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Agenda

Name of meeting	CABINET
Date	THURSDAY 12 JANUARY 2023
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Members of the Cabinet	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, 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 - 10)

To confirm as a true record the Record of Decision of the meeting held on 10 November 2022.

2. **Declarations of Interest**

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

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

Questions may be asked without notice but to guarantee a full reply at the meeting, a question must be put including the name and address of the questioner by delivery in writing or by electronic mail to Democratic Services at democratic.services@iow.gov.uk, 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 9 January 2023.



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 Children's Services, Education and Lifelong Skills**

(a) School Funding Formula & Budget Setting 2023/24 (Pages 11 - 28)

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

(a) The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No.2 2022 and The Isle of Wight Council (Residents' Parking Places) Order No.1 2022 (Pages 29 - 86)

(b) The Isle of Wight Council (Various Streets, Nettlestone and Seaview) (Traffic Regulation) Order No1 2022 (Pages 87 - 112)

7. **Cabinet Member Announcements**

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

8. **Consideration of the Forward Plan** (Pages 113 - 126)

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

9. **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 10 January 2023. 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, 4 January 2023

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>

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	THURSDAY 10 NOVEMBER 2022 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT
Present	Cllrs L Peacey-Wilcox (Chairman), D Andre, J Bacon, P Fuller, C Jarman, P Jordan, K Love and I Stephens
Also Present	Cllr P Spink Chris Ashman, Laura Gaudion, Ian Lloyd, Wendy Perera, Chris Potter and Sharon Betts
Also Present (Virtual)	Cllr G Brodie, Colin Rowland
Apologies	Cllrs J Jones-Evans and K Lucioni

46. **Minutes**

RESOLVED:

THAT the minutes of the meeting held on 13 October 2022 be approved.

47. **Declarations of Interest**

Cllr Jordan declared an interest in Minute item 51a as he was involved in a business in the care sector.

Cllr Stephens also declared an interest in Minute item 51a as his partner was employed as a personal assistant in the care sector.

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

There were no public questions.

49. **Chairman's Announcements**

The Chairman had no announcements to make.

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

50a **Quarterly Performance Monitoring Report (QPMR) Quarter 2 2022-23**

The usual periodical report was presented to Cabinet. There were no questions raised.

RESOLVED:

That Cabinet approves the Performance and Finance Report for the Quarter ended 30 September 2022, and the priority report detail as set out in appendices 1-10, together with the council's financial position as set out at appendices 11-12.

50b **Local Council Tax Support Scheme**

One year previously the council had halted the decline in the amount of relief given under the scheme. Consultation had been undertaken prior to the latest report and the options were presented.

RESOLVED:

That Cabinet agrees to;

Option 1 – Record their preference to increase the maximum level of support for working age cases to 70 per cent (from the current maximum level of 65 per cent) subject to it being affordable to the Council and therefore considered alongside (and part of) the Council's overall Budget for 2023/24

Option 4 - To add a local welfare payment disregard to mirror housing benefit regulations.

Option 5 - To disregard any increase in welfare benefit payments due to crisis or emergency provision.

51. **Report of the Cabinet Member for Adult Social Care and Public Health**

51a **Wightcare Options Review**

Councillors Jordan and Stephens left the room for this item.

The council had been subsidising the Wightcare service by £549,603 and it was intended that the service should revert to net cost over the following two-year period, subject to future funding. Thanks were expressed to officers for their work in bringing the report forward.

RESOLVED:

That Cabinet agrees:

To retain the Wightcare service in-house and develop two-year cost recovery model from April 2023 to achieve financial breakeven, reducing dependency on public funds and stabilising the service for the future under statutory charging guidance. This recommendation is supported by an independent review of the service by the industry body, the TSA.

52. Report of the Cabinet Member for Planning and Enforcement

52a Newport & Ryde Commercial Frontages Design Guide Supplementary Planning Document (SPD)

High Streets were currently suffering from decline, and anything which would support and enhance them would be encouraged. Substantial grant funding had been received from Historic England which was a welcome investment. There would be no financial implications for the council. Credit was given to staff and to Ryde Town Council and Newport and Carisbrooke Community Council for the positive partnership working.

RESOLVED:

That the Newport and Ryde Commercial Frontages Design Guide be adopted as a supplementary planning document.

That any final editorial and presentational changes to the draft supplementary planning document are delegated to the Director of Regeneration in consultation with the Cabinet Member for Planning and Enforcement. These changes will not alter the meaning of the document and will be restricted to grammatical and typographical errors.

53. Report of the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism and the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources

53a To dispose of Council-owned employment land at Kingston Marine Park, East Cowes

The site had been marketed over the previous ten years. The proposed development would provide up to 1000 jobs. If sold, the council would retain the right to buy back some of the land for storage. The Director of Regeneration provided a response to a number of questions from the Corporate Scrutiny Committee, including

- a) that the full market price would be achieved,
- b) that the draft heads of terms would ensure that the land was not sold on for alternative purposes once it had been disposed of,
- c) that discussions had taken place with the proposed developer regarding a sustainable travel plan which would be submitted as part of the planning process

- d) the possibility of the use of the site for the marine industry had been fully explored and discounted due to Environmental Regulations and other implications which limited that opportunity.
- e) The proposed purchaser had provided further information regarding the proposed breakdown of jobs, which would involve construction, supply and on-site staff.
- f) The possible use of the site for social housing had been fully considered, however the site was allocated for employment use in the existing island plan, therefore its use for housing would involve a change in policy, furthermore a third of the site was not developable due to its condition and topography and could not be used for housing.

The local member welcomed the creation of jobs in a variety of industries and noted that there were other sites in the area which would be available for ship building.

In response to concerns raised by Cllr Spink confirmation was given that the confidentiality issue had been properly considered and weighed up against the public interest. The Monitoring Officer confirmed that there was a point in time when Corporate Scrutiny Committee members could access the confidential papers, but that the matter was being dealt with openly as far as possible by the report being made public, with the appendices remaining confidential.

RESOLVED:

To approve the freehold sale of KMP, to a third party, as detailed in Confidential Appendices 1,2 and 3, subject to contract and achieving detailed planning consent.

Delegate the authority to approve final terms following this decision to both the Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism and the Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources in consultation with the Director of Regeneration and the council's Section 151 officer.

54. Cabinet Member Announcements

The Cabinet Member for Planning and Enforcement had been working on driving forward the recommendations from the planning peer review. There was to be a further meeting in November following which more detail would be provided on the progress made and the future action plan. Work on enforcement was also progressing following the peer review, with an Enforcement Strategy due to be presented to Cabinet in the new year.

A drainage and flood risk manager's post had been created within planning services to deal with flooding and drainage issues with a more proactive way of working planned. Consultants had been commissioned on the preparation of a document for sustainable drainage solutions (SUDS), which would become a supplementary planning document. It was hoped that consultation would take place in early 2023.

The Cabinet Member for Climate Change, Environment, Heritage, Human Resources and Legal and Democratic Services reported that there had been a

breach of the sea defences on the Esplanade in Ventnor. A large section had been washed away. There was a temporary closure and the public were asked to respect the closure as the area was dangerous. The EA had provided support. A programme of works would follow.

The Cabinet Member for Adult Social Care and Public Health had attended the Strategic Drug and Alcohol Partnership Engagement workshop and would be bringing forward a report for all councillors to consider. He had also attended a conference in Manchester with Cllr Love and relevant directors. Concerns had been shared regarding government funding which may be delayed further. It was possible that a presentation may be extended to Town and Parish Councils in the early part of the next financial year. Thanks were expressed to volunteers, carers and Wightcare staff for their work.

The Cabinet Member for Children's Services, Education and Lifelong Skills had gained a wealth of information from the same conference regarding SEND, ADHD and ASD and had taken part in some successful networking. She had also attended a Halloween party for looked-after children, also attended by relevant directors. She had attended the Island Riding Centre which was giving opportunities for vulnerable children.

It was 'have your say' week for fostering and adoption families.

The new Yarmouth Primary School at Freshwater was 6-8 weeks ahead of schedule and it was hoped that the hand-over would take place on 9 December, and the moving-in over the Christmas period ready for the children to start at the new school in the new year.

The Cabinet Member for Infrastructure, Highways PFI and Transport explained that requests were still being received for 20mph speed limits. The speed review had almost reached the end of the data gathering stage with the start of collation into a report to Cabinet around March 2023. No speed interventions would be implemented until after that time.

55. Consideration of the Forward Plan

Members noted the contents of the Forward Plan and there was nothing of concern.

56. Members' Question Time

There were no members' questions.

CHAIRMAN

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Purpose: For Decision



Cabinet Report

Date **12 JANUARY 2023**

Title **SCHOOL FUNDING FORMULA & BUDGET SETTING 2023/24**

Report of **CABINET MEMBER FOR CHILDRENS SERVICES, EDUCATION AND LIFELONG SKILLS**

EXECUTIVE SUMMARY

1. The Department for Education (DfE) publishes annual changes to school funding arrangements. There have been minor amendments to the national funding formula which allocates funding to the local authority, with a local formula continuing to be used to allocate funding to individual schools. The local authority must set the formula annually, alongside the wider Dedicated Schools Grant (DSG) budget.
2. This report sets out arrangements for the Isle of Wight pre-16 mainstream school revenue funding formula for the 2023/24 financial year, and the setting of the wider DSG budget for approval. The formula has been proposed following principles agreed by the Schools Forum during 2022/23 financial year, following consultation with individual schools, and replicates the national funding formula values used to allocate funding to the local authority.
3. The DfE must be notified of the proposed formula by 20 January 2023 and subsequent school budget allocations must be confirmed to individual schools by 28 February 2023, applicable from 1 April 2023. The proposed DSG budget is reported to the DfE as part of the Section 251 return submitted in April 2023.
4. While the council is required to consult with schools on the funding formula and budget setting, the final decision is for the local authority to take as the accountable body for the Dedicated Schools Grant.

RECOMMENDATION

5. That the 2023/24 school funding formula and wider Dedicated Schools Grant budget allocations detailed in Appendix 1 and 2 to this report be approved.

BACKGROUND

6. The DfE allocates funding to local authorities using a national funding formula and 2023/24 will be the sixth year of this mechanism. It has used this formula to calculate notional budgets for all schools and combined the budget for all schools on the Island to identify the amount per pupil to be allocated to the Isle of Wight in 2023/24. The October 2022 census pupil numbers and characteristics drives the eventual funding distributable to schools through budget shares.
7. Schools funding is provided through the Dedicated Schools Grant (DSG), which is made up of four funding blocks: schools, early years, high needs, and central school services, with restrictions on the use of funding allocated to each block. The funding formula specifically relates to the schools block and is a significant majority of the overall DSG budget also included in this report. The authority has a responsibility to set a balanced DSG budget.
8. The pre-16 school funding guidance for 2023/24 was released in summer 2022, updated to the final version in December 2022. There are a few minor changes in the expectations within the local formula. The DfE has reiterated its intention to move to a direct national funding formula, which allocates funding directly to schools by 2027/28 and further consultations on the speed and process for that move are expected over the coming year.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

Responding to climate change and enhancing the biosphere

9. There is minimal direct impact on climate change and enhancing the biosphere as a result of recommendations within this report. The funding provided to schools from the formula is devolved for individual schools to make their own spending decisions. Environmental improvements to the school estate tend to be capital funded in nature and therefore outside the scope of this report.

Economic Recovery and Reducing Poverty

10. There is minimal direct impact to economic recovery and reducing poverty as a result of recommendations within this report, although sufficiently funded schools are active employers across the Island employing many individuals and contributing to the local economies.

Impact on Young People and Future Generations

11. Revenue funding to schools is key in delivering sustainable education provision that will develop lifelong skills improving potential outcomes for young people. The increases in funding prescribed through the DfE in this report directly impact on the affordability of quality education in schools.

Corporate Aims

12. The 2021 to 2025 corporate plan emphasises the need for the local authority to work with and challenge schools in financial deficit to secure a more sustainable position for the schools and the council. The funding formula within the report results in increases in all funding formula factors, increasing funding for all schools mitigating risks of individual schools in deficit. This impacts on schools delivering on existing budget plans, and financially viable schools in turn contribute to ensuring pupils can develop their skills and fulfil their potential.

DEDICATED SCHOOLS GRANT BUDGET 2023/24

13. DSG allocations for 2023/24 were released by the DfE on 16 December 2022, including a breakdown by funding block, building on indicative allocations that were received in the summer of 2022. The actual allocations can be found on the DfE website <https://www.gov.uk/government/publications/dedicated-schools-grant-dsg-2023-to-2024>, summarised and compared to the current year baseline in the following table (pre-recoupment of funding passed to academies directly by the Education Skills & Funding Agency (ESFA)).

Block	2022/23 Allocation (Nov22) £000	2023/24 Allocation (Dec22) £000	Change £000
Early years	6,534	6,869	335
Schools Block	80,901	85,168	4,267
High needs	19,914	21,725	1,811
Central	593	598	5
Total DSG	107,942	114,360	6,418

14. When comparing between years note that the previously separate Supplementary Grant equivalent funding has been rolled into the schools block funding formula from 2023/24 in the region of £2.4million.
15. The remaining change between years is a culmination of some additional funding added to the early years hourly rates, additional funding added across national level school funding formula factors, additional high needs funding in the region of 9.8 per cent per head of population, and also the financial impact of changes in pupil numbers and characteristics following the October 2022 census.

EARLY YEARS BLOCK

16. The DfE has confirmed the funding rates which will be used to allocate funding to local authorities in 2023/24. For the Isle of Wight there is an increase in the national funding, adding ten pence per hour to two-year old and twenty-six pence to three and four-year old funding rates. The net result for the Isle of Wight, after being updated with January 2022 funded activity, is an increase of £335,621 in the early years block estimate for 2023/24 (in the region of 5.1% per cent increase compared to 2022/23).

17. Schools Forum is required annually to approve the level of central funding and at least 95 per cent of three- and four-year-old funding must be passed through to providers leaving the remaining 5 per cent towards central costs. The early years central costs support providers and administration of the early year's entitlement. Accounting for inflationary increases, the 2023/24 central budget proposed to Schools Forum is £328,070.
18. The Early Years team is engaging with providers between January and March on options for the distribution of the additional funding through some possible changes to the structure of rates paid. The budget included in appendix 1 is based on the funded level of activity. The outcome of the discussions will be confirmed in March 2023 and endorsed through Schools Forum and onward to providers, with required budget statement estimates issued before the end of the financial year.

SCHOOLS BLOCK

19. The vast majority of schools' block funding is managed through the local school funding formula in budget share allocations to schools. The proposed local funding formula for mainstream Isle of Wight maintained schools and academies is included in appendix 2, alongside 2022/23 values for comparison.
20. The Isle of Wight has a strong history of supporting the principle of working towards the national funding formula (NFF) values since the formula was introduced in 2018/19, and since 2021/22 with the overwhelming support of local schools and Schools Forum, has replicated the NFF formula factor values entirely. It is proposed to again determine the 2023/24 school funding formula using the increased national funding formula values exactly (adjusted for the local area cost adjustment, which for the Isle of Wight is 1.01421).
21. The approach will provide continued and future stability for schools, minimising future financial turbulence at an individual school level when the direct national funding formula is eventually implemented by 2027/28 whereby school budget shares are directly provided by government.
22. The formula is still significantly shaped through consultation with the Schools Forum and the wider schools' community, and the following key principles, assumptions and decisions are a culmination of meetings and engagement through 2022.
 - (a) The 2022/23 supplementary grant has been rolled into the national funding formula adding an amount representing the grant into school baselines across some key factors such as basic entitlement and lump sum.
 - (b) NFF values have been increased on top of the rolled in supplementary grant values) by in the region of 2.4% for basic entitlement, low prior

attainment, English as an additional language, mobility, sparsity and lump sum factors. 4.3% has been added to free school meals and deprivation factors representing a slight shift in funding to more deprived schools

- (c) Local authorities continue to be able to transfer up to 0.5 per cent to the high needs block in line with operational guidance limits with Schools Forum support, to contribute towards specific initiatives within the high needs area.
 - (d) Local authorities continue to be able to set a minimum per pupil funding guarantee (MFG) within the 2023/24 threshold being between +0.0 per cent and +0.5 per cent
 - (e) Schools Forum agreed in November 2022 the principle that the overall balancing of the formula is achieved through firstly prioritising meeting the NFF formula values and protections, then by establishing a growth fund, with any residual funding considered as a high needs transfer (up to the 0.5 per cent limit).
23. Other elements of the schools' block budget presented in appendix 1 are driven by specific decisions by the Schools Forum covering services that are de-delegated from maintained schools and contributions to central education functions.

HIGH NEEDS BLOCK

24. The December 2023/24 high needs block allocation has confirmed an increase in funding compared to this year of £908,000 similar to the value estimated by the DfE through indicative modelling in the summer. As a very historically better funded authority the Isle of Wight only receives the minimum level of increase experienced in national allocations across authorities. In addition to this core increase and as a result of the government's Autumn Statement, a further 2023/24 increase of £903,000 has been received, providing a total £1.8million (9.1 per cent) increase in funding.
25. Despite the increased funding, and a rolling very detailed review of the 4-year forecast position, a significant gap remains for 2023/24 with an underlying budget shortfall in the region of £2.08million as the funding formula does not fully account for the Isle of Wight's higher demand and incidence of special educational needs, alongside funding failings at a national level being experienced across many authorities. Demand, mix of provision, cost, and linkages to the SEN sufficiency strategy have been fully considered in drafting the high needs budget for 2023/24.

Safety Valve

26. The government has increased capacity in its Safety Valve programme which supports and challenges those local authorities with proportionate higher deficits within their dedicated schools grant (DSG) budgets. The Isle of Wight

accepted an invite to take part in the scheme during 2022/23 which has so far involved very detailed modelling and evidencing of strategies being undertaken across the period to the 2026/27 financial year to work towards achieving an in year balanced position by that date. A DSG management plan is currently being considered by government during the January to March 2023 period which if supported should result in financial support for the remaining 2023/24 budget setting gap.

27. Crucial to managing down the funding shortfall in the longer term is further implementation of the relevant strategies and continued engagement with the programme monitoring and delivery requirements.

CENTRAL BLOCK

28. The central block of DSG funding is the smallest element of the grant, and most budgets have already been agreed by the Schools Forum in November 2022. The DfE continues to work historic commitments out of the system by reducing the central block funding year on year, which has continued for 2023/24 but doesn't affect the Isle of Wight. The marginal increase contributed by a slight increase in the funding rate is expected to be absorbed within the statutory duties' element of the budget after meeting increased copyright license costs procured directly by the DfE.

OVERALL DSG BUDGET

29. Overall final proposed budget allocations are summarised from appendix 1 in the following table compared to the DSG allocations received in December. A transfer from the schools' block to the high needs block was not affordable in the 2023/24 formula as a result of rising costs of pupil characteristics within the formula.

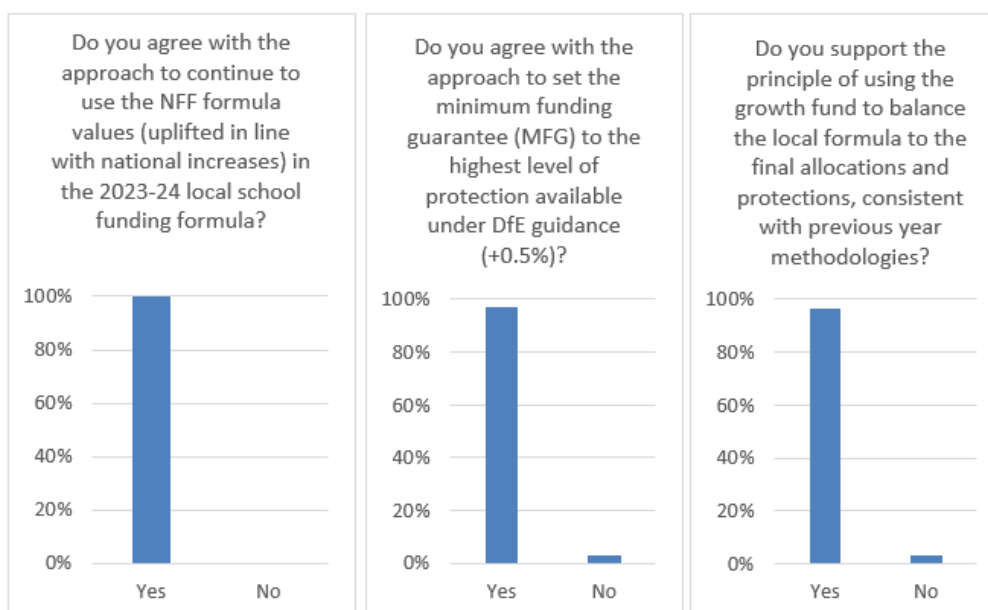
Block	DSG Allocation £'000	Budget Allocation £'000	Net Difference £'000
Early Years	6,869	6,869	0
Schools	85,168	85,168	0
High Needs	21,725	21,725	0
Central Services	598	598	0
TOTAL DSG	114,360	114,361	0
Recoupment	25,636	25,636	0
NET COUNCIL BUDGET	88,724	88,724	0

30. This total budget includes recoupment which will be deducted at source from the Isle of Wight DSG allocation and paid to academies and post 16 high needs providers directly by the Education Skills & Funding Agency (ESFA). The amount is £25.64 million which results in a net budget to be managed by the local authority of £88.72 million.

31. The government's November 2022 Autumn Statement announced additional funding of £2.4billion nationally from 2023/24 through a new specific grant which will contribute towards supporting school inflationary pressures in particular around pay and energy. The value of Mainstream Schools Additional Grant (MSAG) for Isle of Wight schools is expected to be in the region of £2.92 million and will be published in spring 2023. This grant is specific to be passported on to schools and outside of the Dedicated Schools Grant, and therefore outside the scope of this report.

CONSULTATION

32. The school funding regulations require that mainstream schools are consulted on any proposed changes to the funding formula. As no material changes are proposed a consultation was not required but was still completed following the release of indicative allocations and modelling tools by the DfE in the summer. The council education finance team met with headteachers in September 2022 to explain the updated position on the NFF for 2023/24 alongside other general finance updates, with the exercise repeated with school business managers on the 29 September 2022. This was followed up with a further headteacher engagement session on 9 November 2022. Finance attendance at the headteacher, and school business manager forums throughout the year is now a standing item and well received two-way conversations are had.
33. The formal consultation with schools on school funding proposals for 2023/24 was released on the 18 October 2022 and ran until the 9 November 2022. The short consultation asked key questions around the principles of setting the upcoming formula alongside wider questions around de-delegation, funding and included indicative modelling at individual school level. Despite a half term one week break during the period, the response rate was good with 32 (71%) of the 45 mainstream primary and secondary schools responding to the consultation. This outstanding level of engagement is up on the previous year (31 schools), despite any perceived reduced influence as more elements of the NFF become prescribed, and that proposals in the main are carrying on existing arrangements that have been overwhelmingly supported in recent years.
34. As in 2022/23 formula setting, the questionnaire asked three main questions in relation to 2023/24 school funding. The results were unanimous in support of the main proposed Isle of Wight Council approach and overwhelmingly agreed on other items.



