

ONCHAN DISTRICT COMMISSIONERS

*Hawthorn Villa,
79 Main Road, Onchan.*

ORDINARY MEETING

7th August 2025

Sir/Madam

You are hereby summoned to attend an **ORDINARY Meeting of the Authority** to be held in the Boardroom at **HAWTHORN VILLA, 79 MAIN ROAD, ONCHAN** to transact the undernoted business on:

Monday 11th August 2025

7:00 pm - Board Meeting

which will be followed by a meeting of the Board sitting **IN COMMITTEE**. Items on this agenda marked **(P)** will be considered in private, and correspondence is circulated separately.

Please note that the minutes referred to in the agenda have yet to be confirmed by the Authority as a true and correct record of proceedings at the various meetings, and will be published after ratification.

Yours faithfully



**R PHILLIPS
CHIEF EXECUTIVE/CLERK**

AGENDA

The order of business at every meeting of the Authority shall be in accordance with that laid down in Standing Order No. 17 or by a resolution duly moved and seconded and passed on a motion which shall be moved and put without discussion.

Chief Executive/Clerk to provide emergency evacuation procedure for Hawthorn Villa at the commencement of the Meeting.

1. To choose a person to preside if the Chair and Vice-Chair be absent:

None.

2. Declarations of Interest of Members and Officers (in accordance with Standing Order 18):

To be advised

3. To deal with any business required by statute to be done before any other business:

None.

4. To approve as a correct record and sign the Minutes of the:

4.1 Notes of the Joint Political Meeting held on Monday 21st July 2025 (Appendix 4.1)

4.2 Minutes of Ordinary Meeting held on Monday 28th July 2025 (Appendix 4.2)

5. To dispose of any relevant business arising from such minutes if not referred to in the Minutes of any Special Committee:

None.

6. To dispose of any relevant business adjourned from a previous meeting:

None.

7. To deal with any business expressly required by statute to be done:

None.

8. To consider any planning decisions/communications from the Department of Infrastructure Planning Committee:

None.

9. Finance and General Purposes:

None.

10. Consideration of any Reports from the Clerk or other Officer:

10.1 Destination First Board – Presentation, Questions and Resident Sentiment Survey Results (Appendix 10.1)

10.2 Belgravia Road and Royal Avenue Parking Issues – Update (Appendix 10.2)

10.3 (P) Onchan Pleasure Park – Redevelopment Proposals

(Chief Executive to Report)

11. Consideration of any relevant correspondence (already circulated unless indicated):

11.1 Public Consultation – Tynwald Commissioner for Information (Amendment) Bill

(Appendix 11.1)

11.2 Strategic Plan Review Preliminary Publicity 2025

(Appendix 11.2)

12. To answer any questions asked under Standing Order 25:

None.

13. To answer any Motions in the order in which notice has been received:

None.

14. Environmental and Technical Services:

14.1 Weed Spraying and Management – Update

(District Surveyor to Report)

15. Housing Matters:

15.1 Lead Member for Housing – Quarter 1 Report

(Appendix 15.1)

15.2 Social Housing Development Sites within Onchan – Update

(Appendix 15.2)

16. Dates for the Diary

Date	Organisation	Event	Time
11 th August 2025	Onchan District Commissioners	Board Meeting	7:00 pm
15 th August 2025	Royal British Legion – Onchan Branch	80 th Anniversary VJ Day – Onchan War Memorial	10:45 am
23 rd August 2025	Onchan District Commissioners	Party in the Park	12 noon to 6:00 pm
26 th August 2025	Onchan District Commissioners	Board Meeting	7:00 pm

17. Any other URGENT business as authorised by the Chair for consideration:



REPORT

Report to:	Board of Onchan District Commissioners
Reporting Officer:	Chief Executive/Clerk
Date of the Meeting:	8th August 2025
Subject:	Destination First Board – Presentation, Questions, and Resident Sentiment Survey Results
Public or Private Document:	Public

Introduction:

On Monday 28th July 2025, the Board of Onchan District Commissioners received a presentation from representatives on behalf of the Destination First Board regarding the Board's formation, it's aims, and how it can assist local authorities.

The Destination First Board is part of Visit Isle of Man, which in turn is an agency within the Department for Enterprise.

Following the presentation, the Destination First Board issued questions for the Members of the Board of Onchan District Commissioners to consider and answer, as well as providing the results of the Destination First Board's recent resident sentiment survey.

Previously Considered by the Board:

Not applicable.

Recommendation/s or Action/s Taken:

Option 1

That the Board provides a collective response to the questions received from the Destination First Board.

Option 2

That the Board Members provide individual responses to the questions received from the Destination First Board.

Supporting Rationale:

The Destination First Board has been formed and supported by Tynwald with the primary objective of improving the way the Island presents itself. The Board is to focus on the

delivery of the Island's Strategic Plan by promoting a better working relationship across government departments and industry, with the collective aim of delivering and maintaining an enhanced experience for Isle of Man residents and visitors alike.

Alternatives Considered but not Recommended:

Not applicable.

Standing Orders:

Not applicable.

Resource Impact:

Not applicable.

Financial Impact:

Not applicable.

Legal and/or Insurance Impact:

Not applicable.

Equality Impact:

Not applicable.

Climate Change Impact:

Not applicable.

Consultation with Others:

Destination First Board.

General Data Protection Regulations and/or Confidentiality Impact:

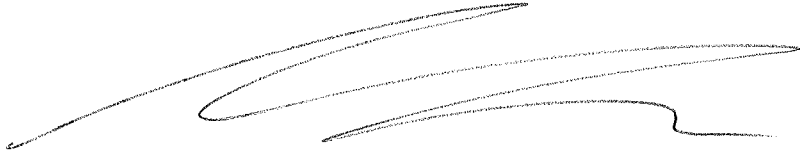
Not applicable.

Appendices:

See enclosed the following documents provided by the Destination First Board:

- Questions 1 to 6 regarding Onchan; and
- Results of the Resident Sentiment Survey. The results shown only relate to respondents who live in Onchan.

For Members Consideration.

A handwritten signature in black ink, consisting of several sweeping, connected strokes that form a stylized, cursive-like name.

ROSS PHILLIPS

CHIEF EXECUTIVE/CLERK

Destination First Board – Questions to the Board of Onchan
District Commissioners

- 1) We would like you to look around your area of responsibility to hopefully see what people less familiar with your area would see and identify any issues.
- 2) What you think you do well to make your area a better place and any lessons that other LAs can learn from.
- 3) We want to hear your top three things to change to allow you to make the town experience even better (we would like to hear solutions to any problems raised).
- 4) Report a problem system – do you have one? Would the development of a front-end system to include all authorities be beneficial for data collection.
- 5) Any jobs around Onchan that could be considered for volunteers.
- 6) Any other comments.

Resident Sentiment Survey Results - Onchan

How satisfied are you with the overall quality of your city/town/village services where you live?

