 12 noon on Friday 29 October 2021.

Scott Headey - Deputy Strategic Manager - Highways and Transportation / Traffic Manager 1 October 2021



1 Appendix 4

I am writing to voice my objection to the proposed parking reduction on Seaview Lane. It is very difficult for residents (and those visiting, as my family often does) to find parking in the Nettlestone Hill area - why reduce it further? In addition, there have been very few, if any, traffic incidents on this stretch of road, why meddle just for the sake of it if traffic is moving well?

2

It seems quite extraordinary that our local council is bending over backwards to accommodate a developer to the detriment of the existing community. The sole purpose of double yellow lines opposite the Gib Well field is to enable the development to proceed.

Seaview Lane provides essential parking for those who do not have the luxury of off street parking and have double yellow lines in front of their properties. Where will they park?

During the holidays, when there are occasionally no parked cars, drivers use excessive speeds when coming up from Seaview. The parked cars act as a traffic calming measure.

There have not been any accidents on this stretch of road but the council is trying to put in measures which will make the road less safe than it is already. Will traffic calming measures such as humps or a pinch point be added?

Overall this seems a very badly thought through plan, designed with only the developer of the Gibb Well field in mind. It benefits no-one else but them.

3

I wish to object for the following reasons:

- 1. There is limited parking in Nettlestone Village and the above roads provide reasonably convenient parking to residents of School Cottages on Nettlestone Hill and residents on Main Road as there is very limited parking in those areas. Removing this facility will cause notable inconvenience. On average there are 4-5 cars parked on Seaview Lane at the weekends.
- 2. The periods of congestion on the roads are at school drop off and pick up and is very limited in its duration. An order of no parking is a very heavy handed approach to a transient problem that could be managed with a far less restrictive approach, such as weekday only restrictions. During holidays and at weekends there is no congestion in the area.
- Traffic from Seaview often comes up the hill well in excess of the permitted speed limit and the pinch point produced by parked cars provides a traffic calming measure.
- 4. There have been no reported accidents on this part of the road in the last 10 years

I write further to a letter of objection that was sent by post to the Transport Departmen	t.

The proposed parking restrictions are highly contentious and I oppose them.

Residents of School Cottages on Nettlestone Hill and those living on Nettlestone Green have limited parking and Seaview Lane provides a parking facility for these vehicles and those of any visitors that they may have. Seaview lane has brief periods of congestion at school drop off and pick up times but is otherwise free flowing, with parked cars providing a traffic calming measure. It is not uncommon to have cars coming up from Seaview at speeds well in excess of the speed limit, and then having to slow due to obstructions from parked cars. This safety will be lost with the laying down of double yellow lines. There have been no recorded accidents on this stretch of road for in excess of 10 years.

The proposed lines extend down the hill to Seaview in such a way that they will encourage parking on the bend so that cars coming up from Seaview will be forced into the opposite side of the road at a bend. This seems to be a recipe for accidents. I also understand that access to a small holding below Fairy Hill also has the potential to be severely limited by virtue of inappropriate parking brought about by the proposed yellow lines.

A traffic survey commissioned by Nettlestone and Seaview Parish council some years ago indicated that parked cars on both Seaview Lane and Eddington Road acted as traffic calming measures and limited speed to below 30 mph.

The proposed parking restrictions are being requested solely by the land owner of Gibb Well Field so that a highly contentious and deeply unpopular development of a treasured green field site can go ahead. It seems extremely unjust that local residents should be burdened with poorly conceived and restrictive parking that benefits no one who lives in the local area.

I urge you to reject these proposals.

4

I refer to your notice to exercise the Isle of Wight Council's powers to extend parking restrictions along both sides of the top end of Seaview Lane.

I attach copies of the notice and the plan to avoid any misunderstandings.

We have significant concerns about the safety of your proposal as it affects the residents of Fairy Hill and the operation of the agricultural smallholding at 'the stables' Fairy Hill.

