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Agenda

Name of Meeting	CORPORATE SCRUTINY COMMITTEE
Date	TUESDAY 12 APRIL 2022
Time	5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, ISLE OF WIGHT
Committee Members	Cllrs R Quigley (Chairman), C Quirk (Vice-Chairman), R Downer, W Drew, M Lilley, K Lucioni, J Medland, J Robertson and P Spink
Co-opted Members	Cameron Palin (Non-Voting)
	Democratic Services Officer: Megan Tuckwell democratic.services@iow.gov.uk

1. **Minutes** (Pages 5 - 8)

To confirm as a true record the Minutes of the meeting held on 8 March 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 - 15 Minutes Maximum**

Members of the public are invited to make representations to the Committee regarding its workplan. 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) 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. The deadline for written questions is Thursday, 7 April 2022.



Details of this and other Council committee 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. **Progress Update** (Pages 9 - 12)

To receive an update on the progress against the outcomes arising from previous meetings, and to provide an update on any outstanding actions.

5. **Committee's Workplan:**

(a) Forward Plan (Pages 13 - 20)

To identify any items contained within the Council's forward plan which would benefit from early consideration by scrutiny, either before the Cabinet makes a decision or to monitor post-implementation, and should therefore be included in the Committee's current work programme. The forward plan can be viewed online here:

<https://iow.moderngov.co.uk/mgListPlans.aspx?RPId=145&RD=0&bcr=1>

(b) Work Programme 2022-25 (Pages 21 - 32)

To note the content of the current work programme, and to approve the scope of three items identified at the last meeting relating to Freedom of Information, Fees and Charges, and Asset Management/Property Rationalisation.

6. **Council Website**

To receive a verbal update from the Director of Corporate Services on the 'go live' aspect of the Council's new website, including what has been done, any feedback received thus far, and the next stages for Phase 3 of the project.

7. **Island Planning Strategy** (Pages 33 - 38)

To consider the Island Planning Strategy ahead of Full Council on 20 April 2022, and to consider the response by the Cabinet Member for Planning and Public Engagement to the recommendations of the Committee's draft island planning strategy task and finish group.

8. **Post-Decision Scrutiny: Cabinet - 14 January 2021 - Petition for Traffic Lights at Forest Road/Whitehouse Road** (Pages 39 - 66)

To consider progress with implementation of the decision taken by the Cabinet on 14 January 2021. A copy of the report submitted to Cabinet, together with the record of decision, is attached.

9. **Members' Question Time**

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. To guarantee a reply, a question must be submitted in writing or by electronic mail to democratic.services@iow.gov.uk no later than 5pm on Friday 8 April 2022.

CHRISTOPHER POTTER
Monitoring Officer
Monday, 4 April 2022

Interests

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

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

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

Notice of recording

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

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

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

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

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

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Minutes

Name of meeting	CORPORATE SCRUTINY COMMITTEE
Date and Time	TUESDAY 8 MARCH 2022 COMMENCING AT 5.00 PM
Venue	COUNCIL CHAMBER, COUNTY HALL, ISLE OF WIGHT
Present	Cllrs R Quigley (Chairman), D Adams, C Critchison, R Downer, W Drew, S Ellis, K Lucioni, J Robertson and P Spink
Cabinet Members	Cllrs P Fuller, C Jarman and K Love
Also Present	Cllrs S Hastings Christopher Ashman, Sharon Betts, Simon Bryant, Steve Crocker, John Metcalfe, Wendy Perera, Christopher Potter, Claire Shand, Paul Thistlewood and Megan Tuckwell
Apologies	C Palin (IWALC)

73 Minutes

RESOLVED:

THAT the minutes of the meeting held on 8 February 2022 be confirmed.

74 Declarations of Interest

No declarations were received at this stage.

75 Public Question Time - 15 Minutes Maximum

No public questions were received.

76 Progress Update

The chairman presented the report which provided an overview of the progress against outcomes and recommendations from previous meetings. Reference was made to the outstanding action relating to social value in the council's procurement and commercialisation processes. It was advised that community wealth building was underway and outputs were likely to be seen in the upcoming months. No further comments or questions were made, and the report was noted.

RESOLVED:

THAT the progress report be noted.

77 Forward Plan

The chairman explained that the Committee would take a more proactive approach to items on the Forward Plan so that any pre-decision scrutiny required can be done well in advance of any Cabinet decision being made. There would also be the ability for the Committee to undertake more post-decision scrutiny.

The committee were invited to identify any item contained within the published forward plan that would benefit from early consideration within the committee's own workplan or one of the policy and scrutiny committees. No items shown on the current Forward Plan were identified as requiring inclusion in the Committee's workplan at this stage.

Discussion took place with regards to the Island Planning Strategy due to be adopted by the Cabinet and Full Council in April 2022. Reference was made to the recommendations of the committee's Draft Island Planning Strategy Task and Finish Group, and it was requested that a full response to the recommendations be provided, to address each recommendation, whether they have been accepted or rejected (and if rejected, on what basis including details of any legal advice). The Cabinet Member for Planning and Community Engagement confirmed that responses would be provided, and the Chief Executive clarified the position in relation to access to information in accordance with the constitution.

RESOLVED:

THAT the forward plan be noted.

78 Review of the Scrutiny Year

The chairman presented the review of the scrutiny year for 2021/22 which highlighted the issues dealt with by scrutiny and demonstrated the role it played in the Council's democratic process. No comments or questions were raised at this stage and the report was noted. It was suggested that arrangements would be made for an annual scrutiny report to be provided to the Full Council.

RESOLVED:

THAT the report be noted.

79 Commercialisation Strategy

Assurance was sought that progress was being made, as per the Corporate Plan's indication that the refresh of the Commercial Strategy (and the approach towards securing investment and income generation opportunities) would be actioned by March 2022.

The Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change presented the report which provided an update on the current review of the Council's commercial strategy. The committee were presented with an outline of the approach being taken to update the strategy for scrutiny's review and comment.

Questions were raised relating to the issues with previous strategies, the net income to be achieved (and the barriers to achieving it), what skills were needed and what new areas have been identified. Discussion took place regarding the investment philosophy, returns on investment, and the approach to risk.

RESOLVED:

THAT the report be noted.

80 Members' Question Time

Cllr Warren Drew asked an oral question in relation to the accessibility of council information to those with sight disabilities. It was advised that the Council worked closely with a range of organisations to ensure that the needs of any person with a disability could access relevant information.

Cllr Richard Quigley asked an oral question in relation to whether refunds were provided for visitors parking permits bought in advance but no longer required. The Chief Executive advised that a written response would be provided.

Cllr Peter Spink asked an oral question in relation to whether the Council had received a response from the Government on the tilted balance. The Cabinet Member for Planning and Community Engagement advised that he was not aware of a response having been received.

Cllr Joe Robertson asked an oral question in relation to whether the future of Chillerton and Rookley Primary School should be looked at by the Committee, due to the delay in a decision being made. The Chairman advised that this was a matter for the Policy and Scrutiny Committee for Children's Services, Education and Skills and had been raised at its meeting the previous week.

CHAIRMAN

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CORPORATE SCRUTINY COMMITTEE - ACTIONS AND OUTCOMES 2021/22

OUTSTANDING				
Meeting Date	Agreed Action	Responsibility	Update	Complete
13 Sep 2021	<u>Workplan 2021-22</u> Social Value in the council's procurement and commercialisation processes to added to the workplan. Cllr Quigley to be the lead councillor for this item. The Corporate Plan includes a refresh of the procurement strategy which will incorporate enhancing social value, to be done by March 2022.	Cllr Quigley/ Cabinet Member	Scope of the item to be established. Outline of the revised Commercialisation Strategy was considered by the committee in March 2022.	
11 Jan 2022	<u>Workplan 2022-23</u> An item relating to Cowes Floating bridge to be included in the workplan after the outcome of the mediation was known.	Committee	To be added to the workplan at an appropriate time. Scope of the item to be established.	
COMPLETE				
Meeting Date	Agreed Action	Responsibility	Update	Complete
15 Dec 2021	<u>Digital Strategy – Council Website</u> Development of the new council website to be included within the workplan. The Committee to work with the Audit Committee to ensure full monitoring and evaluation of the project with possibly a task and finish group being established for this purpose.	Scrutiny Officer/ Committee	Item added to the workplan with updates provided at each meeting. Monitoring report requested for end of 2022.	Dec 2022
13 Sept 2021	<u>Workplan 2021-22</u> Review of the Investment Strategy 2021/22 to be allocated a lead member and a date to be identified on the workplan.	Scrutiny Officer	Considered by the committee at its meeting on 11 January 2022.	Jan 2022
12 Oct 2021	<u>Floating Bridge 6 Next Steps</u> The Committee wishes to consider the Gateway 5 Review and associated report once this has been completed.	Cabinet Member	Report considered by the committee at its meeting on 11 January 2022.	Jan 2022

CORPORATE SCRUTINY COMMITTEE - ACTIONS AND OUTCOMES 2021/22

9 Nov 2021	<p><u>IW Community Safety Partnership Annual Report 2020-21</u> Details of the strategic plan aimed at reducing reoffending be circulated to the Committee by the Community Safety Operations Manager.</p> <p>Funding arrangements for the delivery of perpetrators programme delivered by the Hampton Trust in respect of domestic abuse cases be provided to the Committee when the current review has been undertaken by the Director of Adult Social Care.</p> <p>The Policy and Scrutiny Committee for Children's Services, Education and Skills should be made aware of the local and national data on childhood vulnerability due to the Island figures being above the national figures per 1,000.</p>	<p>Community Safety</p> <p>Director of Adult Social Care</p> <p>Scrutiny Officer/ Committee</p>	<p>Information circulated to the Committee on 12 January 2022.</p> <p>Information circulated to the Committee on 13 January 2022.</p> <p>Matter referred to the Policy and Scrutiny Committee for Children's Services, Education and Skills</p>	<p>Jan 2022</p> <p>Jan 2022</p> <p>Jan 2022</p>
9 Nov 2021	<p><u>Items due to be considered by Cabinet: Review of Options to Identify Investment Proposals for Regeneration of Culver Parade Tourism Opportunity Area</u> The Policy and Scrutiny Committee for Neighbourhoods and Regeneration be requested to include the issue within its workplan to assist in the development of proposals.</p>	Scrutiny Officer/ Committee	Matter referred to the Policy and Scrutiny Committee for Neighbourhoods and Regeneration, included in the workplan but no date yet finalised due to on-going negotiations.	Jan 2022
15 Dec 2021	<p><u>Items due to be considered by Cabinet: Review of the Public Health Partnership Function between Isle of Wight Council and Hampshire County Council</u> The report be referred to the Policy and Scrutiny Committee for Health and Social Care and the Cabinet be requested to defer any decision until further consultation had taken place including an independent review of the partnership.</p>	Scrutiny Officer/ Committee	Cabinet deferred the decision to a later date to allow for further review and comment by the Policy and Scrutiny Committee prior to a decision being made.	Jan 2022
12 Oct 2021	<p><u>Commercialisation Strategy</u> The draft of refresh of the strategy would be submitted to the Committee for comment at the appropriate time by the Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change.</p>	Cabinet Member/ Assistant Chief Executive	The revised strategy is being prepared for Cabinet in March/April. Item added to the workplan for 8 March 2022.	Jan 2022