	Dissatisfied	Somewhat dissatisfied	Somewhat Satisfied	Very satisfied
Onchan	28	44	74	17

Thinking about where you live, what type of infrastructure improvement is your highest priority?

	Onchan
Accessibility	2
Bike Trails and Bike Lanes	1
Drainage	3
Highway and pavement defects	94
Parking	14
Parks and recreational facilities	12
Public rights of way and green lanes	1
Public toilets	3
Signage	1
Street Lighting	4
Vegetation and hedge cutting	9
Water/Sewer systems	3
Blank	2
Other	14

Onchan - 163	Excellent		Good		Satisfactory		Poor		Blank	
Cleanliness	13	8%	55	34%	71	44%	24	15%		0%
Appearance	8	5%	52	32%	62	38%	39	24%	2	1%
Accessibility facilities	7	4%	45	28%	72	44%	35	21%	4	2%
Condition of our public rights of way footpaths and greenways	3	2%	31	19%	67	41%	61	37%	1	1%
Shared use of our public right of ways footpaths and greenways	3	2%	35	21%	66	40%	54	33%	5	3%
Directional & place signage	6	4%	45	28%	85	52%	24	15%	3	2%
Public transport	23	14%	54	33%	53	33%	30	18%	3	2%
Safety	30	18%	52	32%	61	37%	17	10%	3	2%
Street lighting	16	10%	45	28%	60	37%	40	25%	2	1%
Parking	9	6%	20	12%	60	37%	73	45%	1	1%
Public toilets	8	5%	26	16%	70	43%	49	30%	10	6%
Activities and things for adults to do	8	5%	21	13%	57	35%	76	47%	1	1%
Activities and things for children to do	2	1%	27	17%	56	34%	73	45%	5	3%
Your village/town/city	7	4%	48	29%	75	46%	32	20%	1	1%

General Notes Recorded
Not just Onchan but everywhere the potholes & road disrepair - this is what needs money spent on it, not a 20mph blanket that no one wants
Lack of Maintenance.
Some road white lines need sorting out via
Continually polluting our sea with millions of gallons of raw sewage is an abomination for a so called UNESCO Biosphere.
Street lighting in Church Rd Road markings need redoing Issues with traffic through the village
They should reinstate doorstep recycling
Potholes
I have no significant issues with any of these so no priority
Road signs throughout Island filthy. Howard Street Douglas . Surface a disgrace
Social housing repairs.
more clubs for younger people to take part in and making them more known to the youth, put the opportunities more in there face, in & outside of school.
An IMAX cinema would be beneficial in building the island economy and catch up with rest of the world.
More pavement so you can walk for example from Laxey to Onchan without walking on the road
Public transport
mobile and internet service desperately need improving. It is 2025 and there in no working 4g and vary limited mobile signal in Birch Hill... and no fibre!!
stop the 20mph project ! pointless waste of money to appease a minority
Demographics.
High volume community - too many cars - it would benefit from a shared bike warehouse or store to encourage more residents to bike to Douglas. Not enough green spaces - homes could do better to boost biodiversity - we are a Biosphere. Back bin lanes could become nature corridors. Improved traffic management in Onchan - roads off the main road would benefit from one way routes - limiting it as a thoroughfare to avoid traffic, making it more appealing to bike users. The library could provide wider rentals services - even a car pool to reduce cars in the area. Littering is a big issue on my street.
Clean up dog mess
Dog poo is awful.
More things to do for teens, more things to do for younger children. Lower the tax to 20%, bring over more shops to avoid online shopping, stop giving houses to people who lie to obtain them, stop bringing in immigrants, I could go on forever.
Roads clear of constant roadworks that take too long to complete
House prices
Vegetation and hedge cutting alongside Highways - roadside hedges should be cut back throughout the year for road safety



REPORT

Report to:	Board of Onchan District Commissioners
Reporting Officer:	Chief Executive/Clerk
Date of the Meeting:	8th August 2025
Subject:	Belgravia Road and Royal Drive Parking Issues - Update
Public or Private Document:	Public

Introduction:

Previously, the Board has supported the implementation of parking restrictions on the publicly adopted highway on Belgravia Road and Royal Drive with the aim of reducing:

- The likelihood of the area being used as long-term parking for vehicles not owned by residents; and
- Congestion by allowing more parking for patrons attending Onchan Pleasure Park, especially when public events are taking place.

A public consultation was undertaken in 2024 to obtain the views of members of the public, following which it was resolved that the Authority request that the Department of Infrastructure implement parking restrictions of a maximum stay of 18 hours in any 24-hour period, except for those with permits.

Unfortunately, when liaising with the Department, it has been noted that the proposal is not supported, and the matter is now at an impasse. The reasoning for not supporting the proposal is:

- Parking permits are onerous for the Department to manage due to the administration and the cost of signage and enforcement;
- The limitation of resources available to undertake enforcement, and no provision for undertaking enforcement outside of normal working hours;
- The potential for a number of consequential issues for residents, such as eligibility for a permit;
- Permit schemes are only introduced in areas where commuters park during a working day; and
- It is likely to displace problematic vehicles onto adjacent roads.

It is proposed that the Board now consider other options to try to progress the matter.
Previously Considered by the Board: <p>The Board has considered this matter many times during 2023, 2024, and 2025.</p> <p>The latest consideration of the matter was during a private meeting with the current Minister for the Department of Infrastructure, Michelle Haywood. The meeting was held on Monday 3rd March 2025.</p>
Recommendation/s or Action/s Taken: <p><u>Option 1</u></p> <p>That the Board instructs the Authority's officers to create a submission to the Department of Infrastructure based on the implementation of parking restrictions of a maximum stay of 18 hours in any 24-hour period, except for those with permits. The submission is to be created using the Department's Guidance for Minor Traffic Management Schemes and Assessment Matrix.</p> <p><u>Option 2</u></p> <p>That the Board considers other options to achieve the aims of reducing:</p> <ul style="list-style-type: none"> • The likelihood of the area being used as long-term parking for vehicles not owned by residents; and • Congestion by allowing more parking for patrons attending Onchan Pleasure Park, especially when public events are taking place.
Supporting Rationale: <p><u>Option 1</u></p> <p>See the enclosed Department of Infrastructure Guidance for Minor Traffic Management Schemes. Section 5 relates solely to local authority requests:</p> <p><i>“Elements for Consideration by Local Authorities</i></p> <p><i>Local authorities will each receive requests, be it from an individual resident, group or Board Member for some form of Minor Traffic Management request. By understanding that the Department cannot physically assess let alone deliver all requests, they need to evaluate how inclusive the request is, is it supported by the local authority and will it provide a benefit to the wider community.</i></p> <p><i>In doing this, it will then provide Highways with a clear scheme objective in order to undertake the engagement and design process for funding approval. It may be that certain traffic calming elements cannot be considered e.g. road humps on bus routes; road narrowing where HGVs must turn; chicanes where there is a high demand for on-street parking.</i></p> <p><i>Local authorities by focusing on the following points will assist when identifying which Minor Traffic Management Improvements should be brought to the Department for assessment, is the request:</i></p>