35. Additional questions allowed narrative and although not relevant for the setting of the formula, many respondents expressed concerns about the overall quantum of school funding not being sufficient to meet increasing costs, in particular around pay and energy contracts. Since the consultation further financial support was announced through the Autumn Statement and the local authority continues to highlight pressures through engagement at DfE attended regional network groups.

FINANCIAL / BUDGET IMPLICATIONS

36. The Dedicated Schools Grant is a strictly ring-fenced grant for education purposes. The grant conditions require local authorities to utilise the grant for the purposes set out in the School and Early Years Finance (England) Regulations (included as a background document to this report).
37. DSG grant regulations were last updated in November 2022 and currently enforce the accountability of any overall DSG deficit being met from future DSG income and cannot therefore be charged against the Council's general fund. The outcome of a review on this statutory override was received from government recently, confirming a continuation of that arrangement for the next three years. The progress on achieving a Safety Valve agreement in early 2023 may impact the overall level of DSG deficit.
38. The local authority is responsible for setting the local school funding formula and presenting a balanced Dedicated Schools Grant budget, following significant consultation and shaping of the formula and budget by the Schools Forum and the wider schools' community.

LEGAL IMPLICATIONS

39. The School and Early Years Finance (England) Regulations set out the statutory arrangements for school and early years funding and they are updated each year following the release of grant allocations. The 2022 regulations are expected to be updated in early 2023, following on from operational guidance provided by the DfE in relation to 2023/24 in the summer of 2022.
40. The regulations prescribe the timescale for publishing school budgets, the formula factors which can be used to calculate school budgets and the costs which can or cannot be met by the local authority from the ring-fenced Dedicated Schools Grant funding.

EQUALITY AND DIVERSITY

41. 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.
42. An equality impact stage 1 initial screening was completed on 27 November 2019 as part of the setting of the 2020/21 formula. This concluded no negative impact on those with protected characteristics as a result of changes by mirroring the national funding formula, particularly as schools are protected from losing per pupil funding through the minimum funding guarantee element of schools funding. This report is a continuation of that strategy for 2023/24 with increases in all funding formula factors and higher proportionate increases in some additional needs factors in particular related to deprivation.

PROPERTY IMPLICATIONS

43. There are no property implications as a result of these proposals as they relate purely to the distribution of Dedicated Schools Grant revenue funding. Individual schools pay for general property running costs from the devolved funding provided through the Dedicated Schools Grant.
44. The Children's Services asset management team is responsible for overseeing any landlord duties that impact on schools and also the strategic management of schools' capital funding, which is outside the scope of this report.

OPTIONS

- 45. Option 1 - To approve the 2023/24 school funding formula and wider Dedicated Schools Grant budget allocations detailed in appendix 1 and 2.
- 46. Option 2 - To require further formula options and alternative schools grant budgets to be developed, requiring a further period of consultation to be carried out with schools.

RISK MANAGEMENT

- 47. The recommendation within this report results in schools receiving increased funding using national formula factor values, mitigating a risk of financial turbulence for individual schools when the government moves to a direct national funding formula in the future (which it has reiterated its intention to do so over the last year by 2027/28 at the latest).
- 48. The local authority like many others is experiencing serious financial pressures from insufficient levels of high needs funding. Schools and Schools Forum have supported a continued high needs funding transfer where affordable to influence strategies to achieve a sustainable future budget, and the authority will continue to progress involvement in the Safety Valve programme of support and challenge.
- 49. Although funded through this formula, academy schools receive their funding and adhere to compliance directly through the Education Skills Funding Agency (ESFA). Isle of Wight maintained schools have fully devolved funding, finance systems and bank accounts and their budget monitoring is regularly reviewed by school senior leadership and governor teams. Budgets for maintained schools are supported and challenged by the Council Education Finance Team through mandatory submissions in May and November of each year pre-empting risk of schools going into deficit or deviating from agreed recovery plans.
- 50. Actions and mitigations around schools in deficits are jointly monitored through Financial Management service risks, and through annual review of individual school budget submissions by the Director of Childrens Services.

EVALUATION

- 51. The school funding formula is set following significant consultation with the Isle of Wight schools' community directly and through its consultative statutory group the Schools Forum over a period of months while detailed guidance and procedures are released by the DfE. The recommended option is in line with the views of those groups, with government intentions for a clear, transparent, affordable school funding formula, and robustly evidenced DSG budget for 2023/24.

APPENDICES ATTACHED

Appendix 1 - Isle of Wight Dedicated Schools Grant Budget 2023/24.

Appendix 2 - Isle of Wight School Funding Formula 2023/24.

BACKGROUND PAPERS

Schools Forum November 2022 Paper E – 2023/24 School Funding
<https://www.iow.gov.uk/azservices/documents/1584-Paper-E-2023-24-School-Funding-FINAL.pdf>

Department for Education – Pre-16 Schools Funding Operational Guidance
<https://www.gov.uk/government/publications/pre-16-schools-funding-local-authority-guidance-for-2023-to-2024/schools-operational-guide-2023-to-2024>

Schools & Early Years Finance (England) Regulations
<https://www.legislation.gov.uk/uksi/2022/27/contents/made>

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STEVE CROCKER
Director of Childrens Services

CLLR DEBBIE ANDRE
*Cabinet Member for Childrens Services,
Education and Lifelong Learning*

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ISLE OF WIGHT DEDICATED SCHOOLS GRANT BUDGET 2023/24

Service Area	Proposed Budget £	Recoupment £	GROSS DSG BUDGET £
2-Year-Old Free Entitlement	897,881	0	897,881
Universal (15hr) & Additional (30hr) Entitlement	5,395,248	0	5,395,248
Early Years Pupil Premium	89,439	0	89,439
Disability Access Fund	52,992	0	52,992
3-4-Year-Old Free Entitlement	5,537,679	0	5,537,679
SEN Inclusion	106,000	0	106,000
Early Years Central Expenditure	328,070	0	328,070
EARLY YEARS BLOCK	6,869,630	0	6,869,630
Primary Budget Shares	37,042,367	5,179,758	42,222,125
All-through Budget Shares	7,716,515	0	7,716,515
Secondary Budget Shares	14,899,585	19,436,633	34,336,218
School Budget Shares	59,658,467	24,616,391	84,274,858
De-delegated: Free School Meals Eligibility	17,104	0	17,104
De-delegated: Licences / Subscriptions	26,649	0	26,649
De-delegated: TU Facilities Cover	46,152	0	46,152
De-delegated: School Improvement	0	0	0
De-delegation	89,905	0	89,905
LA Education Functions	802,656	0	802,656
Growth Fund	326	0	326
SCHOOLS BLOCK	60,551,354	24,616,391	85,167,745
Special Place Funding	2,887,253	0	2,887,253
Resourced Place Funding	415,042	0	415,042
Post 16 Place Funding	0	1,020,000	1,020,000
Island Learning Centre - Place Funding	768,774	0	768,774
LA Education Functions (all schools HN)	24,690	0	24,690
Place Funding	4,095,758	1,020,000	5,115,758
Special School Top Up	4,321,203	0	4,321,203
Mainstream School Top Up	2,397,064	0	2,397,064
Resourced Provision Top Up	675,678	0	675,678
Island Learning Centre Top Up	869,621	0	869,621
Post 16 Top Up	1,885,467	0	1,885,467
Early Years SEN Funding	244,786	0	244,786
High Needs Top Up Funding - Discretionary	753,674	0	753,674
Education Personal Budgets	1,516,305	0	1,516,305
Pupils in Other Local Authorities Top Up	20,000	0	20,000
High Needs Top Up Funding	12,683,797	0	12,683,797
Independent & Non-Maintained Special Schools	3,537,048	0	3,537,048
SEN Central Teams	1,629,963	0	1,629,963
Hospital Education Provision	16,074	0	16,074
Support for Inclusion & Education Out of School	161,800	0	161,800
SEN Transport	670,000	0	670,000
High Needs Contingency	-2,088,732	0	-2,088,732
HIGH NEEDS BLOCK	20,705,707	1,020,000	21,725,707
Admissions Service	178,000	0	178,000
Copyright	102,061	0	102,061
Fees to Independent Schools without SEN	80,000	0	80,000
LA Education Functions (all schools)	201,162	0	201,162
Centrally Employed Teachers	22,527	0	22,527
Servicing of Schools Forum	14,000	0	14,000
CENTRAL SERVICES BLOCK	597,750	0	597,750
TOTAL DSG BUDGET	88,724,441	25,636,391	114,360,832

ISLE OF WIGHT SCHOOL FUNDING FORMULA 2023/24

Factor	Description	Isle of Wight Position	2022/23 Unit Value		2023/24 Unit Value		2023/24 Budget	Percentage of Overall Budget
			Primary	Secondary	Primary	Secondary		
1) Basic Entitlement (Compulsory)	Funding allocated according to an age-weighted pupil unit (AWPU) for all pupils in reception to year 11 based on the October 2022 census.	Values amended in 2023/24 in line with national funding formula.	£3,263	KS3 £4,600 KS4 £5,185	£3,442	KS3 £4,853 KS4 £5,470	£62,942,136	73.90%
2), 3) & 4) Deprivation (Compulsory)	Local authorities must use free school meals (FSM), FSM Ever 6 (FSM6), and the income deprivation affecting children index (IDACI) to calculate the deprivation factors (based on pupil's home postcodes). Free School meals is measured using the previous October census and Ever 6 is calculated from any pupils entitled to FSM at any time in the last 6 years. The IDACI measure uses 6 nationally set bands, with LAs able to set a value for each band	Values amended in 2023/24 in line with national funding formula. DfE source data continues to use IDACI 2019 area-based index measuring relative deprivation of lower layer super output areas.	FSM £477 Ever6 FSM £598 IDACI A £649 IDACI B £497 IDACI C £467 IDACI D £426 IDACI E £274 IDACI F £223	FSM £477 Ever6 FSM £877 IDACI A £903 IDACI B £710 IDACI C £659 IDACI D £603 IDACI E £431 IDACI F £325	FSM £487 Ever6 FSM £715 IDACI A £680 IDACI B £517 IDACI C £487 IDACI D £446 IDACI E £284 IDACI F £233	FSM £487 Ever6 FSM £1,045 IDACI A £943 IDACI B £740 IDACI C £690 IDACI D £629 IDACI E £451 IDACI F £340	£8,382,577	9.84%
5) English as an Additional Language (EAL) (Compulsory)	EAL pupils attract funding for those pupils recorded as having entered state education in England in the last 3 years, whose first language is not English.	Values amended in 2023/24 in line with national funding formula.	£573	£1,552	£588	£1,587	£248,382	0.29%
6) Pupil Mobility (Compulsory)	The mobility factor allocates funding to schools with a high proportion of pupils with an entry date in the last three years which is not typical (above a threshold of 6%).	Values amended in 2023/24 in line with national funding formula.	£938	£1,349	£958	£1,379	£108,372	0.13%

ISLE OF WIGHT SCHOOL FUNDING FORMULA 2023/24

Factor	Description	Isle of Wight Position	2022/23 Unit Value		2023/24 Unit Value		2023/24 Budget	Percentage of Overall Budget
			Primary	Secondary	Primary	Secondary		
7) Low Prior Attainment (Compulsory)	Primary pupils not achieving the expected level of development in early years foundation stage profile and secondary pupils not reaching the expected standard in key stage 2 at either reading or writing or maths.	Values amended in 2023/24 in line with national funding formula.	£1,146	£1,734	£1,171	£1,775	£6,024,324	7.07%
8) Lump Sum (Compulsory)	This factor recognises the fixed costs associated with each school.	Values amended in 2023/24 in line with national funding formula.	£123,021	£123,021	£129,819	£129,819	£5,841,850	6.86%
9) Sparsity (Compulsory)	Schools that are eligible for sparsity funding must meet two criteria: • they are located in areas where pupils would have to travel a significant distance to an alternative should the school close. • they are small schools.	Values amended in 2023/24 in line with national funding formula.	£55,780 (max)	£81,135 (max)	£57,100 (max)	£83,064 (max)	£135,353	0.16%
10) London Fringe (Compulsory for eligible authorities)	Only applies to very small minority of authorities.	Not applicable for the Isle of Wight	N/A	N/A	N/A	N/A	£0	0.00%
11) Split Sites (Optional)	This is a factor to support schools that have unavoidable extra costs because the school buildings are on separate sites. The criteria are set by the local authority.	1 school meets the criteria set and agreed by Schools Forum.	£30,000		£30,000		£30,000	0.04%

ISLE OF WIGHT SCHOOL FUNDING FORMULA 2023/24

Factor	Description	Isle of Wight Position	2022/23 Unit Value		2023/24 Unit Value		2023/24 Budget	Percentage of Overall Budget
			Primary	Secondary	Primary	Secondary		
12) Rates (Optional)	Rates are paid directly by the ESFA from 2022/23 based on estimated amounts.	The Isle of Wight is part of the centrally paid ESFA system, so rates amounts are notional within the school budget shares.	N/A	N/A	N/A	N/A	£1,195,642	1.40%
13) PFI Contracts (Optional)	Factor to support schools which have unavoidable extra premises costs because of they are a PFI school and/or to cover situations where the PFI “affordability gap” is delegated and paid back to the LA.	Not applicable for the Isle of Wight.	N/A	N/A	N/A	N/A	£0	0.00%
14) Exceptional Premises Factors (Optional with ESFA agreement)	This must relate to premises costs and the value of the factor must be more than 1% of a school’s budget and apply to fewer than 5% of the schools in the LA.	One primary school receives funding through an exceptional rent factor linked to the local diocese.	N/A	N/A	N/A	N/A	£55,000	0.06%
	Any factors used must have a disapplication request to the DfE completed.	One secondary school receives funding through an exceptional “dual use site” factor for use of the local leisure centre.	N/A	N/A	N/A	N/A	£103,481	0.12%
15) Minimum level of per pupil funding (Compulsory)	The purpose of this factor is to guarantee a minimum amount of funding for every pupil, regardless of pupil characteristic makeup.	Values amended in 2023/24 in line with national funding formula.	£4,265	£5,525	£4,405	£5,715	£100,302	0.12%

ISLE OF WIGHT SCHOOL FUNDING FORMULA 2023/24

Factor	Description	Isle of Wight Position	2022/23 Unit Value		2023/24 Unit Value		2023/24 Budget	Percentage of Overall Budget
			Primary	Secondary	Primary	Secondary		
Minimum Funding Guarantee	This protects schools from excessive year on year changes and allows pupil characteristics to flow through. Local authorities can set a value between +0.0% (lowest protection) and +0.5% (highest protection) Through consultation with Schools Forum and wider schools, the 0.5% highest protection threshold has been used.						£0	0.00%
TOTAL FUNDING FOR SCHOOL FUNDING FORMULA							£85,167,419	100.00%
Growth Fund							£326	
TOTAL SCHOOLS BLOCK							£85,167,745	



Cabinet report

Date **12 JANUARY 2023**

Title **THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, RYDE)
(TRAFFIC REGULATION) ORDER NO 2 2022**

**THE ISLE OF WIGHT COUNCIL (RESIDENTS' PARKING
PLACES) ORDER NO 1 2022**

Report of **CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI
AND TRANSPORT**

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Orders - The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022.
2. This report provides the details of recommendation for introducing new parking restrictions, and making some of the existing parking restrictions enforceable, in various locations in Ryde and Binstead, as detailed in **Appendix 1** (Proposals' plans).
3. The proposals are aiming to ensure safety for all road users, whilst securing the emergency services' access and the movement of the traffic – by removing the inappropriate parking in order to increase visibility, create passing points, and free up footways.
4. The extent of the proposed restrictions is kept to a minimum, in order to preserve as many parking spaces as possible. However, as the local highway authority, the Council has a duty to ensure road users' safety and the movement of the traffic, which means that these were prioritised above the preservation of parking spaces, where necessary.

RECOMMENDATION

5. That the proposed restrictions which are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022 be approved.

BACKGROUND

6. The Isle of Wight Council (IOWC), as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway.
7. Various requests for changes on the network, from residents, businesses, Parish / Town Councils and Ward Cllrs, are submitted daily to Island Roads (IR). All requests are assessed and prioritised by the Island Roads' highway engineers, applying appropriate engineering methods, traffic (collision) data, and potential impact on the road safety.
8. As a result, improvements that will enhance safety on the highway are identified each year, implementing of which would require review of the existing parking restrictions, traffic flow direction, and possibly width / weight restrictions.
9. The Council has previously adopted a two-year cycle of rolling reviews, called Traffic Regulation Order (TRO) reviews. The island was divided into 6 virtual areas known as Districts, and the aim is all districts to be reviewed by the end of the next financial year 2023/24 – ensuring that the whole Island will be reviewed using similar strategic approach and that the traffic regulations across the Island remain consistent.
10. In this occasion, all request for Ryde in District 3, were assessed and respective proposals were designed by IR's highways engineers and TRO technician, ready for Consultation at the beginning of this year. The proposals were prioritised and agreed with the PFI Contract Management Team (CMT) in line with the IOWC's obligations as a Local Highway Authority.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

11. The proposed new regulations are in line with the IOWC's [Corporate Plan 2021 – 2025](#) 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.

Responding to climate change and enhancing the biosphere

12. The proposals, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions. There may be some minor reduction in local air pollution and carbon emissions owing to fewer cars idling in the area, but it would most likely be a very small impact. Likewise, if the recommendation is approved, it may encourage residents/visitors to adopt more sustainable modes of travel.

Economic Recovery and Reducing Poverty

13. 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

14. 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

15. 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

16. Following the legal TRO making process and its requirement for a Formal Consultation, a public Notices, outlining the proposals and inviting public comments, were published in the Isle of Wight County Press on 1 July 2022. 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, see **Appendix 2** (Public Notices). The closing date for representations was 29 July 2022.
17. The Authority received 1455 representations for all 29 locations in Ryde; the total number is broken down by locations in **Appendix 3** (Consultation results), outlining the support and the objections for each location.
18. Most of the locations (26) received overwhelming support, whilst two locations – Church Road in Binstead and Mitchells Road in Ryde - were strongly objected. One location – Southfield Gardens in Ryde attracted almost even number of objections and support.
19. All representations can be found in the Background paper (Representations).

FINANCIAL / BUDGET IMPLICATIONS

20. The total estimated cost of making of the TROs and implementing the recommended changes on the highways in the entire District 3, including Ryde, would be approx. £19,390 excl. VAT, and it will be covered by the Highways capital budget for 2022/23.
21. All new assets will be accrued after implementation, the estimated annual maintenance cost would be approx. £2,990 excl. VAT for the next 15 years and it will be included in the Island Roads' maintenance contract annual payment.

LEGAL IMPLICATIONS

22. The Statutory Authority for making new TROs is contained within the Section 1 (1) of 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).
23. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
24. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
25. 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.
26. 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.
27. 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.
28. 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.
29. The validity of any traffic regulation order made by the council can be challenged by application to the High Court 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.
30. The Court has the power to suspend an order or any of its provisions until the final determination of the proceedings.

EQUALITY AND DIVERSITY

31. 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.
32. 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.
33. 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 form has been completed in **Appendix 4** (EIA form).

OPTIONS

34. Option 1: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022 as proposed.
35. Option 2: Not to approve the restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022, and to abandon the proposal.
36. Option 3: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No1 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022 with amendment - to abandon the proposals in some locations, and to implement the rest of the restrictions.

RISK MANAGEMENT

37. A risk has been identified to pedestrians and cyclists, emergency access, safe and free movement of traffic.
38. The TRO proposals, if implemented, will ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing parking that obstructs footways and limits access.
39. A risk has been identified for a loss of on-street parking space for the public if the proposed restrictions are implemented.
40. In some locations priority was given to the road safety and movement of traffic, including pedestrian traffic, over preservation of parking spaces.
41. The extent of the restrictions was kept to a minimum, in order to preserve as much parking spaces as possible.
42. Residents are encouraged to consider more sustainable ways of traveling such as walking, cycling and public transport, which would reduce the number of cars per household.
43. The Authority will monitor the impact of the changes and review the restriction if necessary.

EVALUATION

44. Option 1: To approve as proposed - The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety.
45. Option 2: Not to approve and to abandon the proposals – The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety: once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.
46. Option 3: To approve with amendment – As per Option 2 the road safety and highway engineers in Island Roads advised against this option on grounds of safety, as the extent of the restrictions was kept to a minimum. However, abandoning proposals in some locations that were strongly objected by the local residents may give an opportunity for exploring other options for these locations by reviewing the situation in the wider area at a later date.

APPENDICES ATTACHED

Appendix 1 - Proposals' plans
Appendix 2 – Public Notices
Appendix 3 – Consultation results
Appendix 4 – EIA form

BACKGROUND PAPERS

[Representations \(link\)](#)

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Proposals' plans – Ryde

1

Argyll Place, Ryde

Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To ensure emergency access and to prevent parking on the pavement.