- a) It is already a very dangerous turn out on to the road from the Fairy Hill shared drive, particularly in the summer, when vehicles come quickly down the hill even though currently they are slowed up by the presence of the current parking along the east side (pavement side) of the road. We have had some very near misses because the bends in the road coming up and going down both result in very restricted visibility which is aggravated by the brow of the hill opposite Rowentree Drive.
- b) Your proposals will exacerbate this danger by encouraging increased traffic speed coming from Nettlestone having been previously slowed up by the presence of parked cars effectively making it a single lane road.
- c) Should the parking restrictions be implemented as currently proposed the cars currently parked there (school parents and staff) have to go somewhere and if the result is they park further down Seaview Lane just below Fairy Hill then it will result in a highly dangerous situation in that we will not be able to see any oncoming traffic coming up the hill/bend as we pull out of our drive.
- d) This resultant lack of visibility of traffic coming up the hill, combined with increased speed of traffic coming down the hill is without any doubt a foreseeable safety risk.

d)	and if the result of your parking
restrictions has the consequence that pa	rking is allowed either side or opposite 'the stables' then it
will have the disastrous effect that	no longer be able to get agricultural vehicles or trailers in
or out.	

I would urge you to reconsider your plans particularly as your justification is for 'avoiding danger'. Your current plans will, for the residents of Fairy Hill, considerably increase the danger.

5

We should like to respond to the proposal to extend no waiting areas in Seaview Lane. While we have no objection to the proposals, as far as they go, we believe that, in anticipating any possible future hazard around the planned development, the no waiting proposals appear to miss the ideal opportunity to address an existing hazard in the same area.

We refer to the proposal to continue allowing parking on the eastern side of the road, at the end near Nettlestone Green. At present, the yellow lines extend northward, just beyond the bus stop on that side, and then stop. It appear the proposals would allow that situation to continue, recommencing restrictions further along the road, towards the new junction.

We have written before about the dangers of the blind bend at the junction and how many drivers appear to ignore the Give Way direction on entering Seaview Lane. This behaviour seems to be exacerbated by the newly smoothed-out radius at the Give Way junction, presumably done to help large vehicles, but which encourages many drivers coming from the direction of Nettlestone Hill to treat the intersection simply as a bend in the road.

Sight lines approaching and negotiating this are severely restricted by the height of the ancient hedge, yet many drivers will be looking right, along the road towards the Green, as they take the "bend", and some do not even slow down, emerging from the junction at speed. Often, they then find themselves head-on with traffic on "their" side of the road. This traffic, of course, is on the "wrong side" simply because it has been forced there by cars parked on the east side, so close to the junction, and both vehicles have to take emergency action to avoid a potentially serious collision.

While we understand the desire to maintain some parking spaces on the eastern side of Seaview Road, we feel if the "no waiting" area was extended from the bus stop on the eastern side, to approximately level with the present bus stop on the western side of the road, eliminating just two, possibly three, parking spaces, this would greatly improve the safety around that junction, however those emerging from it might be driving.

The notice states that "the amendments are being proposed for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising". We would suggest this desirable aim will only be achieved fully by taking into account the existing situation at the Nettlestone Green end of the road. When the existing proposals are implemented would seem by far the easiest and most cost effective opportunity to incorporate this.

We would ask you to give this suggestion serious consideration, before a potentially tragic incident occurs.

6

7

With regards to the Traffic Regulation Order issued on the 1st October that refers to introducing 'No Waiting at Any Time' on sections of Seaview Lane and Rowantree Drive (attached to this email for reference), the Parish Council members resolved that I should write to you with their objection to this proposal on the following grounds:

- A survey by the parish council showed that the cars parked along Seaview Lane slow down traffic and this
 contributed to the accident-free nature of the area.
- The placement of the lines will drive parked vehicles towards the bend further down Seaview Lane opposite Fairy Hill and will be a new and obvious hazard on the lane.
- Residents have addressed the parish council to let the members know that they have not been consulted about the placement of these lines outside their homes.
- Houses on Nettlestone Hill and Nettlestone Green have insufficient parking already, due to the era in which
 they were constructed, and combined with the school traffic, the potential removal of 19 parking spaces will be
 heavily felt by the community.

8

I object to double yellow lines in Seaview Lane the following reasons

Parking along Seaview Lane acts to slow cars down coming onto nettlestone green which is very busy with school children crossing the road. Putting in double yellow lines down this will cause more problems with fast cars driving down Seaview Lane.