Suitable

- *Is the proposed request suitable for the area?*
- *Consider the advantages and disadvantages?*
- *Does the proposal meet our various criteria?*
- *What will be achieved?*

Opinion

- *Do the majority of residents agree there is an issue in the area?*
- *Would the proposal actually inconvenience the community or others?*
- *Is the concern related to traffic offences, if so, have the Police been able to act upon these concerns? This may negate the need for any changes in the first place.*

Impact

- *If implemented, would the proposal have the desired effect or will it actually introduce more problems?*
- *Will the proposal just move the problem to another area?*

Cost

- *Would the proposal be achievable financially? It is not a case of just introducing the proposal, consider the costs of engagement, officer's time, design, materials, equipment, and advertising.*
- *Does the cost of the proposal add any benefit to the community*
- *In the current financial climate we are only able to introduce a very small number of new traffic management schemes in any one financial year across the Island."*

It is highlighted that there is no guarantee that this proposal will progress the matter with the Department to prioritise the scheme.

Option 2

Previous ideas discussed by the Board have included the purchase of land for the creation of a long-stay parking area for vehicles, and the redevelopment of Onchan Pleasure Park, including the creation of additional off-street parking that could be managed by the Authority under a Parking Order.

Alternatives Considered but not Recommended:**Option 3**

That the Board resolves to no longer consider progressing highway improvements to Belgravia Road and Royal Drive.

Option 4

The Board approves the delegation of authority from the Department of Infrastructure to the officers of the Authority to undertake parking enforcement on the publicly adopted highway.

It is highlighted that any resource provided by the Authority for this function would be funded by the ratepayer, and any income received from fines would be payable to the Isle of Man Government.

Standing Orders:
Not applicable.
Resource Impact:
The Chief Executive/Clerk and District Surveyor's time will be required to progress either Option 1 or 2.
Financial Impact:
If Option 2 were to be progressed, some expenditure may be required in relation to architectural professional fees.
Legal and/or Insurance Impact:
Road Traffic Regulations Act 1985.
Equality Impact:
<p>If Option 2 were to be progressed in relation to the redevelopment of Onchan Pleasure Park, it is advised that consideration be given to:</p> <ul style="list-style-type: none"> • Creating more disabled parking spaces; and • Improving pedestrian infrastructure, such as:- <ul style="list-style-type: none"> ➤ Road crossings and tactile paving; ➤ Segregation measures e.g. barriers/ fences/ walls; ➤ Handrails; and ➤ Drop kerbs.
Climate Change Impact:
<p>If Option 2 were to be progressed in relation to the redevelopment of Onchan Pleasure Park, it is advised that consideration be given to:</p> <ul style="list-style-type: none"> • Creating more electric car charging parking spaces; • The creation of bicycle and scooter parking or shelters; and • The introduction of bus stops and coach parking.
Consultation with Others:
<ul style="list-style-type: none"> • Former Lead Member for Environmental and Technical Services – Onchan District Commissioners; • District Surveyor, Housing Manager, and Property Maintenance Manager – Onchan District Commissioners;

<ul style="list-style-type: none"> • Department of Infrastructure.
General Data Protection Regulations and/or Confidentiality Impact:
Not applicable.
Appendices:
<p>See enclosed:</p> <ul style="list-style-type: none"> • Belgravia Road and Royal Drive plan showing the proposed area for the implementation of parking restrictions of a maximum stay of 18 hours in any 24-hour period, • Department of Infrastructure Guidance for Minor Traffic Management Schemes; and a test Minor Traffic Management Schemes Assessment Matrix.

For Members Consideration.



ROSS PHILLIPS

CHIEF EXECUTIVE/CLERK



Guidance
Minor Traffic Management Schemes

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1. Foreword

Our Island Plan 2023 sets out the vision for the Islands Infrastructure to ensure it supports our growing and existing communities; whilst being sympathetic to our villages and towns. The aim of this document is to set out a clear framework to ensure all requests for Minor Traffic Management Improvements are assessed, prioritised and implemented in accordance with a robust policy which is transparent, fair and inclusive.

Traffic management is a holistic approach aimed to solve a problem/s identified in one or more roads/locations. It's the organisation, arrangement, guidance and control of both stationary and moving traffic, including pedestrians, cyclists and all modes of transport. Its aim is to provide for the safe, orderly and efficient movement of persons and goods, and to protect and where possible enhance the quality of the local street environment.

All traffic management requests have an impact on the street scene, and one of our main challenges is to minimise any adverse consequences this may have. In doing this, the Department will not consider any schemes that would transfer traffic from one residential road to another or be detrimental to any one particular user group. Traffic management improvements can be made up of a collection of individual elements; they may include major features such as pedestrian crossings, disc zones, speed limit changes or they may simply consist of road signs and road markings.

The need to develop a Minor Traffic Management Improvements Plan, which reflects the objectives of Government Strategic Policies, will lay down the foundations in how we envisage going forward in managing the expectations of our customers, communities, stakeholders and political representatives across the Island.

Consideration for future Minor Traffic Management Schemes should therefore reflect the aspirations of:

- **Our Island Plan –**

- Ensure the Islands Road Safety Strategy aligns with the needs of the community.
- Ensure street policy is informed by communities so that streets and places are inclusive, easy to navigate, safe and healthy and reflects the wishes of the people who live there.
- Ensure we are a well-connected Island enabling travel to, from and around making us an attractive place to live, visit and do business in.

- **Road Safety Strategy 2019-2029 –**

- To reduce the numbers of road traffic collisions resulting in deaths and/or serious/life changing injuries.
- To protect vulnerable road users including cyclists, motorcyclists, pedestrians, horse riders and groups vulnerable by age or disability.
- Reduce inappropriate road-based behaviour including speeding.

- **Climate Change Plan 2022-2027 –**

- Renew Active Travel Strategy to significantly increase participation. Promotes improved public physical and mental health through increased activity and better air quality.
- Reduce the need to travel by continuing to support provision of public services.
- Quieter, safer streets with more walking and cycling to schools is a healthier environment for everyone.

2. Reasons for Change

The Department continues to recognise the importance of improving the highway infrastructure, not only to address speeds and reduce accidents, but also provide vibrant and safe communities.

The increased demand for new Minor Traffic Management Improvements, even in the best of financial times, far exceeds the finance and staff resources available to implement them in any one financial year. The Department is constantly being challenged at all levels as to why some Minor Traffic Management Improvements are implemented in terms of priority relative to other schemes. The need for a coherent and transparent policy whereby potential Minor Traffic Management Improvements can be evaluated and prioritised is necessary.