Note: all other restrictions will remain the same



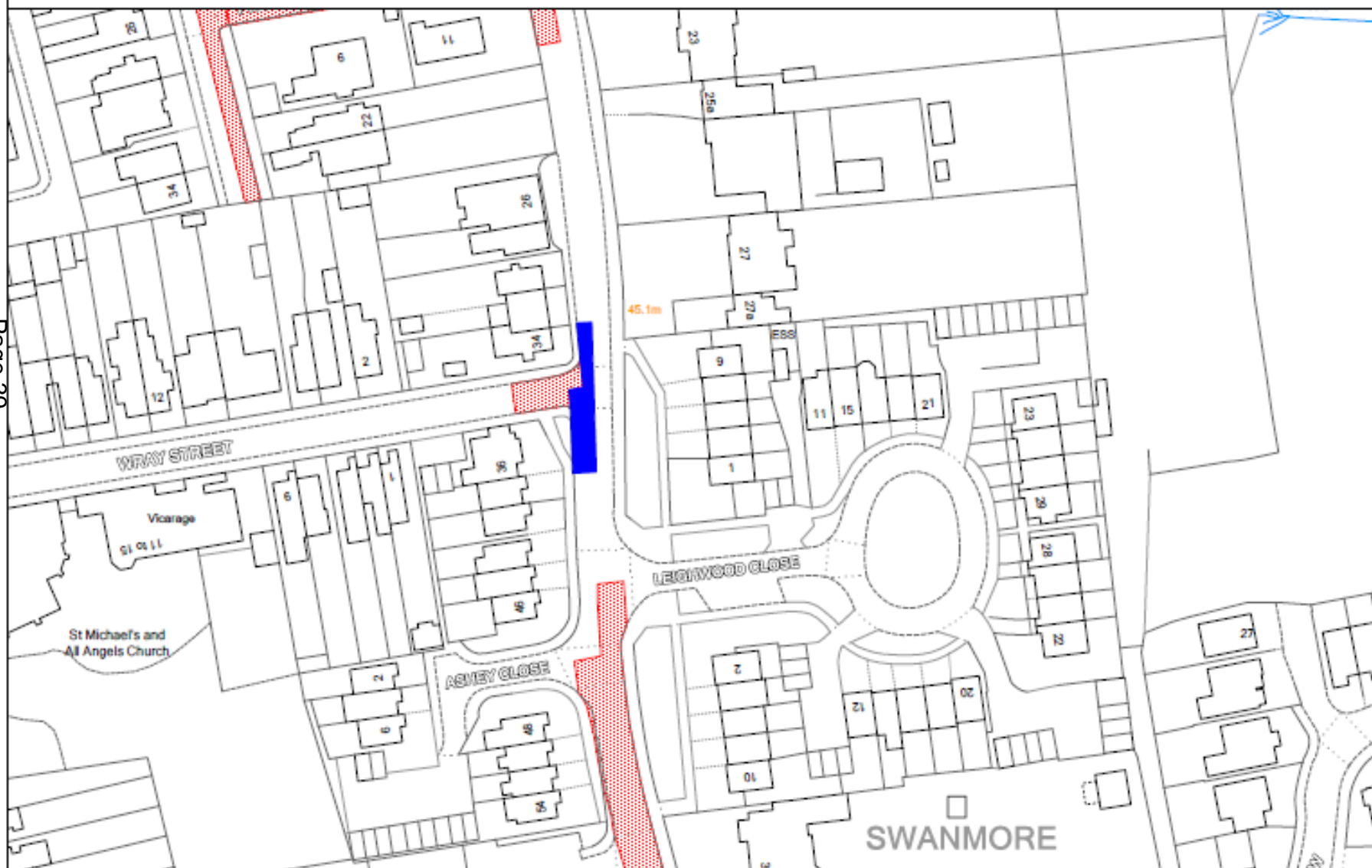
2

Ashey Road, Ryde

Proposal: To introduce 'No Waiting at Any Time' parking restriction

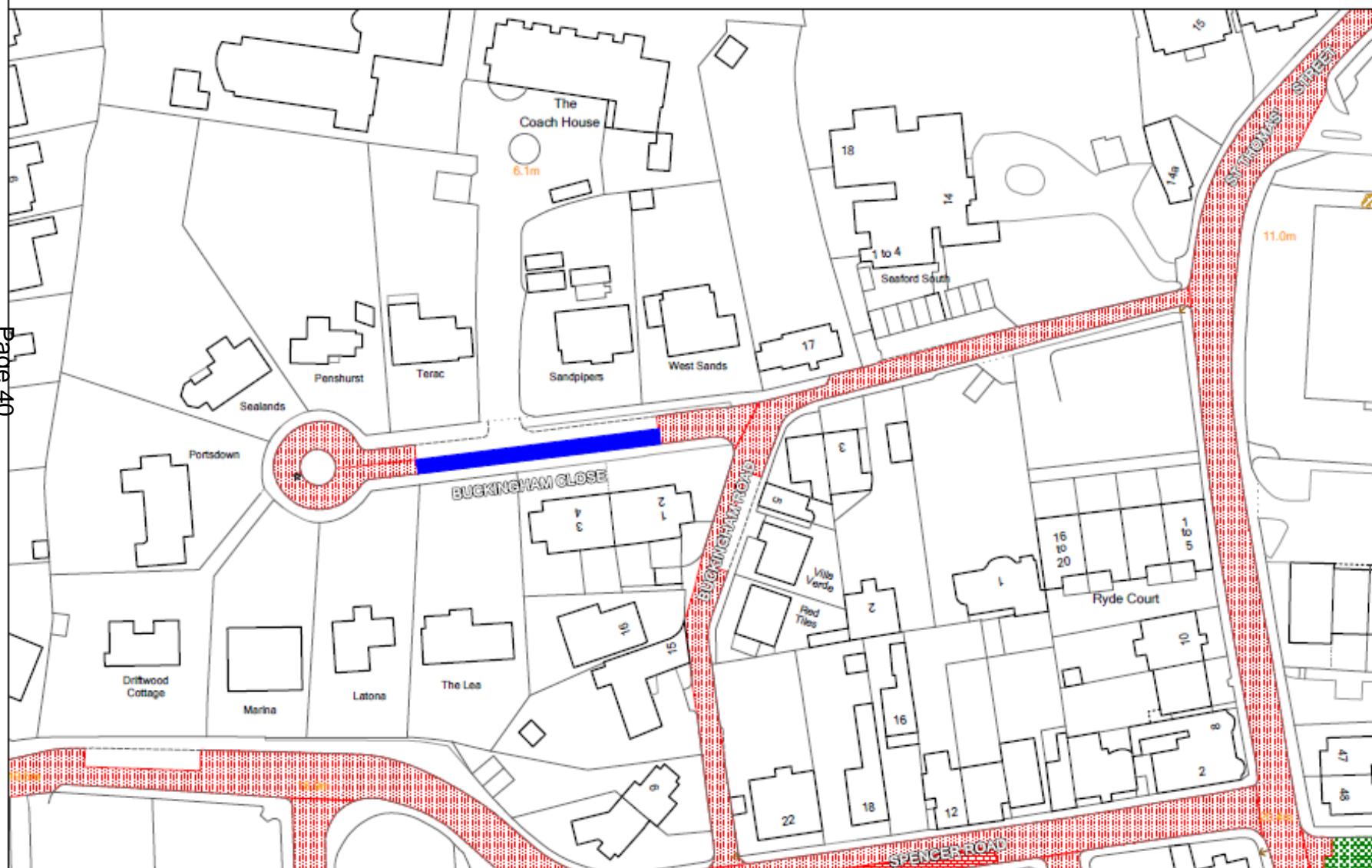
Reason - To improve junction visibility and access.

Note: all other restrictions will remain the same



Reason - To ensure emergency access and to prevent pavement parking.

Note: all other restrictions will remain the same



4

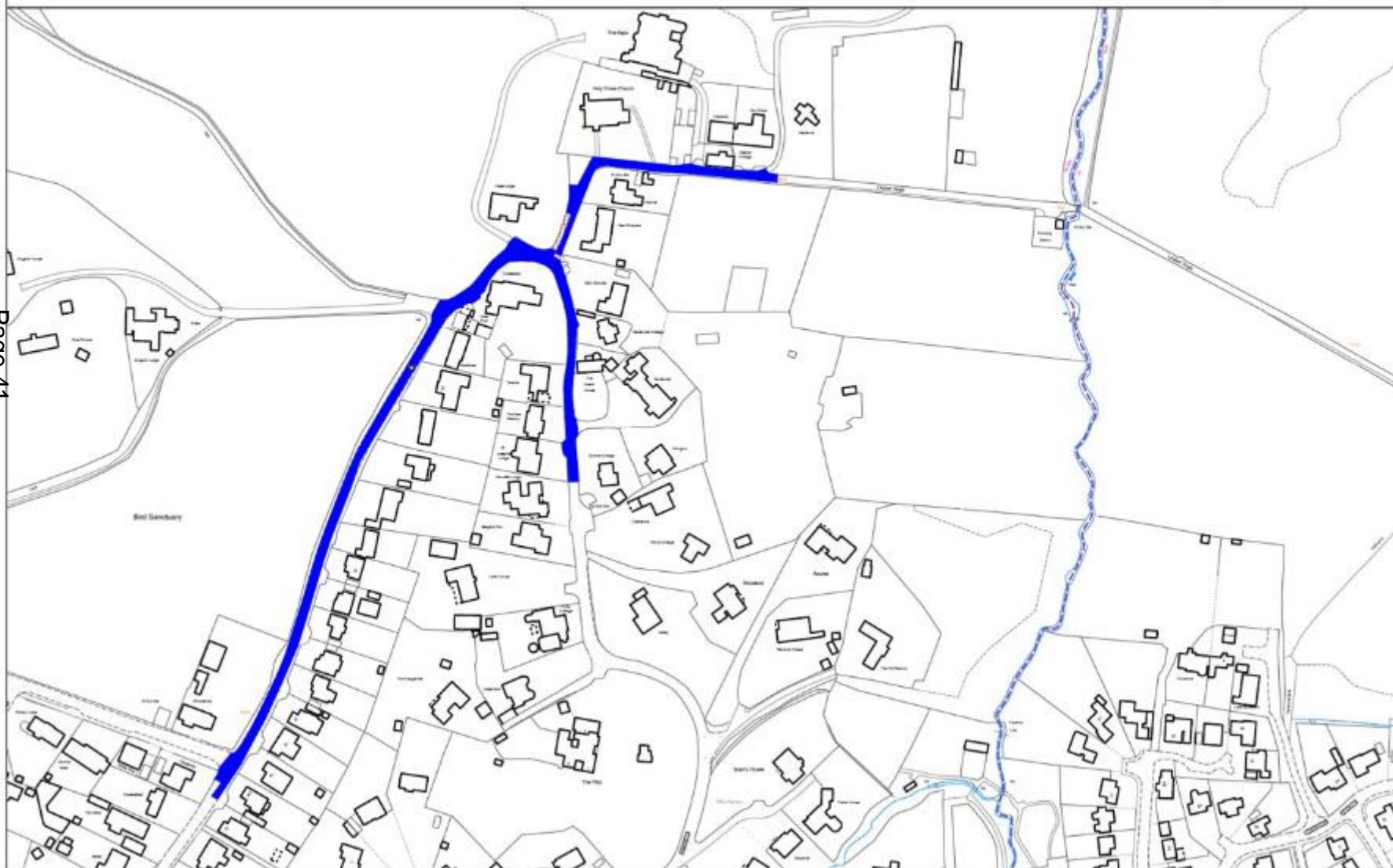
Church Road & Pitts Lane, Binstead



Proposal: Introduce 'No Waiting at Any Time' parking restriction

Reason: to improve traffic flow by preventing parking on the narrow section.

Note: all other restrictions will remain the same



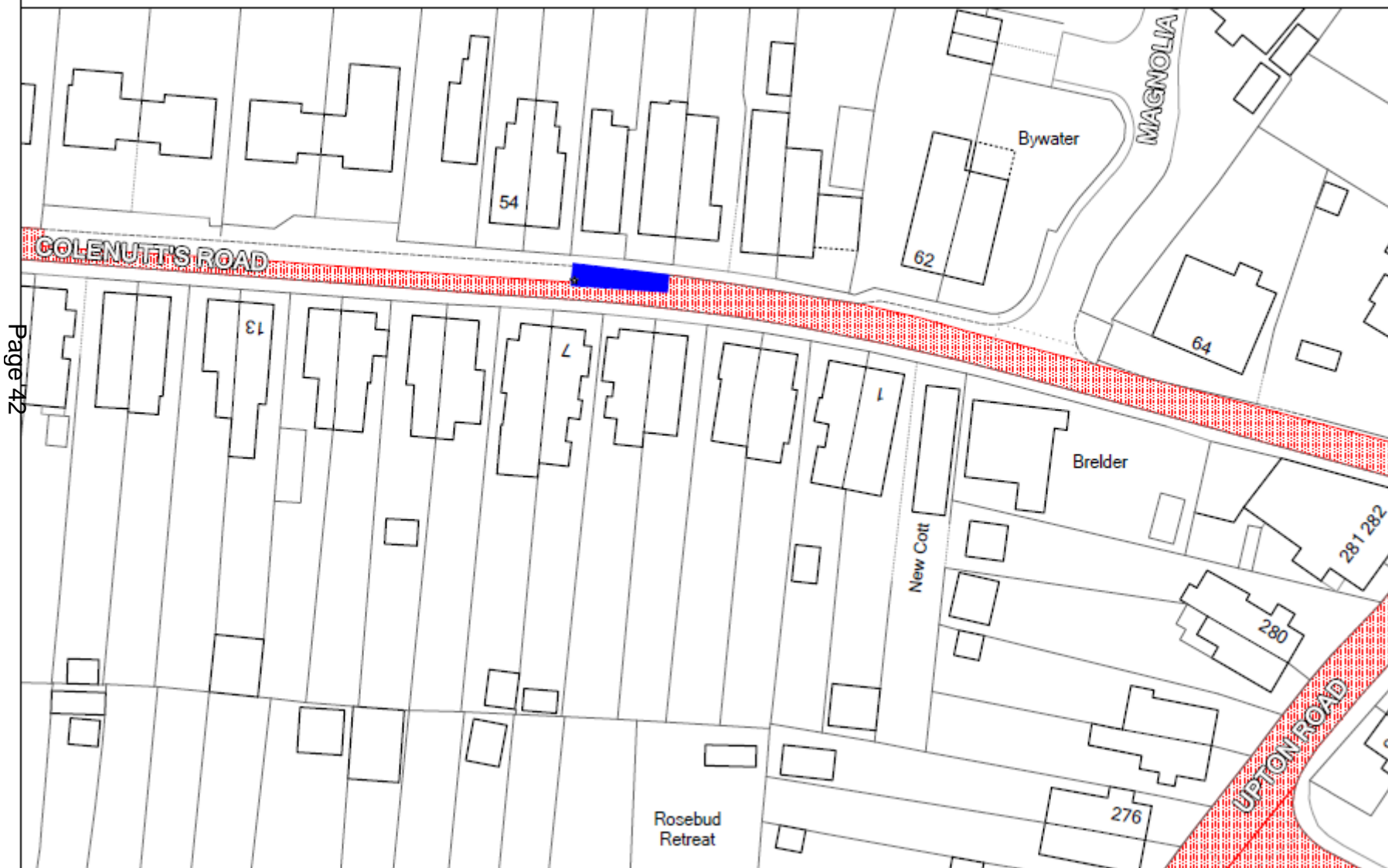
5

Colenutts Road, Ryde

Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To ensure emergency access.

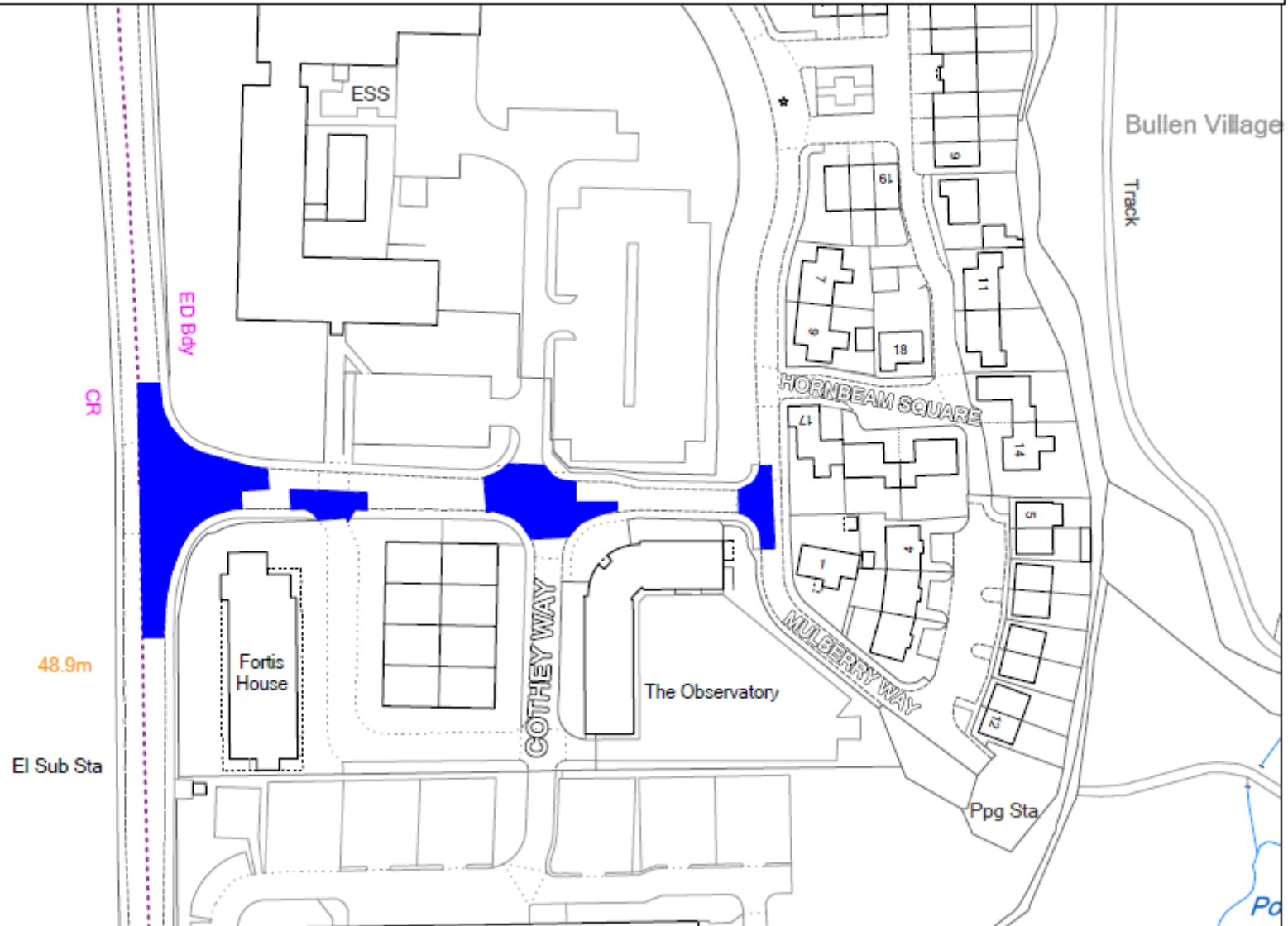
Note: all other restrictions will remain the same



Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To improve junction visibility and access.

Note: all other restrictions will remain the same



7

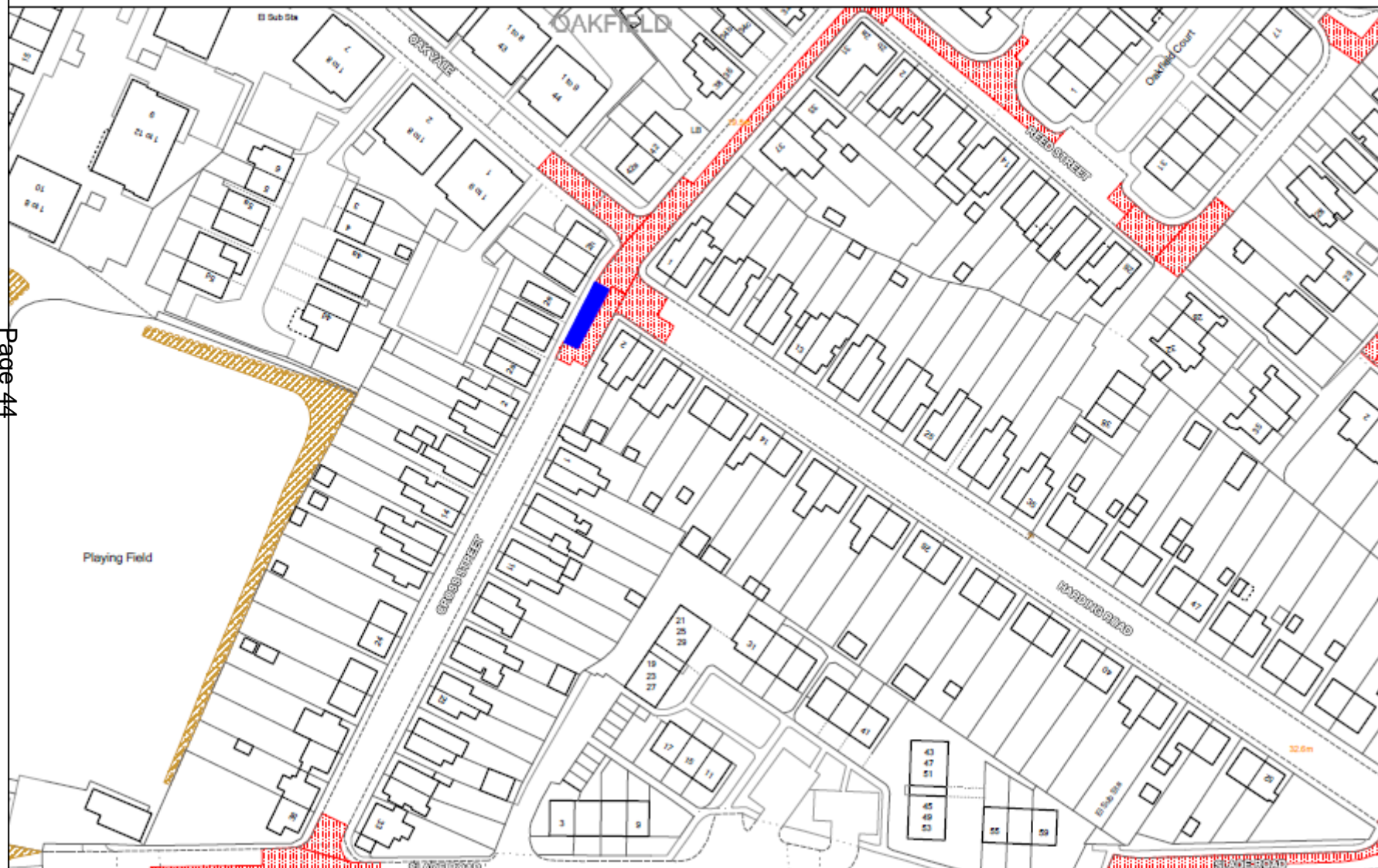
Cross Street, Ryde



Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - No changes will occur on-street, this is to correct the Order.