Houses on Nettlestone Hill and Nettlestone Green have insufficient parking already, due to the era in which they were constructed, and combined with the school traffic, the potential removal of 19 parking spaces will be heavily felt by the community.

9

I object to the double yellow lines on Seaview lane . Because of the loss of parking in the village and around the green at picking up hand and dropping off at school times. By putting double yellow lines along Seaview lane it will increase the speed of cars going onto the village green.

Oppose development of a car park in a Greenfield 25 parking spaces for teachers and take away parking spaces for local people and our local shop I think is quite scandalous is double yellow line should not be put in

10

I am very concerned about the proposal to prohibit parking in Seaview Lane, Nettlestone and wish to object to the plan.

The proposal will mean the removal of 15 to 20 parking places which are already in short supply for residents of Nettlestone Green and Nettlestone Hill. A provision of places for school staff off-road will not help residents needing to park overnight. At the moment the spaces in the road are used by residents overnight and school staff during the day when residents are at work. Equally importantly the parked vehicles encourage a marked reduction in traffic speed in Seaview Lane approaching the junctions round the Green and the groups of children crossing Seaview Lane to and from the Green. At the moment this stretch is statistically very safe.

11

I am writing to object to the proposal of double yellow lines along Seaview Lane in Nettlestone. I live in the village and I am concerned that this is already a busy road, particularly at school run times, and traffic will be faster along this road without parked cars along this road acting as a traffic calming measure.

Secondly, I oppose double yellow lines as the village already has a shortage of parking and I and others who live in the village park here when other spaces have been taken outside our houses. Furthermore, parents also park along here so that they can take the children to school safely. If this road is double yellow lined the traffic will speed up and will be an accident waiting to happen and there has already been near misses with children walking to school.

12

I must object to the proposal to increase the parking restrictions on Seaview Lane and Rowantree drive.

There is very limited parking space as it is with only just enough on-street parking space available for the local community. To remove close to nineteen spaces would put an unacceptable pressure on local residence and make it imposable for any casual visitors, let alone the chaos that it would inevitable because at school times. If the proposals are to aid the development of Gibb Well field then I feel this is very short sighted and will create great resentment within the local community.

I hope that you will reconsider this proposal with the knowledge that it is considered unnecessary and very unpopular.

13

I am writing to object to the proposal for double yellow lines in Seaview Lane.

Seaview Lane is a welcome overflow parking option for residents and their visitors of Seaview Lane and also Nettlestone Green (road) and Nettlestone Hill. The latter are the oldest parts of Nettlestone village and the houses are mainly either old cottages or Victorian semis. Most have little, or no off-street parking so parking spaces are at a premium. This is particularly pertinent in the holiday season.

There is a sought-after primary school located opposite the actual village green that welcomes pupils from outside the parish - adding to the vehicles stopping during school drop off / pick up time.

I have monitored the use of the area to be affected by the proposal over recent weeks and have noticed that being winter time the regular (i.e. local resident) parking during the current half term and weekends is approximately 5. That is not a large number on the face of it but the displacement of those resident vehicles onto the already busy ettlestone

Green road will result in a greater "fight" for parking in an already restricted road. It is not uncommon now for residents (including elderly and infirm neighbours) of Nettlestone Green to have to park on the estate.

I stress that this is winter time – parking on Seaview Lane during holiday times is much greater.

I have also counted 13-15 vehicles at around 2.30/300pm (when the school discharges) which are parent vehicles as shown by the mothers and small children getting into them. As Nettlestone Green (and onto the estate) are already crowded with parental vehicles – parking in the bus stop, across driveways and even on existing double yellow lines - one wonders where this additional 13-15 parents are going to park.

Before the half term holiday approximately 11 vehicles were parked on Seaview Lane during the school day. These same cars were not present at the weekend or when the school had broken up suggesting that they were staff members. However, it should be understood that the parking for these cars was adequate during the school day but any proposal to provide alternative provision for the staff does not take into account this total removal of the spaces at the inconvenience of those living near to the green.