The officers time required to review requests to determine if they meet our criteria can be difficult to quantify and can depend on officers experience and knowledge in the subject matter. If it is assumed that it will take an officer 1.5 hours to carry out a preliminary review of each request and its supporting data, then currently with the 75 active requests it will take 112.5 hours merely to assess its feasibility, which equates to one officer working for 15 days solely to establish if a request meets our criteria for escalation for further evaluation.

By defining the Departments approach to identifying and prioritising schemes this will not only provide our customers with clear guidelines; but it will also allow us to manage the expectations and to allocate limited resources to be used as effectively as possible with a fair and consistent approach for the well-being of the community.

3. Assessment Criteria

The assessment matrix (see Appendix A) sets out the criteria, which are expected to give an objective assessment. Particular attention will be given to streets adjacent to schools and to main pedestrian routes to and from schools. Schemes which score sufficiently high enough will be ranked alongside all the other service requests and put forward on future programmes of work as funding becomes available.

Minor Traffic Management interventions should consider all road users with specific consideration paid to encourage walking, cycling and creating a feeling of security within the road environment. Unnecessary difficulties for emergency service vehicles will be minimised, with accessibility for all appropriate modes of transport, including buses, remaining a key issue.

The Department can actively contribute to these goals by adopting a decision making framework that aligns interventions with Our Island Plan. Which sets out the vision for the Isle of Man which is to continue building a secure, vibrant and sustainable future.

- Restrain traffic and safeguard the environment.
- Ensure a fair and consistent approach to the assessment and prioritisation of requests across the Island.
- Manage the expectations of our residents, MHKs and customers.
- Improve pedestrian safety, accessibility and convenience.
- Concerns of the community which are supported by local authority or political member/s.

Our technique will mirror that of the principles for One Government, which is to:

- **Listen** – understand the needs of the community
- **Prioritisation** – to effectively determine where our resources are most needed
- **Productivity** – to ensure our resources are used effectively in the best interest of serving our customers

- **Delivery** – to provide a quality and service for the public
- **Accountability** – to recognise shortcomings, seek improvement and accept responsibility

This will then allow us to assess potential Traffic Management Improvements against criteria to:

- **Does the scheme reduce:**
 - Road traffic collisions serious and fatal
 - Reduce speed in residential areas
 - Through traffic in residential areas
- **Does the scheme promote:**
 - The maintenance and improvement of the highway network
 - Cycling and walking
 - Public transport
- **Does the scheme seek equitable levels of mobility and accessibility for all groups of people including:**
 - People with disabilities
 - Children
 - The elderly

4. Prioritising Minor Traffic Management Improvement Requests

Limited financial and other resources mean there will be competition for schemes across the Island and some proposals will be beyond the means of a single year's budget constraints. There is the danger that particularly strong pressure groups will be successful in promoting an area to the front of the queue on the basis of 'he who shouts loudest'. Prioritisation of schemes based upon objective criteria, will relieve these pressures and result in resources being deployed most efficiently and with maximum benefit to the community.

The prioritisation process can look either at a single site or street or an area comprising of a number of streets. A single format needs to be applied to all requests for traffic management improvement measures in order to be in a position to deliver schemes. Our aim is to reduce the number of smaller requests and concentrate our efforts on delivering projects with a wider impact and benefit and combining them with existing programmed maintenance projects.

This approach will allow us to focus on strategic schemes, enabling the delivery of schemes that are more likely to have an overall benefit to an area, allowing more involvement with the community and attracting lower build costs. In addition it is often the case when implementing larger schemes that there is greater scope to bring together more areas of funding.

Developing a robust and effective assessment and prioritisation methodology can be a challenging process, in technical, administrative and political terms. Making one thing a priority implies other things are not. This can generate resistance from stakeholders which requires difficult decisions to be made. The methodology must be sufficiently flexible to accommodate a range of scheme size and types, while being objective, transparent, technically rigorous and proportionate in terms of resources.

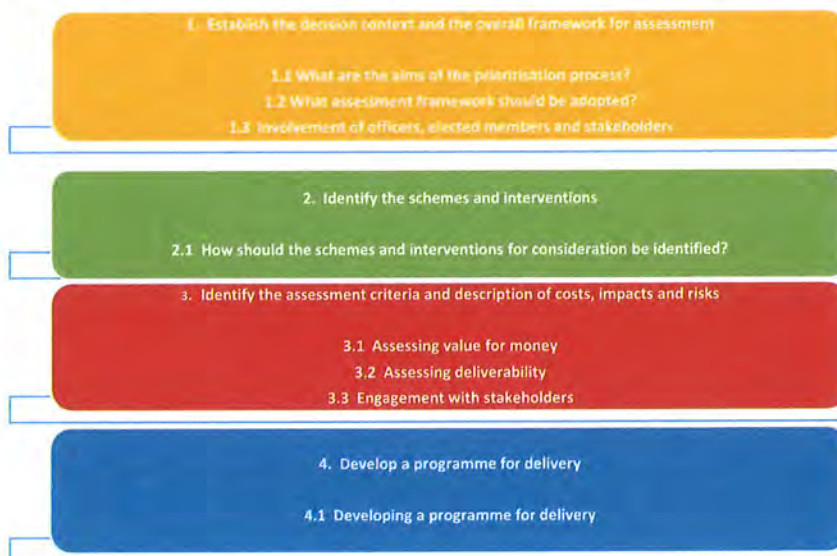
The ability to identify and stay focused on what is most important and to allocate resources and direct activities to reflect these priorities is paramount. The management of how schemes are prioritised is a key area for change. It is often the

case that too much resource is spent on relatively small traffic and parking related schemes that are driven not by priorities set by the Department but by the particular views of a single resident or set of residents and/or MHKs.

By actively engaging and encouraging our local communities to identify new traffic management measures for their areas is key. They are best placed to identify their main priorities to be considered for future schemes, and these decisions can then be made efficiently and democratically in the best interest of the local and wider community.

This approach will mean that schemes should be targeted to a number of prioritised areas within a given year. The change from the current annual/ad hoc approach will result in some disappointment in areas that are not covered by a scheme/s. This will be communicated clearly to residents and businesses alike, in some cases concerns may be mitigated by knowledge that a scheme is planned for future years.

Key steps in developing a prioritisation approach



5. Elements for Consideration by Local Authorities

Local authorities will each receive requests, be it from an individual resident, group or Board Member for some form of Minor Traffic Management request. By understanding that the Department cannot physically assess let alone deliver all requests, they need to evaluate how inclusive the request is, is it supported by the local authority and will it provide a benefit to the wider community.

In doing this, it will then provide Highways with a clear scheme objective in order to undertake the engagement and design process for funding approval. It may be that certain traffic calming elements cannot be considered e.g. road humps on bus routes; road narrowing where HGVs must turn; chicanes where there is a high demand for on-street parking.

Local authorities by focusing on the following points will assist when identifying which Minor Traffic Management Improvements should be brought to the Department for assessment, is the request:

Suitable

- Is the proposed request suitable for the area?
- Consider the advantages and disadvantages?
- Does the proposal meet our various criteria?
- What will be achieved?

