



# Cabinet Report

Date **14 SEPTEMBER 2023**

Title **ADOPTION OF ELECTRIC VEHICLE CHARGING INFRASTRUCTURE (EVCI) STRATEGY**

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

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## EXECUTIVE SUMMARY

1. A draft Electric Vehicle Charging Infrastructure (EVCI) Strategy has been produced following a period of public consultation during February to April 2023.
2. The Strategy underpins the next phase of development of the public chargepoint network, building on the 66 chargepoint sockets already installed with an additional 140 sockets on council land to meet the growing demand from residents, visitors and businesses. It supports the Climate & Environment Strategy's outcome to reduce transport emissions as well as the strategic aims to improve the Island's infrastructure and create job opportunities.
3. Delivery of the strategy will be facilitated by funding from the national Local Electric Vehicle Infrastructure (LEVI) Fund which will provide revenue funding to the council to employ the staff team needed and, subject to adoption of the strategy, a further £1.625 million of capital funding to support the installation of infrastructure. The council intends to appoint a specialist Chargepoint Operator (CPO) to install and manage the network.

## RECOMMENDATION

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| 4. Option 2 – That Cabinet approves the draft EVCI Strategy. |
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## BACKGROUND

5. The national EV Charging Infrastructure Strategy was published in March 2022 and puts an obligation on local authorities to develop and implement local charging strategies. These strategies should identify how to provide affordable, convenient charging for residents, businesses (including fleets), and visitors without causing highway disruptions that could discourage walking and cycling. It will respond to local need and ensure that charging infrastructure does not become a barrier to the adoption of electric vehicles by residents. The council's strategy will also consider the needs of tourists and local businesses which might need to recharge on the move.

6. The strategy for the Isle of Wight aims to provide a clear pathway for the development of the public charging network over the short and medium terms. It provides a no-regrets approach to the provision of publicly accessible EV charging infrastructure. See Appendix 1 for the full draft strategy.
7. The draft strategy was issued for public consultation which ran for 8 weeks from 24<sup>th</sup> February 2023 to 21<sup>st</sup> April 2023. The council has incorporated, as far as possible, the results of the consultation in the final strategy. The consultation responses did not provide any major objections to the key principles of network development which the council would adopt with this strategy. The council will therefore:
  - contract with third party chargepoint operators (CPOs) to fund and manage the public chargepoint infrastructure on its land;
  - identify sites and seek providers who will install and run rapid charging hubs;
  - for those without driveways, provide charging in council car parks in the first instance;
  - focus on higher-powered chargepoints to minimise the amount of infrastructure required;
  - adopt a new standard for on-street charging bays to ensure safety and accessibility;
  - investigate the procedures and legal agreements required to permit cable gullies in streets which are not in close proximity to existing or planned chargepoints;
  - allow car club operators to install EV chargepoints at dedicated car club bays in council car parks;
  - allow free parking for vehicles that are using the chargepoints in council car parks until 1<sup>st</sup> January 2025 at least;
  - ensure that future fast chargepoints installed on its land have an instant contactless card payment option.
8. The strategy focuses primarily on EV charging infrastructure for cars and vans, including taxis, private hire vehicles and delivery vehicles. Though it does not aim to identify charging infrastructure for larger vehicles and buses, it recognises that some of the infrastructure may also be suitable for these vehicles.
9. Since 2022, the council has initiated the installation of 33 chargepoints, with a total of 66 sockets, on its land. These are a combination of 50kW rapid chargers and 22kW fast chargers, with a small number of 7kW standard chargers. The infrastructure has been delivered by Joju/Mer. The decision to proceed with this arrangement was taken by Cabinet in January 2022. The EVCI strategy considers the next phase of chargepoint installations and wider work to develop a comprehensive network of public chargepoints on the Island. The council's role in the provision of electric vehicle charging covers the following aspects:
  - Provision of chargepoint infrastructure on council land with a third-party provider
  - Co-ordination of network development, identifying gaps in provision, and encouraging private sector provision
  - Promotion of grant schemes and other useful information
10. Calculating demand for public chargepoints is difficult given the number of variable factors such as speed of adoption of EVs, number of owners without driveways and, on the Island, visitor demand. The consultation document described studies that had tried to estimate demand, producing figures of between 200-400 chargepoint sockets in public places by 2025.