CORPORATE SCRUTINY COMMITTEE - ACTIONS AND OUTCOMES 2021/22

9 Nov 2021	<u>Public Question Time</u> Sue Izzard of the Shanklin Hotel and Accommodation Association asked a question in relation to the Cabinet report relating to the regeneration of Culver Parade. The Cabinet Members indicated that they would provide a written response.	Cabinet Members	Questioners contact details passed to the Cabinet members to respond.	Jan 2022
8 Feb 2022	<u>Workplan</u> The Chairman of the Committee to discuss with the Chairman of the Policy and Scrutiny Committee the approach to dealing with the dementia strategy due to be considered by the Cabinet on 10 March 2022.	Chairman	The proposed dementia strategy was considered by members of the Policy and Scrutiny Committee for Health and Social Care at a briefing with the interim Director of Adult Social Care on 10 February 2022.	Feb 2022
11 Jan 2022	<u>Items due to be considered by Cabinet: Development of Relocatable Homes</u> The relevant Policy and Scrutiny Committee be requested to consider establishing a task and finish group to look at innovative ways of providing social housing.	Scrutiny Officer	Referred to the Policy and Scrutiny Committee for Neighbourhoods and Regeneration to be considered in May 2022.	Feb 2022
8 Feb 2022	<u>Quarterly Performance Monitoring Report – Q3</u> The Policy and Scrutiny Committee for Children’s Services, Education and Skills be requested to look at the Government identifying the Island as an education “cold spot” as part of its levelling-up agenda.	Scrutiny Officer	Referred to the Policy and Scrutiny Committee for Children’s Services, Education and Skills to be considered when further details have been released by the Government.	Feb 2022
8 Feb 2022	<u>Forward Plan</u> Arrangements be made for the Committee to meet informally to discuss the Forward Plan and the development of its future workplan.	Scrutiny Officer	Meeting held on 22 February 2022.	Feb 2022
8 Feb 2022	<u>New Council Website</u> An item be added to the workplan for autumn 2022 to monitor the first six-months of operating the new website.	Scrutiny Officer	Added to the workplan for November 2022.	Feb 2022
8 Feb 2022	<u>Items due to be considered by Cabinet: Outcome of the Consultation on the Future of Chillerton and Rookley Primary School</u> The Cabinet Member and Director of Children’s Services to meet with Cllr Spink to discuss the matter prior to the meeting of the Cabinet on 10 February 2022.	Cllr Spink/ Cabinet Member	Discussions held. Decision by Cabinet deferred pending further research into the options.	Feb 2022

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Isle of Wight Council Forward Plan – 1 April 2022 and (where relevant) Notice of Intention to Hold Part of Meeting in Private Session

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

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

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

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

Other members of the Cabinet are:

Deputy Leader and Cabinet Member for Community Protection and Digital Transformation, Housing Provision and Housing Needs - Cllr Ian Stephens

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

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

Cabinet Member for 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 Community Engagement - Cllr Paul Fuller

Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change – Cllr Chris Jarman

Cabinet Member for Environment, Heritage and Waste Management - Cllr Jonathan Bacon

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

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
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Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Energy Bills Rebate Scheme</p> <p>The Government announced in February a package of support to help households with rising energy bills to include £150 non-repayable council tax rebate payment for all households that are liable for council tax in bands A – D in England. This rebate will not be paid for second homes or empty properties.</p> <p>In addition, further funding will be provided to local authorities as discretionary funding to support households who need support but are not eligible – such as households on low incomes such as income support in higher bands (E-H council tax bandings).</p> <p>The Revenues and Benefits teams have worked with their executive member to develop a discretionary scheme which supports Island residents, and it is this scheme which is the matter for consideration.</p>	<p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change</p> <p>Date 1st added: 11 March 2022</p>	<p>11 Apr 2022</p>		<p>N/A</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Island Planning Strategy</p> <p>For Cabinet to consider the draft Island Planning Strategy and make recommendations to Full Council</p>	<p>Cabinet</p> <p>Cabinet Member for Planning and Community Engagement Date 1st added: 2 March 2022</p>	<p>14 Apr 2022</p>			<p>Open</p>
<p>Island Planning Strategy</p> <p>To agree to publish the draft Island Planning Strategy for the regulation 19 stage period for representation and then submit the draft plan and required documentation to the Planning Inspectorate for independent examination.</p>	<p>Extraordinary Meeting of Full Council</p> <p>Extraordinary Meeting of Full Council</p> <p>Date 1st added: 17 March 2022</p>	<p>20 Apr 2022</p> <p>20 Apr 2022</p>		<p>Internal and External Full public consultation</p>	<p>Open</p>
<p>Outcome of the Consultation on the Future of Chillerton and Rookley Primary School</p> <p>To consider the outcome of the consultation and make a decision on the future of Chillerton and Rookley Primary School</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 5 January 2022</p>	<p>12 May 2022</p>		<p>Six-week consultation undertaken which included two public meetings. Consultees included the school communities, local members, MP, staff, and all other identified stakeholders.</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Post 16 Transport Policy Statement 2022</p> <p>Determine Post 16 Transport Policy Statement in line with statutory timetable.</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 2 February 2022</p>	<p>12 May 2022</p>		<p>Consult with schools and IWC</p>	<p>Open</p>
<p>Determine the pattern of School Term and Holiday Dates for 2023/24</p> <p>To set the school year to be followed by community and voluntary controlled schools in the school year 2023/24</p>	<p>Cabinet</p> <p>Cabinet Member for Children's Services, Education and Lifelong Skills Date 1st added: 4 August 2021</p>	<p>12 May 2022</p>		<p>Educational establishments and professional bodies</p>	<p>Open</p>
<p>Commercial Strategy</p> <p>To consider the review of the Commercial Strategy and agree a revised strategy.</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change Date 1st added: 2 March 2022</p>	<p>12 May 2022</p>		<p>Cabinet, Corporate Scrutiny, Corporate Management team – internal consultation</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>To Treat the Wildheart Trust (formerly Sandown Zoo) as a special purchaser for an area of council land adjacent to their site</p> <p>Whether the council is prepared to sell a piece of land to enable the Trust to develop and grow in line with its long term business plan.</p>	<p>Cabinet</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change</p> <p>Date 1st added: 31 March 2022</p>	<p>12 May 2022</p>		<p>The views of the town council and local member will be sought</p>	<p>Open</p>
<p>The Isle of Wight Council (Parking Places) Order No1 2022</p> <p>This report provides the details of recommendation for introducing new parking charges in Marsfield Road Car Park in East Cowes</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure</p> <p>Date 1st added: 2 March 2022</p>	<p>12 May 2022</p>		<p>TRO public consultation process – press publication and street notices</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</p> <p>Date 1st added: 3 November 2021</p>	<p>16 Jun 2022</p>			<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Newport Pedestrian Improvements</p> <p>To approve proposed improvements to the pedestrian environment and public realm in Newport High Street and St James' Square as part of the Heritage Action Zone programme.</p>	<p>Cabinet</p> <p>Cabinet Member for Highways PFI, Transport and Infrastructure Date 1st added: 2 February 2022</p>	<p>16 Jun 2022</p>		<p>Public and stakeholder consultation undertaken by Heritage Action Zone partnership Jan/Feb</p>	<p>Open</p>
<p>Homelessness and Rough Sleeping Strategy Delivery Plan 2022-2024</p> <p>The IOW Homelessness and Rough Sleeping Strategy 2019-2024 was approved by cabinet in November 2019. The strategy was 'operationalised' through an initial 2-year delivery plan which has now come to an end. Therefore, a new delivery plan has been created, informed through an updated analysis of housing need.</p> <p>This new delivery plan sets out the blueprint for the remainder of the strategy (2022-2025) designed to help us maintain the trajectory of travel towards our vision whereby 'Everyone on the Island has a place they can call home'</p>	<p>Cabinet</p> <p>Deputy Leader and Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs Date 1st added: 2 March 2022</p>	<p>16 Jun 2022</p>		<p>System stakeholder engagement supplemented by public consultation</p>	<p>Open</p>

Title and Summary of Proposed Decision	Decision Making Body and name of relevant Cabinet Member	Meeting Date/Proposed Publishing Date	Relevant documents submitted to decision maker to be considered*	Consultees (including town and parish councils) and Consultation Method	May report or part of report be dealt with in private? If so - why?
<p>Quarterly Performance Monitoring Report - Q4 2021-22</p> <p>To provide a summary of progress against Corporate Plan activities and measures for the period January to March 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, Corporate Resources and Transformational Change</p> <p>Date 1st added: 17 March 2022</p>	<p>16 Jun 2022</p>			<p>Open</p>

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CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

MEETING DATE	AGENDA ITEM(S)	DESCRIPTION & BACKGROUND	RESPONSIBILITY
12 Apr 2022	Island Plan	To consider the Island Plan ahead of the Full Council on 20 April 2022, and to consider the response to the recommendations of the Committee’s draft island planning strategy task and finish group.	Cabinet Member for Planning and Community Engagement
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
10 May 2022	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
14 Jun 2022	Corporate Plan key activity – Provision of Affordable Housing	To monitor the actions being taken regarding the delivery of the key activity identified in the Corporate Plan relating to the provision of affordable housing for Island residents	Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needsd
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
12 Jul 2022	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
8 Sep 2022	Corporate Complaints Annual Report 2021-22	To consider the annual complaints report to ensure that this is helping to drive service improvement through lessons learnt.	Cabinet Member for Strategic Finance, Transformational Change & Resources / Director of Corporate Services
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
11 Oct 2022	Corporate Plan key activity – Responding to	To monitor the actions being taken regarding the delivery of the key activity identified in the Corporate Plan relating to responding to climate change and enhancing the biosphere.	Cabinet Member for Environment, Heritage and Waste Management

CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

	Climate Change and Enhancing the Biosphere		
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
8 Nov 2022	IW Community Safety Partnership Annual Report 2021-22	To consider the annual report of the partnership in accordance with the Committee's statutory function to review or scrutinise decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions.	Director of Neighbourhoods / Deputy Leader and Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs
	Council Website	To consider the roll-out of the Council's new website as agreed by the Committee on 8 February 2022.	Director of Corporate Services / Cabinet Member for Strategic Finance, Transformational Change and Resources
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
10 Jan 2023	Draft budget proposals 2023- 24	To comment on outline budget proposals.	Leader / Cabinet Member for Strategic Finance, Transformational Change and Resources / Section 151 Officer
	Corporate Plan key activity – Economic Recovery	To monitor the actions being taken with regard to the delivery of the key activity identified in the Corporate Plan relating to economic recovery	Cabinet Member for Regeneration, Business Development and Tourism
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
7 Feb 2023	Budget proposals for 2023-24	To comment on draft budget proposals	Leader / Cabinet Member for Strategic Finance, Transformational Change and Resources / Section 151 Officer

CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
7 Mar 2023	Scrutiny Annual Report	To review the work of Scrutiny and make recommendations for improvements where appropriate.	Chairman of the Corporate Scrutiny Committee / Statutory Scrutiny Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
9 May 2023	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jun 2023	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jul 2023	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Sep 2023	Corporate Complaints Annual Report 2022-23	To consider the annual complaints report to ensure that this is helping to drive service improvement through lessons learnt.	Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change / Director of Corporate Services
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Oct 2023	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee

CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

Nov 2023	IW Community Safety Partnership Annual Report 2022-23	To consider the annual report of the partnership in accordance with the Committee’s statutory function to review or scrutinise decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions.	Deputy Leader and Cabinet Member for Community Protection, Digital Transformation, Housing Provision and Housing Needs/ Director of Neighbourhoods
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jan 2024	Draft budget proposals 2024- 25	To comment on outline budget proposals.	Leader / Cabinet Member / Section 151 Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Feb 2024	Budget proposals for 2024-25	To comment on draft budget proposals	Leader / Cabinet Member / Section 151 Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Mar 2024	Scrutiny Annual Report	To review the work of Scrutiny and make recommendations for improvements where appropriate.	Chairman of the Corporate Scrutiny Committee / Statutory Scrutiny Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
May 2024	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jun 2024	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan		

CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

		To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jul 2024	<i>SCRUTINY TOPIC</i>	<i>TO BE CONFIRMED.</i>	
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Sep 2024	Corporate Complaints Annual Report 2023-24	To consider the annual complaints report to ensure that this is helping to drive service improvement through lessons learnt.	Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change / Director of Corporate Services
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
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	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Jan 2025	Draft budget proposals 2025- 26	To comment on outline budget proposals.	Leader / Cabinet Member / Section 151 Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee

CORPORATE SCRUTINY COMMITTEE – WORK PROGRAMME 2022-2025

Feb 2025	Budget proposals for 2025-26	To comment on draft budget proposals	Leader / Cabinet Member / Section 151 Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee
Mar 2025	Scrutiny Annual Report	To review the work of Scrutiny and make recommendations for improvements where appropriate.	Chairman of the Corporate Scrutiny Committee / Statutory Scrutiny Officer
	Forward Plan	To identify any item due to be considered at a future meeting of cabinet that would benefit from pre-decision or post decision scrutiny.	Committee

The Committee had an informal work planning session on Tuesday, 22 February 2022 at which the chairman, vice chairman, Cllrs Downer, Robertson, Spink and Palin were present. The approach to ensuring that scrutiny leads to positive evidence-based and value-added outcomes was a key element in looking at changes to processes. The following issues were identified as potential future workplan agenda items and would be more fully scoped to provide the necessary detail dealing with links to the Corporate Plan, performance management the policy and budget framework ;-

- Partnerships
- Consultation/public engagement
- Freedom of Information requests
- Fees and charges
- Delivery of spend to save projects
- Asset management/property rationalisation
- Policy framework process
- Recruitment and retention of staff

SCRUTINY WORK PROGRAMME - SCOPING DOCUMENT Appendix 1

TOPIC	Freedom of Information Requests
KEY LINES OF ENQUIRY	<ul style="list-style-type: none"> • To look in detail at issues highlighted in an Internal Audit report to the Audit Committee on 23 November 2020 dealing with FOI requests. • Are individuals seeking information that is readily available online? • How FOI requests are handled. • Analysis of the number of requests received. • The Council's overall performance in meeting the requirements of the Information Commissioner's Office to respond to Freedom of Information requests. • The strategic approach to managing information and making information readily available as part of the Council's Publication Scheme
EXPECTED BENEFITS/ OUTCOMES	<ul style="list-style-type: none"> • To ensure that the statutory requirements placed on the Council are being complied with. • That the internal process for dealing with FOI requests is effective, consistent across the Council and accords with best practice. • The FOI/Publication Scheme part of the Council website should be regularly reviewed and updated in response to feedback from the public. This would ensure that appropriate information is published in accordance with the model publication scheme and kept up to date
APPROACH	To be the subject of an agenda item at a formal meeting.
WITNESSES	<p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Services</p> <p>Director of Resources</p>
LINKS TO CORPORATE PLAN	<p>Community Protection, Digital Transformation, Housing Provision and Housing Needs</p> <ul style="list-style-type: none"> • Create a new accessible council website. Phase 1 of a new website including services for planning; fostering; registrars; coastal management; parking; adult community learning and adult social care to be operable by 31 March 2022. Phase 2, for all other services to be operable by March 2023 <p>Leader and Cabinet Member for Strategic Partnerships & Covid Recovery</p> <ul style="list-style-type: none"> • We will challenge the 'confidentiality culture' that inhibits the provision of information to our communities by the following actions :- <ul style="list-style-type: none"> ❖ All background papers to decisions will be routinely published ❖ Develop and maintain a document library based on the issues of real interest to the community

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SCRUTINY WORK PROGRAMME - SCOPING DOCUMENT

TOPIC	Fees and Charges
KEY LINES OF ENQUIRY	<ul style="list-style-type: none"> • Does the council have a current Fees and Charges Policy? • Are fees and charges reviewed separately outside the annual budget setting process? • To identify service areas where through reviewing fees and charges a fair balance could be struck between cost of service provision and income for the Council. • To ensure where possible that the Council is charging appropriately to ensure that all costs are covered and fees are in line with market conditions and related Council policies. • With the increasing pressures on local government finances, changes in payment technologies and public expectations, to ascertain the ability to redevelop and update the Council's policies to reflect changes in customer service requirements and the financial operating climate.
EXPECTED BENEFITS/ OUTCOMES	<p>To establish whether the key principles of charging within the Council should include :</p> <ul style="list-style-type: none"> • full cost recovery as a minimum is the default • the rationale for any subsidised service should be understood and should be regularly reviewed • no presumption towards uniformity in charges. Where appropriate charging different prices at different times/different locations should be considered. • Opportunities for premium levels of service should be identified and attract increased charges where appropriate • The possibility of fees and charges being taken in advance of service delivery where appropriate For recurring charges, direct debit should be the preferred solution • clear reasons for discounts and these should be regularly reviewed • Full cost recovery should include an overhead recovery rate for central costs where a different rate has not otherwise been agreed • The level of fees and charges should be reviewed annually with the normal default being that annual inflation is added
APPROACH	To be the subject of an agenda item at a formal meeting.
WITNESSES/ EVIDENCE REQUIRED	<p>Cabinet Member for Strategic Finance, Transformational Change and Corporate Resources</p> <p>Director of Resources</p>
LINKS TO CORPORATE PLAN	<p>Strategic Finance, Transformational Change and Corporate Resources</p> <ul style="list-style-type: none"> • We will use a range of indicators to measure how we are making progress such as the percentage forecast revenue income (fees and charges) compared to budget (quarterly measure)

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SCRUTINY WORK PROGRAMME - SCOPING DOCUMENT Appendix 3

TOPIC	Asset Management/Property Rationalisation
KEY LINES OF ENQUIRY	<p>Is there a current asset management strategy that sets out :-</p> <ul style="list-style-type: none"> ❖ Clear lines of monitoring arrangements for rolling programme of repairs and regular reporting of backlog of maintenance ❖ a clear approach and methodology to determine best use of the assets both in the short, medium and longer term ❖ Rationalisation of the property estate, reduce costs and identify assets that are suitable for disposal or redevelopment
EXPECTED BENEFITS/ OUTCOMES	<ul style="list-style-type: none"> • Efficient and imaginative management of property • Repairs and maintenance budgets assessing long term needs and prioritisation to ensure all assets are fit for purpose and able to meet the needs of its service users • The effective use of assets so to help the Council to meet its social and financial challenges through asset disposals, generation of capital receipts, savings in costs through the reduction, rationalisation and improved efficiency of asset and the generation of value through income generation. • To build on the principles of 'One Public Estate' programme and work in collaboration with other public sector partners to utilise assets
APPROACH	To be the subject of an agenda item at a formal meeting.
WITNESSES	<p>Leader and Cabinet Member for Strategic Partnerships</p> <p>Cabinet Member for Strategic Finance, Corporate Resources and Transformational Change</p> <p>Cabinet Member for Environment, Heritage and Waste Management</p> <p>Director of Regeneration</p>
LINKS TO CORPORATE PLAN	<p>Strategic Partnerships & Covid Recovery</p> <ul style="list-style-type: none"> • Ensure all council assets are managed in the most effective way to meet island and/or local need. • We will aim to transfer some of our agreed and listed assets to town and parish councils where they can demonstrate the positive impact this will have in their communities. • We will review all of these assets and work with local town, parish and community councils to find better ways for these assets to work positively for the community. • We will preserve and conserve our rich historic and cultural heritage and develop these assets in partnership with our communities and stakeholders.

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Committee report

Committee	CORPORATE SCRUTINY COMMITTEE
Date	12 APRIL 2022
Title	RESPONSE TO THE RECOMMENDATIONS OF THE DRAFT ISLAND PLANNING STRATEGY TASK AND FINISH GROUP
Report of	CABINET MEMBER FOR PLANNING AND COMMUNITY ENGAGEMENT

SUMMARY

1. The Corporate Scrutiny Committee at its meeting on 15 December 2021 considered the report of its task and finish group looking at the draft Island Planning Strategy.
2. The scope of the task and finish group was:
 - o To provide an assurance that the content of the draft Island Planning Strategy is based upon current evidenced data and takes into account views made during the previous consultation exercise;
 - o The assumptions made in terms of delivery within the draft strategy are realistic in meeting the evidenced needs of the island's community; and
 - o There are satisfactory arrangements in place for the consideration of any comments made during the consultation period and that reasons will be provided for the inclusion or exclusion of these.
3. A number of recommendations were made by the task and finish group and supported by the Committee. This report provides the formal response to these.