Note: all other restrictions will remain the same

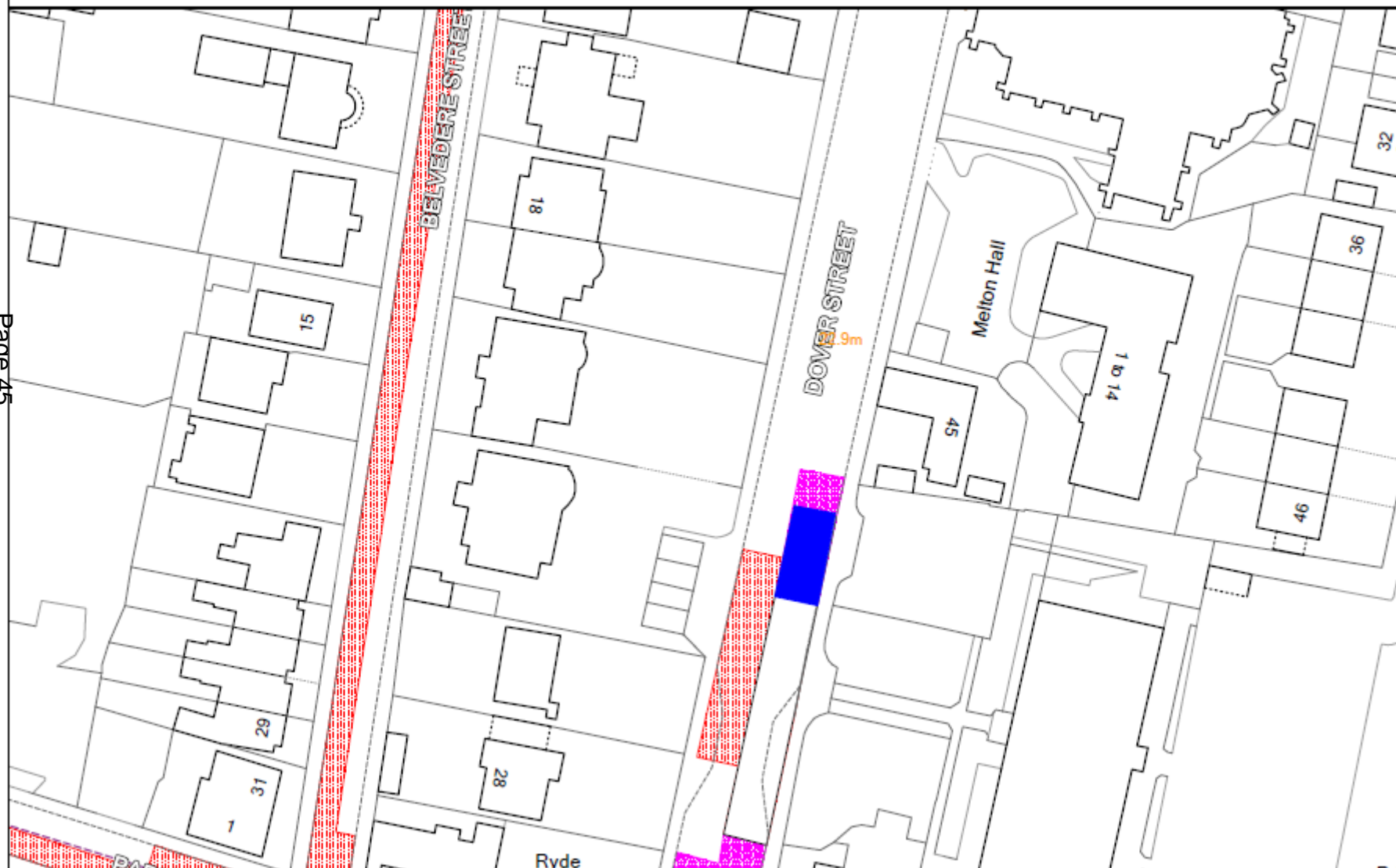




Proposal: To introduce 'No Waiting / No Loading At Any Time' parking restriction

Reason: No alterations will occur on-site, this is to correct the order.

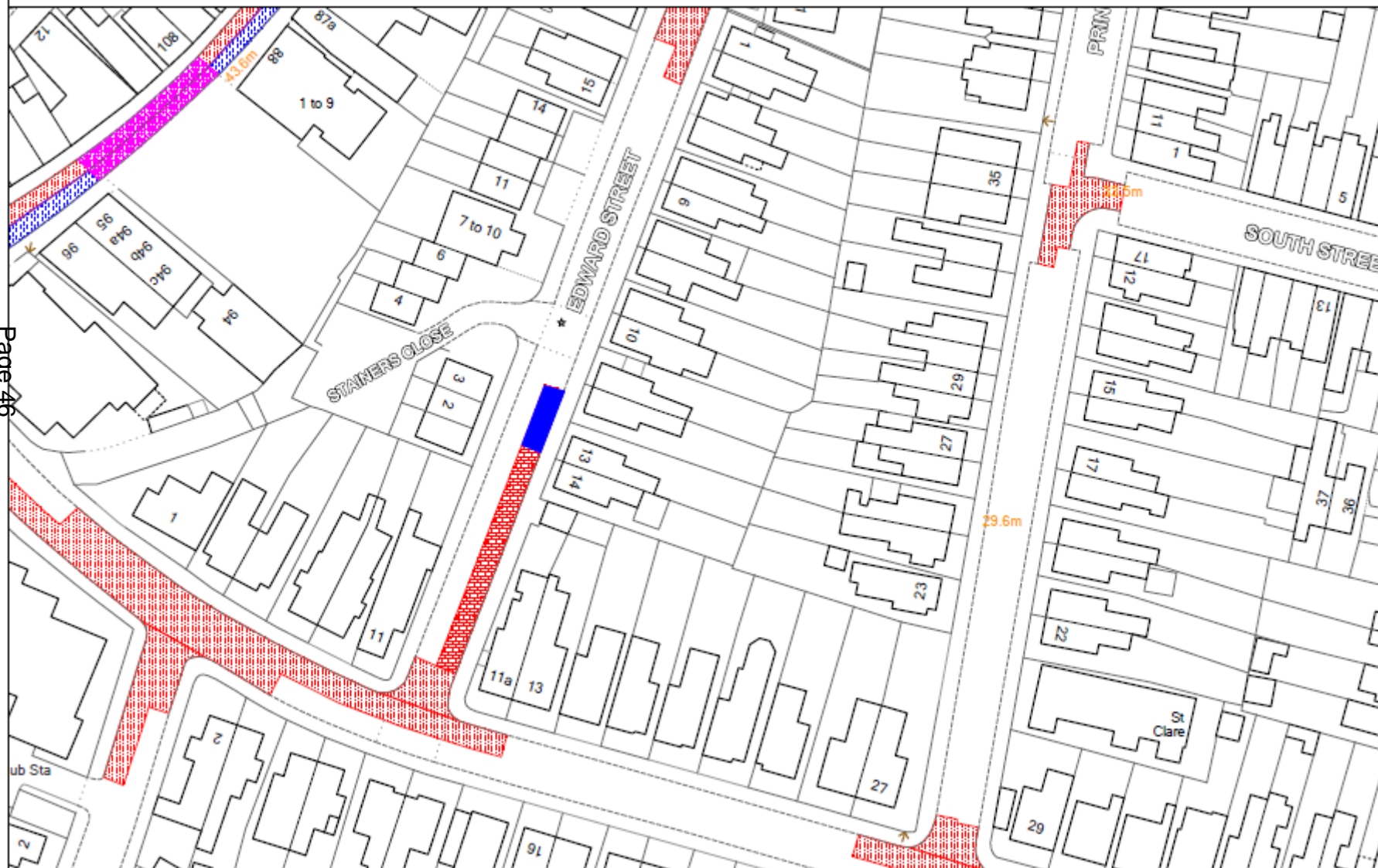
Note: all other restrictions will remain the same



Proposal: To revoke 'No Waiting 8am to 6pm' parking restriction

Reason - No changes will occur on-street, this is to correct the Order.

Note: all other restrictions will remain the same

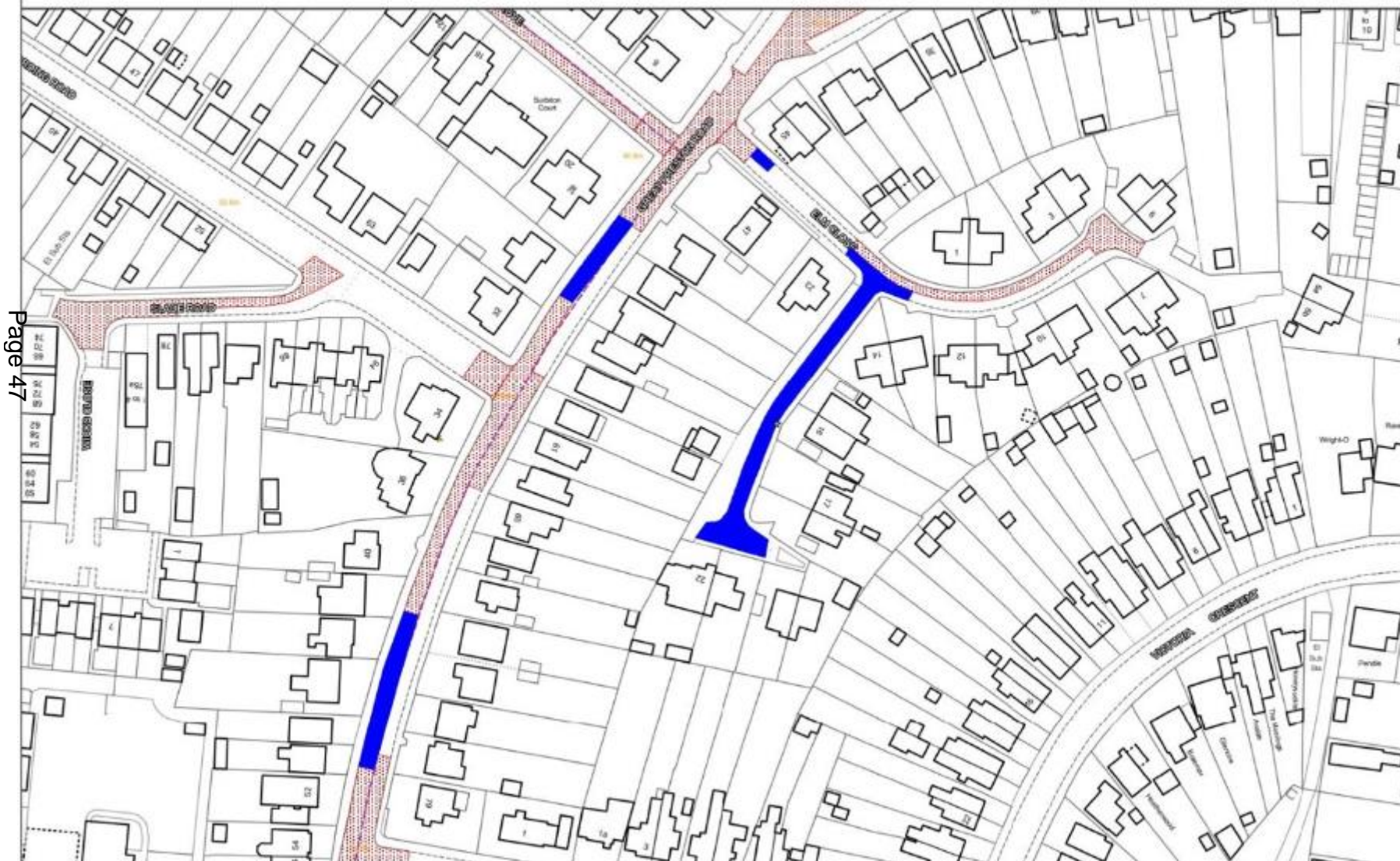




Proposal: No Waiting At Any Time parking restriction

Reason: to ensure the free flow of traffic / road safety.

Note: all other restrictions will remain the same



11

George Street, Ryde

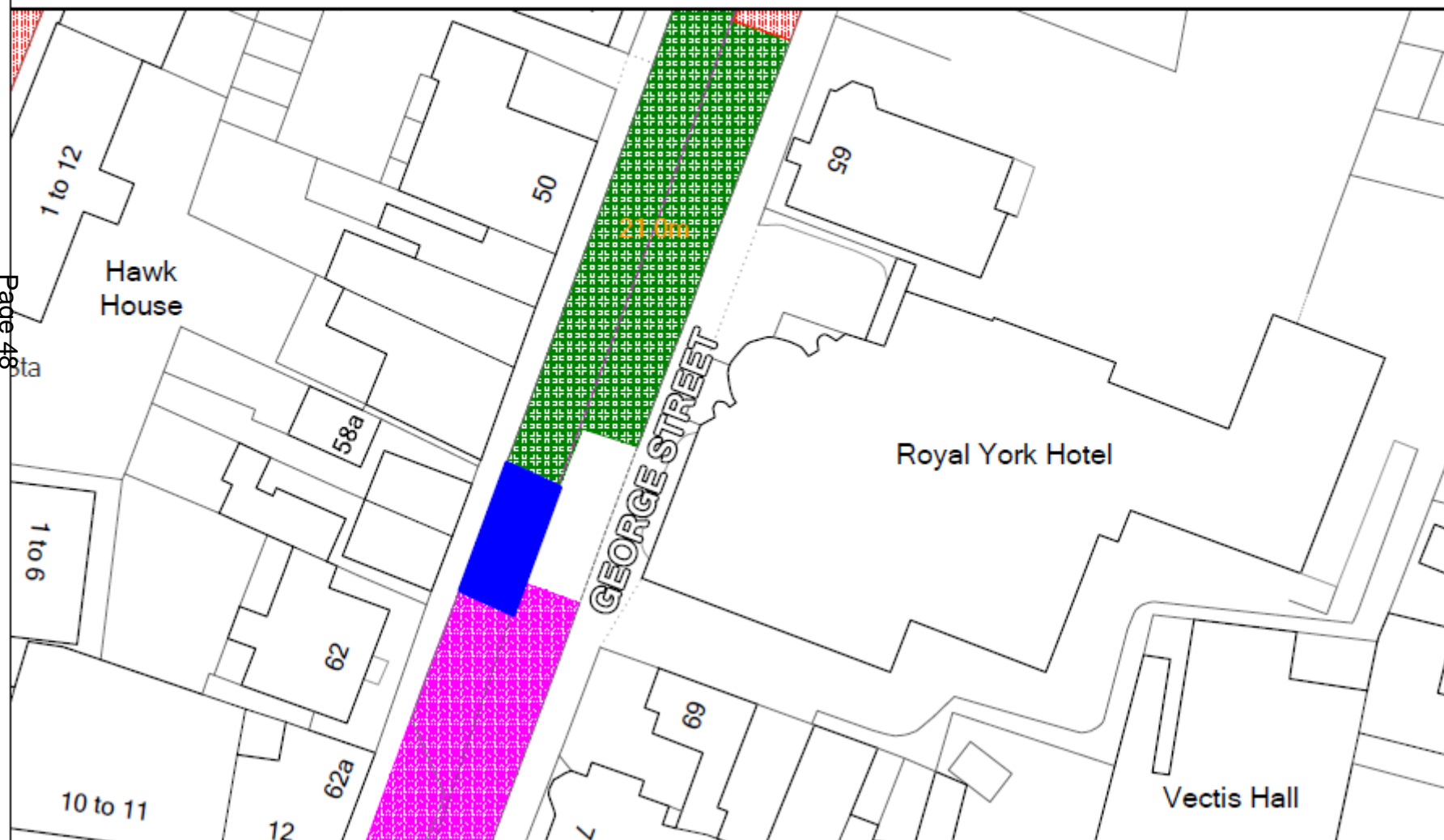


Proposal: To revoke 'No Waiting / No Loading At Any Time' and implement 'Residents Permit Holders R1 or Limited Waiting 2 Hours no return within 2 hours Monday to Saturday 8am to 6pm' parking restriction

Reason: No alterations will occur on-site, this is to correct the order.

Note: all other restrictions will remain the same

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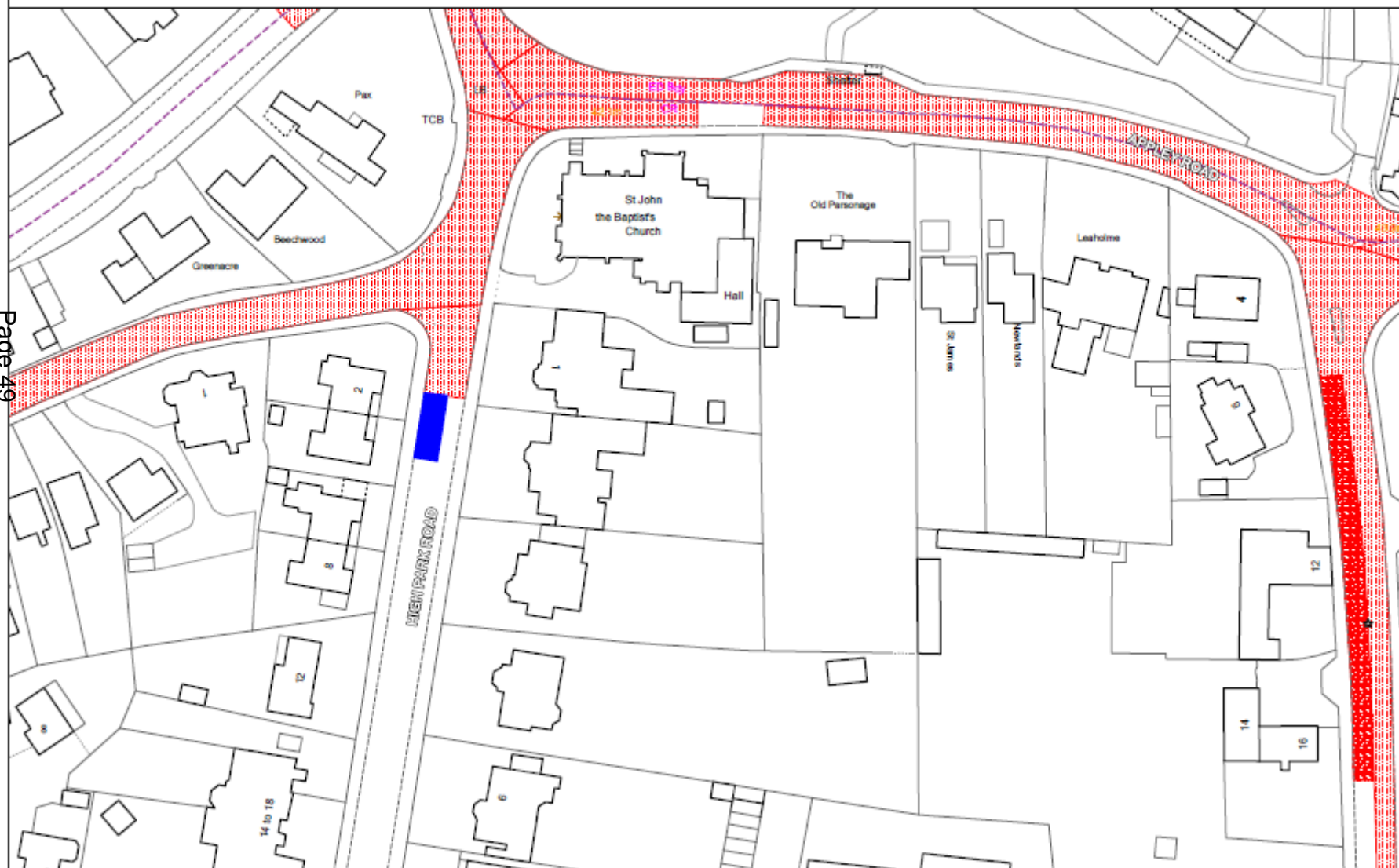
High Park Road, Ryde



Proposal: 'No Waiting at any Time' parking restriction

Reason - To improve the traffic flow on the approach to the junction.

Note: all other restrictions will remain the same



13

Jellicoe Road & Broadway Crescent, Ryde

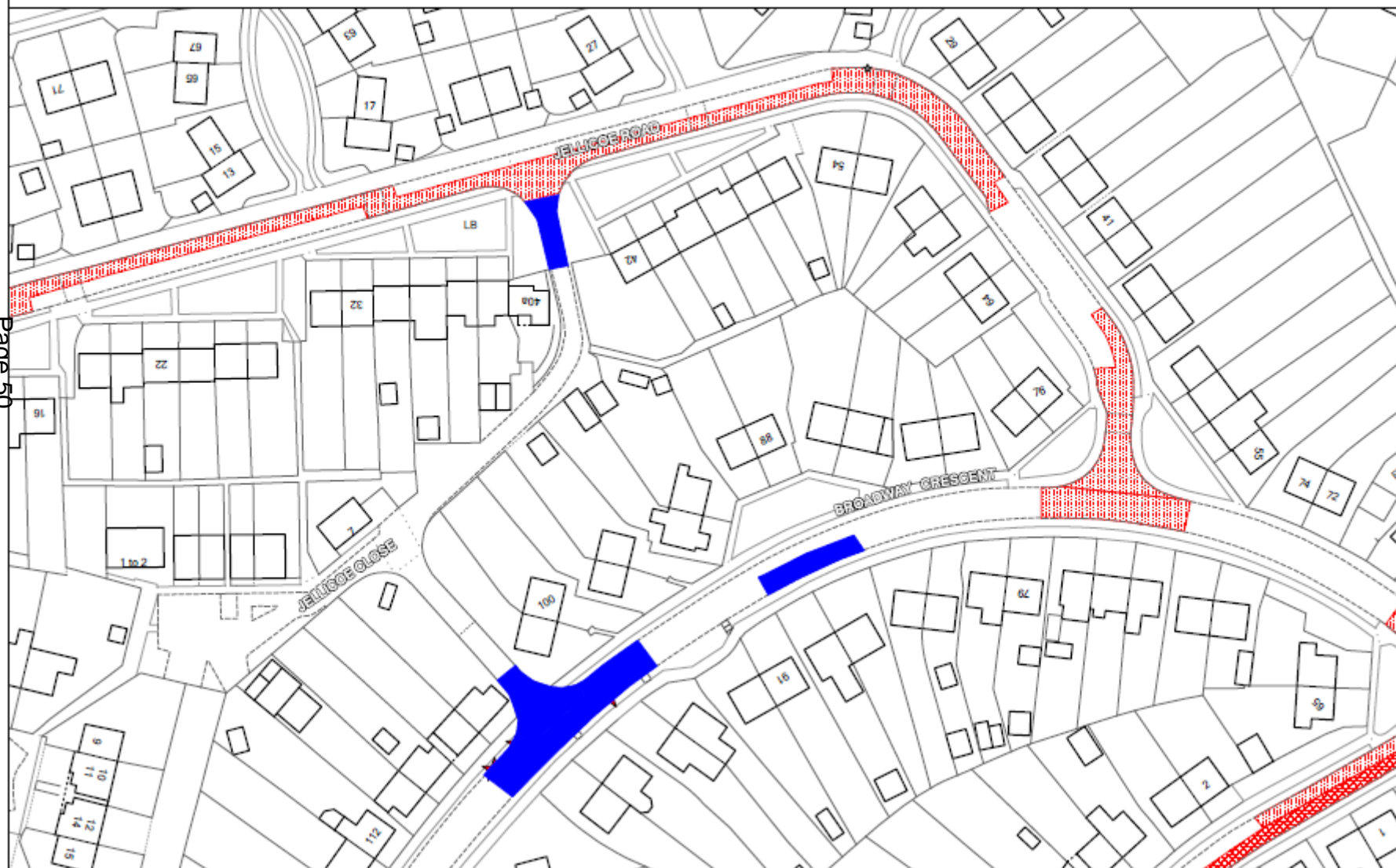


Proposal: 'No Waiting at any Time' parking restriction

Reason - To allow emergency access to the Close and to improve visibility.