Opinion

- Do the majority of residents agree there is an issue in the area?
- Would the proposal actually inconvenience the community or others?
- Is the concern related to traffic offences, if so, have the Police been able to act upon these concerns? This may negate the need for any changes in the first place.

Impact

- If implemented, would the proposal have the desired effect or will it actually introduce more problems?
- Will the proposal just move the problem to another area?

Cost

- Would the proposal be achievable financially? It is not a case of just introducing the proposal, consider the costs of engagement, officer's time, design, materials, equipment, and advertising.
- Does the cost of the proposal add any benefit to the community
- In the current financial climate we are only able to introduce a very small number of new traffic management schemes in any one financial year across the Island.

6. Examples and Costs of Traffic Management Measures

Minor Traffic Management Interventions is presently high on the agenda for many of our local communities. Traffic Management covers a range of engineering elements that seek to provide a solution to a variety of traffic issues in order to reduce speeds, traffic movement and to promote pedestrian, public and bicycle transport safety.

Minor Traffic Management encompasses a wide scope of elements including, for example, parking management; pedestrian facilities; speed limits, traffic signs and road markings and traffic calming.

Costs can differ significantly from one scheme to another depending on the identified cause of the problem and solution. Consideration into the hidden costs of any Minor Traffic Management Intervention request is paramount. What would appear to be a single straightforward request can become complex and costly when we take into account hidden costs. Such costs cover engagement, assessments, surveys, data collection, safety audits and Traffic Regulation Orders. A Traffic Regulation Order (TRO) alone is between £3,000 and £5,000. The maximum value of a Minor Traffic Management Intervention is £250k.

Therefore by combining small bundles of works wherever possible into larger packages for Minor Traffic Management Improvements, capital, regeneration projects and maintenance schemes, this could possibly reduce the overall of cost, but will also considerably minimise disruption and frustration to residents and the travelling public if work can be amalgamated. Examples of minor requests can be:

1. New Road signs and road markings.
2. Speed Limit Changes/20mph Zones.
3. Entry treatments.
4. Pedestrian crossings
5. Parking Restrictions - Introduction of dedicated parking bays for taxis, disabled, loading
6. One-way systems.

New Road Signs and Road Markings – Simple signing and lining schemes can be designed and delivered within one financial year. Costs can vary depending on the amount of signs and lining required and if a TRO is required. The cost to erect a warning or regulatory sign on a new sign post costs between £420 and £700 dependant on size. A directional sign on new posts typically costs between £1,050 and £1,750 dependant on size.

There are two main classification of signs, Regulatory Signs and Warning Signs. These signs are used to alert drivers in advance of potential hazards, and in response align driver/rider behaviour to the environment/feature they are to encounter. This can be a relatively cheap road safety option.



In addition to the aforementioned signs, we also receive requests for tourist signage, home zones, disc parking, disabled parking, coach parking and electronic speed indicator signs. The cost of installing electronic speed indicator signs are around £7,840 in addition to the officer's time to install each sign.

Speed Limit Changes – Changes to speed limits is a legislative process that requires formal consultation. The consultation process can be both lengthy and costly and can result in additional costs if the outcome requires design changes.

The works required to support speed limit changes also vary depending on the number of signs required and whether street lighting has to be installed. The volume of work may also vary if the scheme is to incorporate village gateway treatment or other physical changes to support the reduction in speed.

Scheme	Indicative Cost
Change of single speed limit with is uncontentious and where minimal infrastructure is required.	£26,250
2 Village Gateways including carriageway treatments.	£31,850
Build outs (which does not require drainage alterations).	£9,100

20mph limits are not just a road safety measure, we should consider their value and effectiveness by increasing walking any cycling and improvements in quality of life, and better air quality. Journey times on roads in urban areas tend to be dictated by junctions and signals rather than the speed limit. In many cases lowering the speed limit to 20mph will have little impact on journey times.

When budgeting for 20mph zones we need to consider the number of entry points which will decide on the number of signs required, in addition we need to consider lighting requirements. The estimated cost for a 20mph zone including five entry points, is £227,500; additional costs may be identified as the project is developed and risks identified.

New 20mph zones can take 12 to 18 months to implement and should be programmed over two years.

Entry Treatments and Raised Tables – are areas where the carriageway is raised to pavement level. These are an effective way of controlling traffic speeds, and can also discourage heavy vehicles and through traffic issues within residential areas. We consider constructing these at junctions where there is a recognised speed related road safety problem. These can be expensive and prices can vary dependant on length and carriageway width and drainage issues. Double speed cushions and associated works can typically cost £40K. A raised junction with crossing point and associated works such as coloured surfacing, signing and lining costs from £60k dependant on length and carriageway width.



This type of traffic calming is valuable in:

- reducing the number and seriousness of accidents, especially those involving pedestrians and cyclists
- promoting cycling and walking
- promoting a greater feeling of safety

Pedestrian Crossings – There are a variety of pedestrian crossings which can be considered when looking at new locations. We must ensure that the most suitable is used for any given area and it is essential that each site is surveyed and consideration is taken into account of the main factors such as:

- Number of people crossing (including vulnerable road users)
- Volume of traffic
- Speed of traffic
- Vicinity, such as schools, shops, hospital

It is important to note that not all formal crossing facilities necessarily make a crossing point safer, particularly where pedestrian and/or vehicle numbers are low, where there is no natural focal point for crossing movements.

Below are the outline costs (approximate) which apply to the design, consultation, legal process, construction and audits for a newly sited single zebra pedestrian crossings. Please note that these costings will vary from site to site depending on the requirements:

	Outline Costs	Scheme Costs
Consultation, Design & Feasibility	£35,700	
Legal process (depending on size of scheme)	£9,950	
Safety Audits	£5,500	
Construction		£42,000
Lining Requirements (dependant on length)		£20,600
Surfacing (dependant on length of carriageway)		£22,260
Cost of new electrical supply, cabinet and mains board		£19,317
Total Cost (minimum)		£155,327

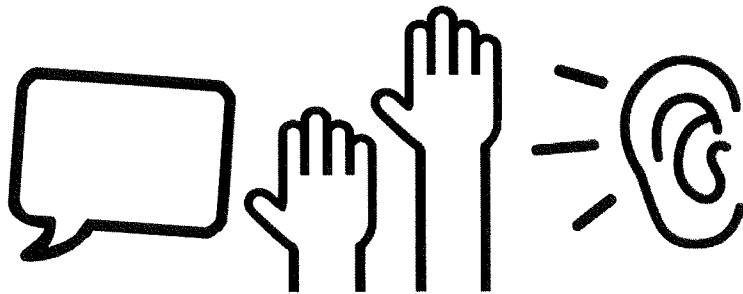
Please note for a standard single puffin crossing (including high friction surfacing on approaches) the costs increase significantly to approximately £235,000 minimum.

