



# Delegated decision report

## **DECISION UNDER DELEGATED POWERS**

**DECISION CANNOT BE TAKEN BEFORE MONDAY, 15 MARCH 2010**

Title	<b>OBJECTIONS TO THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, YARMOUTH) (TRAFFIC REGULATION) ORDER NO 1 2009</b>
Report Author	<b>REPORT TO THE CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT</b>

## PURPOSE

1. To approve The Isle of Wight Council (Various Streets, Yarmouth) (Traffic Regulation) Order No 1 2009, in light of the objections received to amend the parking restrictions in Bridge Road, Station Road and Thorley Road, Yarmouth.

## OUTCOMES

2. Alterations to the parking restrictions in the above roads in order to create a safer road network.

## BACKGROUND

3. A number of amendments to the parking restrictions in Yarmouth were advertised during August/September 2009 after consultation with the police, Yarmouth town council and local councillors.

## STRATEGIC CONTEXT

4. The recommended orders will contribute to the delivery of the Isle of Wight's Sustainable Community Strategy particularly priorities
  - 2 - Create wealth and reduce our carbon footprint at the same time and
  - 6 - Improve health, emotional wellbeing and life expectancy across the Island - to reduce the number of people killed or seriously injured in road accidents by 40% by the year 2010 - to cut the number of short car journeys.

## CONSULTATION

5. Consultation has been undertaken in accordance with the Road Traffic Regulation Act 1984, as amended, and the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

## FINANCIAL/BUDGET IMPLICATIONS

6. The costs associated with the introduction of the proposed Order have been identified, and are to be covered as part of the Highways capital allocation for Island wide Minor Traffic Management Schemes.

## LEGAL IMPLICATIONS

7. The relevant powers are contained in the Road Traffic Regulation Act 1984, as amended. The procedure for introducing Traffic Regulation Orders is set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

The Local Authority must consider any objection that has not been withdrawn. This is considered in the evaluation below.

The council is required to publish a notice to the effect that the order has been made, the nature and effect of the order and the date it is proposed to come into effect.

The council is required to make the necessary amendments to the road markings and signage as a soon as practicable in the area to adequately provide information as to the order that is in place in the area.

Where the restrictions on road users may represent restrictions of an individuals human rights under Article 8 and protocol 1 of the European Convention on Human Rights, those restrictions are proportionate where the ability of other road users to safety use the highway is enhanced.

The recommended Traffic Regulation Orders are, in part, designed to increase road safety by reducing both the incidents of traffic crime and consequences to other road users of traffic crime. The recommendations are made with regard to the duty to reduce incidents of crime and disorder contained within s17 Crime and Disorder Act 1998.

## EQUALITY AND DIVERSITY

8. Following advertisement of all Traffic Orders which are subject to 28 days consultation, members of the public are entitled to raise any representations within that period.

The service will be required to undertake an equality impact assessment. This will identify if there is any negative impact on the local community. An equality impact

assessment will ensure all those who use any nearby facilities in line with proposed traffic regulation orders including visitors are not disadvantaged. Please note that road safety implications are paramount in any decision to implement traffic orders.

## OPTIONS

9. a) Do not implement proposed restriction.
- b) Implement proposed restriction.
- c) Implement proposed restriction with amendment.

## RISK MANAGEMENT

10. Should the proposed changes to the existing parking restrictions not be introduced, this would have the potential to increase the probability of personal injury collisions, which on average cost the local community £89,820 per incident (Department for Transport 'Highways Economics Note No 1 2005 – Valuation of the Benefits of Prevention of Road Accidents and Casualties Issue Date January 2007). This would also affect the Isle of Wight Council's ability to achieve its targets for casualty reduction by 2010.

## EVALUATION

### 11 (a) Thorley Road, Yarmouth

To implement "No Waiting At Any Time" in the following lengths of road;

Thorley Road, on both sides, from a point 29 metres south to a point 166.5 metres south of its junction with Bouldnor Road.

If implemented, double yellow lines will be painted on both sides of the road from the existing lines from the junction with Bouldnor Road to the end of the long meandering bend which is a total of 138 metres; therefore creating a safer road network for all road users.

One letter of objection and two letters of support were received for Thorley Road – the main points being:

- Although these proposals are very welcomed the lines should be extended further south to the old railway footpath (2)
- There will be no where to park to enable the use of the old railway track (1)
- What is the point in having these locations for walking when there is no where to park (1)
- Vehicles parked in this location park on the verge and this does not create a road safety issue (1)
- There is not a road safety or traffic flow issue (1)

The proposed parking restrictions along Thorley Road have been advertised following representation from local residents who have expressed concerns regarding the dangerous situation and obstruction to traffic caused by parked vehicles, particularly on the narrow section of this road.