Approximately 10 years ago there was government funding for 20mph speed limits and local residents and the parish council were interested in putting forward Seaview Lane so conducted a survey. The result was confirmed by Island Roads that the parked vehicles acted as "calming" and slowed the oncoming traffic. Making the road parking free will speed up traffic on the road and it has to be remembered the proximity to the primary school.

I am also particularly concerned that there is an outstanding planning application to turn the Roadside Inn, Nettlestone Green into a Coop store. Although there is potentially on-site car parking it is to be expected that visitors will increase, and there will be an even greater search for parking along the road.

There are no recorded traffic incidents on this part of Seaview Lane, so I think it is clear that the parking along this stretch is both needed by the community and is not necessary on the grounds of highway safety.

The consultation makes it clear that the purpose is to enable planning application P/00496/18 to develop Gibb Well Field. Island Roads insisted at the time of the application that its support was conditional on traffic orders, but stressed that it would have to be the subject of consultation and that they could not be guaranteed.

I object most strongly that traffic regulations that will be so very detrimental to the existing residents is presented only to accommodate what has been a speculative and unwelcome development proposal.

14

I am writing to object to the proposed double yellow lines relating to the above areas.

...... I feel very strongly that taking away these roadside parking spaces will have a detrimental and dangerous consequence.

The spaces in question are not only used by school staff. Parents dropping off / collecting school children, and residents with no off-road parking also rely on these spaces. The provision of a small car park for staff within the Gibb Well development does not equate to the number of spaces that would be lost.

Cars using Seaview Lane often speed up the hill from Seaview, and the cars parked along the stretch of road to the Green do in fact slow the traffic down.

The development in general shows no thought for, or benefit to, residents around & near the Green.

15

I am very concerned re the proposal to put double yellow lines on Seaview Lane and Rowantree Drive.

...... Holgate Lane which is immediately after Rowantree Drive and off Seaview Lane and the yellow lines will be either side of our Lane. Holgate Lane is a private lane, single track with NO turning places and already we struggle with people driving up the lane looking for somewhere to park; not being able to turn around and using private driveways for this purpose. We have signs at the beginning stating no through road, and no turn-around spaces and this makes absolutely no difference. We have even had a driver coming up the lane, reversing into the first driveway, hitting the wall and then stopping at the entrance to the lane and ripping one sign out of the ground and bending the other as he couldn't get it off the fence - most likely in anger at not being able to turn around.

Making it impossible to park on Seaview Lane/Rowantree Drive will make our problem even worse. I totally object to the proposal of yellow lines on Rowantree Drive and Seaview Lane.

16

re planning double fellow line in seaview lane nettlestone i see no benefit at all in putting double yellow line in this road it more likely to cause people to park on all the yellow line at picking up school time as at the moment there is room to park in free spaces people will start to park on all the double that they do not at the moment ie if got to park on yellow line might as be as near the school as possible and the

17	
I am lucky enough to have an off-street parking space	That was the reason
that I bought the house. As on-street parking is at a premium, sold her ca	r rather than be on the constant
look out for a space.	

Many on Nettlestone Hill and Nettlestone Green rely on finding a space to park within the vicinity. This includes the estate road to the east of the green. Any changes around the green will make the area more dangerous and create greater difficulty for resident parking.

The proposed development of Gibb Well field is opposed by the Parish Council and the Nettlestone Village Residents' Association, and local residents are overwhelming in their opposition to this cynical application.

Gibb Well field is a green field site and planning would not have been granted with that status. It was not on a brown field site list but Sara Wilkinson in planning decided to declare Gibb Well field as brownfield. When challenged about this arbitrary declaration her comment was "its semantics". How on earth can anyone take IOW planning seriously? I have read the Island Roads comments on the proposed development, and the incident / accident data and I believe and hope that Island Roads view this application for road change as purely to enable this unnecessary and unwanted development on a beautiful vista.

18

I have been made aware of the proposal to change Seaview Lane to a 'No waiting at any time' restriction. I would like to object to this proposal reasons below comments.