7. Stakeholder Engagement

One of the biggest challenges in taking forward any traffic scheme whether large and small is to ensure that public engagement is undertaken in a way which is meaningful, inclusive and brings benefits for all involved. It is vital that traffic management schemes meet the social and economic needs of communities as well as ensuring their safety.

As communities and other stakeholder groups become more diverse, they demand greater participation in decisions that will affect their lives and the overall impact it has on their communities.

Roads are not just for vehicles, everyone affected by road schemes should be involved. It needs to be emphasized that engagement is a two-way communication process that provides us with a technique for exchanging information. Effective stakeholder engagement can bring about not only a comprehensive and informative assessment of an area which impacts the community; reduce overall design and engagement costs, but it can also be an excellent public relation exercise, if done correctly.



8. Conclusion

This policy is required to ensure a robust evaluation method is applied to the assessment and prioritisation of new Minor Traffic Management Requests and as such any allocation of funding is undertaken in a fair and proper manner.

The policy for the assessment and prioritisation of Minor Traffic Management Schemes has been developed to manage the high demand and expectations of the public and Members in a climate of decreasing resources. It provides a fair and clear scoring system for requests so that they can be prioritised and enables limited resources to be used as effectively as possible.

Historically there has been a high demand for traffic and parking schemes and this is not expected to reduce. The issues tend to be very emotive and this puts pressure on Members and Highway Services officers to find solutions reactively on occasions. This approach has created problems elsewhere (for example, transference or displacement issues) and has not always provided value for money.

Traffic Management Request					
Scheme Requested					
Assessment Area	Issues	Review	Yes	No	Comment
Compliance with Road Safety Strategy	Speed Limit	Will the scheme influence drivers to comply with the speed limit?			
	Causality Reduction	Will the scheme reduce road traffic casualties?			
	Perception of road safety	Will the scheme reduce road safety fears?			
Compliance with Active Travel Strategy	Mobility Impaired	Will the scheme improve conditions for mobility impaired pedestrians?			
	Routes to School	Will the scheme improve a route to school?			
	Access to Public Transport	Will the scheme help people access bus stops?			
	Footpaths & Cycle Routes	Will the scheme improve the safety of designated cycle or pedestrian route?			
	Physical Activity	Will the scheme generate additional numbers of walking or cycling?			
	Journey Quality	Will the scheme improve the end to end journey experience of transport users?			
	Severance	Will the scheme reduce community severance?			

Impact on Community	Community Affected	Will the scheme benefit more than 20 users?			
	Community Support	Does the Local Authority, Local MHKs and Residents support the scheme?			
Impact on Environment	Noise	Is the scheme likely to increase noise to properties?			
	Air Quality	Is the scheme likely to increase air pollution?			
	Landscape	Is the scheme likely to impact on landscape?			
	Street or Roadscape	Is the scheme likely to impact on townscape?			
	Historic Environment	Is the scheme likely to impact of Historic Environment?			
	Water Environment	Is the scheme likely to impact on water environment?			
	Biodiversity	Is the scheme likely to impact on biodiversity?			
Delivery Difficulty	Complexity	Does the scheme require high number of delivery agents?			
	Loss of Amenity	Does the scheme affect resident's amenity?			
	Traffic Regulation Order	Does the scheme require associated traffic regulation orders?			

Minor Traffic Management Scheme - Assessment Matrix (TEST)

Traffic Management Request Scheme Requested – Test						
Assessment Area	Issues	Review	Yes	No	Comment	Score
Estimated Cost						
Compliance with Road Safety Strategy	Speed Limit	Will the scheme influence drivers to comply with the speed limit?	✓			2
	Causality Reduction	Will the scheme reduce road traffic casualties?	✓			2
	Perception of road safety	Will the scheme reduce road safety fears?	✓			2
Compliance with Transport Strategy	Mobility Impaired	Will the scheme improve conditions for mobility impaired pedestrians?	✓			2
	Routes to School	Will the scheme improve a route to school?	✓			2
	Access to Public Transport	Will the scheme help people access bus stops?	✓			2
	Footpaths & Cycle Routes	Will the scheme improve the safety of designated cycle or pedestrian route?	✓			2
	Physical Activity	Will the scheme generate additional numbers of walking or cycling?	✓			2
	Journey Quality	Will the scheme improve the end to end journey experience of transport users?	✓			2
	Severance	Will the scheme reduce community severance?	✓			2
Impact on Community	Community Affected	Will the scheme benefit more than 20 users?	✓			2
	Community Support	Does the Local Authority, Local MHKs and Residents support the scheme?	✓			2
Impact on Environment	Noise	Is the scheme likely to increase noise to properties?	✓			2
	Air Quality	Is the scheme likely to increase air pollution?	✓			2
	Landscape	Is the scheme likely to impact on landscape?	✓			2
	Street or Roadscape	Is the scheme likely to impact on townscape?	✓			2
	Historic Environment	Is the scheme likely to impact of Historic Environment?	✓			2
	Water Environment	Is the scheme likely to impact on water environment?	✓			2
	Biodiversity	Is the scheme likely to impact on biodiversity?	✓			2
Delivery Difficulty	Complexity	Does the scheme require high number of delivery agents?		✓		2
	Loss of Amenity	Does the scheme affect resident's amenity?		✓		2
	Traffic Regulation Order	Does the scheme require associated traffic regulation orders?		✓		2

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Report To: Minor Improvement Committee			
Report Title: Test			
Report Author:			
Date:			
Request for Action:			
Background:			
Estimated Cost:		Priority Score:	
Compliance with Road Safety Strategy:	3 out of 3 priorities met		6
Compliance with Active Travel strategy:	7 out of 7 priorities met		14
Impact on Community:	2 out of 2 priorities met		4
Impact on Environment:	7 out of 7 issues		14
Delivery Difficulty:	0 out of 3 issues		6
		Total	44

Ross Phillips

From: Ross Phillips
Sent: 07 August 2025 12:44
To: Ross Phillips
Subject: FW: Public Consultation | Tynwald Commissioner for Administration (Amendment) Bill | Onchan

From: [REDACTED]
Sent: 05 August 2025 10:08
To: Admin <admin@onchan.org.im>
Subject: Public Consultation | Tynwald Commissioner for Administration (Amendment) Bill | Onchan

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Sir/Madam,

As a listed Local Authority under the Tynwald Commissioner for Administration Act 2011 – I write to advise of the launch of a public consultation on a draft amendment Bill, and to invite you to consider responding to an online questionnaire, or to provide any comments.

Public Consultation on the Tynwald Commissioner for Administration (Amendment) Bill:

Draft Bill (Keeling Schedule):

- To assist this consultation, a marked-up version of the Tynwald Commissioner for Administration Act 2011 is available **here** – otherwise known as a “Keeling Schedule” to aid understanding of the legislation by showing proposed amendments in context.