RECOMMENDATIONS OF THE DRAFT ISLAND PLANNING STRATEGY TASK AND FINISH GROUP, AND RESPONSES

4. **Recommendation 1**
We find that a very extensive process was/is in place for recording the responses to the 2019 and 2021 Consultations. We also find that the responses were considered and reasons provided for the inclusion/exclusion of these in the Draft Island Planning Strategy (DIPS) and that measures are in place for this to be repeated.
5. **Response**
Noted.

6. **Recommendation 2**

We find that the summary of the DIPS prepared for the Consultation ending on the 1 October 2020 did not represent a clear and balanced precis of the contents of the DIPS and was not sufficiently informative. The summary fails to inform the reader that of the 75 sites removed from the DIPS, 51 are expected to return, or that the figure of 486 new homes per annum is a minimum figure. We are of the opinion, therefore, that the weight that can be attached to the responses is substantially reduced.

7. **Response**

The consultation exceeded the minimum requirements set out in the relevant planning legislation and was a wholly valid exercise. All information and background evidence was available to view to the public throughout the consultation period of 9 weeks. The summary document was prepared to provide an overview of the draft IPS, not replace it, and covered all sections of the plan rather than focusing on just housing / growth. Comments were not sought on the summary document, but the draft IPS itself and associated background evidence.

8. **Recommendation 3**

A case of exceptional circumstances, paragraph 61 NPPF, should not be ruled out as an alternative future course of the DIPS.

9. **Response**

The draft IPS has, and will continue to, present the unique situation faced by the island as a justifiable and robust reason to plan for a lower housing requirement within the IPS (currently 486dpa) from that which the government's standard methodology expects us to plan for (currently 668dpa). Following ongoing discussion with our planning QC, advice is that no evidence was provided during the recent public consultation that would represent 'exceptional circumstances' capable of withstanding scrutiny at public examination.

10. **Recommendation 4**

Consultees opposition to the 2 Garden Villages have been taken into account and removed from the DIPS.

11. **Response**

Noted.

12. **Recommendation 5**

The minimum number of houses to be built should be reduced to 300 or less, which is deliverable and aspirational within the meaning of the NPPF.

13. **Response**

The housing figure within the plan has to be evidence based – for example in 2020/21 445 units were completed. A figure at '300 or less' would be below the average of the last 10 years so would not stand up to scrutiny at examination. With plan periods set at a minimum of 15 years, if we use delivery evidence of any less of a period than that, again, the council would be open to significant risk and exposure at examination of not being realistic given the time periods at play. Advice from our QC is that the method chosen to calculate the housing requirement in the draft IPS is coherent, captures all economic cycles, doesn't introduce any overt weighting that would be open to criticism and generates a stretching requirement over plan periods that is challenging but realistic in the face of the evidence provided.

14. **Recommendation 6**
Further research into imposing conditions that prevent new developments being rented/sold to second homers and inward retirees; 'local connection condition' should be imposed re the affordable element of all private developments and social housing and strictly enforced. The definition of 'local connection' should be specified in the glossary of the DIPS and should include key workers moving to the Island for employment.
15. **Response**
Draft IPS Evidence Paper - Second Homes ([2981-8-Draft-IPS-evidence-paper-Second-Homes.pdf \(iow.gov.uk\)](#)) addresses a number of these issues, including analysis of other localised areas where such restrictions have been put in place and some of the unintended consequences on affordability of existing stock. This topic will be continually reviewed as the IPS progresses to the next stage.
16. **Recommendation 7**
Affordable housing must be affordable by Islanders on or below the average Island income.
17. **Response**
Noted and agreed – the IPS is looking at resetting the definition of 'affordable housing' for island purposes.
18. **Recommendation 8**
Rural and First Home Exception Sites (H7) should be amended to ensure that they are small sites that reflect a 'local need'.
19. **Response**
Rural & First Homes Exception sites are defined in the NPPF and the IPS policy will align with national policy in this regard.
20. **Recommendation 9**
H4 Infill Opportunities outside settlement boundaries should be amended to reflect a local need.
21. **Response**
This policy facilitates the small-scale (1-3 units), proportional development of new homes in certain 'infill' locations that are likely to represent a key part of our 'windfall allowance' as set out within the housing requirement of the IPS. Given the island wide need for housing, placing a local need restriction on such small scale infills would likely have an adverse impact on viability and therefore delivery, further hampering our ability to demonstrate a 5 year housing land supply or achieve Housing Delivery Test scores above 75%.
22. **Recommendation 10**
The DIPS should contain greater reference to the Island's Designation as a UNESCO Biosphere, and in particular the relationship between the DIPS and the biosphere. The Council should apply for UK Biospheres to be added to the designated sites protected by the NPPF.
23. **Response**
Noted and agreed as a key priority for the next version of the IPS – additional new Biosphere policy being drafted.

24. **Recommendation 11**
The DIPS should place greater emphasis on ensuring that infrastructure (particularly the public sewage system) is in place before development commences/is occupied.
25. **Response**
Noted and ongoing discussions with Southern Water, and other infrastructure providers, will continue to inform the next version of the IPS – additional new Infrastructure policy being drafted.
26. **Recommendation 12**
Southern Water should be consulted on all major developments (i.e. 10 or more units) and a requirement to that effect should be included in the DIPS.
27. **Response**
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
28. **Recommendation 13**
Consideration should be given to reducing the reliance in Section 4 Environment on mitigation/compensation and higher priority given to avoidance.
29. **Response**
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
30. **Recommendation 14**
NPPF paragraph 180 a) should be added to EV2: Ecological Assets and Opportunities for Enhancement.
31. **Response**
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
32. **Recommendation 15**
Subparagraphs b) and c) of EV3 should be deleted.
33. **Response**
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
34. **Recommendation 16**
EV4: Water Quality Impact on Solent European Sites (Nitrates). The provision whereby new developments that connect to the Sandown Waste-Water Treatment Plant do not have to demonstrate Nitrate Neutrality should be given further consideration.

35. Response
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
36. **Recommendation 17**
EV11 AONB should be amended to include paragraph 177 NPPF.
37. Response
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
38. **Recommendation 18**
Consideration to be given to extending the area of the Dark Skies Park: EV11
39. Response
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.
40. **Recommendation 19**
EV14 Managing Flood Risk in New Development should be amended to include para 161 b) NPPF.
41. Response
It is considered that this recommendation falls outside the scope of the T&FG work and instead represents policy and paragraph specific comments on the DIPS by the relevant author(s). Officers have therefore included these comments as part of the Regulation 18 consultation and subsequent ongoing work on the IPS.

BACKGROUND PAPERS

42. Agenda and minutes of the Corporate Scrutiny Committee held on 15 December 2021: <https://iow.moderngov.co.uk/ieListMeetings.aspx?CIId=171&Year=0>

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CHRISTOPHER ASHMAN
Director of Regeneration

CLLR PAUL FULLER
*Cabinet Member for Planning
and Community Engagement*

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Committee report

Committee	CABINET
Date	14 JANUARY 2021
Title	PETITION FOR TRAFFIC LIGHTS AT FOREST ROAD / WHITEHOUSE ROAD
Report of	CABINET MEMBER FOR INFRASTRUCTURE AND TRANSPORT

EXECUTIVE SUMMARY

1. Following a fatal traffic collision in April 2019 at the junction of Forest Road (A3054) and Whitehouse Road, Newport, a petition was received by the council to 'prevent further accidents on Forest Road'. The petition, which generated 6,946 signatures, requested the installation of a traffic lights at the junction.
2. This report reviews the petition request and informs the general circumstances of the collision and the potential improvement options to the junction following a full technical assessment.

BACKGROUND

3. On 14 April 2019 a three-vehicle collision sadly resulted in the death of a passenger and three others sustained serious injuries.
4. Vehicle 1 (car) a mini, failed to give way at the junction on Whitehouse Road and collided with the near-side of Vehicle 2 (bus) on Forest Road, the bus swerved to avoid the impact, however the two vehicles still collided, and the bus crossed into the opposing carriageway where a head on collision with Vehicle 3 (Fiat) occurred.
5. It should be noted that the subsequent police investigation did not apportion any blame to the junction layout, the driver of Vehicle 1 was prosecuted after admitting to causing the collision and was subsequently convicted.
6. The junction under consideration is the A3054 Forest Road and Whitehouse Road, Newport. The junction is a standard rural crossroads with the main road running approximately east/west and the side roads north/south. All the roads in question are subject to the national speed limit. A map of the junction can be found at Appendix 1. A detailed technical investigation has been carried out by Island Roads and a report is provided in Appendix 2.
7. The A3054 is the main strategic route from Newport to the West Wight and carries in the region of 10,000 vehicles per day. It is on a regular local bus route and carries

most of the large goods vehicles that travel between Newport and the West Wight. Advance direction signs are provided on approach to the junction on the main road.

8. The two side roads are minor rural local access roads. Whitehouse Road provides a link towards Porchfield, Gurnard and Cowes and carries approximately 2,000 vehicles per day. A timber frame manufacturing facility on Colemans Lane means that a reasonable number of large vehicles use this junction. Betty Haunt Lane, a local access road, is subject to a 6ft 6ins width restriction and is the junction arm with the lowest volume of traffic, with approximately 1,000 vehicles per day using the road.
9. Including this incident, there have been seven recorded injury collisions at this junction in the last five years, one fatal, three serious and three slights. The ten-year average for collisions at this junction is 1.28 collisions per year. Over the most recent five years the rate is slightly higher at 1.4 per year.
10. Six of the seven collisions involved vehicles exiting Whitehouse Road on to Forest Road. One involved a vehicle turning right across the path of a vehicle travelling east on Forest Road. Six of the seven of collisions occurred on dry roads in fine weather conditions and in daylight. Two of the collisions were recorded as a failure to give way and two collisions were recorded as starting/moving off.
11. The time of day and time of year when most of the collisions have occurred indicate that the position of the sun may have influenced the driver's interpretation of the junction. Between 11am and 3pm in March, April and May, the sun will be almost directly opposite drivers exiting Whitehouse Road. The sun's altitude increases from 16 degrees from the horizon in January to 60 degrees at the end of May.
12. All approaches to the junction are subject to the national speed limit and historic data indicates average vehicle speeds on approach are below the posted speed. During the time this report was written, it was not possible to undertake meaningful surveys as the Covid-19 pandemic has resulted in traffic flows that are not representative of the normal situation. The average speeds recorded approaching the junction on Whitehouse Road and Betty Haunt Lane are below 40 mph.

STRATEGIC CONTEXT

13. Any improvement to road safety will positively impact on the corporate objective of protecting our community by ensuring an effective, resilient and safe public highway.