Note: all other restrictions will remain the same

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14

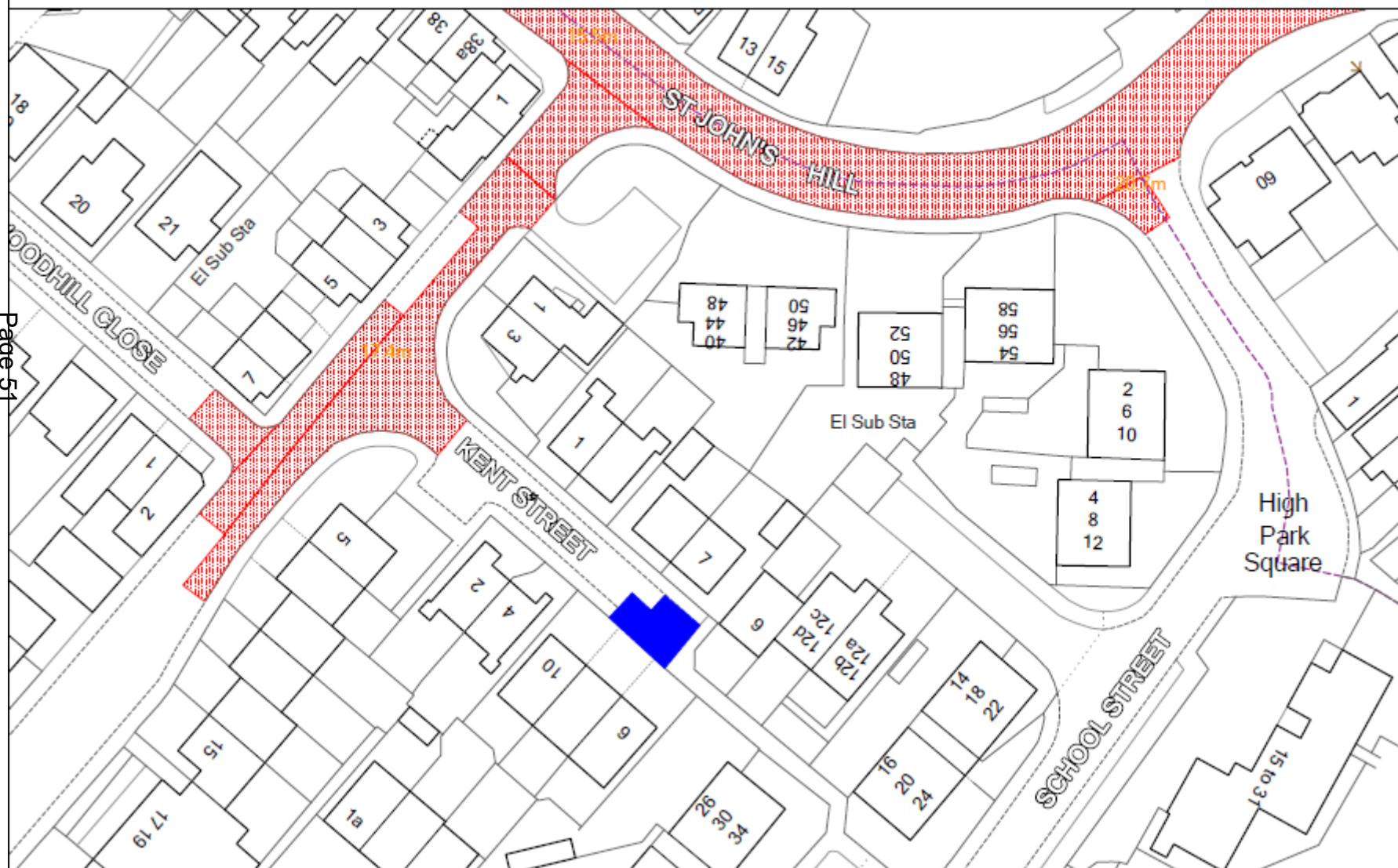
Kent Street, Ryde



Proposal: 'No Waiting at any Time' parking restriction

Reason - To keep the turning area free.

Note: all other restrictions will remain the same



15

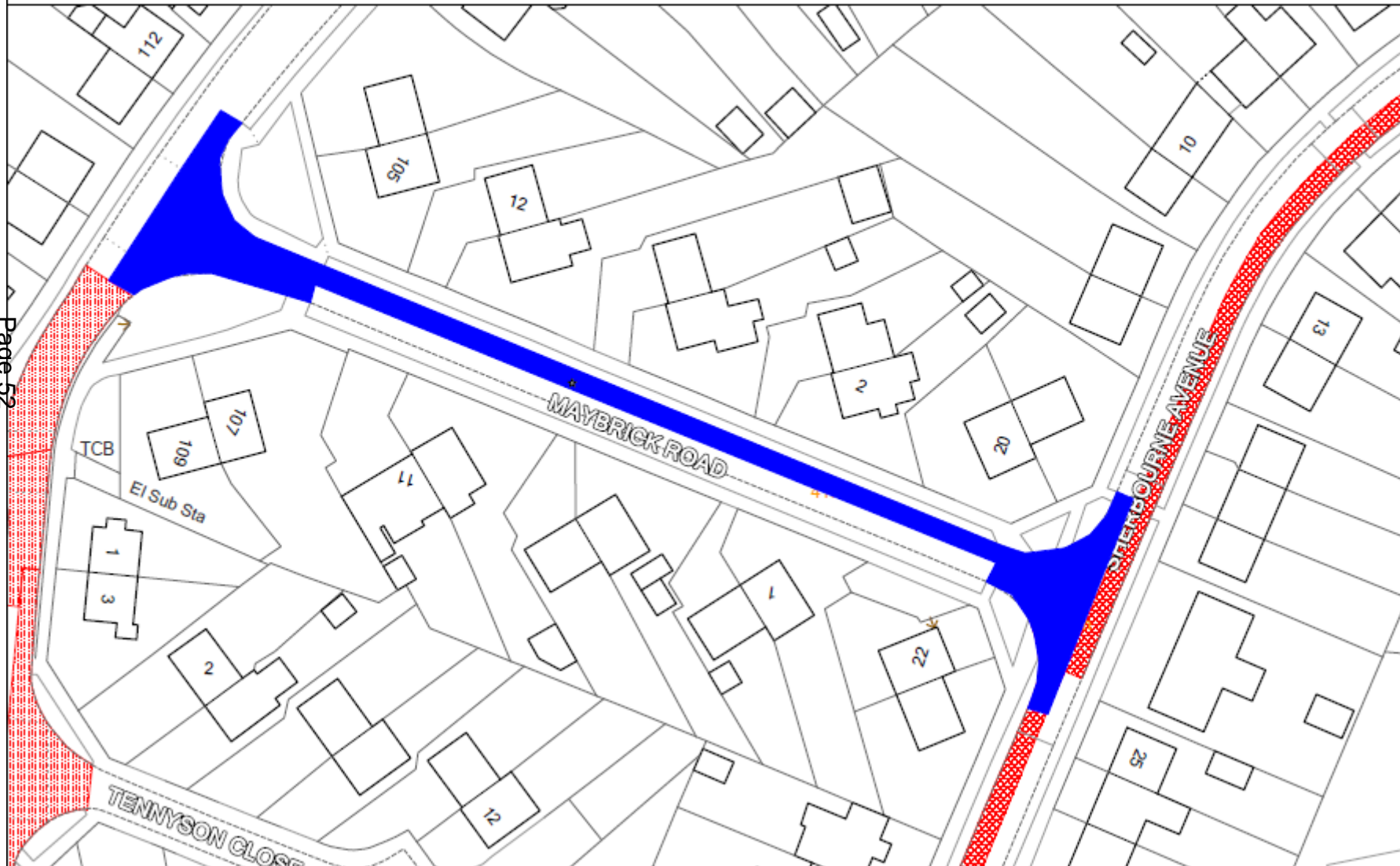
Maybrick Road, Ryde



Proposal: 'No Waiting at any Time' parking restriction

Reason - To improve access and visibility.

Note: all other restrictions will remain the same





Proposal: Revoke 'No Waiting at any Time' parking restriction

Reason - No alterations will occur on-street, this is match he Order.

Note: all other restrictions will remain the same



17 Newnham Road, Binstead



Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To improve traffic flow by preventing parking on the narrow section.

Note: all other restrictions will remain the same





Proposal: No Waiting at any Time' parking restriction

Reason - To ensure emergency access at all times.

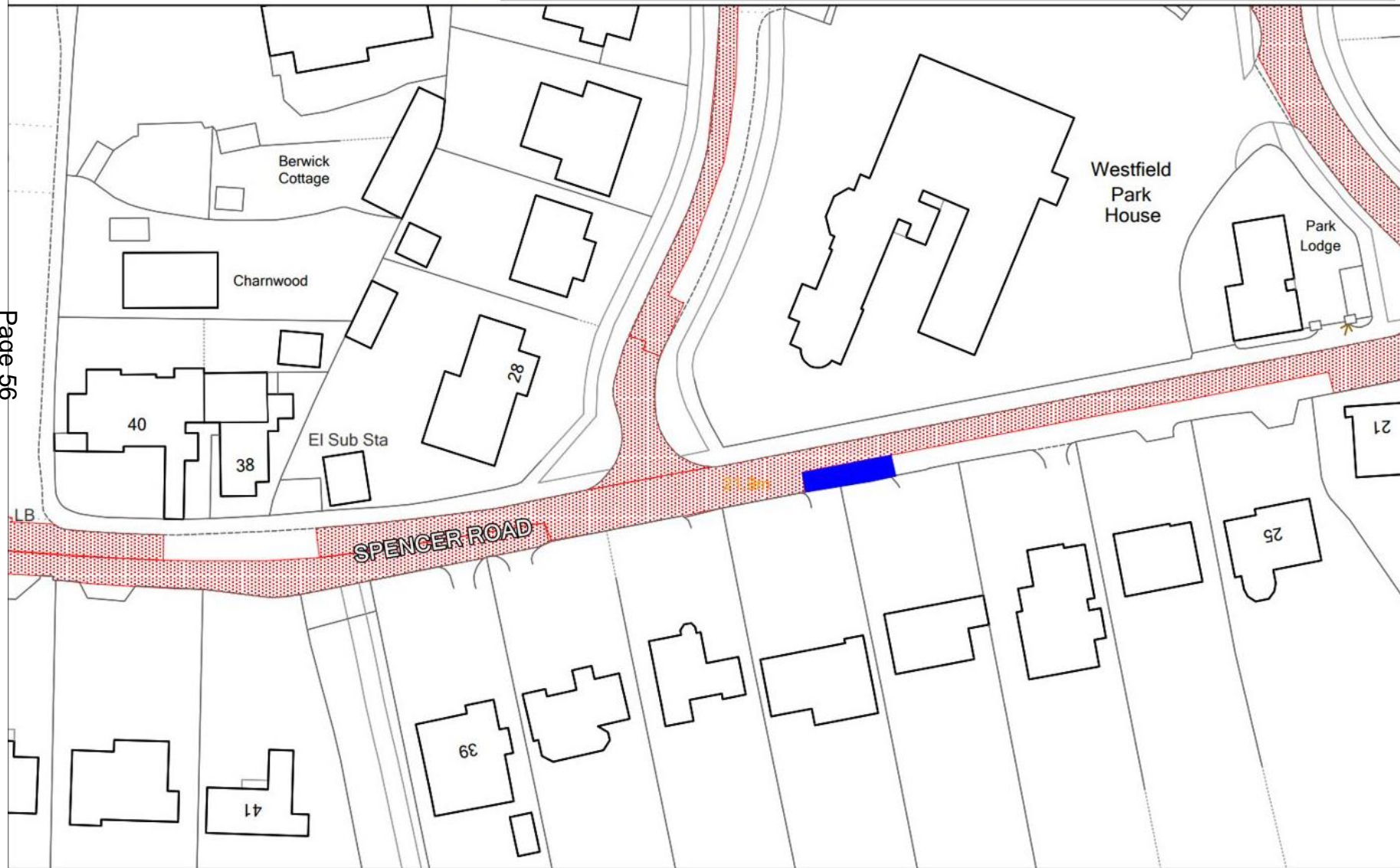
Note: all other restrictions will remain the same



19

Spencer Road, Ryde

Proposal: introduce 'No Waiting at Any Time' parking restriction
Reason: to improve visibility and safety when entering/exiting premises
Note: all other restrictions will remain the same

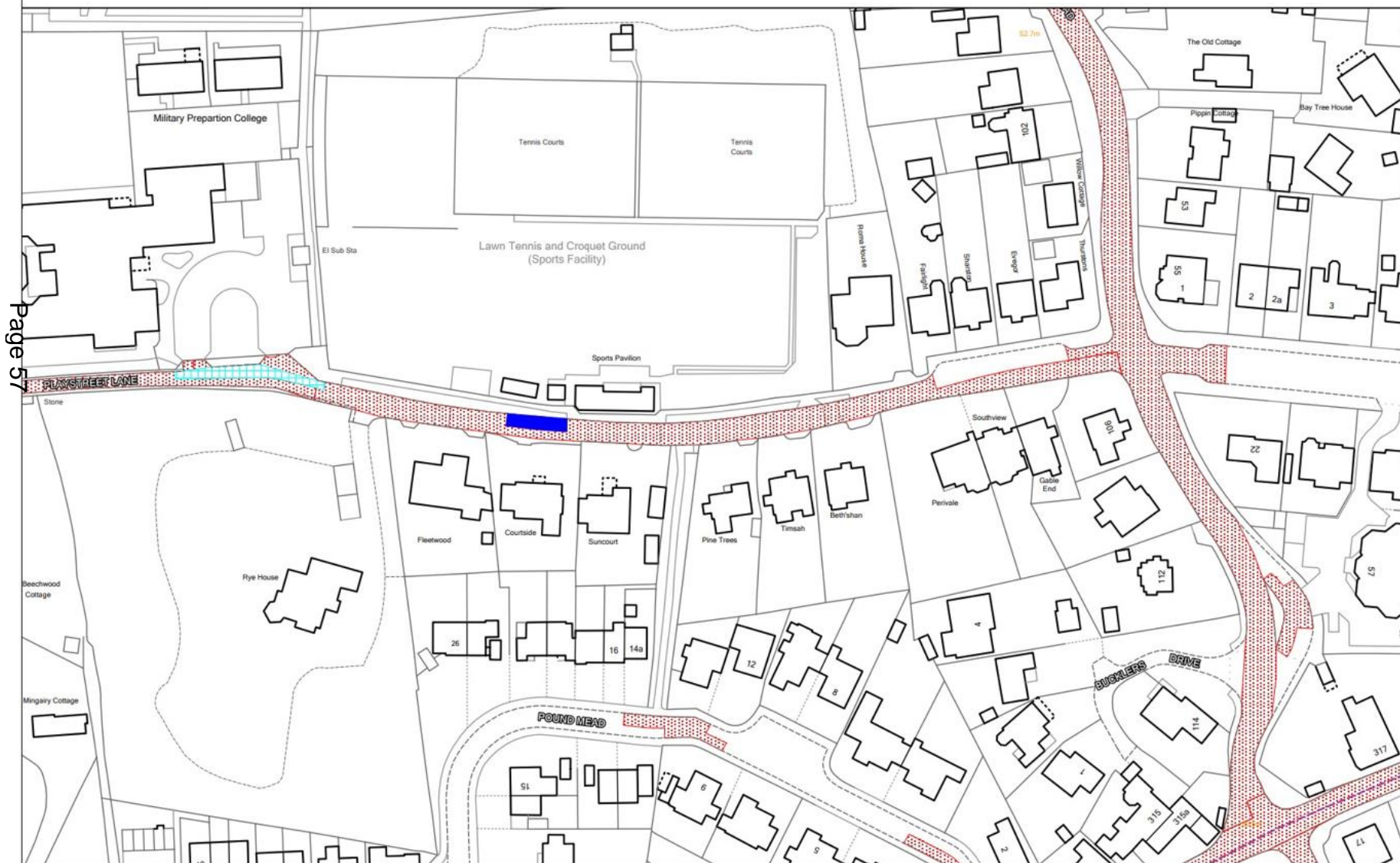




Proposal: No Waiting at any Time' parking restriction

Reason - To ensure access on the narrow section of the road.

Note: all other restrictions will remain the same



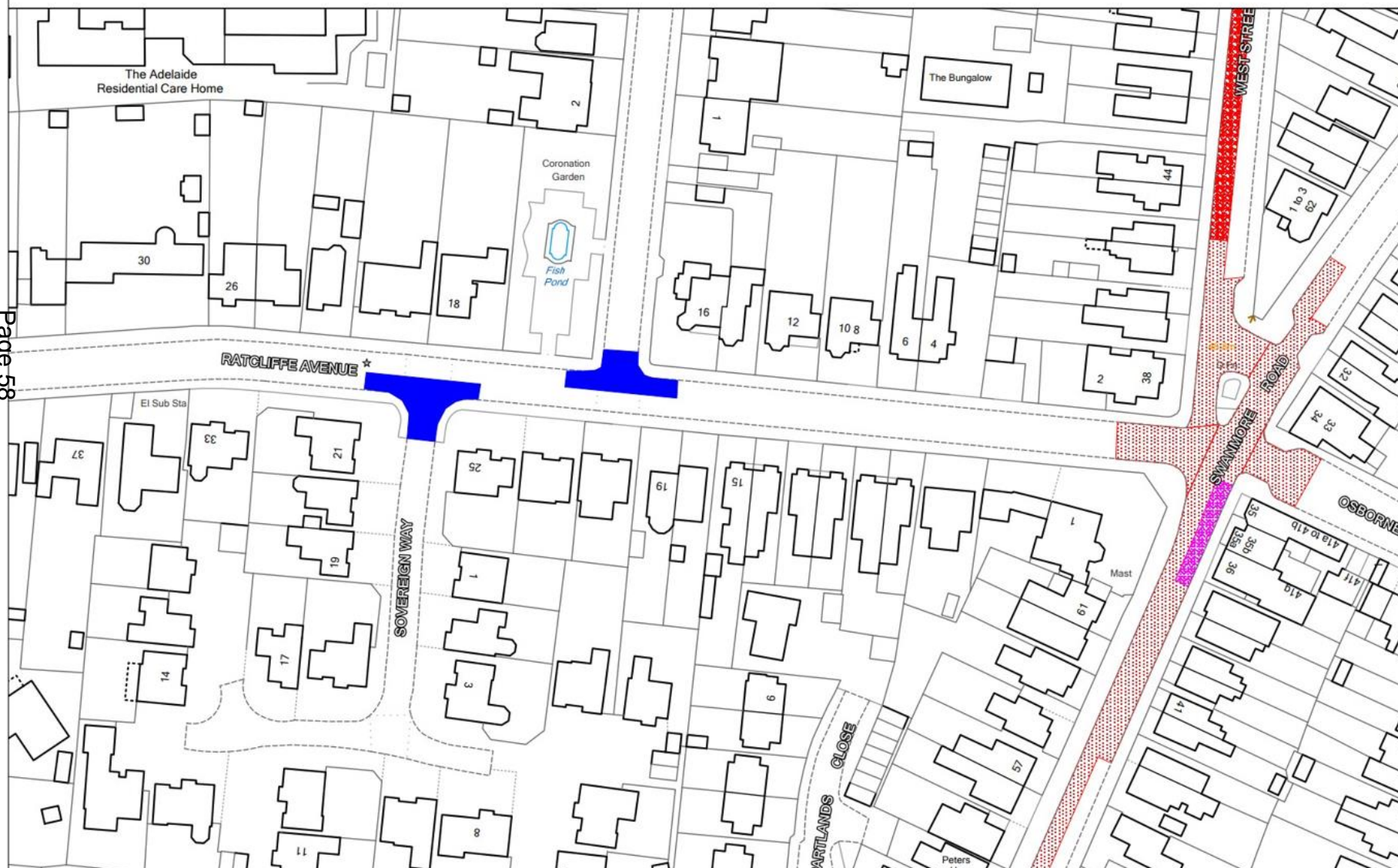
Ratcliffe Avenue, Ryde



Proposal: No Waiting at any Time' parking restriction

Reason - To improve visibility and access at the junctions.

Note: all other restrictions will remain the same



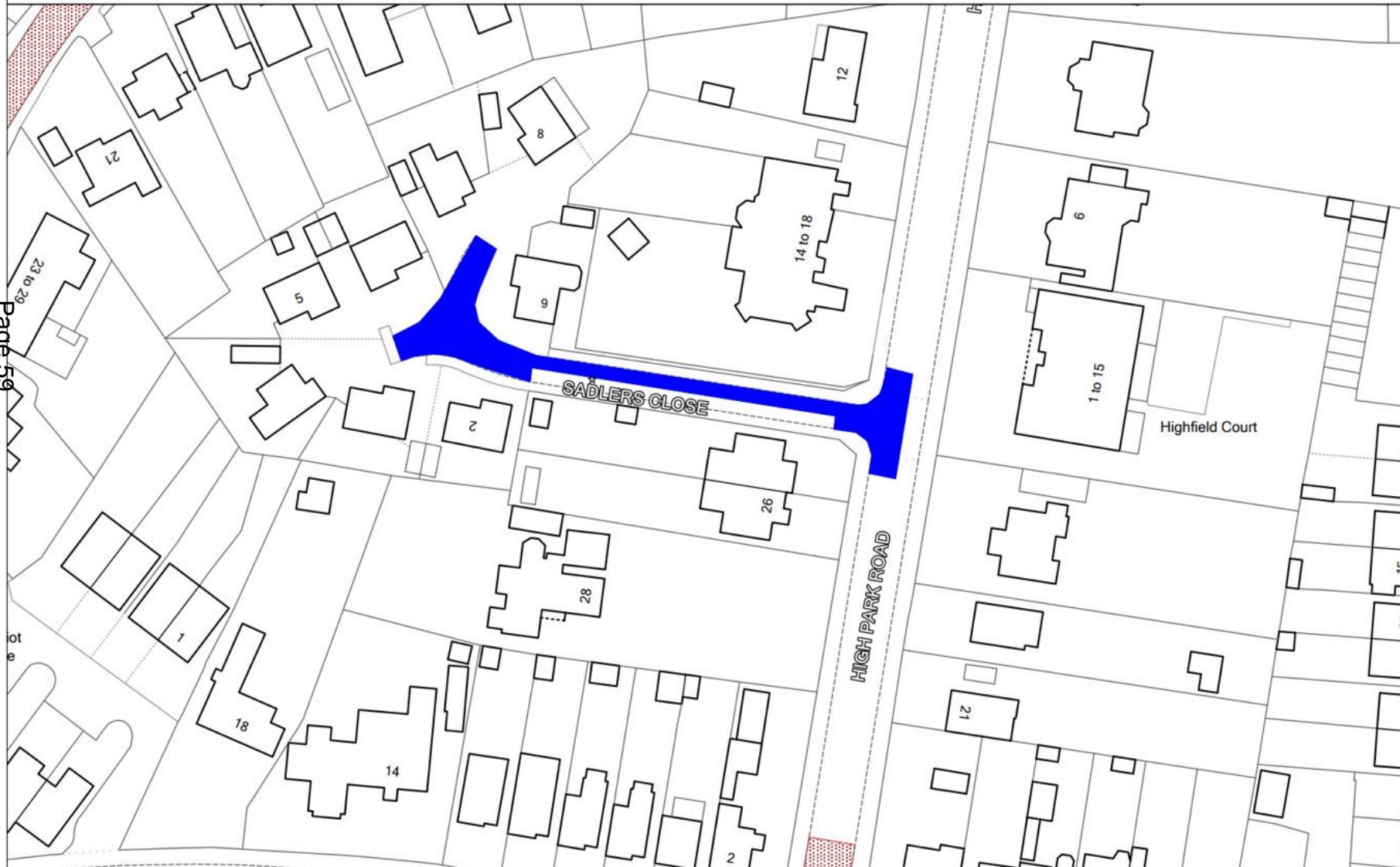
Sadlers Close, Ryde



Proposal: No Waiting at any Time' parking restriction

Reason - To improve junction safety and improve emergency access.