Background:

- The Tynwald Commissioner for Administration (“TCA”) was set up by the Tynwald Commissioner for Administration Act 2011 which came into operation on 1 January 2018. Previous postholders have requested that the Act be amended in various ways. Some of these have been referred to in the TCA's annual reports, while others have been recorded in files originally held by the Cabinet Office, since transferred to the Clerk of Tynwald's Office. In January 2023 the Cabinet Office advised that the Government had decided to remove the Bill from its Legislative Programme and asked if the Tynwald Management Committee would be prepared to pick it up, to which it agreed in May 2023.
- An initial consultation on general principles was held between 26th October to 24th November 2023 – this invited comment from Tynwald Members, Departments, Statutory Boards, Local Government and the incumbent and outgoing TCAs. Following the preparation a marked-up proposal (or “Keeling Schedule”) the Committee is now consulting the public and inviting feedback. Thereafter the Committee intends to report to Tynwald Court with detailed proposals and attach a draft Bill, alongside their report. If approved, the Bill would then be introduced into the House of Keys under Standing Order 4.2(1)(f).

Deadline:

- The deadline for receipt of responses is **Tuesday, 16th September 2025 at 5.30pm.**

Email submissions:

- Responses can be emailed to: committees@tynwald.org.im with “TMC Consultation” in the subject line.

Online submissions:

- Responses can be made online (preferably) on this [Microsoft Forms page](#).

Paper form submissions:

- On request, the reception at Legislative Buildings can provide a paper copy to complete and return.

Should you have any questions, please do not hesitate to ask.

Thank you in advance for your consideration.

Kind regards / lhiats,

[Redacted]

[Redacted]

Head of Legislative Services

Ard Offishear Shirveishtyn Slattyssagh

Office of the Clerk of Tynwald

Legislative Buildings | Finch Road | Douglas | Isle of Man | IM1 3PW

T: [Redacted]

E: [Redacted]

W: www.tynwald.org.im

Ross Phillips

From: Ross Phillips
Sent: 07 August 2025 12:43
To: Ross Phillips
Subject: FW: Strategic Plan review Preliminary Publicity 2025 -launch

From: [REDACTED] **On Behalf Of** CO, Strategic Plan

Sent: 04 August 2025 10:25

To: [REDACTED]

Subject: Strategic Plan review Preliminary Publicity 2025 -launch



You don't often get email from strategicplan@gov.im. [Learn why this is important](#)

Dear Clerk,

I'm pleased to be able to share with you the news that Cabinet Office has published updated papers in connection with the Isle of Man Strategic Plan Review.

Release of these papers represents 'preliminary publicity' and is a formal period of public consultation undertaken when the Department is starting a new development plan. This new consultation is an updated version of that which took place in July 2023.

A number of documents are available at gov.im/strategicplan and on the Consultation Hub at consult.gov.im.

The deadline for responses is 5pm on **Monday 27th October 2025**.

Responses can be submitted via the consultation hub at consult.gov.im. Alternatively, paper response forms are available online. Completed forms should be returned by email to strategicplan@gov.im or to Planning Policy, Cabinet Office, Third Floor, Government Office, Douglas, IM1 3PN.

What happens next?

Cabinet Office will produce a Draft Plan which will be published for comment, ahead of a Public Inquiry being arranged.

If you have any queries or would like see paper copies of any of the documents, please contact the Planning Policy Team. The team's email address for this project is strategicplan@gov.im and we can be contacted by telephoning 686758.

Kind regards,



MEMORANDUM

Memorandum to:	Board of Onchan District Commissioners
Reporting:	Lead Member for Housing
Date of the Meeting:	11th August 2025
Subject:	Housing – Quarterly Report (Quarter 1)
Public or Private Document:	Public

This report covers the period 1st May 2025 to 31st July 2025.

1. MAINTENANCE OF PUBLIC SECTOR HOUSES

1.1 Projects in Progress

i. Springfield Court – Refurbishment

This project has now received planning approval. The District Surveyor and the Property Maintenance Manager are now progressing the project through the next stages of the Department of Infrastructure's Petition Procedures.

ii. Springfield Court Phase 1 – UPVC Windows and Doors Replacement

The contractor, NK Construction Limited, has issued letters to residents to carry out the final site measures before commencing installation. A commencement date for the works is to be agreed shortly.

iii. General Housing – Installation of Thermostats

This project is approximately 99% complete. The contractor, Electrical Design Solutions, is currently trying to arrange access to the final properties.

iv. **Scheme 10 Inner Barrule Drive and Ballachrink Drive – Refurbishment**

This project was due to commence on site now. Due to delays relating to obtaining approvals from the Department of Infrastructure and Treasury, the selected contractor will no longer undertake the works as tendered.

The Board recently resolved to try to negotiate a contract cost and programme with the next contractor who tendered for the project. Negotiations are ongoing with officers on behalf of the Authority.

1.2 Voids (Vacant Properties)

Quarter 1 has recorded 10 void properties returned to the Authority. This is split as follows:-

- 8 General Housing; and
- 2 Sheltered Housing.

2. MANAGEMENT AND CONTROL OF HOUSING WAITING LISTS

2.1 Waiting Lists:

As of 30th June 2025, there are 145 live applications on the Authority's social housing waiting list. The list is split as follows:-

- 75 general housing;
- 41 sheltered housing; and
- 29 transfer requests.

Waiting Lists Housing Needs Breakdown:

General housing is split as follows:-

- 46 applicants require 1 Bed;
- 43 applicants require 2 Beds;
- 12 applicants require 3 Beds; and
- 3 applicants require 4 Beds.

Sheltered housing is split as follows:-

- 36 applicants require 1 bed.
- 5 applicants require 2 beds.

3. TENANCY MANAGEMENT**3.1 Anti-Social Behaviour**

There has been one report of anti-social behaviour this quarter, which is being closely monitored.

3.2 Administration:

During the quarter, a range of administrative tasks have been undertaken to ensure effective tenancy and housing management. A total of 16 tenancy reviews were completed for various reasons. In addition, there has been continued active management of the Housing Waiting List, which involves conducting annual reviews of applicants' current circumstances and responding to individual cases as they arise.

3.3 Garden Maintenance

During this quarter, there were a total of 44 Stage 1 reminder letters issued to tenants concerning the upkeep of their gardens.

3.4 Formal Complaints

None.

3.5 Rent Arrears

The accounts that are showing an arrears balance are actively being managed with appropriate repayment plans in place. A rent report was previously circulated to the Members, as well as an update included within the quarterly performance data report.

4. LAND FOR HOUSING

Government departments as land owners have been contacted as requested by the Board. The Chief Executive/Clerk to report updates in due course.

5. STRATEGIC AND POLICY**5.1 Void Policy**

No maintenance works to report that fall under the void policy for approval.

5.2 Safeguarding Policy and Procedures

Work to create this document is ongoing.

Report submitted for your information.