SERVICE/DECISION SPECIFIC PARAGRAPH

14. The Highways Contract with Island Roads Services Limited requires the delivery of highway services to maintain all the assets. Any additions or amendments to the highway network require additional payments from the Isle of Wight Council for design and implementation and funding to cover future maintenance of the additions/amendments.
15. The service provider uses a qualified highway engineer to assess and prioritise each potential amendment. Each recommendation is prioritised in terms of safety and recorded on the Highways Safety and Improvement Register.
16. The junction of Forest Road (A3054) and Whitehouse Road, Newport, is currently prioritised in the top ten potential safety schemes on the Highways Safety and Improvement Register.

CONSULTATION

17. No consultation was required for this report. Consultation will be considered once the approved option has been designed and will also take place for any potential speed limit changes.

FINANCIAL / BUDGET IMPLICATIONS

18. Safety improvements to the highway are not funded through the Highways PFI contract and therefore any works associated the junction improvement will need to be funded from the Isle of Wight highways capital budget or through grant funding.
19. The 2021 capital bid submission provides funding for the realignment of the hedge as recommended in this report.

CARBON EMISSIONS

20. The recommendation will have no impact on the council's Carbon Management Plan (CMP) since emissions from general traffic are not included in the scope of the CMP. In relation to Island-wide carbon emissions, total distance travelled by vehicles and the associated carbon emissions are not expected to change. It is recognised that any increase in stationary traffic at the junction may have an impact on carbon emissions; however, the volume of stationary traffic has not been modelled and this impact cannot therefore be quantified.

LEGAL IMPLICATIONS

21. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives—
 - a. Securing the expeditious movement of traffic on the authority's road network.
 - b. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
22. Section 22 of the Traffic Management Act 2004 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities.

EQUALITY AND DIVERSITY

23. 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.
24. No equality and diversity implications are associated with the recommendations in this report.

PROPERTY IMPLICATIONS

25. The property implications will not be known until detailed scheme options have been selected and fully designed.

RISK MANAGEMENT

26. There is a public perception risk of not acting on the intent of the petition due to the risks associated with the requested traffic lights scheme. However, the recommendation of the report is based on the technical advice provided by Island Roads and based on standard methodologies.
27. There is a risk that additional collisions will occur in this location if no action is taken, Short term improvements are recommended together with further junction enhancements through the Highways Safety and Improvement Register process and the constant monitoring of the location

OPTIONS CONSIDERED AND EVALUATED

28. **Option 1 – Make improvements to the junction and undertake a speed review.**

The junction of Forest Road and Whitehouse Road is currently in the top ten of priority highways safety schemes. This location is regularly monitored, and should any further changes occur these will be further reflected in the priority rating within the register.

29. An annual programme of safety improvements is developed which is based on the top safety priorities identified recorded on the register. Each scheme is designed, modelled and costed before implementation to ensure any changes to the highways network are compliant with best practice, financially viable and generate the most effective safety improvements.
30. In the short term, it is recommended that a scheme is fully designed and costed to realign the hedge to improve visibility splays when entering Forest Road from Whitehouse Road, which will be delivered as part of the 2021 capital works programme.
31. Further to this an Island-wide strategic speed review is currently being progressed, and this site will be specifically included to examine the viability of reducing the speed on Forest Road at this location. It should be noted that any reductions in the speed limit at this junction would have an impact on the effectiveness and viability of the other proposed improvement options.
32. Although not directly comparable the Fighting Cocks Cross Junction in Arreton had a higher collision rate than the Forest Road / Whitehouse Road junction. A safety scheme was devised without the installation of traffic lights that brought the collision rate down from 3.2 per year to a ten-year average of 0.2 per year.
33. It is recommended that in addition to the short-term measures, and following the strategic speed review, other potential schemes for this junction are considered in order of prioritisation. These measures could include, but not exclusively: a staggered junction, a protected right turn, Stop Junctions, a review of signing and lining, or a simpler solution of high friction surfacing.

34. **Option 2 – Installation of Traffic signals**

The installation of traffic lights, as requested in the petition, would need to be fully designed in accordance with the Traffic Signs Regulations and General Directions. Detailed modelling would need to be undertaken to assess the implications of installation and operation.

35. This modelling includes expected queue lengths to ensure that it does not increase the risk of rear end shunts as vehicles exit the bend to the west of the junction.

36. The Highways Safety Inspector has determined that installation of traffic signals may not reduce the risk of conflict at the junction and could increase the number of collisions due to rear end shunts. There is 325 metres between junction and bend and during peak periods with the installation of traffic lights the risk of rear end shunts would increase. The transit of the sun may reduce the drivers view of the traffic signals on clear days during certain times of the year. Failure to recognise the signals at these times may also result in junction overshoots.

37. An installation of signals at this junction is expected to cost in the region of £400,000 to £600,000 not including ongoing maintenance costs. In addition to ensure the junction was safe and efficient, dedicated right hand turn lanes may be required, increasing the cost due to the requirement of purchasing private land to widen a rural road.

38. The request for a signalised junction has been discounted due to the likely increase in the number of collisions, the rural nature of the junction and other factors present in this location. Traffic lights are not recommended as a suitable solution to highway safety at this junction without a full review of all other potential options.

39. **Option 3 – Take no further action**

Taking no further action is not recommended at this junction due to the seriousness of the recent incident and the potential for further collisions occurring at this location.

RECOMMENDATION

40. Cabinet is recommended to approve **Option 1** above:

41. Realign the hedge to improve visibility when entering Forest Road from Whitehouse Road which as part of the 2021 capital works programme.

42. Reevaluate any future works to the junction following the completion of the Island-wide Speed Review, and as part of the network's safety and management programme.

APPENDICES ATTACHED

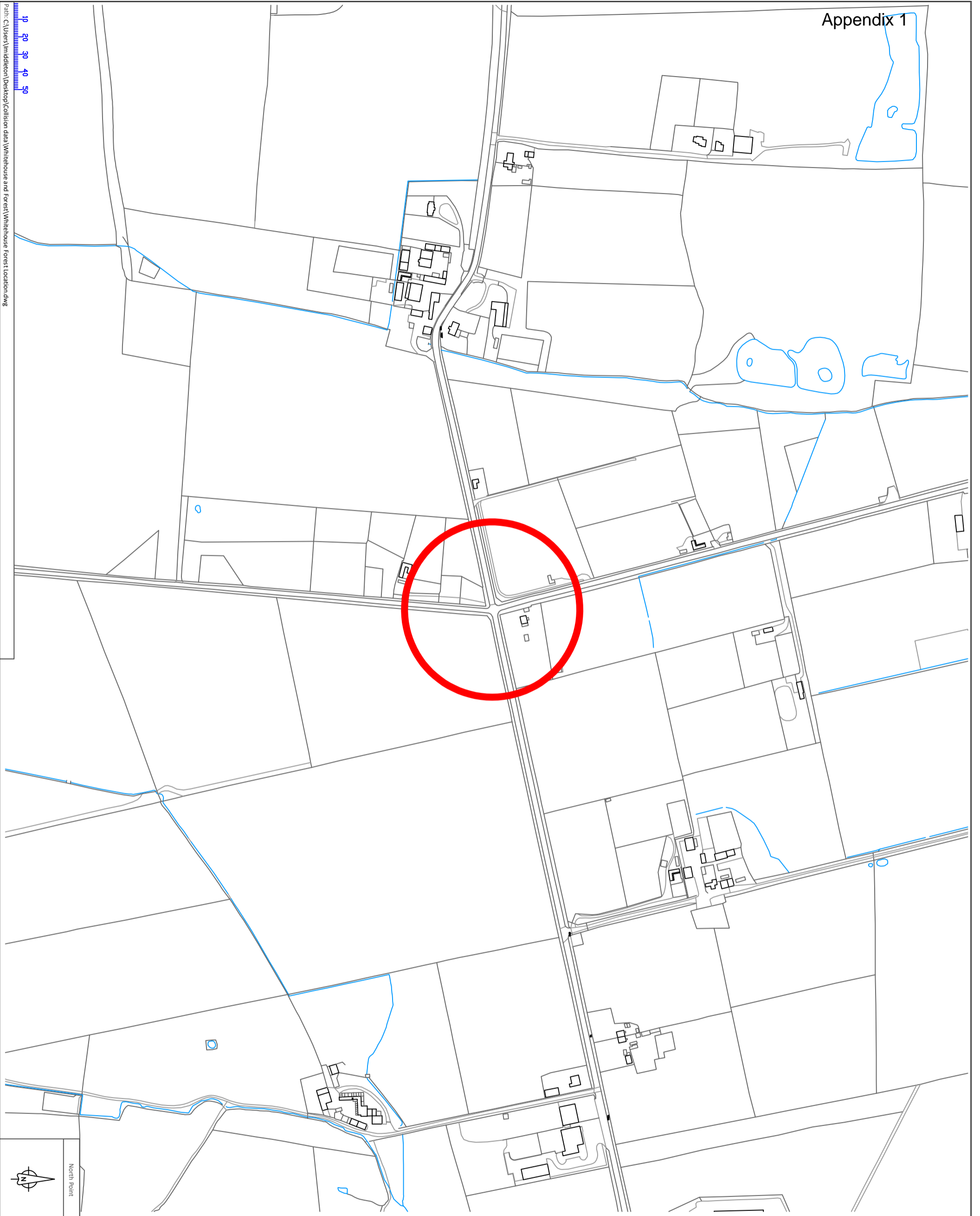
Appendix 1: A map showing the junction.