- 1. Changing this area to a double yellow restriction would be unfair on residents and their livelihood. This area is already restricted for parking and the current parking spaces along Seaview Lane are really needed for residents without driveways or parking outside their homes.
- 2. As I am sure you are aware there is a primary school in the village and already very restricted spaces for parents to park when dropping children to and from school. There has been some quite dangerous parking around the school over the years and by adding more restrictions for parking this could encourage desperate parents to park illegally or dangerously. There needs to be parking for parents to enable them to drop their children to school safely. Seaview lane is currently the closest and safest option for parents to park.
- 3. Within school drop off hours there is a lot of heavy traffic along Eddington Road and it is a very dangerous road to cross. By adding further parking restrictions along Seaview lane would ultimately encourage heavier flow of traffic and more dangerous parking along Eddington Road. It would inevitably shunt traffic further along Eddington Road, creating less visibility for parents and children crossing the road at this end.

I do hope you will consider my comments.

19

It has come to our attention that there is a proposal to put double yellow lines on Seaview Lane.

This will make life very difficult for the school staff and families who need to drop and pick up their children daily, and for those living in that area of Nettlestone, without the luxury of private driveways. We would like to object to this proposal.

20

Dear Sir, I wish to object to the proposed addition of more yellow lines in the Seaview area Regards,

21

Parking in Nettlestone is already problematic.

...... and daily fight the parking around the Green and on pavements especially at school time, as with all areas around schools, but the removal of approx. 19 parking opportunities 24/7 will hardly help. The parked vehicles reduce Seaview Lane to single width and act as traffic calming - slowing oncoming vehicles and reducing potential for pedestrian incidents - essential so close to the school.

There have been NO recorded traffic incidents in Seaview Lane over a ten year+ period and I feel that double yellow lines will only increase the speed of traffic approaching the Green.

I strongly object to this proposal

22

seen a problem with parking in this area. There are other areas in Nettlestone that are potential accident zones, waiting for an accident to happen where double yellow lines would be advantageous. This is not one of them!! I trust that the decision will be made on facts and a sensible approach opposed to lining pockets of developers.

23

I am writing to you today to object to the proposed double yellow lines on seaview lane, this is a much-needed parking space for the local people of Nettlestone who do not have the luxury of private parking spaces or driveways as a majority of properties are Victorian cottages that where not built for modern living.

...... with no drive way so we rely on local road parking, there is already an issue with parking spaces in Nettlestone and seaview lane is a god send, if this parking space is removed from the people of Nettlestone I dread to think of the problems it will cause as a result of double yellow lines being introduced.

I ask please don't grant the proposed double yellow lines on seaview lane as it will cause a huge problem in Nettlestone for a large amount of its residents including my young family and also the children of Nettlestone primary.

24

25

Parking at the moment in Nettlestone and Old Seaview Lane is bad and double yellow lines will only make the matter worse. Where are people to park?

26

We would like to formally object to:

"Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No 1 2021.

To introduce a 'no waiting at any time' in the following lengths of road:

Seaview Lane, on the west side, from a point 39.5m north to a point 110.5m south of its junction with Rowantree Drive.

Seaview Lane, on the east side, from a point 39.5m north to a point 48m south of its junction with Rowantree Drive.

Rowantree Drive, on both sides, from its junction with Seaview Lane to a point 12.5m east."

Due to the above 'no waiting at any time' zone, cars will be forced to park at the end of the parking restriction. As the Rowantree Drive housing estate is already congested with parked cars especially at school drop off/pick up times, many cars will park on Seaview Lane. The Seaview Lane parking restriction ends at the Walled Garden house on Seaview Lane to the north. This will result in cars parking outside The Glade and Alleyn House on an uphill bend on Seaview Lane especially during school pick up/drop off times. Cars parking on this uphill bend will cause an accident as cars pull out to pass parked cars placing them on the wrong side of the road on a bend. Being a regular bus route compounds the problem with parked cars on a bend.

We hope our views are given due consideration.

27

I ask please don't grant the proposed double yellow lines on seaview lane as it will cause a huge problem in Nettlestone fit a large amount of it residents and the children of Nettlestone primary.



A proposal for a possible development does not take in to consideration the already busy area. Parking spaces are already at a premium in Nettlestone and the access roads to Seaview Heights. Cars blocking the road near the Roadside Inn.