11. The council is proposing to procure a single chargepoint operator (CPO) to own, install and manage the next phase of public chargepoints, comprising:

- Chargepoints in 23-26 council car parks (off-street)
- Between 20-25 on-street chargepoints
- A small number of chargers in lighting columns where these are determined to be the best solution

This is likely to result in an additional 140 sockets, bringing the total enabled by the council to just over 200. The EVCI strategy identifies the locations for the off-street chargers. It doesn't identify specific locations for on-street chargers but identifies the methodology through which this will be determined. Resident requests will also be an important factor.

12. The strategy also suggests a small trial of cable gullies which allow people to use their domestic energy supply to charge their vehicle when they don't have a driveway. It also explains how the council will work with both the private sector and community organisations to expand the network so that residents are always close to a public charger and visitors are able to access the facilities they need.

## CORPORATE PRIORITIES AND STRATEGIC CONTEXT

### Responding to climate change and enhancing the biosphere

13. In helping the switch from fossil fuel vehicles to electric vehicles, the proposal supports the Climate & Environment Strategy by reducing carbon emissions from vehicles and improving air quality. Specifically, it will support the following output:

*Output 040 - Increase the number of publicly available rapid charging and fast charging electric vehicle charge points across the Island to at least 72.*

It is expected that implementation of the strategy will result in approximately 200 chargepoint sockets enabled by the council with additional sockets provided by the private sector.

Existing chargepoints on council land currently utilise green electricity exclusively and this will also be a requirement for the next phase.

Opportunities for solar canopies and battery storage, including the use of used vehicle batteries, at chargepoint sites will be assessed with the supplier.

### Economic Recovery and Reducing Poverty

14. The strategy will support green and thriving businesses by providing facilities for business vehicles to recharge during their normal driving cycles. It is anticipated that local contractors will benefit from work relating to the installation, repair and maintenance of chargepoints.

### Impact on Young People and Future Generations

15. The Isle of Wight Youth Council manifesto<sup>1</sup> identifies actions to help young people on the Island and commits "to work with the council and support campaigns that

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<sup>1</sup> [Youth Council - Service Details \(iow.gov.uk\)](https://www.iow.gov.uk/youth-council-service-details)

look after the environment and to create a sustainable, renewable hub for all". Young people will be at the forefront of the move to more sustainable transport. Improvements in air quality resulting from the switch to EVs will be beneficial to young people, particularly those suffering from respiratory disease.

### Corporate Aims

16. This proposal supports the Corporate Plan in seeking to enhance the Island's infrastructure by accelerating the deployment of EV chargepoints for residents, businesses and visitors. The strategy looks at extending the initial network that has been installed to provide reassurance to those that have not yet purchased an EV due to concerns about range and recharging. It will align with the Local Transport Plan (LTP) 4 and the emerging Island Planning Strategy which will seek to support the aims of the EVCI strategy.

### CONSULTATION

17. A formal public consultation ran for 8 weeks from 24.02.23 – 21.04.23. A total of 68 responses were received. The majority of those who responded were residents (91%) with a small number of responses from business owners, chargepoint operators, visitors and others (including Parish Councillors).
18. There was a fairly even split between those who agreed and disagreed with the strategy, with 43% agreeing or strongly agreeing and 41% disagreeing or strongly disagreeing. 13% were neutral.
19. Those who disagreed with the strategy mainly objected to a specific point. The council has incorporated, as far as possible, the results of the consultation in the final strategy. Some of the key issues and council responses are highlighted in the table below:

<b>Issue</b>	<b>Response</b>
There was some opposition to on-street chargepoints with 5 respondents stating that they took parking away from residents and should not be pursued.	The council recognises that on-street chargepoints are more difficult to site and manage and can lead to resentment from residents. The draft strategy states that it will focus on provision in public car parks, with on-street chargepoints considered in areas which do not have convenient access to car parks. Where on-street chargepoints are provided, only one bay will be reserved for charging initially until demand increases, when the second bay will then be allocated. It should also be recognised that a car parked in the EV charging bay is likely to free up a space elsewhere on the street, so overall parking pressure should not be heavily impacted. This will become more evident as EV ownership increases. The needs of disabled drivers and those with limited mobility should also be recognised. These drivers require charging facilities closer to home.
It was pointed out that the placement of chargepoints should safeguard the	The council agrees with this and will favour a clear 2 meter footway width after a chargepoint is installed. A minimum of 1.5 meter will apply in all

pedestrian environment.	cases. The government is clear that the roll out of chargepoints should not hinder walking or cycling in any way.
The public are naturally concerned about what safety precautions are being put in place for chargepoints.	All on-street chargepoints are subject to a Safety Audit prior to installation to ensure that the location of the equipment is safe for users and others in the public realm. Installers must be suitably qualified and an Electrical Installation Certificate completed at commissioning. Contractual arrangements with Chargepoint Operators (CPOs) will ensure that electrical tests are carried out on a regular basis and emergency procedures are in place for an immediate response in the case of a vehicle collision with a chargepoint.
It was requested that the council be able to offer advice and guidance to residents on vehicle charging and to businesses and others on how best to provide charging facilities.	Through its LEVI Capability Fund allocation, the council intends to employ a specialist to oversee the roll out of further public chargepoints. The postholder will consider how best to support the community in developing a wider network and will ensure that communications are updated to provide helpful guidance.
A number of respondents felt that the demand from visitors had not been adequately assessed. They also pointed out that chargepoints could be provided at much holiday accommodation and that this could be at a slower speed as most charging would be overnight. Visit Isle of Wight recommends more ultra-rapid charging at ferry terminals and a strong emphasis on reliability to ensure a good experience for visitors and to maintain the Island's reputation.	It is very challenging to determine visitor demand as there are so many behavioural issues to factor in. The consultation document did highlight some reports that had been focused on the Island which indicated significant visitor demand. Whilst the council will focus public funding on provision for residents, the additional demand from visitors will make some locations more commercially viable for a CPO and may support a wider network. The council will continue to work with site owners that can offer private facilities for their guests, especially where they are able to open this up for wider community use. It will pursue the provision of ultra-rapid charging and will liaise with ferry operators on provision in and around ports. It will also have a focus on reliability to ensure that the public have a good experience of the chargepoint network
The responses highlighted the need for charging hubs offering fast and rapid charging close to taxi ranks and other strategic points.	The council understands the need for fleet vehicles, including taxis, to have access to ultra-rapid charging facilities so that they can recharge during a shift. These are best provided at charging hubs and the council will seek to identify a shortlist of charging hub locations at strategic sites. These will include some slower chargers which allow fleet vehicles to charge overnight ready for the start of the shift in the morning.

20. In developing the strategy the council also consulted with industry experts such as Energy Saving Trust and Cenex, with other local authorities and with local chargepoint installers. It consulted with Visit Isle of Wight to understand the needs of the visitor sector and with Town, Parish and Community Councils through

dedicated webinars. The consultation exercise offered the opportunity for groups, as well as individuals, to respond and efforts were made to seek the views of those representing disabled people.

21. The full consultation report is at Appendix 3.

## SCRUTINY COMMITTEE

22. The Scrutiny Committee for Neighbourhoods and Regeneration considered the proposals at its meeting on 6<sup>th</sup> July 2023. The committee's recommendations and how these have been addressed in the strategy are shown in the table below:

<b>Recommendation</b>	<b>Strategy response</b>
Consider ensuring that any future developments include charging points on an individual and collective basis.	Part S (2021) of the Building Regulations covers the requirements for the installation of chargepoints in new residential and non-residential buildings. Consultation responses indicated support for a higher local requirement for chargepoints in non-residential buildings as a means of increasing the public network. This will be discussed with the Planning department.
Consider the potential of a charging network to charge cars coming onto the island by having discussions with ferry operators for availability either on ferries or on dockside infrastructure.	It's unlikely that vessels will have spare electrical capacity for on-board charging, but the provision of charging infrastructure in and around ferry terminals will be important. Conventional chargepoints may be difficult to operate at the terminals themselves as they will interfere with normal queueing practices, but future developments, such as induction charging, may be an attractive solution. The strategy states that the council will maintain dialogue with the ferry operators and Visit Isle of Wight to understand the needs of visitors and to promote appropriate solutions. Chargepoints in council car parks close to ferry terminals, such as River Rd in Yarmouth, may provide one of these solutions.
To provide regular updates on the progression of the strategy moving forward.	The monitoring and reporting section of the strategy states that regular updates will be provided to the Scrutiny Committee.
To look into the issue of grid capacity for charging into the future via National Grid, electricity supply companies and planned local energy capture commercially and via households.	There is generally sufficient grid capacity for new loads such as chargepoints. The current constraint is for the export of locally generated power at certain times. There may be very local capacity issues which mean that chargepoints can't be installed in a specific location or that the power has to be reduced e.g. from 22kW to 7kW. The network operator, SSEN, will shortly be providing a tool which will allow the council to identify the locations where chargepoints can be most easily installed.
Consider as a matter of urgency the provision of solar farms in Council carparks.	In theory, car parks make good sites for solar PV installations as panels can usually be orientated south and there is little overshadowing. On the other

	<p>hand, a lease term of 30-40 years is usually required by solar investors which is longer than that being offered to chargepoint operators, meaning that a separate entity will own and operate the solar installation which may cause complications. It could be a future investment opportunity for the council. Once it has appointed a CPO, the council will work with them to identify any opportunities for solar panels. Larger ultra-rapid charging hubs will usually be offered a lease of 30 years or more and are very attractive sites for solar canopies.</p>
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## FINANCIAL / BUDGET IMPLICATIONS

23. The strategy will be delivered exclusively with funding awarded to the council through the Local Electric Vehicle Infrastructure (LEVI) fund with allocations to the Isle of Wight Council as follows:
- LEVI Capability Fund - £315,000 – to ensure that local authorities have the skills and staff to undertake the planning and delivery of local EV chargepoints in their areas.
  - LEVI Capital Fund - £1,625,000 – to support chargepoint purchase and installation costs to significantly scale up the number of local chargepoints, enabling more residents, especially those without off-street parking, to switch to EVs.
24. Securing the funding is dependent on suitable plans being agreed by the Department for Transport. The council has recently secured its full Capability Fund allocation which will, amongst other things, support a full-time EV Infrastructure Programme Manager who will have primary responsibility for the procurement of a CPO and subsequent delivery of the next phase of chargepoints. In addition, the funding will support safety and accessibility audits of all proposed sites and the legal agreements necessary for a cable channel trial. It will support the purchase of the LOCATE tool through which the council will identify properties requiring public chargepoints and the preferred location of the on-street infrastructure.
25. Delivery of the Action Plan that accompanies this strategy will be exclusively funded through the council's LEVI Fund allocations since the council does not have internal funding for this activity. This will include network development (see chapter 12), consulting with local stakeholders and improving the provision of information to the public.
26. The Capital Fund will support the installation of new chargepoints where the costs can't be reasonably met by the appointed CPO. This is likely to be focussed on chargepoints in rural areas which will have marginal commercial viability and those where installation costs are particularly high, for example through high grid connection costs. It will also support physical improvements to meet accessibility requirements where these will impact the viability of the location. The Capital Fund will also support a small cable channel trial and, subject to DfT approval, the establishment of rapid charging hubs in locations where they are the best solution to the charging needs of local residents.

27. The council is currently receiving income from a revenue share arrangement with Joju/Mer. For the next phase, it is likely to require a ground rent and revenue share, with tenders being assessed on the level being offered by bidders. It is anticipated that the income received will support ongoing contract management of the CPO.
28. As the number of chargepoints in public car parks increases during phase 2, there is potential for loss of parking income if the current free parking arrangement continues. This will be offset to some degree by a revenue sharing agreement with the CPO, but that will be dependent on the rate that can be achieved and the usage of the chargepoints. Given this uncertainty, it has been decided to spend time gathering more information before a final decision on parking charges is made. The council will therefore guarantee no parking charges in EV charging bays until 31<sup>st</sup> December 2024 and will continue to monitor the position until then. If it's decided that a parking charge needs to be introduced, this will not begin before 1<sup>st</sup> January 2025.