Appendix 2: Island Roads technical investigation report

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COLIN ROWLAND
Director of Neighbourhoods

COUNCILLOR IAN WARD
Cabinet Member for Infrastructure and Transport



Notes

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Rev.	Description	Initials	Date



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Paul Herbert
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Classification UNMARKED

Presentation

Project

Collision Searches

Whitehouse Road/Forest Road

Drawing Title	
Drawn	Ian Middleton
Checked	
Approved	
Scale	NTS
Contract Sheet No.	Sheet x of x
Drawing Number	



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Whitehouse Road/Forest Road junction

AIP Report

November 2020

Contents

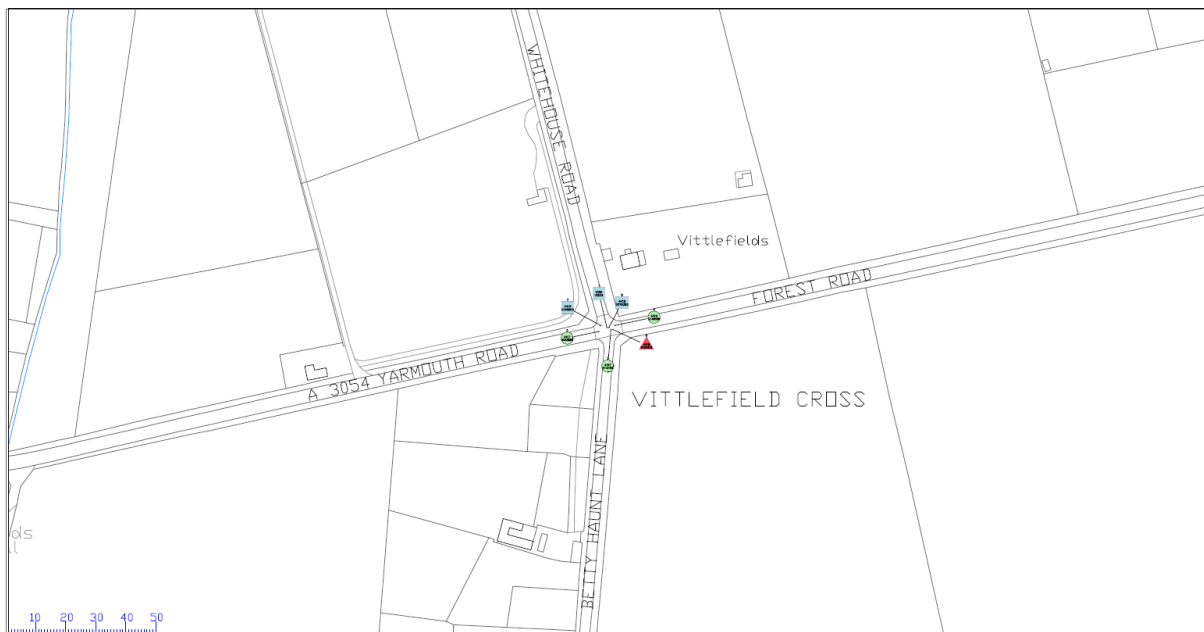
1. Introduction
2. Collision Investigation
3. Summary
4. Improvement Options
5. Expected Collision Savings and Economic Evaluation
6. Recommendation

1 Introduction

1.1 Location

The junction under consideration is that of the A3054 Forest Road and Whitehouse Road, Newport. The junction is a standard rural crossroads with the main road running approximately east/west and the side roads north/south. All roads are subject to the national speed limit.

The A3054 is the main strategic route from Newport to the West Wight and carries in the region of 10,000 vehicles per day. It is on a regular local bus route and also carries most of the large goods vehicles that travel between Newport and the West Wight.



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The two side roads are minor rural local access roads. Whitehouse Road provides a link towards Porchfield, Gurnard and Cowes and carries approximately 2,000 vehicles per day. A timber frame manufacturing facility on Colemans Lane means that a reasonable number of large vehicles use this junction.

Betty Haunt Lane is subject to a 6ft 6 width restriction and is the arm with the lowest volume of traffic, with approximately 1,000 vehicles per day using the road.

Advance Direction Signs are provided on approach to the junction on the main road. These are located approximately 90m from the junction on the eastern side and 65m from the junction on the western side.



Image 1 – Advance Direction Sign to east of junction

On each of the minor road approaches to the junction, advanced give way signs are provided. At the junction, upright signs and road markings are in place.



Image 2 – Advance give way sign and slow marking on Whitehouse Road approach



Image 3 – Whitehouse Road, approximately 40m from give way line

1.2 Site Comments

Both Betty Haunt Lane and Whitehouse Road have been resurfaced in recent years (Betty Haunt Lane – July 2015, Whitehouse Road – March 2014) and are in good condition. Forest Road, to the west of the junction was resurfaced in Autumn 2019.

Forest Road, to the east of the junction is in fair-good condition and has a WCCI score of 15.32 based on 2019/20 survey data.

Road markings are generally in good condition, with only minor wear on some of the high stress areas.

The vegetation at the junction is generally well maintained but its location does impact on visibility when approaching the A3054 from the side roads. This is discussed in more detail below.

There is evidence of vehicle overrun on both sides of Whitehouse Road.



Image 4 – Whitehouse Road – verge overrun on eastern side of road

The approach on each arm is generally straight and level. There is a slight rise in the road to the west of the junction that impacts on the maximum visibility that is available.



Image 5 – looking east approximately 160m west of junction

Junction count data is not available at this time, but vulnerable road users are expected to make up a very small proportion of the movements at this junction. Cyclists are likely to be the main vulnerable road user group, followed by equestrians and pedestrians using nearby bus stops.

The Design Manual for Roads and Bridges sets out the visibility requirements for new and upgraded rural junctions. Ideally, the x distance should be 9m from the nearside edge of the running carriageway on the major road. At this x distance, drivers on each of the side roads are unable to see the recommended y (see table 1) distance on the major road. The standard does allow relaxations for the x distance to 4.5m in difficult circumstances and 2.4m in exceptionally difficult circumstances.

The 'x' distance, from which full 'y' distance visibility is provided, should not be more than 9m, as this induces high minor road approach speeds into the junction, and would require excessive land take.

Design Speed of Major Road (kph)	'y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Table 1 – 'y' distance for priority junctions taken from Design Manual for Roads and Bridges

Ideally, on each side road approach, a y distance of 160m should be available from a point 9m back from the give way line. This is not currently available. Visibility to the right when approaching the junction is restricted by third party vegetation. However, when a vehicle is waiting at the give way line, visibility is good. The visibility could be improved slightly by realigning the private hedge.

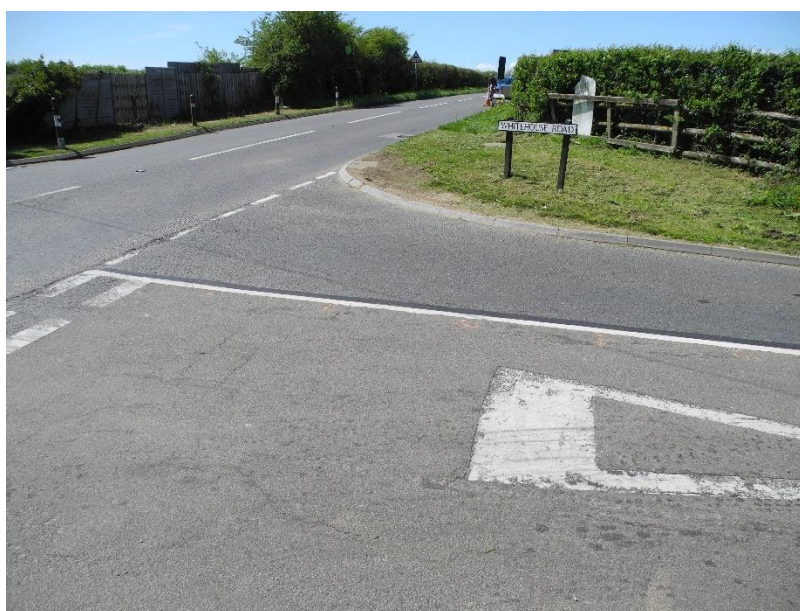


Image 5 – visibility to west from Whitehouse Road

2 Collision Investigation

There have been 7 recorded injury collisions at this junction in the last five years, 1 fatal, 3 serious and 3 slight.

The ten year average for collisions at this junction is 1.28 collisions per year. Over the most recent five years the rate is slightly higher at 1.4 per year. The long-term severity rate is 27% KSI but the rate over the most recent five years has been substantially higher at 57%.

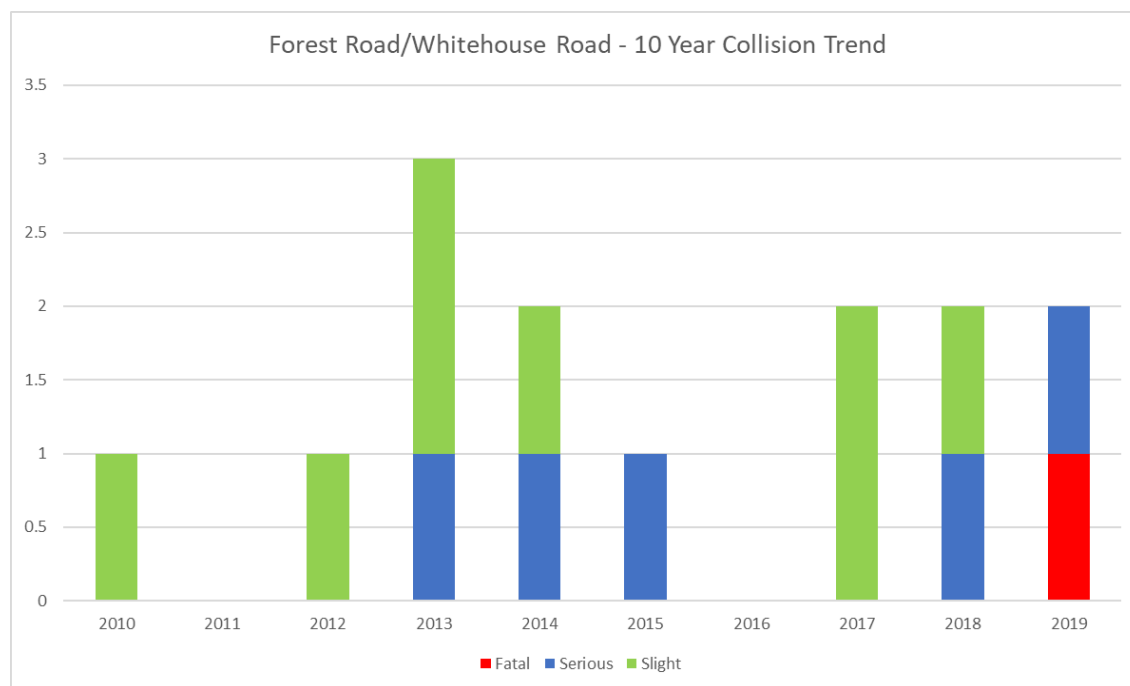


Chart 1 – 10 Year Collision Trend

Six of the seven collisions involved vehicles exiting Whitehouse Road on to Forest Road. One involved a vehicle turning right across the path of a vehicle travelling east on Forest Road.

86% of collisions occurred on dry roads in fine weather conditions. 86% of collisions occurred in daylight. 87% of vehicles involved were cars. Other vehicles involved were PTW (1) and PSV (1)

Two of the collisions were recorded as a failure to give way. Two collisions were recorded as starting/moving off.

34% of drivers involved were over 60 and 3 of the 7 collisions have the older driver as being at fault for the collision. Two turning out of Whitehouse Road and one tuning into it.