The proposed restrictions are designed to address the problems encountered by parked vehicles particularly on the long bend. They will provide a safer road network, particularly for delivery vehicles, emergency service vehicles and buses.

One representation to the proposed restrictions has been received that raises concern about the ability to park near to the old railway track to walk; although it is acknowledged that there will be a loss of parking spaces the road safety concerns far out weigh this concern. The proposed restrictions do not go as far as the entrance/exit to the railway track therefore there is still on street parking available close to this location. Such restrictions will reduce the potential for head-on conflict, making the entire length of carriageway safe for all road users.

The police, town council and local Isle of Wight councillor have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction is implemented as advertised.

11 (b) **Station Road, Yarmouth**

To implement "No Waiting at Any Time" in the following lengths of road:

Station Road, on the south-east side, from a point 38 metres north-east to a point 62 metres north-east of it's junction with Mill Lane.

Station Road, on the north-east side, from a point 12.5 metres south-east to a point 29 metres south-east of it's junction with Victoria Road.

Station Road, on the north-east side, from a point 35 metres south-east to a point 36.5 metres south-east of it's junction with Victoria Road.

Station Road, on the north-east side, from a point 45.5 metres south-east to a point 52.5 metres south-east of it's junction with Victoria Road.

Station Road, on the south-west side, from a point 16.5 metres south-east to a point 25.5 metres south-east of it's junction with Victoria Road.

Station Road, on the south-west side, from a point 30 metres south-east to a point 38 metres south-east of it's junction with Victoria Road.

One letter of objection was received for Station Road, the main points being:

- What arrangements have been made for patients attending the doctors surgery (1)

- free spaces needs to be made available solely for people attending the surgery (1)

The proposed restrictions in Station Road are intended to form part of the residents parking zone where the proposed change are required in all areas not covered by on-street residential parking bays to comply with the requirements of the traffic signs regulations. The representation has raised concerns that there will be nowhere to park for those attending the doctor's surgery: however the proposed will have no negative impact on the ability to park on-street as the restrictions will only apply between existing on-street spaces.

The police, town council and local councillor has indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction is implemented as advertised.

#### 11 (c) **Bridge Road, Yarmouth**

To revoke 'Limited Waiting 15 Minutes No Return Within 15 Minutes, Setting Down Only' in the following length of road:

Bridge Road, on the west side, from it's junction with Quay Street to a point 25.5 metres south thereof.

To revoke 'Limited Waiting 15 minutes No Return Within 15 Minutes 1 October to 30 April setting Down Only / No Stopping Except Taxis 1 May to 30 September' in the following length of road:

Bridge Road, on the west side, from a point 25.5 metres south to a point 43 metres south of it's junction with Quay Street.

To implement 'Limited Waiting 15 Minutes No return within 15 Minutes' in the following length of road;

Bridge Road, on the west side, from its junction with Quay Street, to a point 43 metres south thereof

If implemented, the waiting area directly outside the main entrance to Wightlink will be created to allow a 15 minute waiting window to enable dropping off and picking up.

[One letter](#) of objection with eight signatures was received for Bridge Road – the main points being:

- Removing the area which allows taxis to park does not provide enough room for taxi provision (1)
- The existing taxi rank has only enough spaces for three vehicles and to ensure each taxi has a chance to trade four to five would be needed (1)
- Taxis will not be able to wait in the proposed 15 minute waiting area without getting a fine if they are waiting for longer than the stated time (1)

The proposed changes to the restrictions along Bridge Road by the Wightlink terminal has been proposed to avoid the confusion created by the current dual restriction that is in place and to provide further short stay parking bays close to the ferry terminal.

The representation received is from the taxi companies that work in the area who have expressed their concerns that there will not be enough spaces for the number of taxis working from that area. The Isle of Wight Council as local highway authority provides taxi ranks to enable taxis to ply for hire and are satisfied that the remaining number of bays is sufficient to reflect to local public demand for such services.

The police, town council and local Isle of Wight councillor have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction is implemented as advertised.

### RECOMMENDATION

12. a) Thorley Road, Yarmouth  
Implement proposed restrictions. (9b)
- b) Station Road, Yarmouth  
Implement proposed restriction. (9b)
- c) Bridge Road, Yarmouth  
Implement proposed restriction. (9b)

Contact Point: Kevin Burton, Group Manager – Transport Strategy  
☎ 01983 823777, e-mail [Kevin.burton@iow.gov.uk](mailto:Kevin.burton@iow.gov.uk)

STUART LOVE  
Director of Environment and  
Neighbourhoods

COUNCILLOR EDWARD GILES  
Cabinet Member for Environment and  
Transport

Decision

Signed

Date

---