Note: all other restrictions will remain the same





Proposal: No Waiting at any Time' parking restriction

Reason - To improve safety by providing a turning area.

Note: all other restrictions will remain the same



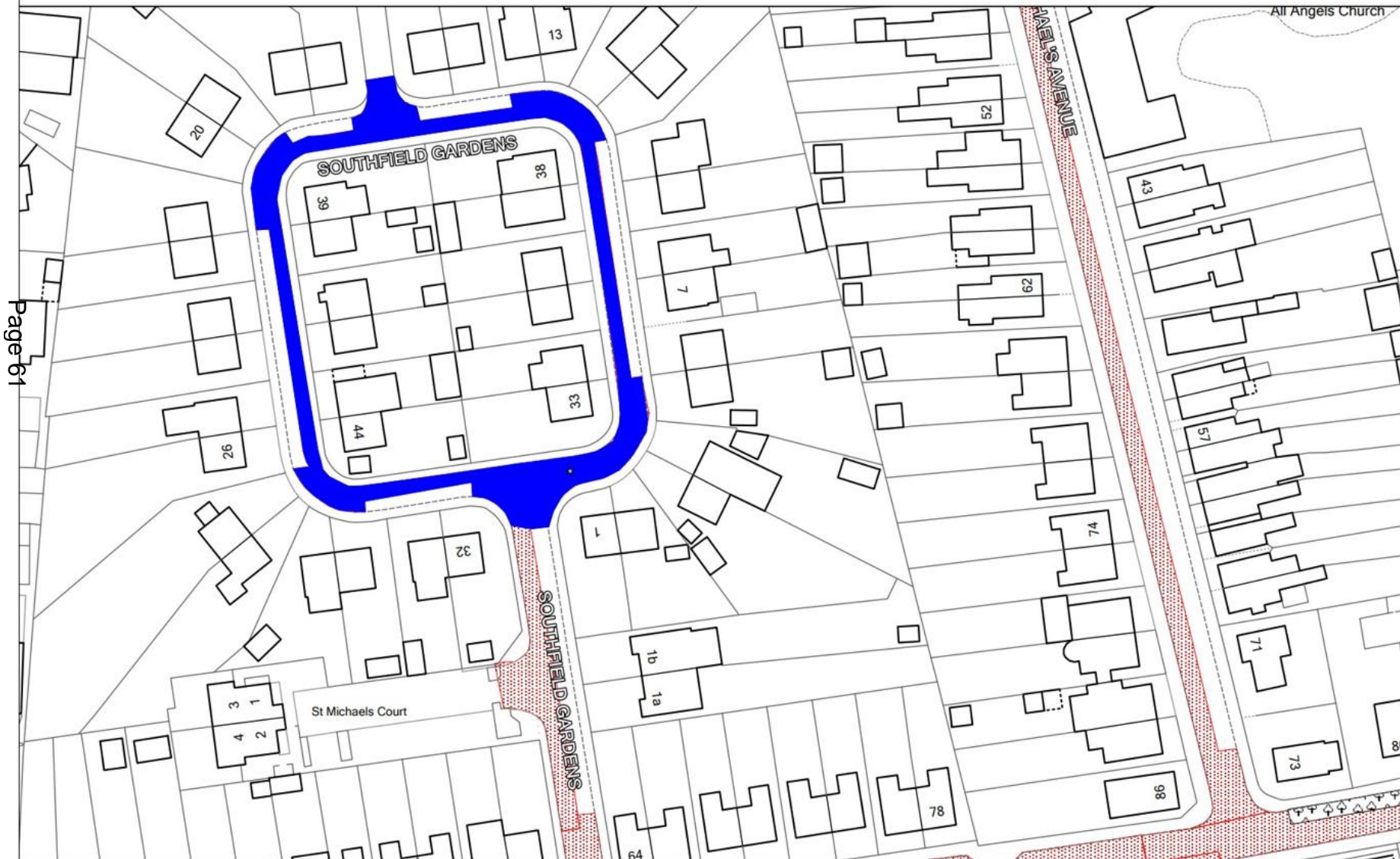
Southfield Gardens, Ryde



Proposal: No Waiting at any Time' parking restriction

Reason - To ensure emergency access

Note: all other restrictions will remain the same



25

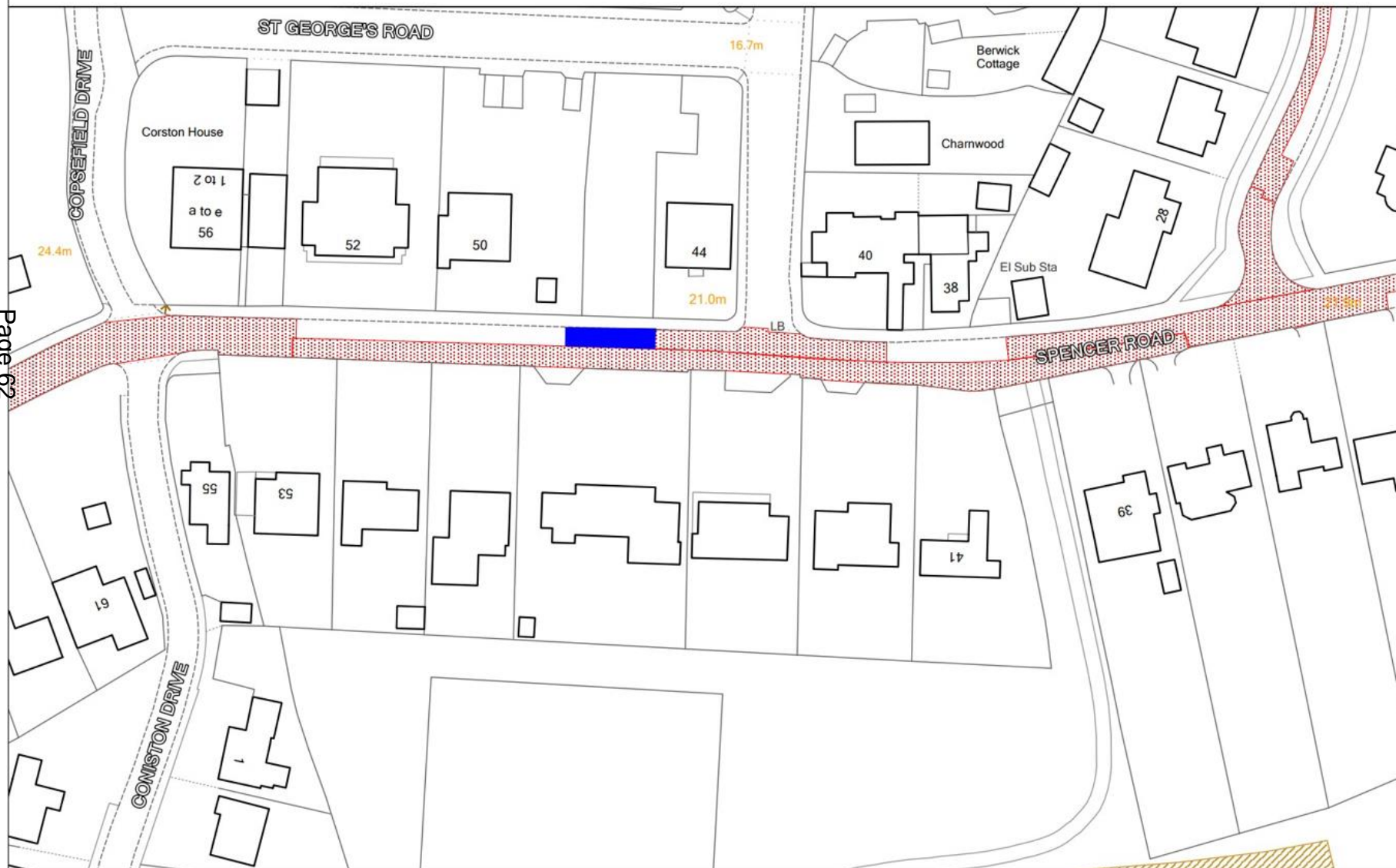
Spencer Road, Ryde



Proposal: Revoke 'No Waiting at any Time' parking restriction

Reason - No alterations will occur on-street, this is to match the Order.

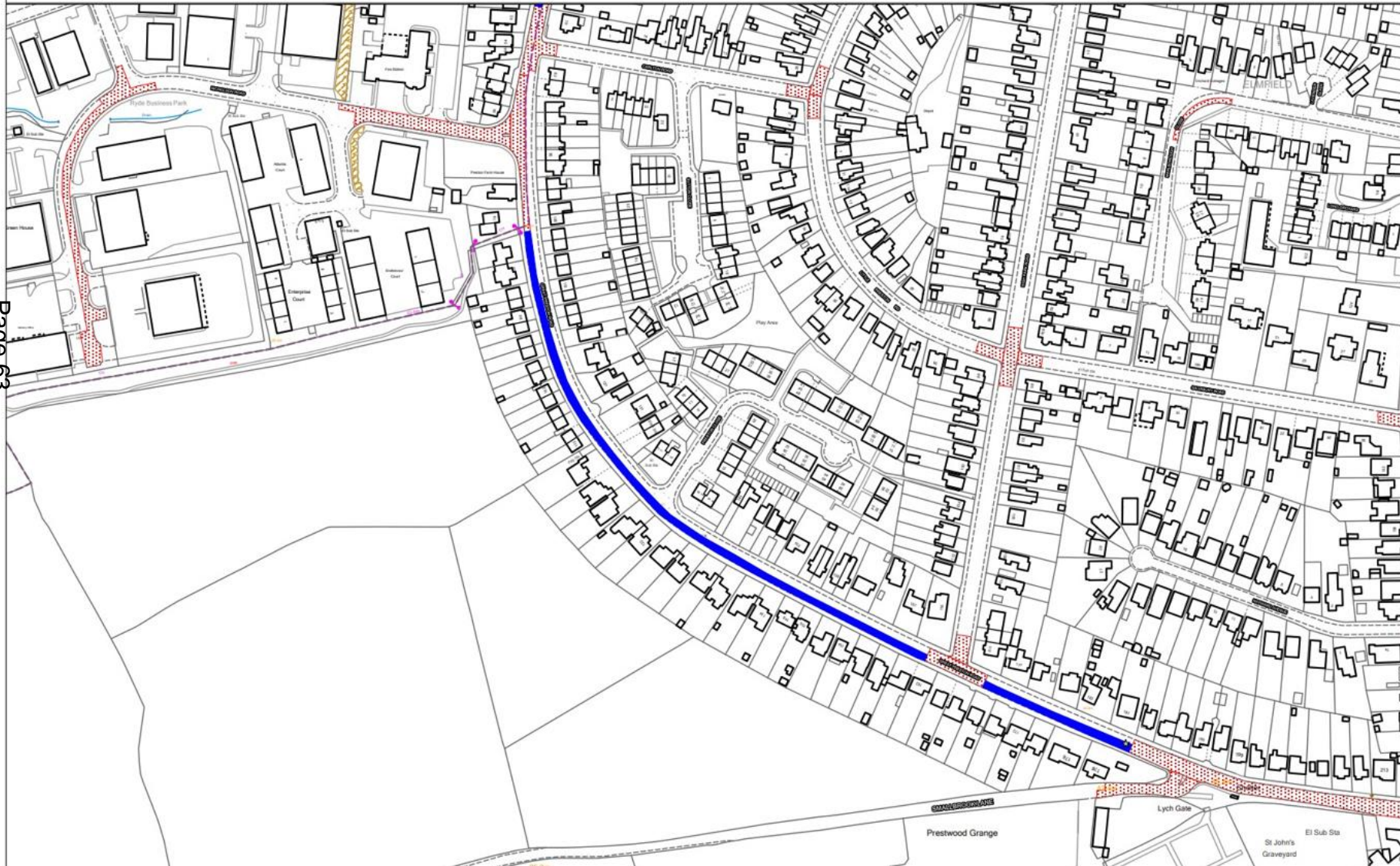
Note: all other restrictions will remain the same



Proposal: No Waiting at Any Time parking restriction

Reason: to ensure unimpeded access and the free flow of Traffic.

Note: all other restrictions will remain the same



Proposal: No Waiting At Any Time parking restriction

Reason: No alterations will occur on-site, this is to match the Order.

Note: all other restrictions will remain the same



28

Victoria Street, Ryde



Proposal: Introduce 'No Waiting at Any Time' parking restriction

Reason: to protect access and match the legal order.

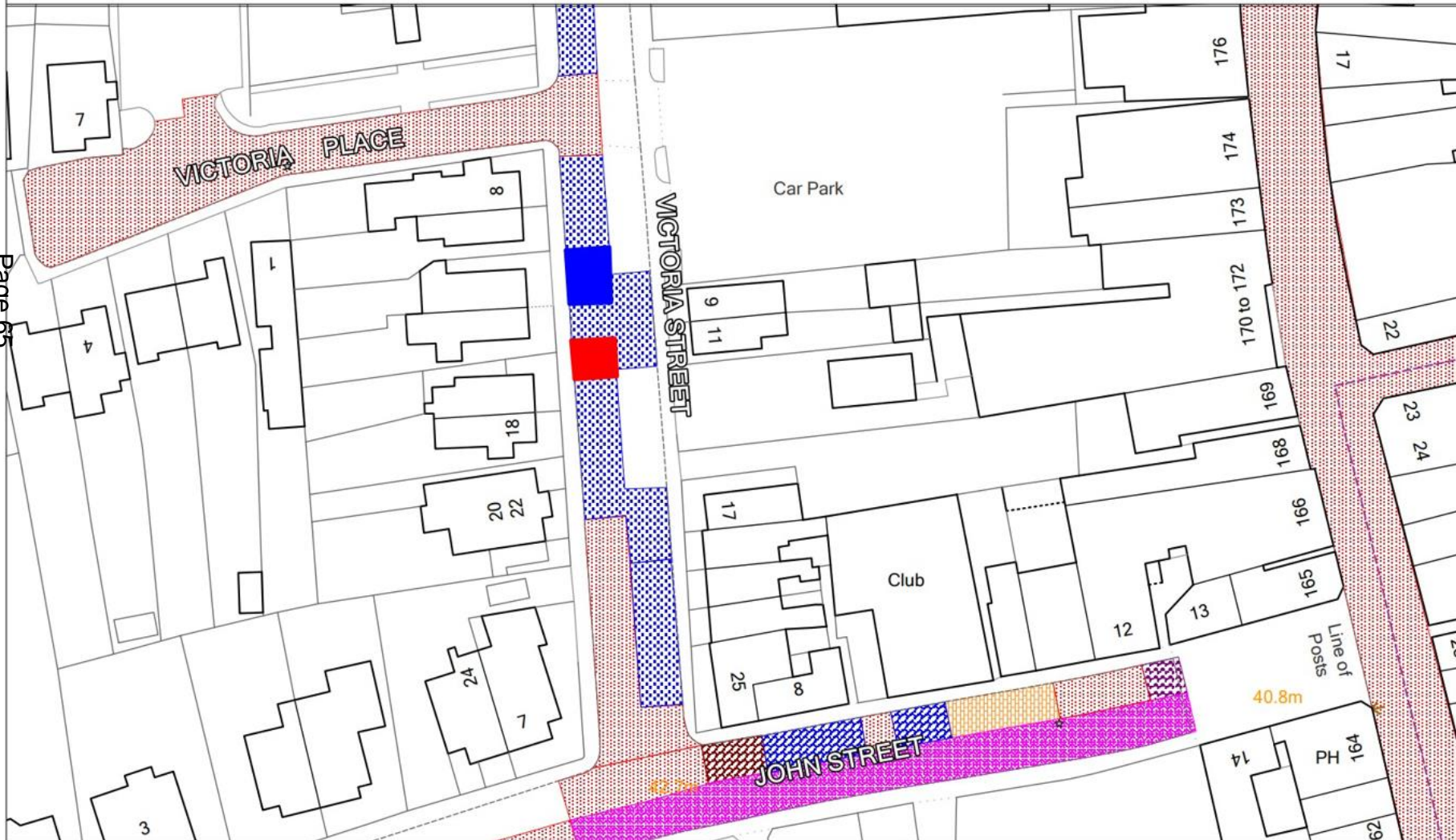
Note: all other restrictions will remain the same



Proposal: Introduce 'No Waiting at Any Time' parking restriction

Reason: to protect access and give consistency of regulations in the street.

Note: all other restrictions will remain the same



29

St Vincents Road, Ryde



Proposal: Introduce 'No Waiting at Any Time and No Loading 8am to 9am & 2pm to 3pm' parking restriction

Reason: to improve pedestrian safety by preventing vehicles stopping close to the school access.

Note: all other restrictions will remain the same



Proposal: School Keep Clear, parking restriction

Reason: to improve pedestrian safety by preventing vehicles stopping close to the school access.



**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, RYDE)
(TRAFFIC REGULATION)
ORDER NO 2 2022**

Appendix 2

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), 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:

1. To revoke the provisions of the 'The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019'.
2. To consolidate the following orders within this order:
 - a. The Isle of Wight Council (Union Street, Ryde) (Traffic Regulation) Order No1 2019,
 - b. The Isle of Wight Council (Victoria Street, Ryde) (Traffic Regulation) Order No1 2019,
 - c. The Isle of Wight Council (Meaders Road, Ryde, Isle of Wight) (Traffic Regulation) Order No 1 2022.
3. To re-enact the provisions contained therein subject to the following amendments:
 - a. To introduce 'No Waiting at Any Time' parking restriction in the following lengths of road:

Adelaide Place, on both sides, from its junction with Ratcliffe Avenue to a point 5.5 metres north thereof.

Argyll Place, on the east side, from its junction with Argyll Street to the end of the highway.

Ashey Road, on the west side, from a point 10 metres north to a point 12 metres south of its junction with Wray Street.

Brading Road, on the east side, from a point 14.5 metres north to a point 25.5 metres south of its junction with Cothey Way.

Broadway Crescent, on both sides, from a point 35.5 metres north-east to a point 73 metres north-east of its junction with Maybrick Road.

Broadway Crescent, on the south-east side, from a point 96.5 metres north-east to a point 117 metres north-east of its junction with Maybrick Road.

Broadway Crescent, on the south-east side, from a point 12.5 metres north-east to a point 9 metres south-west of its junction with Maybrick Road.

Buckingham Close, on the south side, from a point 15 metres west to a point 49 metres west of its junction with Buckingham Road.

Church Road, on both sides, from its junction with Quarr Road to its junction with Pitts Lane.

Church Road, on the west side, from its junction with Quarr Road to a point 6 metres south

thereof.

Church Road, on the east side, from its junction with Quarr Road to a point 19 metres south thereof.

Church Road, on the west side, from a point 22.5 metres north to a point 37.5 metres north of its junction with Pitts Lane.

Church Road, on the north side, from a point 52.5 metres north to a point 144 metres east of its junction with Pitts Lane.

Church Road, on the east and south side, from its junction with Pitts Lane to a point 139.5 metres north and east thereof.

Colenutts Road, on the north side, from a point 41.5 metres west to a point 53 metres west of its junction with Magnolia Drive.

Cothey Way, on the north side, from its junction with Brading Road to a point 23 metres east thereof.

Cothey Way, on the north side, from a point 70.5 metres east to a point 77 metres east of its junction with Brading Road.

Cothey Way, on the north side, from a point 84.5 metres east to a point 92.5 metres east of its junction with Brading Road.

Cothey Way, on the north side, from a point 128.5 metres east to a point 136 metres east of its junction with Brading Road.

Cothey Way, on the south side, from its junction with Brading Road to a point 15 metres east thereof.

Cothey Way, on the south side, from a point 26 metres east to a point 33 metres east of its junction with Brading Road.

Cothey Way, on the south side, from a point 38.5 metres east to a point 44.5 metres east of its junction with Brading Road

Cothey Way, on the south side, from a point 70.5 metres east to a point 84 metres east of its junction with Brading Road

Cothey Way, on the south side, from a point 92 metres east to a point 104.5 metres east of its junction with Brading Road

Cothey Way, on the south side, from a point 130.5 metres east of its junction with Brading Road to its junction with Mulberry Way.

Cross Street, on the north-west side, from a point 11.5 metres south-west to a point 27.5 metres south-west of its junction with Oak Vale.

Elm Close, on the north-east side, from a point 9 metres south-east to a point 15 metres south-east of its junction with Great Preston Road.

Elm Close, on the south-west side, from a point 44.5 metres south-east to a point 65.5 metres south-east of its junction with Great Preston Road.

Elm Close (south-west cul-de-sac section), on both sides, for its entire length.
Great Preston Road, on the north-west side, from a point 22 metres north-east to a point 48.5 metres north-east of its junction with Harding Road.

Great Preston Road, on the north-west side, from a point 60 metres south-west to a point 102.5 metres south-west of its junction with Harding Road.

Great Preston Road, on the south-west side, from a point 27 metres north-west to a point 119 metres north-west of its junction with Smallbrook Lane.

Great Preston Road, on the south-west side, from a point 12.5 metres north-west of its junction with High Park Road to a point 48.5 metres south-east of its junction with Nicholson Road.