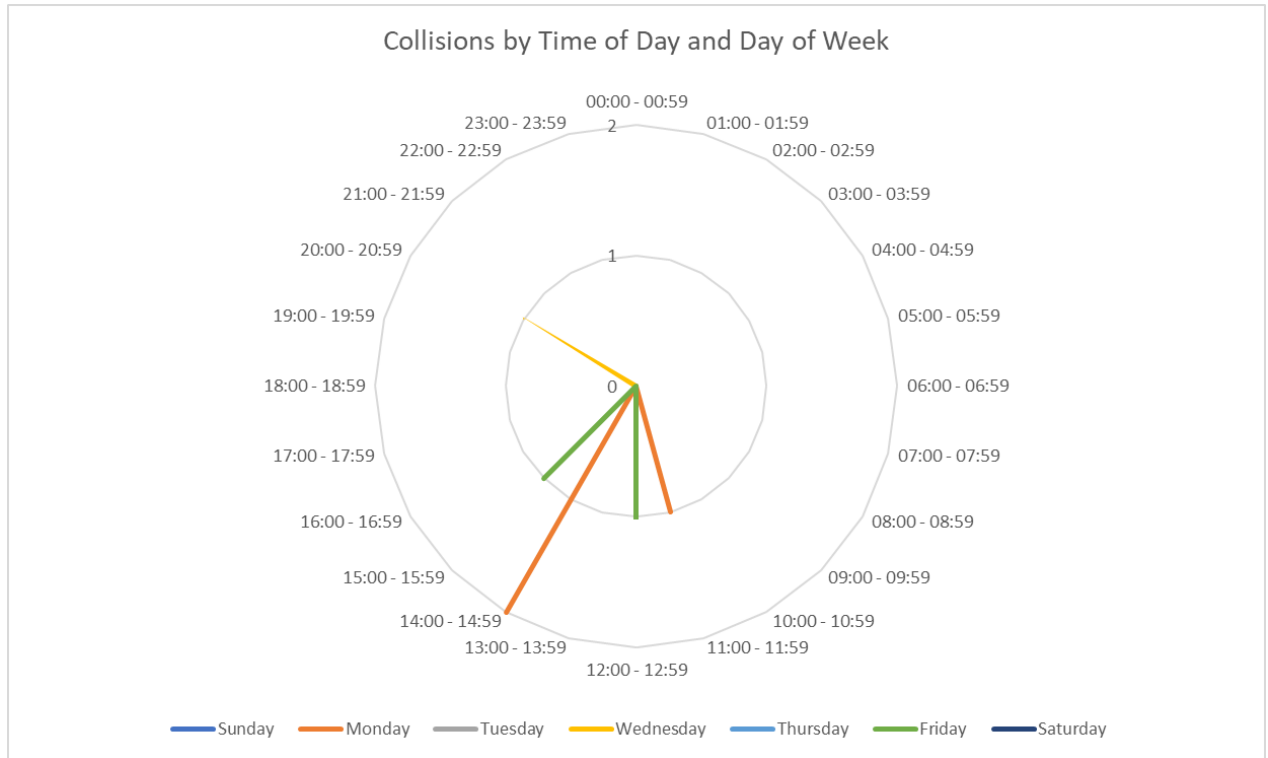


Chart 2 – collisions by day and time

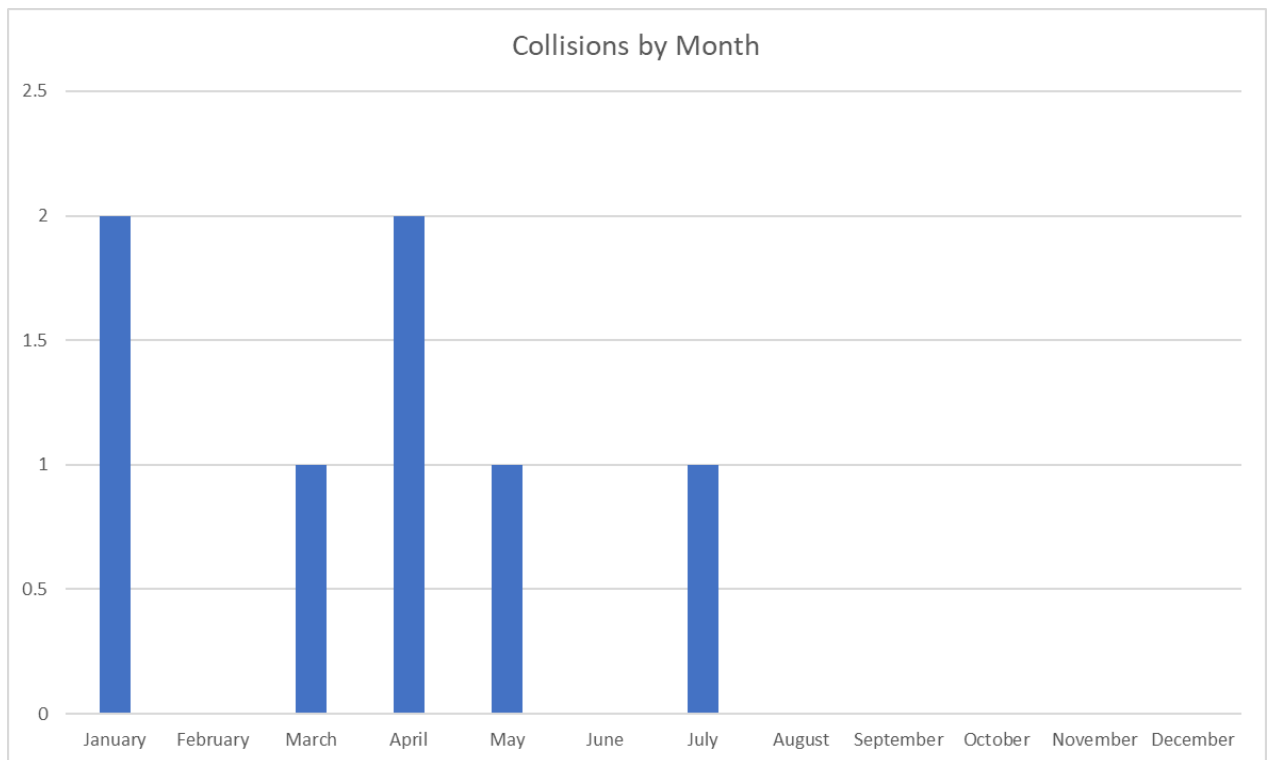


Chart 3 – collisions by month

The time of day and time of year when most of the collisions have occurred indicate that the position of the sun may have an effect on the driver’s interpretation of the junction. Between 11am and 3pm in March, April and May, the sun will be almost directly opposite drivers exiting Whitehouse Road. The sun’s altitude increases from 16 degrees from the horizon in January to 60 degrees at the end of May.

Reference Number	1500 15234	4417 0033996	4417 0110184	4418 0149588	4418 0278383	4419 0129002	4419 0155605
Date / Day	We14	Fr27	Fr24	Mo23	Mo23	Su14	Mo06
Month	Jan	Jan	Mar	Apr	Jul	Apr	May
Year	2015	2017	2017	2018	2018	2019	2019
Time	2025	1227	1508	1415	1136	1245	1421
Severity	Se	Sl	Sl	Sl	Se	Fa	Se
Dark / Lit							
Weather Conditions							
Road Surface							
Special Conditions							
Carriageway Hazards							
Vehicle Manoeuvres							
Vehicle	1 5 e						
Vehicle	2 6 t						
Vehicle	3 7 c						
Vehicle	4 8						
Casualty /age							
Failed to Give-Way							
Signal Ignored							
Loss of Control							
Hit Object IN C'way							
Hit Object OFF C'way							
Vehicle Left C'way	SO				N	N N	
Breath Test							
Contributory Factors	1/2 V1** V1* 405 406	V1** 403	V1* V1* 401 403	V1** 403	V1** V1** 302 405	V1** 302	
	3/4 V1* 509		V1** V1** 405 406				
* possible, ** very likely	5/6 V1** 602						
Sched No./Ref.							
User fields:	1						
	2						
	3						
	4						

Chart 4 – Stick diagrams of collisions

2.1 Junction Movements

All approaches to the junction are subject to the national speed limit and historic data indicates average vehicle speeds on approach are below the posted speed.

- Whitehouse Road (advance give way sign) – Average = 39mph, 85th percentile = 46mph

- Forest Road (slippery road warning sign) – Average = TBCmph (device in place Oct 2020), 85th percentile = TBCmph
- Betty Haunt Lane – average 35mph and 85th percentile 40mph

During the time this report has been written, it has not been possible to undertake meaningful surveys as the Covid-19 pandemic has resulted in traffic flows that are not representative of the normal situation.

3 Summary

The collision types do not indicate an issue with overtaking through the junction or poor right turn movements from the main road on to the minor road. The main collision type involves vehicles exiting Whitehouse Road colliding with vehicles on Forest Road.

The high friction surfacing on the minor road approaches provides enhanced skid resistance for drivers approaching on these roads.

There are no junctions of a similar nature on the island that would allow a direct comparison of collision rates. Either the geometry of the junction or the relative traffic flows are different.

A possible historic junction comparison would be Fighting Cocks Cross in Arreton. Prior to a safety scheme being implemented at this rural crossroads the collision rate was 3.2 per year. The scheme to provide protected right turn lanes and reduce the speed limit has resulted in a 10 year average of 0.2 collisions per year. No collisions have been recorded at the junction since 2012. However, the collision types at this junction were mainly rear end shunts on the main road rather than vehicles turning out of side roads.

Considering the age of some of the drivers involved in collisions at this junction, this report has considered information contained within Supporting Safe Driving into Old Age – A National Older Driving Strategy. This showed that uncontrolled T junctions and cross roads have a higher proportion of older driver collisions.

Signal controlled junctions or uncontrolled roundabouts have similar collision rates across all age groups.

This suggests that a change to a roundabout or a traffic signal controlled junction would make the junction easier to negotiate for older drivers. As the age of the local population increases, the benefit of these changes will be greater over time.

4 Improvement Options

Any of these improvement options could be combined with a reduction in speed limit to 50mph. However, the difficulty with reducing the speed limit is determining where it should start and stop. Speed limits should not be set to address a particular hazard or site and would therefore need to

extend over the full length of the route with similar highway characteristics. Considering this, if the limit was reduced, it would probably need to be changed on the section of the A3054 between Gunville Road and Shalfleet. The speed limit on the side roads could remain the same as the terminal signs will help to highlight to drivers not familiar with the area that there is a junction.

4.1 Option 1 – Improve Visibility

This would involve removing/realigning some private hedge to provide the full 'y' value distance from a point 9m back from the give way line.