Nobody likes change.

But please don't compromise by making things any worse for local people who live here.



I am writing to object to the traffic restrictions planned for Seaview Lane. Parking on this section of road is used extensively by local residents, school staff and most importantly parents taking their children to and from the primary school. Admittedly at certain times of the day this stretch of road can be very busy as it is elsewhere in the village as well. However, after the school day finishes and at weekends and school holidays any local parking never causes any problems and is often free of parking.

To restrict parking opportunities on Seaview Lane especially for parents on the school run will lead to much more traffic congestion around Nettlestone Green and on neighbouring residential roads. The school offers pre school facilities as well as primary education and it is essential for parents to have somewhere safe to park and escort their children to school. For some in the future after parking it could entail a much longer walk to the school gates in possible wet and cold weather conditions with small children.

It seems these traffic restrictions are more about the Gibb Well Field development rather than taking into account how it will impact on regular users. I urge you to consider the wider picture of how this will create quite unnecessary disruption for many people. There are plans as well to open a Co-op store on the site of the Roadside Inn which will only add to the burden on the local community roads.

30

Please accept this as our objection to the introduction of double yellow lines on Seaview Lane for all the reasons set out in the document produced by the Residents' Association.

...... and see no logical, valid or safety reasons for the implementation of this traffic regulation.

Stage 1 Equality Impact Assessment - Initial Screening

Assessor(s) Name(s):	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Directorate:	Neighbourhoods
Date of Completion:	8 February 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE, NETTLESTONE), (TRAFFIC REGULATION) ORDER NO 1 2021, introducing amendments to the traffic management at the Seaview Lane / Rowantree Drive junction in Nettlestone, to increase the visibility and accommodate the safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Please delete as appropriate:

This is a new strategy

Key Questions to Consider in Assessing Potential Impact	
Will the strategy have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	Yes
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No

If you answer **Yes** to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.

If you answer **No** to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.

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Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction and regulating parking at one side of the road. Whilst the proposal will remove a small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disability	X			A risk has been identified to pedestrians, drivers, cyclists and free movement of traffic. The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. Whilst the proposal will remove a small number of parking spaces and some homeowners may not be able to park directly in front of their properties, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassignment	X			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Marriage & Civil Partnership	Х			The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is

		considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Pregnancy & Maternity	Х	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Race	Х	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Religion / Belief	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sex (male / female)	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.
Sexual Orientation	X	The proposal is not considered to have detrimental effect on persons covered by this protected characteristic. It is considered to have a positive impact on them, providing increased visibility when crossing the road at the junction.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/ No
If answered Yes, describe what these are and how they may be promoted or o	enhanced

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The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

Evidence Considered During Screening

Through the formal consultation exercise from 14/05/2021 to 18/06/2021, the opportunity to provide comment and representation on the proposals was provided. 25 letters of representation were received during the consultation process and these have been considered by the Highway Authority. In summary, the representations included two (2) statements of support and 23 objections – all objections on the grounds of potential loss of parking spaces.

All representations have been fully considered in the Cabinet Report.

Head of Service Sign off:	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Advice sought from Legal Services (Name)	Judy Mason - Strategic Manager of Human Resources and Employment Lawyer
Date	8 February 2022

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Scott Headey - Deputy Strategic Manager Highways and				
	Transportation, Highways PFI Contract Management Team				
Directorate:	Neighborhoods				
Date of Completion:	8 February 2022				

Name of Policy/Strategy/Service/Function Proposal

Implementation of THE ISLE OF WIGHT COUNCIL (SEAVIEW LANE, NETTLESTONE), (TRAFFIC REGULATION) ORDER NO 1 2021, introducing amendments to the traffic management at the Seaview Lane / Rowantree Drive junction in Nettlestone, to increase the visibility and accommodate the safe movement of the traffic and all other road users of the highway in this location.

The Aims, Objectives and Expected Outcomes:

Traffic Regulation Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.

These restrictions were proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

Scope of the Equality Impact Assessment

The Council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it.

Due regard to the Council's responsibilities under the Equality Act 2010 has been given, considering the potential impact of this proposal on the protected characteristic.