### LEGAL IMPLICATIONS

29. The council has the power to dispose of property under section 123 of the Local Government Act 1972, which requires it to achieve 'best consideration' in any disposal.
30. The council can procure using a purchasing body framework. The council will need to ensure it complies with the Public Contracts Regulations 2015 and usual due diligence when procuring goods and services
31. The council has a general power to trade and to charge as they choose to for discretionary services under the Local Government Act 2003, provided this is not prohibited by other legislation.
32. The Localism Act 2011 contains the 'general power of competence', essentially allowing the council to do anything that individuals generally may do, that is not expressly prohibited.

### EQUALITY AND DIVERSITY

33. An Equality Impact Assessment (EIA) has been undertaken and the proposed strategy has been found to have no negative impacted on protected characteristics, in fact, the increased availability of chargepoints will reduce range anxiety for certain protected groups.
34. The assessment has shown the need for infrastructure to be placed close to the homes of those with mobility difficulties, meaning that on-street infrastructure will be required where there are no car parks nearby.
35. All infrastructure will be installed in accordance with PAS1899:2022, meaning that both the chargepoint unit and charging bay will be suitable for use by disabled people.
36. In addition, blue badge holders will be considered a priority group for the cable gully trial and will not incur a parking charge for the use of EV charging bays should the council decide to introduce one in 2025. The chosen supplier will be required to ensure that communications are appropriate and accessible for all.



37. The EIA is included as Appendix 2.

### PROPERTY IMPLICATIONS

38. As part of the agreement a 15-year licence will be granted to the supplier from the end of the investment period (up to 18 years in total) with an option to extend for up to 5 years at the council's discretion.
39. Each chargepoint within a council car park will require two dedicated parking spaces. Because of the need for additional space around the vehicle for cable runs, 3 existing parking spaces will be converted to 2 EV only charging spaces (or 5 to 4 when two charge points are being installed). Additional space may be required to meet PAS1899 accessibility standards.
40. The bays will be marked for EV Charging Only. Those in car parks will be managed through an existing Parking Places Order and those on street through a Traffic Regulation Order for each site. The provider will be responsible for the cost of bay marking and signage and the maintenance of these.
41. The supplier is likely to require exclusivity for chargepoint installations in the car parks which have been allocated to it. The contract will ensure that, if a car park is required by the council for other purposes, such as development, it can relocate the chargepoints to another suitable location or terminate the agreement for that location.
42. Solar canopies are likely to require a longer lease, potentially 30-40 years. Should any sites be identified as suitable for solar canopies, the council will consider whether to extend the lease, whether to provide a separate lease for the solar installation (potentially to a different provider) or whether to invest in the solar systems itself.

### OPTIONS

43. Option 1: Do nothing - there is an option to do nothing at this stage if it is felt that the chargepoint network does not need to be further developed or the council does not need to be involved.
44. Option 2: Adopt the EVCI Strategy – to adopt the strategy, as presented, in full.
45. Option 3: Adopt the EVCI Strategy with modifications – to adopt the strategy subject with minor amendments.

### RISK MANAGEMENT

46. Failure to adopt the EVCI strategy at this stage will weaken the council's case to draw down the LEVI capital fund allocation which will, in turn, delay the next phase of chargepoint network development. The government has strongly indicated that it expects councils to have such strategies in place as the basis for plans to spend the capital allocation. If the strategy is approved, the council can press on with plans to employ specialist staff, procure a CPO, secure the capital funding and begin the rollout of an additional 140 chargepoint sockets. There is evidence of rapid growth in the use of the existing public chargepoints and the council will face reputational damage if it fails to extend the network to meet need.