This would provide a level of visibility in accordance with the Design Manual for Roads and Bridges.

4.2 Option 2 – Stagger

Introducing a stagger would reduce the risk of a driver failing to recognise the priority at the junction.

However, the collision history for the site and the signs already provided indicate that this is not a significant issue at this location. Therefore, this solution is unlikely to have a measurable impact on the number of recorded collisions at the junction.

Briddlesford Road and Knights Cross has a right/left stagger. The 10 year average collision rate for this location is 1.1 per year and severity rate of 45%.

The volume of straight across movements on the Betty Haunt Lane and Whitehouse Road is expected to be much lower than the flows on Briddlesford Road. Therefore, a direct comparison cannot be made.

4.3 Option 3 – Traffic signals

The installation of traffic signals would greatly reduce the risk of conflict at the junction. However, modelling would need to be undertaken to assess the expected queue lengths to ensure that it does not increase the risk of rear end shunts as vehicles exit the bend to the west of the junction. There is 325m between junction and bend and during peak periods the risk of rear end shunts may increase.

To ensure the junction was safe and efficient, dedicated right hand turn lanes would be required. This would increase the cost and land take required for the scheme.

The transit of the sun may reduce the drivers view of the traffic signals on clear days during some periods of the year. Failure to recognise the signals may result in junction overshoots.

4.4 Option 4 - Roundabout

The installation of a four-armed roundabout would potentially result in a 20% reduction in the number of recorded injury collisions based on the five year average for the site. The typical collision rate on a four-armed roundabout on a single carriageway road is 1.08 per year.

Rural roundabouts tend to have a much lower severity rate than this junction currently has. National studies indicate that rural single carriageway roundabouts with four arms have a KSI severity rate of 7%. The five-year severity rate for this junction is 57%.

Like the traffic signal scheme, a roundabout would result in the urbanisation of a rural area as the installation of a roundabout, would also require the installation of a system of street lighting.

The installation of a roundabout with a suitable inscribed circle to accommodate the type of traffic using the road would require substantial land take.

4.5 Option 5 – Protected Right Hand Turn Lane

Although a right-hand turn lane was successful on the A3056, the collision types were different to this junction. The collisions primarily involved vehicles waiting to turn off the main road.

A right-hand turn lane would also allow visibility improvements and would improve traffic flows on the main road.

The installation of a reduced speed limit and physical islands to protect the right turn lane should also reduce approach speeds.

Like the option for a roundabout, this scheme would require a significant amount of third-party land.

4.6 Option 6 – Do Nothing

The number of collisions that have occurred in the last three years have been above the long-term average for the site. The severity rate in recent years has also been above the long-term average.

There is a high probability that one collision per year will occur at this location in future years. Based on the historic data, it is likely that 25% - 50% of these collisions will result in a KSI.

5 Expected Collision Savings and Economic Evaluation

The aim for single sites is to achieve a first year rate of return (FYRR) of 200%. Figures used for the calculation are taken from Reported Road Casualties Great Britain 2019. This values the average cost per accident by severity at;

Accident/casualty type	Cost per casualty	£ (2019 prices)
		Cost per accident
Fatal	2,029,237	2,260,633
Serious	228,029	261,498
Slight	17,579	26,840
Average for all severities	76,267	105,156
Damage only	-	2,425

1 The costs were based on 2019 prices and values

2 The number of reported road accidents were based on 2019 data

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

£ (2019 prices)

Accident Type	Road Type			All Roads
	Built-up roads ³	Non Built-up roads ⁴	Motorways ⁵	
Fatal	2,209,212	2,310,628	2,274,784	2,260,633
Serious	252,181	285,401	290,553	261,498
Slight	25,445	31,124	37,055	26,840
All injury accidents	86,497	175,957	131,993	105,156
Damage only	2,306	3,372	3,240	2,425
All accidents	6,809	22,984	18,211	8,667

1 The costs were based on 2019 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2019 data

The figures in this table are National Statistics

3 Roads with speed limits of 40pmh or less, excluding motorways and A(M) roads

4 Roads with speed limits greater than 40mph, excluding motorways and A(M) roads

5 Includes motorways and A(M) roads

Expected annual cost with current junction - £147,218 based on average for all severities. The expected annual cost based on actual severity rate over the last five years - £625,129.

The assumed scheme prices below do no account for any potential utility apparatus diversions.

5.1 Option 1

It is expected that the realignment of the private hedge and associated accommodation works would cost in the region of £15,000-£20,000. This does not include land purchase and associated legal fees.

It is not possible to be certain of the collision reduction that would be achieved by improving visibility to the west. The report will consider the likely collision savings over the range of 10-30% reductions.

10% reduction in collisions – 0.14 collisions per year – savings of £62,512

20% reduction in collisions – 0.28 collisions per year – savings of £125,025

30% reduction in collisions – 0.42 collisions per year – savings of £187,538

First year rate of return range – 400-1200%

5.2 Option 2

The installation of a stagger would likely cost in the region of £400,000. This does not include land purchase and associated legal fees.

Considering the data for Briddlesford Road, and the associated improvements that would be made to the junction as part of this scheme, it is estimated that a stagger would result in a 20% reduction in collision numbers.

This would result in an annual saving in the region of £125,025 per year and a first-year rate of return of 31%.

5.3 Option 3

The installation of traffic signals at this junction is expected to cost in the region of £400,000. This does not include land purchase and associated legal fees.

The traffic modelling would need to confirm that the queue would not create a hazard to the west of the junction.

A signal scheme has the potential to achieve the greatest collision savings. It is therefore estimated that the reduction will be in the region of 50%.

50% = £312,564

First year rate of return is expected to be in the region of 78%. The whole life costs of this scheme would need to be considered as the ongoing maintenance of traffic signals will result in higher costs than the other options.

5.4 Option 4

A roundabout is likely to help with capacity and may remove some of the collision types at this location. However, the introduction of a roundabout may generate other issues, particularly for cyclists and motorcyclists. When taking into consideration local roundabouts that carry similar traffic volumes, the collision savings may not generate an acceptable level of return.

A typical collision rate for a four-armed rural roundabout is 1.07 per year with a severity rate of 7%.

The estimated cost for installing a roundabout at this location is £500,000. This does not include land purchase and associated legal fees.

The range of collision saving considered is between 20% and 50%

20% = £125,025

50% = £312,564

The potential first year rate of return for a roundabout is expected to be in the region of 25% and 62.5%.

5.5 Option 5 Protected Right Turn Lanes

The estimated cost of installing a protected right-hand turn lane is expected to be in the region of £400,000. This does not include land purchase and associated legal fees.

It is expected that this scheme would result in a 10-30% reduction in collisions. This will largely be driven by the visibility improvements that could be implemented as part of the scheme.

10% = £62,512

30% = £187,538

Based on this, the potential first year rate of return is expected to be between 16% and 47%.

5.6 Option 6 – Do Nothing

Doing nothing is not considered an acceptable option for this junction, the long-term collision and severity rate indicate that other serious injuries are likely to happen in future years if no action is taken.

However, the schemes that will achieve the greatest reduction in collisions are likely to cost £400,000 or more to implement and may take some time to design and build. More minor short-term improvements to improve visibility and highlight the junction could be implemented while these are being developed.

6 Recommendation

It is recommended that feasibility designs for both the signal-controlled junction and the roundabout are undertaken, as these could realise collision reductions in the region of 50% and significantly reduce the probability of future KSI collisions.

The feasibility designs will allow more accurate costs to be determined and the cost/benefit of the schemes established.

Modelling of these schemes will need to be carried out to ensure that the queue lengths do not result in rear end shunts to the west of the junction.

In the short term it is recommended that action is taken to realign the hedge to improve visibility when entering Forest Road from Whitehouse Road, but it is understood that this may be cost prohibitive as a short term solution. Additional measures to highlight the junction and reduce vehicle speeds could be installed to support these changes.

It is recommended that a junction movement survey is carried out to support the design and modelling of the possible improvements.

An automatic traffic counter has been deployed on Forest Road to determine the speed of vehicles on approach to the junction.





Record of decision

THE FOLLOWING DECISIONS WERE TAKEN ON THURSDAY, 14TH JANUARY, 2021 BY THE CABINET

Agenda item	Forest Road/Whitehouse Road Junction
Decision reference	50 – (20/21)
Summary of Discussion	<p>The Cabinet Member for Infrastructure and Transport expressed condolences to the family of the people involved in the fatal accident which had led to this report. The police investigation had now concluded and a report into the junction had been produced. There had been seven accidents at the location in the previous five years. Although no fault had been identified with the layout of the junction, the Cabinet would consider whether measures could be taken to improve safety at the junction.</p> <p>The Corporate Scrutiny Committee had noted the recommendations in the report.</p>
Decision Taken	<p>To approve Option 1:</p> <p>Realign the hedge to improve visibility when entering Forest Road from Whitehouse Road which as part of the 2021 capital works programme.</p> <p>Reevaluate any future works to the junction following the completion of the Island-wide Speed Review, and as part of the network's safety and management programme.</p>
Reason for the decision and corporate objective it aligns with	Any improvement to road safety will positively impact on the corporate objective of protecting our community by ensuring an effective, resilient and safe public highway.
Options considered and rejected	<p>Option 2 – Installation of Traffic signals</p> <p>The installation of traffic lights, as requested in the petition, would need to be fully designed in accordance with the Traffic Signs Regulations and General Directions. Detailed modelling would need to be undertaken to assess the implications of installation and operation.</p>

This modelling includes expected queue lengths to ensure that it does not increase the risk of rear end shunts as vehicles exit the bend to the west of the junction.

The Highways Safety Inspector has determined that installation of traffic signals may not reduce the risk of conflict at the junction and could increase the number of collisions due to rear end shunts. There is 325 metres between junction and bend and during peak periods with the installation of traffic lights the risk of rear end shunts would increase. The transit of the sun may reduce the drivers view of the traffic signals on clear days during certain times of the year. Failure to recognise the signals at these times may also result in junction overshoots.

An installation of signals at this junction is expected to cost in the region of £400,000 to £600,000 not including ongoing maintenance costs. In addition to ensure the junction was safe and efficient, dedicated right hand turn lanes may be required, increasing the cost due to the requirement of purchasing private land to widen a rural road.

The request for a signalised junction has been discounted due to the likely increase in the number of collisions, the rural nature of the junction and other factors present in this location. Traffic lights are not recommended as a suitable solution to highway safety at this junction without a full review of all other potential options.

Option 3 – Take no further action

Taking no further action is not recommended at this junction due to the seriousness of the recent incident and the potential for further collisions occurring at this location.