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Analysis and assessment

The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. A small number of parking spaces will be relocated and some elderly or disabled residents may not be able to always park in front of their property.

At the same time, the proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at the junction. This will make crossing the road easier and safer for all pedestrians, including elderly and disable people.

In addition, the new restriction will allow picking up and dropping off passengers, as well as loading/unloading. In some cases, priority needs to be given to the road safety and movement of traffic, over preservation of parking spaces.

Recommendations

To implement the restrictions as proposed.

The Authority will monitor the impact of the changes and review the restrictions if necessary.

Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

- 1. Remove or lower the negative impact, and/or
- 2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
- 3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area	of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age		Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Disabilit	у	Negative and positive	Negative - The proposal can lead to some elderly drivers parking away from their homes sometimes, and therefore walking longer distance than previously.	Positive – the proposal will make crossing the road easier and safer for all pedestrians, including elderly people.	The new restriction will allow picking up and dropping off passengers, as well as loading/unloading. The Authority will monitor the impact of the changes and review the restrictions if necessary.
Gender Reassig		Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Marriage Partners	e & Civil ship	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Pregnar Maternit	•	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Race	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Religion / Belief	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sex (male or female)	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Sexual Orientation	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
HR & workforce issues	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.
Human Rights implications if relevant	Positive	No	No	The proposal will provide increased visibility and will make the crossing of the road at the junction safer.

Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff

Summary	
Date of Assessment:	8 February 2022
Signed off by Head of Service/Director	Scott Headey - Deputy Strategic Manager Highways and Transportation, Highways PFI Contract Management Team
Review date	One year after sealing the order
Date published	

Agenda Item (

Isle of Wight Council Forward Plan – July 2022 and (where relevant) Notice of Intention to Hold Part of Meeting in Private Session

The Forward Plan is a list of all matters that are due to be considered no earlier than 28 clear working days from the date of this notice by the appropriate Decision Making Body or individual including those deemed to be key decisions.

The plan also gives notice of which decisions (if any) that may be made in private with the exclusion of press and public where for example personal or commercially sensitive information is to be considered in accordance with the Local Authorities (Executive Arrangements) (Meetings and Access to Information (England) Regulations 2012.

A list of all Council Members can be found on the Council's web site from this link

The Leader of the Council (also responsible for Strategic Oversight) is Cllr Lora Peacey-Wilcox.

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty - Cllr Ian Stephens

Cabinet Member for Infrastructure, Highways PFI and Transport - Cllr Phil Jordan

Cabinet Member for Children's Services, Education and Lifelong Skills - Cllr Debbie Andre

abinet Member for Levelling-Up, Regeneration, Business Development and Tourism - Cllr Julie Jones-Evans

Cabinet Member for Adult Social Care and Public Health - Cllr Karl Love

-Cabinet Member for Planning and Enforcement - Cllr Paul Fuller

abinet Member for Strategic Finance, Transformational Change and Corporate Resources – Cllr Chris Jarman Cabinet Member for Climate Change, Environment, Heritage, Human Resources, Legal and Democratic Services - Cllr Jonathan Bacon Cabinet Member for Community Protection, Regulatory Services and Waste – Cllr Karen Lucioni

^{*} Please note that any items highlighted in yellow are changes or additions from the previous Forward Plan

Title and Summary	of Proposed
Decision	

Decision Making Body and name of relevant Cabinet Member

Meeting Date/Proposed Publishing Date Relevant documents submitted to decision maker to be considered* Consultees (including town and parish councils) and Consultation Method May report or part of report be dealt with in private? If so why?