High Park Road, on the west side, from a point 16.5 metres south to a point 29 metres south of its junction with Alexandra Road.

High Park Road, on the west side, from a point 7 metres north to a point 7 metres south of its junction with Sadlers Close.

Jellicoe Close, on both sides, from a point 4 metres south to a point 17.5 metres south of its junction with Jellicoe Road.

Jellicoe Close, on both sides, from its junction with Broadway Crescent to a point 10 metres north-west thereof.

Kent Street, on the south-west side, from a point 36.5 metres south-east of its junction with High Street (Oakfield) to the end of the highway.

Kent Street, on the north-east side, from a point 40.5 metres south-east of its junction with High Street (Oakfield) to the end of the highway.

Maybrick Road, on the north-east side, from its junction with Sherbourne Avenue to its junction with Broadway Crescent.

Maybrick Road, on the south-west side, from its junction with Sherbourne Avenue to a point 10 metres north-west thereof.

Maybrick Road, on the south-west side, from its junction with Broadway Crescent to a point 19 metres south-east thereof.

Mitchells Road, on both sides, from a point 45.5 metres south-east of its junction with Upton Road to the end of the highway.

Mulberry Way, on the west side from its junction with Cothey Way to a point 7.5 metres south thereof.

Newnham Road, on the south-east side, from a point 13 metres south-west to a point 81 metres south-west of its junction with Kings Road.

Newnham Road, on the north-west side, from a point 9.5 metres south-west to a point 82.5 metres south-west of its junction with Kings Road.

Pitts Lane, on both sides, from its junction with Church Road to a point 114 metres south

thereof.

Playstreet Lane, on the north side, from a point 141.5 metres west to a point 157 metres west of its junction with Pellhurst Road.

Ratcliff Avenue, on the north side, from a point 8.5 metres east to a point 7 metres west of its junction with Adelaide Place.

Ratcliff Avenue, on the south side, from a point 7.5 metres east to a point 9 metres west of its junction with Sovereign Way.

Sadlers Close, on the north side, from its junction with High Park Road to the end of the highway, to include the entire turning area.

Sadlers Close, on the south side, from its junction with High Park Road to a point 6.5 metres west thereof.

Sadlers Close on the south side, from a point 56 metres west to the end of the highway, to include the entire turning area.

Salters Road, on both sides, from a point 204.5 metres west to a point 227.5 metres west of its junction with Upton Road.

Sherbourne Avenue, on the north-west side, from a point 11.5 metres north-east to a point 14 metres south-west of its junction with Maybrick Road.

Southfield Gardens, on the west and south-west side, from a point 13.5 metres north to a point 74.5 metres north-west of its junction with Bettsworth Road.

Southfield Gardens, on the south-west side, from a point 91.5 metres north and west to a point 106.5 metres north-west of its junction with Bettsworth Road.

Southfield Gardens, on the north-west side, from the boundary of house numbers 21 and 22 to a point 18.5 metres north and north-east thereof.

Southfield Gardens, on the north side, from a point 6.5 metres west to a point 17.5 metres west of the boundary of house numbers 15 and 16.

Southfield Gardens, on the north-east side, from a point 14 metres north-west to a point 6 metres south-east of the boundary of house numbers 11 and 12.

Southfield Gardens, on the south-east side, from a point 64 metres north to a point 97 metres north-east of its junction with Bettsworth Road.

Southfield Gardens, on the north, south, east and west side, from a point 74.5 metres north of its junction Bettsworth Road to a point 276 metres west, north, east, south and west thereof.

Sovereign Way, on both sides, from its junction with Ratcliff Avenue to a point 9 metres south thereof.

Spencer Road, on the south side, from a point 16.5 metres east to a point 28.5 metres east of its junction with Westfield Park.

Victoria Street, on the west side, from a point 44 metres north to a point 49 metres north of

its junction with John Street.

Victoria Street, on the west side, from a point 53 metres north to a point 60 metres north of its junction with John Street.

- b. To introduce 'No Waiting / No Loading at Any Time' parking restriction, in the following lengths of road:

Dover Street, on the east side, from a point 54 metres north to a point 66.5 metres north of its junction with Park Road.

George Street, on the north-west side, from a point 26.5 metres north-east to a point 38 metres north-east of its junction with Cross Street.

- c. To introduce 'No Waiting at Any Time / No Loading 8am to 9am and 2pm to 3pm' parking restriction in the following length of road:

Broadway Crescent, on the east side, from a point 7.5 metres south of its junction with Sherbourne Avenue to its junction with St Vincent's Road.

St Vincent's Road, on the north side, from its junctions with Broadway Crescent to a point 67 metres west of its junction with Mayfield Road.

- d. To revoke 'No Waiting 8am to 6pm' parking restriction in the following lengths of road:

Edward Street, on the south-east side, from a point 41.5 metres north-east to a point 51.4 metres north-east of its junction with Well Street.

- e. To revoke No Waiting Monday to Friday, 9am to 5pm' parking restriction in the following length of road:

Sherbourne Avenue, on the north-west side, from its junction with Maybrick Road to a point 14 metres south-west thereof.

- f. To revoke 'No Waiting at Any Time' parking restriction, in the following length of road:

Mayfield Road, on both sides, from a point 17.5 metres south-east to a point 28 metres south-east of its junction with St Vincent's Road.

Spencer Road, on the north side, from a point 14.5 metres west to a point 29 metres west of its junction with Augusta Road.

Trinity Street, on the east side, from a point 9 metres north to a point 13.5 metres north of its junction with Winton Street.

The amendments are being 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.

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 support or object to these proposals 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, or email pfi@iow.gov.uk, or complete the online form at <https://www.surveymonkey.co.uk/r/TRO3ryde>, not later than 12

noon on Friday 29 July 2022.

Scott Headey - Deputy Strategic Manager

1 July 2022

**THE ISLE OF WIGHT COUNCIL
(RESIDENTS' PARKING PLACES)
ORDER NO 1 2022**

Notice is hereby given that the Isle of Wight Council in exercise of their powers under section 1, 2, 4, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 as amended ('the Act' of 1984), 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 has made an order the effect of which will be to:

3. To revoke the provisions of 'The Isle of Wight Council (Residents' Parking Places) Consolidation Order No 1 2021'.
4. To consolidate and make permanent the provision contained within the following Orders:
 - a) The Isle of Wight Council (Residents' Parking Places) Consolidation Order No 1 2019 - Notice of Variation No 1 2020' within this order.
 - b) The Isle of Wight Council (Gordon Road, Cowes) (Residents' Parking Places) Order No1 2021.
 - c) The Isle of Wight Council (School Lane, Newport) (Residents' Parking Places) Order No 1 2021.
5. To re-enact the provisions contained therein subject to the following amendments:
 - a. To Introduce 'Resident Permit Holders R1 Or Limited Waiting 2 Hours No Return Within 2 Hours Mon-Sat 8am-6pm/No Exemption for Disabled Badge Holders' in the following lengths of road:

George Street, on the north-west side, from a point 26.5 meters north-east to a point 38 meters north-east of its junction with Cross Street.

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 the development of an adjoining property.

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 support or object to these proposals 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, or email pfi@iow.gov.uk, or complete the online form at <https://www.surveymonkey.co.uk/r/TRO3ryde>, not later than 12 noon on Friday 29 July 2022.

Scott Headey - Deputy Strategic Manager

1 July 2022

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Representations for Ryde and Binstead

<u>Location</u>	<u>Total</u>	<u>Support</u>	<u>Objections</u>
1. Argyll Place, Ryde	54	32	22
2. Ashey Road, Ryde	51	42	9
3. Buckingham Close, Ryde	40	31	9
4. Church Road & Pitts Lane, Binstead	162	29	133
5. Colenutts Road, Ryde	47	34	23
6. Cothey Way, Ryde	37	28	9
7. Cross Street, Ryde	33	27	6
8. Dover Street, Ryde	40	32	8
9. Edward Street, Ryde	35	28	7
10. Elm Close and Great Preston Road, Ryde	60	39	21
11. George Street, Ryde	44	33	11
12. High Park Road, Ryde	42	31	11
13. Jellicoe Road & Broadway Crescent	43	31	12
14. Kent Street, Ryde	36	25	11
15. Maybrick Road, Ryde	37	25	12
16. Mayfield Road, Ryde	37	26	11
17. Newnham Road, Binstead	64	41	23
18. Mitchells Road, Ryde	110	34	76
19. Spencer Road, Ryde	47	26	21
20. Playstreet Lane, Ryde	48	30	18
21. Ratcliffe Avenue, Ryde	50	40	10
22. Sadlers Close, Ryde	32	20	12

<u>Location</u>	<u>Total</u>	<u>Support</u>	<u>Objections</u>
23. Salters Road, Ryde	39	28	11
24. Southfield Gardens, Ryde	51	25	26
25. Spencer Road, Ryde	44	31	13
26. Great Preston Road, Ryde	60	47	13
27. Trinity Street, Ryde	36	29	7
28. Victoria Street, Ryde	35	24	11
29. St Vincents Road, Ryde	41	33	8

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:	13 October 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of the proposed Traffic Regulation Orders - The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2022 and The Isle of Wight Council (Residents' Parking Places) Order 1 2022., introducing new parking restrictions in various locations in Ryde.

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.

The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing unregulated parking that obstructs footways and limits accessibility.

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	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
<p>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.</p> <p>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.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.
Disability	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.
Gender Reassignment	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Marriage & Civil Partnership	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Pregnancy & Maternity	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.

Race	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Religion / Belief	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Sex (male / female)	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Sexual Orientation	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/No
<p><i>If answered Yes, describe what these are and how they may be promoted or enhanced</i></p> <p>The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing unregulated parking that obstructs footways and limits accessibility. This will make crossing the roads within the state easier and safer for all pedestrians, including all protected characteristics.</p>	

Evidence Considered During Screening
<p>Through the formal consultation exercise from 01/07/2022 to 29/07/2022, the opportunity to provide comment and representation on the proposals was provided. 1455 representation for all 29 locations were received during the consultation period and these have been considered by the Local Highway Authority. In summary, most representations welcomed the proposals, whilst others objected some of the proposal on the same basis of potential loss of parking spaces and knock-on effect to the neighboring streets.</p> <p>All representations have been fully considered in the Cabinet Report.</p>

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	13 October 2022

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	
Directorate:	
Date of Completion:	

Name of Policy/Strategy/Service/Function Proposal

The Aims, Objectives and Expected Outcomes:

Scope of the Equality Impact Assessment

Analysis and assessment

Recommendations

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				
Disability				
Gender Reassignment				
Marriage & Civil Partnership				
Pregnancy & Maternity				
Race				
Religion / Belief				
Sex (male or female)				

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				
HR & workforce issues				
Human Rights implications if relevant				
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:	
Signed off by Head of Service/Director	
Review date	
Date published	

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Cabinet report

Date **12 JANUARY 2023**

Title **THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, NETTLESTONE & SEAVIEW) (TRAFFIC REGULATION) ORDER NO 1 2022**

Report of **CABINET MEMBER FOR INFRASTRUCTURE, HIGHWAYS PFI AND TRANSPORT**

EXECUTIVE SUMMARY

1. Proposed Traffic Regulation Order - The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022.
2. This report provides the details of recommendation for introducing new parking restrictions, and making some of the existing parking restrictions enforceable, in various locations in Nettlestone & Seaview, as detailed in **Appendix 1** (Proposals' plans).
3. The proposals are aiming to ensure safety for all road users, whilst securing the emergency services' access and the movement of the traffic – by removing the inappropriate parking in order to increase visibility, create passing points, and free up footways.
4. The extent of the proposed restrictions is kept to a minimum, in order to preserve as many parking spaces as possible. However, as the local highway authority, the Council has a duty to ensure road users' safety and the movement of the traffic, which means that these were prioritised above the preservation of parking spaces, where necessary.

RECOMMENDATION

5. That the proposed restrictions which are subject to this report in relation to The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022 be approved.

BACKGROUND

6. The Isle of Wight Council (IOWC), as a Local Highway Authority, has a duty to ensure the expeditious and safe movement of people, services, and goods on the island's highway.

7. Various requests for changes on the network, from residents, businesses, Parish / Town Councils and Ward Cllrs, are submitted daily to Island Roads (IR). All requests are assessed and prioritised by the Island Roads' highway engineers, applying appropriate engineering methods, traffic (collision) data, and potential impact on the road safety.
8. As a result, improvements that will enhance safety on the highway are identified each year, implementing of which would require review of the existing parking restrictions, traffic flow direction, and possibly width / weight restrictions.
9. The Council has previously adopted a two-year cycle of rolling reviews, called Traffic Regulation Order (TRO) reviews. The island was divided into 6 virtual areas known as Districts, and the aim is all districts to be reviewed by the end of the next financial year 2023/24 – ensuring that the whole Island will be reviewed using similar strategic approach and that the traffic regulations across the Island remain consistent.
10. In this occasion, all request for Nettlestone & Seaview in District 3, were assessed and respective proposals were designed by IR's highways engineers and TRO technician, ready for Consultation at the beginning of this year. The proposals were prioritised and agreed with the PFI Contract Management Team (CMT) in line with the IOWC's obligations as a Local Highway Authority.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

11. The proposed new regulations are in line with the IoWC's [Corporate Plan 2021 – 2025](#) 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.

Responding to climate change and enhancing the biosphere

12. The proposals, if implemented, is unlikely to have a measurable positive or negative effect on carbon emissions. There may be some minor reduction in local air pollution and carbon emissions owing to fewer cars idling in the area, but it would most likely be a very small impact. Likewise, if the recommendation is approved, it may encourage residents/visitors to adopt more sustainable modes of travel.

Economic Recovery and Reducing Poverty

13. 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

14. 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

15. 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

16. Following the legal TRO making process and its requirement for a Formal Consultation, a public Notice, outlining the proposals and inviting public comments, were published in the Isle of Wight County Press on 1 July 2022. Notice and plans were also displayed on-street for a period of 28 days, which is a week longer than the legally required 21 days, see **Appendix 2** (Public Notice). The closing date for representations was 29 July 2022.
17. The Authority received 61 representations for all three locations in Nettlestone & Seaview; the total number is broken down by locations in **Appendix 3** (Consultation results), outlining the support and the objections for each location. All locations received overwhelming support by the local residents.
18. All representations can be found in the Background paper (Representations).

FINANCIAL / BUDGET IMPLICATIONS

19. The total estimated cost of making of the TROs and implementing the recommended changes on the highways in the entire District 3, including Nettlestone & Seaview, would be approx. £19,390 excl. VAT, would be approx. £19,390 excl. VAT, and it will be covered by the Highways capital budget for 2022/23.
20. All new assets will be accrued after implementation, the estimated annual maintenance cost would be approx. £2,990 excl. VAT for the next 15 years and it will be included in the Island Roads’ maintenance contract annual payment.

LEGAL IMPLICATIONS

21. The Statutory Authority for making new TROs is contained within the Section 1 (1) of 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).
22. Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996.
 23. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
 24. 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.
 25. 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.
 26. 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.
 27. 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.

28. The validity of any traffic regulation order made by the council can be challenged by application to the High Court 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.
29. The Court has the power to suspend an order or any of its provisions until the final determination of the proceedings.

EQUALITY AND DIVERSITY

30. 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.
31. 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.
32. 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 form has been completed in **Appendix 4** (EIA form).

OPTIONS

33. Option 1: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022 as proposed.
34. Option 2: Not to approve the restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022, and to abandon the proposal.
35. Option 3: To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022 with amendment - to abandon the proposals in some locations, and to implement the rest of the restrictions.

RISK MANAGEMENT

36. A risk has been identified to pedestrians and cyclists, emergency access, safe and free movement of traffic.
37. The TRO proposals, if implemented, will ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing parking that obstructs footways and limits access.
38. A risk has been identified for a loss of on-street parking space for the public if the proposed restrictions are implemented.

39. In some locations priority was given to the road safety and movement of traffic, including pedestrian traffic, over preservation of parking spaces.
40. The extent of the restrictions was kept to a minimum, in order to preserve as much parking spaces as possible.
41. Residents are encouraged to consider more sustainable ways of traveling such as walking, cycling and public transport, which would reduce the number of cars per household.
42. The Authority will monitor the impact of the changes and review the restriction if necessary.

EVALUATION

43. Option 1: To approve as proposed - The road safety and highway engineers in Island Roads strongly advised the approval on grounds of safety.
44. Option 2: Not to approve and to abandon the proposals – The road safety and highway engineers in Island Roads strongly advised against this option on grounds of safety: once a safety risk on the highway has been identified, the Local Highway Authority has an obligation to address it.
45. Option 3: To approve with amendment – As per Option 2 the road safety and highway engineers in Island Roads advised against this option on grounds of safety, as the extent of the restrictions was kept to a minimum.

APPENDICES ATTACHED

Appendix 1 - Proposals' plans
Appendix 2 – Public Notice
Appendix 3 – Representations
Appendix 4 – EIA form

BACKGROUND PAPERS

[Representations \(link\)](#)

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

COLIN ROWLAND
Director of Neighbourhoods

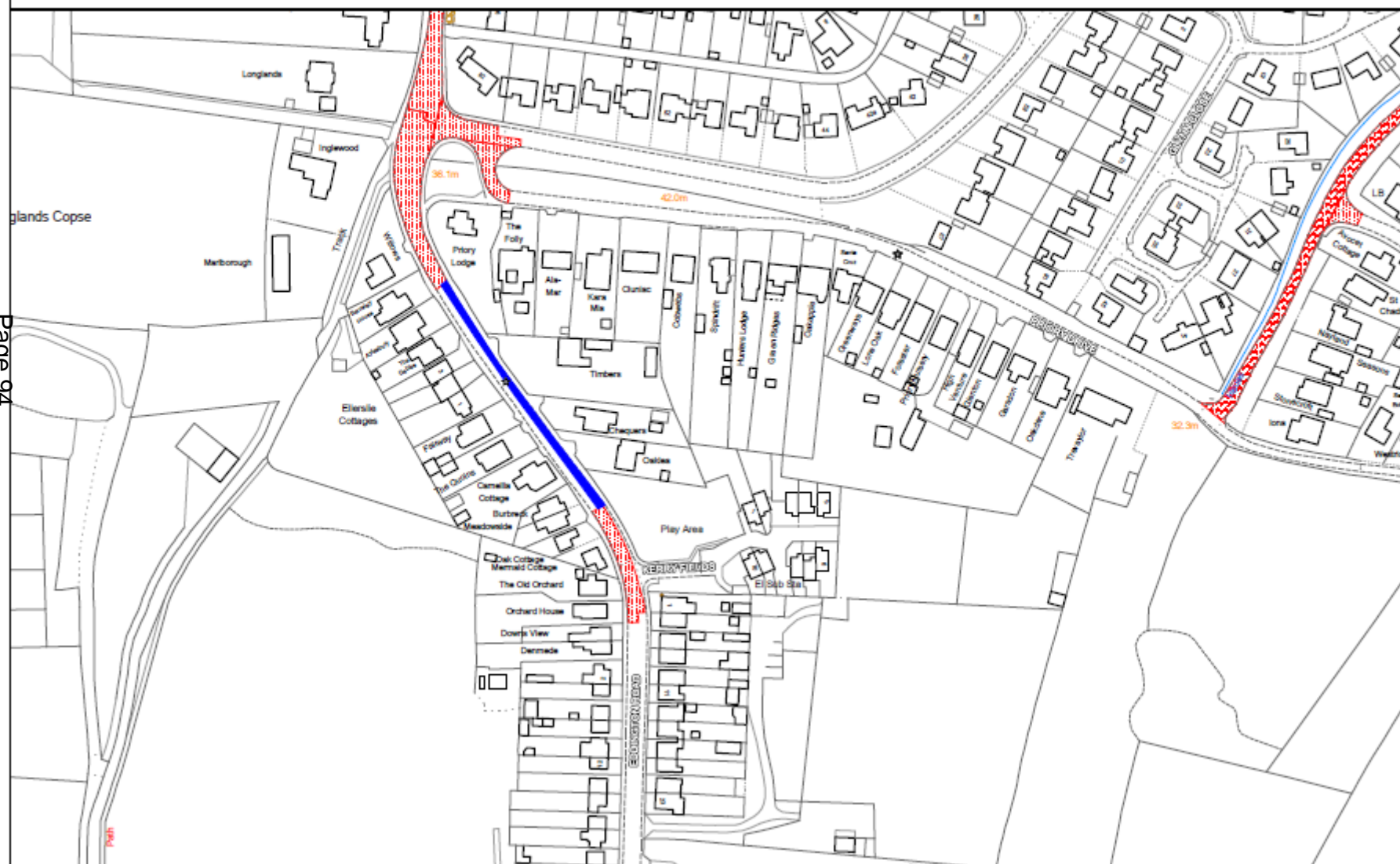
CLLR PHIL JORDAN
*Cabinet Member for Infrastructure, Highways PFI
and Transport*

Proposals' plans – Seaview

Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To improve safety and traffic flow

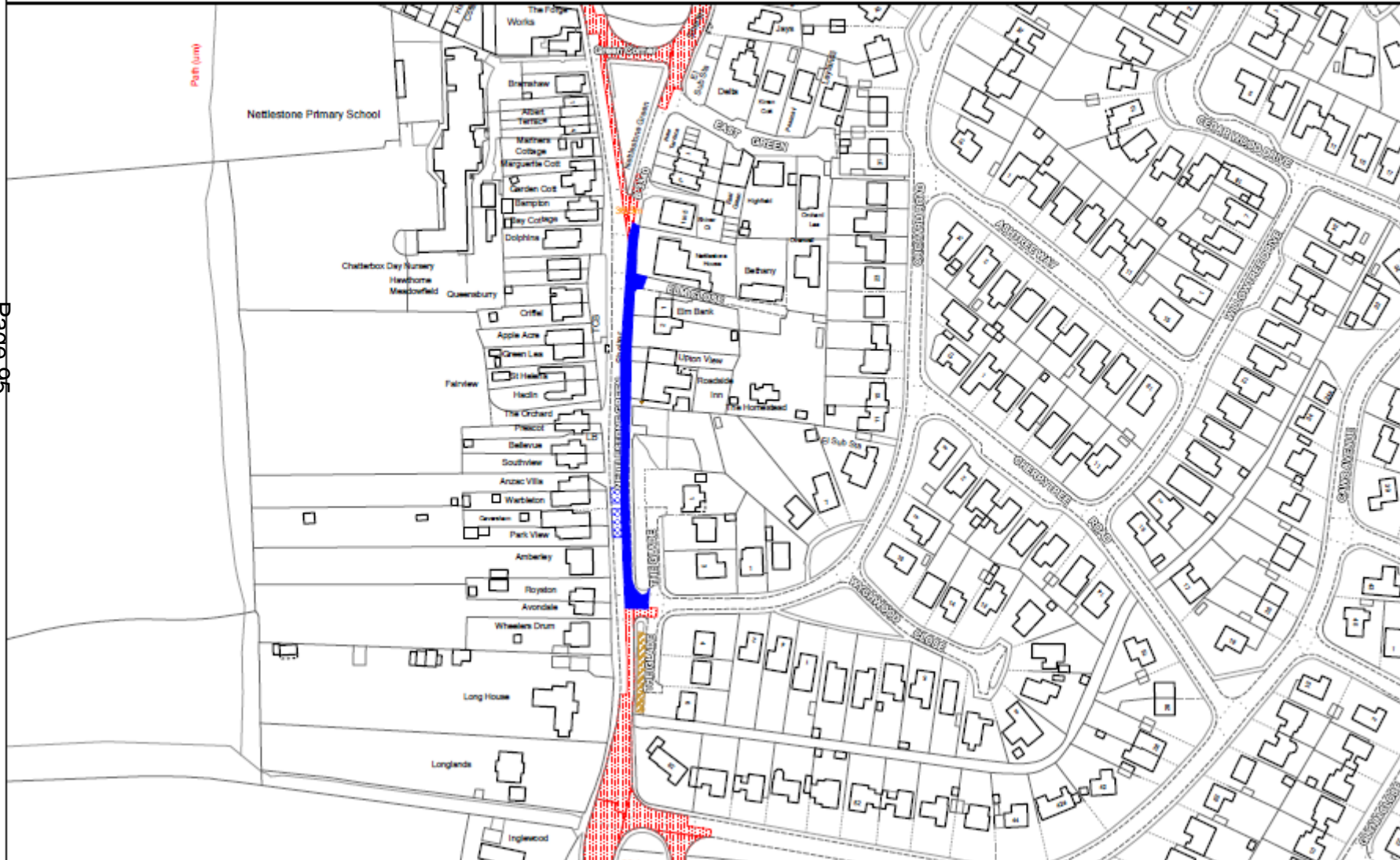
Note: all other restrictions will remain the same.