47. Whilst the council will need to play a pivotal role in development of the network on its land, the management of chargepoints requires significant ongoing staff resource and technical expertise. Under the proposed lease arrangement, the majority of this work is passed over to the supplier which has the specialist skills required.
48. It is likely that, under the proposed arrangement for the next phase, the supplier will require the exclusive use of designated car parks for their chargepoint provision. This will limit the council's ability to provide alternative charging arrangements in these car parks; however, it will insist that they are available for specialist chargepoint provision for:
  - Car Clubs
  - Council fleet vehicles
  - Emergency vehicles
49. The council will also ensure there is provision in the contract to allow it to terminate the agreement for a particular car park if it needs it for other uses, such as development.
50. The lease option means that the council will have less control over the quality and type of service provided to EV users on its sites which, in a worst-case scenario, could create a negative perception of the council that it cannot easily address. The contract will require the supplier to adhere to strict KPIs to ensure that faults are repaired quickly and a reliable network is maintained.
51. The council will have no control over tariffs being charged to chargepoint users. However, it is anticipated that market forces will keep tariffs at competitive levels, particularly as a greater number of chargepoints are provided at private sites such as supermarkets and visitor attractions.
52. CPOs will naturally seek those locations which seem to offer the greatest return. These are often in convenient locations for residents and visitors but may exclude provision in rural areas. The council will therefore require the supplier to invest in a balanced portfolio of sites which it has specified, with less attractive sites in rural areas offset by higher returns in urban car parks. There is the opportunity to use LEVI capital funding to support sites with very high installation costs and to contribute to the costs of making them fully accessible.
53. Public health and safety is an important element of chargepoint operation. Under the proposed lease option, the provider will be responsible for maintaining the infrastructure in a safe condition at all times.
54. On-street chargepoints can be a contentious issue and a number of consultation responses felt that they should not be included in future network development. Both government and the council feel that on-street locations are essential if infrastructure is to be located conveniently for those who need it, especially older and disabled users or those with mobility issues who need the chargers to be as close to their homes as possible. As EV ownership increases, it's likely that these bays will be in constant use and will not be seen to be reducing on-street parking capacity. In the interim, the council will continue to allocate one dedicated EV charging bay at each site until demand increases, at which point the second bay will

be designated. The location of the next phase of chargepoints will be determined through both digital mapping and requests received from residents.

## EVALUATION

55. Do nothing - there is an option to do nothing and to rely on others to develop the network of public chargepoints that will be needed in the future. Whilst this market is expected to develop over time, it is unclear whether it will be extensive enough to meet demand or to encourage the rapid switch to EVs. While the network does not meet need, the council can expect to receive regular complaints from residents and visitors. With this option the council will not be taking steps to deliver this part of the Climate & Environment Strategy. There is also the option for a temporary pause if the council does not feel there are sufficient resources to deliver the strategy. This is no longer the case as the council has recently received confirmation of its £315,000 LEVI capability fund allocation which it can draw on immediately to employ the staff required to deliver the strategy. There is also an allocation to the council of £1.625m of capital funding but there are strong indications from government that having a robust EVCI strategy in place is a requirement before these funds can be accessed.
56. Adopting the EVCI strategy in full will provide a clear basis for the next phase of development of chargepoints on council land and put it in a strong position to access the LEVI capital funding. It will allow the council to begin the recruitment of the staff team to deliver the strategy and to begin the procurement of a CPO which will be making significant investment in the facilities. There are those who feel that the ban on petrol and diesel cars will be delayed and even that EVs are not the answer to sustainable transport and should not be supported; however, government has recently confirmed the 2030 date for the ban on the sale of petrol and diesel cars and the rate of EV ownership continues to grow rapidly. The existing chargepoint network on the Island already has high usage, suggesting a need to continue to expand the network as demand from residents, visitors and businesses grows. The strategy has been through a period of public consultation and suggestions received have been incorporated as much as possible. The strategy will remain a live document with regular reviews. EV charging is relatively new and new solutions will almost certainly emerge, so the council will keep abreast of developments and adjust the strategy accordingly.
57. If there are parts of the strategy that Cabinet members feel need altering at this stage, the strategy can be adopted subject to the alterations being made. Assuming these are minor, they should not affect the target dates in the action plan.
58. It is recommended that the council adopts the EVCI strategy in full (option 2).

## APPENDICES ATTACHED

Appendix 1 – Electric Vehicle Charging Infrastructure (EVCI) Strategy, Final Version, September 2023.

Appendix 2 – Equality Impact Assessment

Appendix 3 – Consultation report

## BACKGROUND PAPERS

HM Government – “Taking Charge: The electric vehicle infrastructure strategy (March 2022) - [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/108422/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

British Standards Institute (BSI) – PAS1899:2022 – available at [PAS-1899 | BSI \(bsigroup.com\)](https://www.bsigroup.com/Products/PAS-1899/)

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