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Disposal of land to Sandown Town Council at Eastern Esplanade, Sandown for construction of new public toilets The terms of a disposal of IWC land for the construction of new public toilets adjoining the southern water pumping station at eastern esplanade.	Cabinet Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change (26/5/21 - 13/6/22) Date 1st added: 3 May 2022	14 Jul 2022		The Town council have undertaken consultation as part of the process of submission of the application and securing funds for the construction of the facilities	Open
Newport Pedestrian Improvements Of o approve proposed improvements of o the pedestrian environment and sublic realm in Newport High Street and St James' Square as part of the Heritage Action Zone programme.	Cabinet Cabinet Member for Highways PFI, Transport and Infrastructure (26/5/21 - 13/6/22) Date 1st added: 2 February 2022	14 Jul 2022		Public and stakeholder consultation undertaken by Heritage Action Zone partnership Jan/Feb	Open
Traffic Regulation Orders Policy To approve a policy for new and amended highway traffic regulation orders; the policy to be applied when resolving existing road safety issues and when implementing new schemes	Cabinet Cabinet Member for Highways PFI, Transport and Infrastructure (26/5/21 - 13/6/22) Date 1st added: 3 May 2022	14 Jul 2022			Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
The Isle of Wight Council (Seaview Lane, Nettlestone) (Traffic Regulation) Order No1 2022 The proposal forms part of a planning permission for a new development under Planning Application P/00496/18 and the new regulations are designed to mitigate the impact of increased traffic once the development has been populated.	Cabinet Cabinet Member for Highways PFI, Transport and Infrastructure (26/5/21 - 13/6/22) Date 1st added: 3 May 2022	14 Jul 2022		TRO public consultation process conducted – press publication and street notices	Open
→ UK Shared Prosperity Fund - Isle of Wight Investment Plan → To confirm the updated Island ← Unvestment Plan taking account of the UK Govt Shared Prosperity Fund announcements	Cabinet Cabinet Member for Regeneration, Business Development and Tourism (26/5/21 - 13/6/22) Date 1st added: 3 May 2022	14 Jul 2022		Economic Executive, Covid Recovery Cell	Open
Island Youth Justice Plan To consider and Approve the Annual Youth Justice Plan (2022/23)	Extraordinary Meeting of Full Council Extraordinary Meeting of Full Council Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 9 June 2022	20 Jul 2022 20 Jul 2022			Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Quarterly Performance Monitoring Report (QPMR) Quarter 1 2022-23 To provide a summary of progress against Corporate Plan activities and measures for the period April to June 2022. To inform Cabinet of areas of particular success, issues requiring attention and remedial activity in place to deal with these. To provide a report on the financial position of the gouncil for the same period	Cabinet Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change (26/5/21 - 13/6/22) Date 1st added: 9 June 2022	8 Sep 2022			Open
Review of the Public Health Partnership Function between Isle of Wight Council and Hampshire County Council. To provide an update on the Public Health Partnership with Isle of Wight Council, specifically on progress against the remaining recommendations from the 2018 review which had not been met at the time of the formal partnership.	Cabinet Cabinet Member for Adult Social Care, Public Health Date 1st added: 3 November 2021	8 Sep 2022			Open
Island Planning Strategy For Cabinet to consider the draft Island Planning Strategy and make recommendations to Full Council	Cabinet Cabinet Member for Planning and Community Engagement (6/10/21 - 13/6/22) Date 1st added: 2 March 2022	8 Sep 2022			Open

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
Disposal of potential housing site(s) in East Cowes To confirm the granting of an option to dispose, subject to securing planning permission, on one or both of the council owned development sites known as Maresfield Rd and Albany	Cabinet Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism Date 1st added: 6 July 2022	8 Sep 2022		East Cowes Waterfront Implementation Group and local member	Part exempt Yes – appendix summarising appraisal of responses to EOI issued in April 2022 – responses were submitted as commercial in confidence
Transfer of Ownership and Transfer of Major Shareholding of Camey (iow) SPV and the Works and Coperating Sub-Contractor To confirm the council consent for the Transfer of Ownership & Transfer of Major Shareholding of Amey (IoW) Waste PPP, the SPV and the Works and operating Sub-Contractor to a proposed new structure within the original Ferrovial parent company.	Cabinet Cabinet Member for Community Protection, Regulatory Services and Waste Date 1st added: 6 July 2022	8 Sep 2022		Internal consultation with Finance, external professional advice from legal advisors.	Open
Island Planning Strategy To agree to publish the draft Island Planning Strategy for the regulation 19 stage period for representation and then submit the draft plan and required documentation to the Planning Inspectorate for independent examination.	Full Council Date 1 st added: 17 March 2022	20 Sep 2022		Internal and External Full public consultation	Open

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