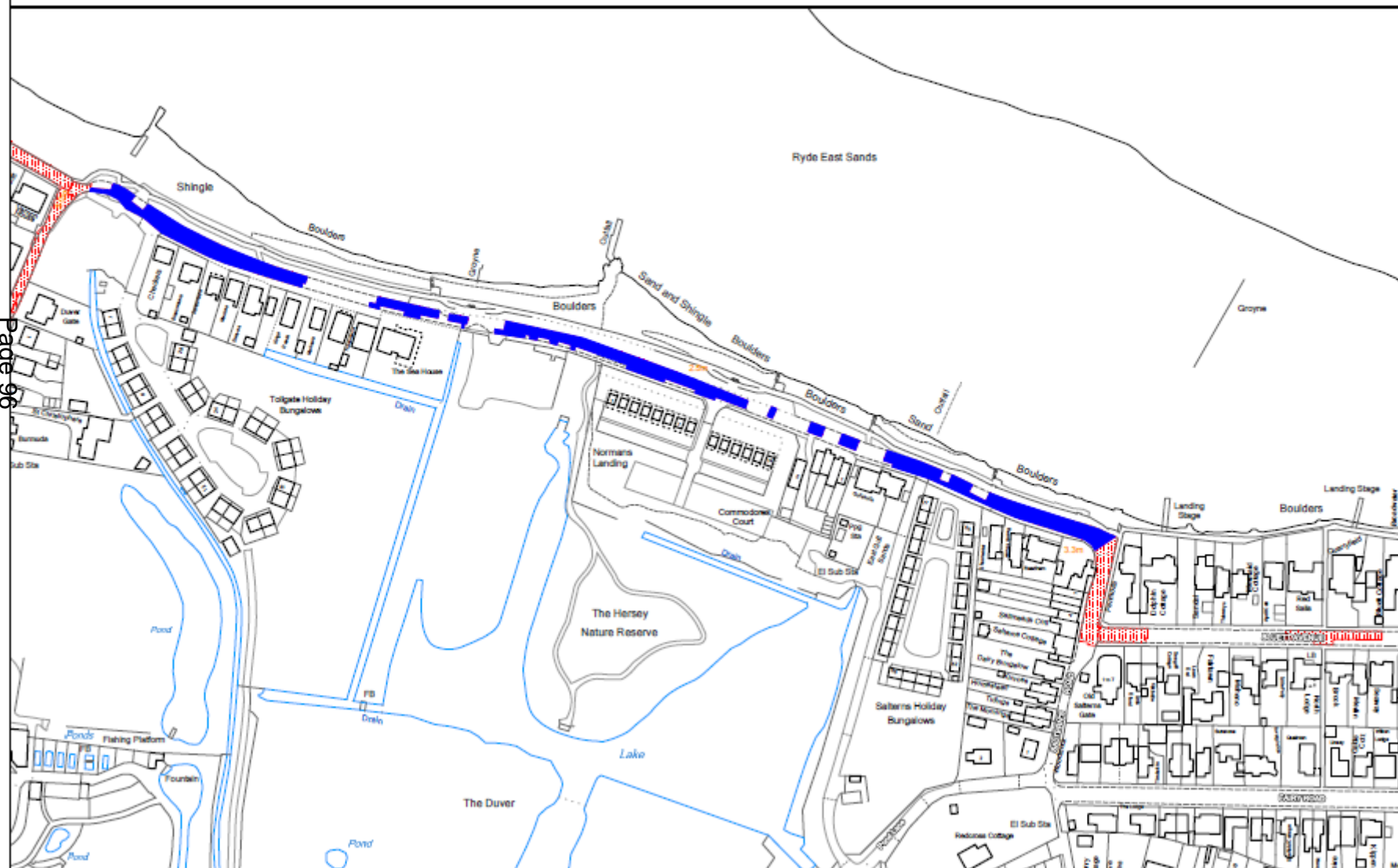
Proposal: To introduce 'No Waiting at Any Time' parking restriction

Reason - To improve safety and traffic flow

Note: all other restrictions will remain the same.



Note: all other restrictions will remain the same



**THE ISLE OF WIGHT COUNCIL
(VARIOUS STREETS, NETTLESTONE & SEAVIEW)
(TRAFFIC REGULATION)
ORDER NO 1 2022**

Appendix 2

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 as amended ('the Act' of 1984), and of all other enabling powers and after consultation with The Chief Officer of Police in accordance with Part 111 of Schedule 9 of the Act of 1984 propose to make an order the effect of which will be to:

1. To revoke the provisions of 'The Isle of Wight Council (Various Streets, Nettlestone and Seaview) (Traffic Regulation) Order No 1 2011'.
2. To re-enact the provisions contained therein subject to the following amendments:
 - a. To revoke 'No Waiting at Any Time' parking restriction in the following lengths of road:

Duver Road, on the north-east side, from its junction with Salterns Road to a point 67.5 metres north-west thereof.

Duver Road, on the north-east side, from a point 77.5 metres north-west to a point 88.5 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 94 metres north-west to a point 123.5 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 138.5 metres north-west to a point 147.5 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 157 metres north-west to a point 164 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 183 metres north-west to a point 185.5 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 197.5 metres north-west to a point 326 metres north-west of its junction with Salterns Road.

Duver Road, on the north-east side, from a point 16.5 metres south-east to a point 28.5 metres south-east of its junction with Oakhill Road.

Duver Road, on the north-east side, from a point 36.5 metres south-east to a point 125 metres south-east of its junction with Oakhill Road.

Duver Road, on the north-east side, from a point 162 metres south-east to a point 193.5 metres south-east of its junction with Oakhill Road.

Duver Road, on the north-east side, from a point 197.5 metres south-east to a point 208 metres south-east of its junction with Oakhill Road.

Duver Road, on the south-west side, from its junction with Salterns Road to a point 111 metres north-west thereof.

Duver Road, on the south-west side, from a point 206.5 metres north-west to a point 217 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 233.5 metres north-west to a point 253.5 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 281 metres north-west to a point 283 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 290 metres north-west to a point 295 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 300.5 metres north-west to a point 305 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 306.5 metres north-west to a point 322 metres north-west of its junction with Salterns Road.

Duver Road, on the south-west side, from a point 4.5 metres south-east to a point 123.5 metres south-east of its junction with Oakhill Road.

Duver Road, on the south-west side, from a point 158 metres south-east to a point 164.5 metres south-east of its junction with Oakhill Road.

Duver Road, on the south-west side, from a point 176 metres south-east to a point 184 metres south-east of its junction with Oakhill Road.

Duver Road, on the south-west side, from a point 205.5 metres south-east to a point 207 metres south-east of its junction with Oakhill Road.

- b. To introduce 'No Waiting at Any Time' parking restriction in the following lengths of road:

Eddington Road, on the north-east side, from a point 30.5 metres north-west to a point 145 metres north-west of its junction with Kerry Fields.

Elm Close, on both sides, from its junction with Nettlestone Green to a point 5 metres east thereof.

Nettlestone Green, on the east side, from its junction with Orchard Road to a point 154 metres north thereof.

Orchard Road, on the north side, from its junction with Nettlestone Green to a point 8 metres east thereof.

The amendments are being 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.

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 support or object to the proposal contained in this notice please send your written representation by post to Scott Headey – Traffic Manager, St Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ, or email pfi@iow.gov.uk, or fill in the survey at <https://www.surveymonkey.co.uk/r/TRO3seaview>, not later than 12 noon on Friday 29 July 2022.

Scott Headey - Deputy Strategic Manager

1 July 2022

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Consultation results Seaview and Nettlestone

<u>Location</u>	<u>Total</u>	<u>Support</u>	<u>Objections</u>
1. Eddington Road, Seaview	21	17	4
2. Nettlestone Green, Nettlestone	20	16	4
3. Duver Road, Seaview	20	17	3

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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:	13 October 2022

Name of Policy/Strategy/Service/Function Proposal

Implementation of the proposed Traffic Regulation Orders - The Isle of Wight Council (Various Streets, Nettlestone & Seaview) (Traffic Regulation) Order No 1 2022., introducing new parking restrictions in various locations in Seaview & Nettlestone.

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.

The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing unregulated parking that obstructs footways and limits accessibility.

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	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
<p>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.</p> <p>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.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.
Disability	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.
Gender Reassignment	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Marriage & Civil Partnership	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Pregnancy & Maternity	X			The proposals are considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in all affected locations, and ensuring access to footways in some of the locations. The proposed restrictions allow for the dropping off and picking up of passengers, as well as loading and unloading, which might be necessary for this protected characteristic.

Race	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Religion / Belief	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Sex (male / female)	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.
Sexual Orientation	X			The proposal is considered to have a positive impact on this protected characteristic, providing increased visibility when crossing the road in various locations in Ryde.

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes/No
<p><i>If answered Yes, describe what these are and how they may be promoted or enhanced</i></p> <p>The proposal is aiming to ensure safety for all road users, whilst securing the movement of the traffic – by increasing visibility at junctions and bends and by removing unregulated parking that obstructs footways and limits accessibility. This will make crossing the roads within the state easier and safer for all pedestrians, including all protected characteristics.</p>	

Evidence Considered During Screening
<p>Through the formal consultation exercise from 01/07/2022 to 29/07/2022, the opportunity to provide comment and representation on the proposals was provided. 61 representation for all three locations were received during the consultation period and these have been considered by the Local Highway Authority. In summary, most representations welcomed the proposals, whilst the minority objected the proposal on the same basis of potential loss of parking spaces.</p> <p>All representations have been fully considered in the Cabinet Report.</p>

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	13 October 2022

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	
Directorate:	
Date of Completion:	

Name of Policy/Strategy/Service/Function Proposal

The Aims, Objectives and Expected Outcomes:

Scope of the Equality Impact Assessment

Analysis and assessment

Recommendations

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				
Disability				
Gender Reassignment				
Marriage & Civil Partnership				
Pregnancy & Maternity				
Race				
Religion / Belief				
Sex (male or female)				

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				
HR & workforce issues				
Human Rights implications if relevant				
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:	
Signed off by Head of Service/Director	
Review date	
Date published	

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Isle of Wight Council Forward Plan – January 2023 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

Cabinet 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

Cabinet 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

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Island Planning Strategy As the Draft IPS was not agreed on 5 October, Full Council is to specify its objections and to formally refer the matter back to the Cabinet.	Full Council Date 1 st added: 17 March 2022	16 Nov 2022		Internal and External Full public consultation	Open
School Funding Formula & Budget Setting 2023/24 Following the Department for Education (DfE) Dedicated Schools Grant (DSG) release in December, this report sets the local school funding formula and associated wider DSG budget for 2023/24.	Cabinet Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 st added: 7 September 2022	12 Jan 2023			Open
The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No.2 2022 and The Isle of Wight Council (Residents' Parking Places) Order No.1 2022 TRO proposal in Ryde and Binstead, as part of the District 3 TRO review.	Cabinet Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 4 October 2022	12 Jan 2023			Open
The Isle of Wight Council (Various Streets, Nettlestone and Seaview) (Traffic Regulation) Order No1 2022 TRO proposal in Nettlestone and Seaview, as part of the District 3 TRO review.	Cabinet Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 4 October 2022	12 Jan 2023			Open

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Council Tax Premiums on Second Homes and Empty Properties	Cabinet	12 Jan 2023		N/A	Open
An update for members on the Levelling Up and Regeneration Bill.	Full Council	18 Jan 2023			
	Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources Date 1 st added: 8 December 2022				
Ventnor Harbour - Award of Management Contract	Cabinet Member for Infrastructure, Highways PFI and Transport	12 Jan 2023	Leader authority to Cabinet Member RE Ventnor Harbour_Redacted		Open
Following a competitive tendering exercise and evaluation of the submissions this is to consider the award of a 5-year management contract to the preferred supplier.	Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 8 December 2022				
Pay Policy	Full Council	18 Jan 2023			Open
Updates to the annually revised pay policy for staff.	Cabinet Member for Climate Change, Environment, Heritage, Human Resources and Legal and Democratic Services Date 1 st added: 11 November 2022				

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Local Council Tax Support Scheme Every year local authorities are required to undertake a review of their scheme to ensure it still meets local needs as well as financial impacts. Any potential changes require full consultation with residents and the final decision made at Full Council for implementation on the 1 April every year for the statutory provisions to be undertaken.	Full Council Date 1 st added: 7 September 2022	18 Jan 2023			Open
Verbal Update on Draft Island Planning Strategy	Full Council Date 1 st added: 4 January 2023	18 Jan 2023			Open
Review of Political Proportionality and Appointments	Full Council Date 1 st added: 4 January 2023	18 Jan 2023			Open

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<p>To approve the terms of a new land hire agreement with IW Festival Ltd for the staging of the IW Festival at Seaclose Park.</p> <p>To approve the terms of a new land hire agreement for the staging of the IW Festival by the organiser for the period 2023 to 2028</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources Date 1st added: 4 October 2022</p>	9 Feb 2023		Local councillor	<p>Part exempt Appendix summarising appraisal of approach to concluding terms as contains comparison with other sites that must remain commercial in confidence</p>
<p>Quarterly Performance Monitoring Report Q3 2022-23</p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period October to December 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 council for the same period</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources Date 1st added: 2 November 2022</p>	9 Feb 2023			<p>Open</p>

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<p>Discretionary Rates Relief – Heat Network Rates Relief Scheme</p> <p>This is a Government led initiative for one year only to support eligible business ratepayers who provide thermal energy from a central source to customers via a network of pipes for the purpose of space heating, space cooling or domestic hot water. From 1 April 2023 Government intends for the relief to be provided via legislation and relief to be provided from that date onwards and the council to provide under discretionary relief provisions for the one-year period to assist eligible business rate payers as an incentive to reducing carbon emissions from heating.</p> <p>At the time of writing one business has been identified on the Island out of the 25 across England.</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources</p> <p>Date 1st added: 2 November 2022</p>	<p>9 Feb 2023</p>			<p>Open</p>

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<p>Approval of 'Statement of Intent' for ECO4 Flexibility Scheme</p> <p>The Energy Company Obligation (ECO4) Scheme runs from 2022-26. It allows local authorities to apply a broader range of criteria to define fuel poor and vulnerable households that can benefit from ECO4 funding for energy efficiency improvements, known as ECO Flex. To participate in ECO Flex, local authorities must publish a 'Statement of Intent' (SOI) which specifies the criteria that will be used to define eligible households. This report will consider the SOI for the Isle of Wight Council to be used throughout ECO4.</p>	<p>Deputy Leader, Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty</p> <p>Deputy Leader, Cabinet Member for Digital Transformation, Housing, Homelessness and Poverty</p> <p>Date 1st added: 2 November 2022</p>	9 Feb 2023			Open
<p>Determination of School Admission Arrangements for 2024/25</p> <p>To decide the school admission arrangements for academic year 2024/25</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills</p> <p>Date 1st added: 8 December 2022</p>	9 Feb 2023			Open
<p>Adoption of new Planning Enforcement Strategy</p> <p>A decision to adopt a new Planning Enforcement Strategy</p>	<p>Cabinet</p> <p>Cabinet Member for Planning and Enforcement</p> <p>Date 1st added: 11 November 2022</p>	9 Feb 2023			Open

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Budget and Council Tax Setting 2023-2024 and Future Years' Forecasts	Cabinet	9 Feb 2023		Separate exercise	Open
	Full Council	22 Feb 2023			
Budget and Council Tax Setting	Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources Date 1 st added: 11 November 2022				
The Isle of Wight Council (Various Streets, Ventnor) (Traffic Regulation) Order No 1 2022	Cabinet	9 Feb 2023			Open
TRO proposal in Ventnor, as part of the District 5 TRO review.	Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 20 December 2022				

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<p>2023/24 Discretionary Rate Relief Schemes</p> <p>At Autumn statement 2022 the Chancellor announced new rate relief schemes for local authorities to provide additional support to businesses from 1 April 2023. These being:</p> <ul style="list-style-type: none"> • Retail, Hospitality and Leisure (RHL) rate relief scheme • Supporting Small Business (SSB) relief scheme • Transitional Relief regulations <p>As such these new schemes will now be included in the Council's discretionary rate relief policy.</p>	<p>Full Council</p> <p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources Date 1st added: 4 January 2023</p>	<p>22 Feb 2023</p>		<p>N/A</p>	<p>Open</p>
<p>Review of the Public Health Partnership Function between Isle of Wight Council and Hampshire County Council.</p> <p>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.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care, Public Health Date 1st added: 3 November 2021</p>	<p>9 Mar 2023</p>			<p>Open</p>

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Director of Public Health Annual Report: A Golden Age – ageing well on the Isle of Wight To consider the annual report of the Director of Public Health	Cabinet Cabinet Member for Adult Social Care, Public Health Date 1 st added: 4 January 2023	9 Mar 2023			Open
Report of the Independent Remuneration Panel and Approval of the Members Allowance Scheme	Full Council Date 1 st added: 2 November 2022	22 Mar 2023			Open
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 1 st added: 6 July 2022	9 Mar 2023		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
The Isle of Wight Council (Various Streets, Wroxall) (Traffic Regulation) Order No 1 2022 TRO proposal in Wroxall, as part of the District 5 TRO review.	Cabinet Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 20 December 2022	9 Mar 2023		Public consultation conducted online, via press publication and street notices on site	Open

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<p>Carers' Strategy 2023-2028</p> <p>To adopt a new unpaid carers strategy as the previous strategies - "Working Together With Carers Strategy" 2013 to 2016 "Working Together With Carers Strategy 2017 to 2019" (Refresh) are out of date.</p> <p>The new strategy was delayed by the global Covid 19 pandemic but is now ready to be formally adopted and agreed by our island's statutory partners. The strategy focuses on the direction and areas which need to change to better support our island's unpaid carers and make a real difference to those people supporting our islands most vulnerable residents.</p>	<p>Cabinet</p> <p>Cabinet Member for Adult Social Care, Public Health</p> <p>Date 1st added: 8 December 2022</p>	<p>9 Mar 2023</p>		<p>Detailed and extensive consultation during 2021 – 2022 with our island's unpaid carers and our strategy steering group, including representation from statutory services and the Voluntary, Community and Social Enterprise (VCSE) sector.</p> <p>Island wide consultation through a survey conducted 2021, a digital workshop during 2022, six face to face workshops.</p> <p>Regular monthly meetings with the focus group, partners included Age UK, Carers IW, People Matter Isle of Wight, Carewatch Isle of Wight.</p> <p>Face to face meeting at Carers IW during 2022 which allowed for final comment and agreement by our islands unpaid carers of its contents and direction.</p>	<p>Open</p>

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Determine Academic Year Term Dates 2024/25 To seek approval on the determination of school term and holiday dates for the school year 2024-25	Cabinet Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 st added: 8 December 2022	9 Mar 2023			Open
Early Years Childcare Sufficiency Report The purpose of the report is to provide an overview of Early Years childcare sufficiency on the Isle of Wight. The LA has a statutory duty to ensure there are sufficient Early Years childcare places that are accessible to parents. This duty is presented through this report to elected council members and is made available to parents.	Cabinet Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 st added: 8 December 2022	9 Mar 2023			Open
Post 16 Transport Policy Statement 2023-24 Purpose is to seek approval of Post 16 policy statement for September 2023.	Cabinet Cabinet Member for Children's Services, Education and Lifelong Skills Date 1 st added: 4 January 2023	11 May 2023		All Secondary School, HTP Apprenticeship College, IoW College, & SENDIAS. General public if proposed changes to policy.	Open

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Draft Island Planning Strategy Cabinet to consider a motion agreed at Full Council on 16 November 2022 that returned the Draft Island Planning Strategy to Cabinet for review.	Cabinet Cabinet Member for Planning and Enforcement Date 1 st added: 8 December 2022	11 May 2023			Open
Local Cycling & Walking Infrastructure Plans (LCWIP's) To adopt the Local Cycling and Walking Infrastructure Plans to enable working with key local, regional and national stakeholders on securing resources to delivering infrastructure improvements.	Cabinet Cabinet Member for Infrastructure, Highways PFI and Transport Date 1 st added: 20 December 2022	11 May 2023	East Cowes and Whippingham Cowes, Gurnard and Northwood Brading, Bembridge & St Helens	Town & Parish Councils and other stakeholder groups included cycle forum, IW ramblers, public rights of way, local area residents. Slide presentation provided and Q&A sessions taken place.	Open
The adoption of the Newport Harbour Masterplan Supplementary Planning Document Whether to adopt the draft Newport Harbour Masterplan as a supplementary planning document	Cabinet Cabinet Member for Levelling Up, Regeneration, Business Development and Tourism Date 1 st added: 7 September 2022	8 Jun 2023			Open

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