



Delegated decision report

DECISION UNDER DELEGATED POWERS

**DECISION CANNOT BE TAKEN BEFORE WEDNESDAY,
1 JULY 2009**

Title	OBJECTIONS TO THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, CALBOURNE) (TRAFFIC REGULATION) ORDER NO 1 2008
Report Author	REPORT TO THE CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

PURPOSE

1. To approve The Isle of Wight Council (Various Streets, Calbourne) (Traffic Regulation) Order No 1 2008, in light of the objection received, to amend the parking restrictions in Lynch Lane, Calbourne.

OUTCOMES

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

BACKGROUND

3. An amendment to the parking restrictions in Calbourne was advertised during October / November 2008 after consultation with the police and Calbourne parish council and the local councillor.

STRATEGIC CONTEXT

4. The recommended orders will contribute to the delivery of the Islands Community Strategy particular 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 and targets 1.24 - to reduce the number of people killed or seriously injured in road accidents by 40% by the year 2010 and 1.41- 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.

Copies of representations received during the statutory consultation period are attached to this report.

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The local authority must consider any objection that has not been withdrawn.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 risk and 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.

In so far as the imposition of restrictions on road use represents restrictions of the human rights of individuals under Article 8 and Protocol 1 of the European Convention on Human Rights, those restrictions are proportionate to the legitimate objective of enhancing the ability of other road users to safely exercise their rights to pass and re-pass along the highway.

The recommended traffic regulation orders are, in part, designed to improve 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.

OPTIONS

8.
 - a) Do not implement proposed restriction.
 - b) Implement proposed restriction.
 - c) Implement proposed restriction with amendment

RISK MANAGEMENT

9. Should the proposed changes to the existing parking restriction 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

10(a) Lynch Lane, Calbourne

Implement 'No Waiting at Any Time' parking restriction in Lynch Lane on both sides, from a point 87.5 metres south of its junction with Sun Hill to a point 3 metres south of its junction with School Lane.

If implemented, double yellow lines would be painted on site for a distance of approximately 114 metres to cover the majority of the long bend. Therefore creating a safer road network at this location.

[One letter](#) of objection was received for Lynch Lane – the main points being:

- Residents will not be able to park outside or near their home. (1)
- Would like an additional parking space created. (1)
- People only park their cars on this dangerous bend on rare occasions. (1)
- The problem is speed on this bend from non residents and would benefit from a flashing speed device.

The proposed parking restrictions in Lynch Lane have been advertised following representation from a local resident and the parish council and are designed to improve road safety and traffic flow in the area. The extent of the proposed restriction in Lynch Lane is designed to ensure the safe and expedient passage of vehicles that have a lawful right to use the public highway, and reduce the potential for head collisions.

One letter of objection has been received to the proposed restrictions by a resident whose property is located on the inside of the bend, mid way along the area where the proposed restrictions are intended; the property has no available off-street parking and no opportunity of providing such a feature. As a result of the representation a further site visit has been undertaken to determine the possibility of either reducing the extent of the proposed restrictions or to creating a couple of on-street spaces within the extent of the markings; regrettably given the nature of the bend, the restricted forward visibility and the proximity to the junction of School Lane, any amendment to the proposed restrictions is likely to increase the potential for personal injury collisions; as such no further amendment is recommended.

The police, parish council and local Isle of Wight councillor have supported the proposed restrictions, albeit that the parish council had requested that the restrictions should be extended beyond the extent of the current proposals.

It is therefore proposed that the restrictions are implemented as advertised.

RECOMMENDATION

11. Lynch Lane, Calbourne
Implement proposed restriction (8b).

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STUART LOVE
Director of Environment and
Neighbourhoods

COUNCILLOR EDWARD GILES
Cabinet Member for Environment and
Transport

Decision

Signed

Date