Lead Member for Housing
Scott Wilson



REPORT

Report to:	Board of Onchan District Commissioners
Reporting Officer:	Chief Executive/Clerk
Date of the Meeting:	8th August 2025
Subject:	Social Housing Development Sites within Onchan – Update
Public or Private Document:	Public

Introduction:

Previously, the Board has supported the creation and implementation of a formal social housing strategy for the provision of new social housing within Onchan, and that a draft social housing strategy be brought back before the Board for consideration and approval.

When the Board had previously considered this matter and social housing provision generally, it was requested that the Chief Executive/Clerk continue to approach the Isle of Man Government regarding vacant sites in the Government's ownership within the District that could be purchased to provide social housing development opportunities.

Following ongoing correspondence throughout 2024 and 2025, updates are now available in relation to three sites identified within the District. These sites are all situated in the area of Second Avenue, Onchan, and are identified on the enclosed plan.

Previously Considered by the Board:

Ordinary Meeting of the Board held on Monday 2nd June 2025.

Minute reference C25/06/01/20.

Recommendation/s or Action/s Taken:

Former Gas Works Site

Option 1 – that the Authority continues to correspond with the Isle of Man Government and Members for the House of Keys regarding the Authority's wish to purchase the site.

Option 2 – that the Authority no longer continues to correspond with the Isle of Man Government and Members for the House of Keys regarding the Authority's wish to purchase the site.

Site Adjacent to Triumph

Option 1 – that the Authority continues to correspond with the Isle of Man Government and Members for the House of Keys regarding the Authority's wish to purchase the site.

Option 2 – that the Authority no longer continues to correspond with the Isle of Man Government and Members for the House of Keys regarding the Authority's wish to purchase the site.

Meadow View Complex

That the Authority continues to liaise with the Department of Health and Social Care regarding the purchase of the properties currently in the ownership of the Ballacurn Trust.

Supporting Rationale:**Former Gas Works Site**

It has been confirmed by the Treasury that the site is currently not for sale, and it to be kept as an Isle of Man Government Reserve.

Site Adjacent to Triumph

It has been confirmed by the Treasury that the site is currently not for sale, and it is to be kept as an Isle of Man Government Reserve.

Meadow View Complex

The Department of Health and Social Care, as trustee to the Ballacurn Trust, is currently surveying the properties and considering options regarding what to do with the properties in the future. The following is noted:

- The potential sale of the Ballacurn Trust-owned properties is not straightforward, as the Trust owns properties in other parts of the Island which the Authority has no interest in, as well as the practicality of dissolving or splitting up the legal entity of the Trust;
- The Authority's interest in the properties has been registered with the Department for consideration. Assurances have been given that the Authority will receive a formal response when a decision has been made in relation to the future of the properties; and
- The properties are currently all vacant, except for one. Based on a basic survey of the properties by the Authority's staff, it is proposed that minimal expenditure will be required to re-let the properties for the Authority's social housing purposes, and that the property sizes will be suitable for many of those on the Authority's current one-bed social housing waiting list.

Alternatives Considered but not Recommended:

Not applicable.

Standing Orders:
Not applicable.
Resource Impact:
The Chief Executive/Clerks' time is currently the only resource being allocated to progressing potential social housing development sites.
Financial Impact:
<p>If the Authority is successful in obtaining agreement to purchase a site, then a business case and petition will have to be submitted to the Department of Infrastructure and Treasury for approval.</p> <p>The purchase of these sites could be funded via a loan, or partially by the Authority's current Social Housing Maintenance Reserve.</p>
Legal and/or Insurance Impact:
<p><u>Local Government Act 1985 – Section 25 (Acquisition and Disposal of Land)</u></p> <p><i>(1) A local authority may, subject to the following provisions of this section, purchase, sell, exchange, take on lease or let any land, within or outside its district, for the purpose of its functions under any enactment.</i></p> <p><i>(2) No transaction within subsection (1), other than the letting of any land for a term not exceeding 7 years, shall have effect without the consent of the relevant Department.</i></p> <p><i>(2A) A consent of the relevant Department under subsection (2) may be either —</i></p> <ul style="list-style-type: none"> <i>(a) a general consent, relating to any class or description of transactions within subsection (1), or</i> <i>(b) a specific consent, relating to a particular transaction within that subsection, and in either case may be given subject to compliance with such conditions as may be specified in the consent.</i> <p><i>(2B) The relevant Department shall lay before Tynwald any general consent under subsection (2).</i></p> <p><i>(3) Subject to subsection (4), a local authority shall —</i></p> <ul style="list-style-type: none"> <i>(a) give public notice of any application for consent under subsection (2), stating particulars of the intended transactions and naming a place in its district where a plan of the land may be inspected at all reasonable hours, for a period of not less than 14 days before the application is made; and</i> <i>(b) if so required by the relevant Department, cause a like notice to be published in a newspaper published and circulating in the Island.</i> <p><i>(4) Where in any case it appears to the relevant Department appropriate to do so, it may dispense with compliance with the requirements of subsection (3).</i></p>

(5) Where in any case it appears to the relevant Department appropriate to do so, it may direct that an application for consent under subsection (2) shall be referred to Tynwald, and where such a direction is given, that subsection shall have effect with the substitution, for the reference to the consent of the relevant Department, of a reference to the approval of Tynwald.

(9) In relation to land held by a local authority for the purposes of Part IV of the Housing Act 1955, this section has effect subject to the provisions of that Part.

(10) A local authority may acquire land under this section for the purpose of any of its functions, notwithstanding that the land is not immediately required for that purpose, and such land may, until it is so required, be held and used for the purpose of any other function of the authority.

Equality Impact:

Not applicable.

Climate Change Impact:

Not applicable.

Consultation with Others:

- Lead Member for Housing – Onchan District Commissioners;
- District Surveyor, Housing Manager, and Property Maintenance Manager – Onchan District Commissioners;
- Department of Health and Social Care;
- Department of Infrastructure;
- The Treasury;
- Julie Edge, Rob Callister, Andrew Smith, Lawrie Hooper, and Claire Christian – Members for the House of Keys.

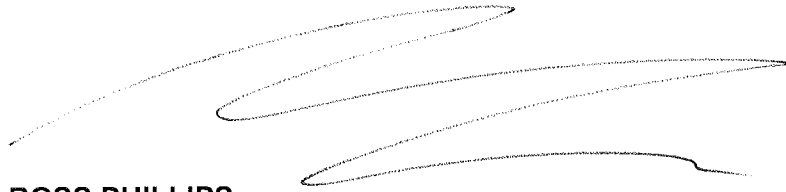
General Data Protection Regulations and/or Confidentiality Impact:

Not applicable.

Appendices:

See the enclosed plan that identifies the sites considered for development.

For Members Consideration.

A handwritten signature in black ink, consisting of several sweeping, connected strokes that form a stylized, elongated shape.

ROSS PHILLIPS

CHIEF EXECUTIVE/CLERK

