



Delegated decision report

DECISION UNDER DELEGATED POWERS

DECISION CANNOT BE TAKEN BEFORE MONDAY, 15 MARCH 2010

Title	OBJECTIONS TO THE ISLE OF WIGHT COUNCIL (RESIDENTS PARKING PLACES) ORDER NO 1 2009
Report Author	REPORT TO THE CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

PURPOSE

1. To approve The Isle of Wight Council (Residents Paring Places) Order No 1 2009, in light of the objections received to the proposed parking restrictions in The Mount, Yarmouth and School lane, Newport.

OUTCOMES

2. To introduce a Residents Parking scheme in the above roads in order to maximise the potential for residents to park on street, with each household qualifying for a maximum of two permits per household, at a current cost of £40 each per motor vehicle and £10 each per motorcycle per annum..

BACKGROUND

3. A Residents Parking scheme in School Lane & Highfield Road in Newport and various streets in Yarmouth including The Mount was advertised during August / September 2009 after consultation with the police, 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The Local Authority must consider any objection that has not been withdrawn.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 to 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) **The Mount, Yarmouth**

To introduce 'Residents Permit Holders Only Parking with No Exemption for Disabled Badge Holders' in the following lengths of roads in;

The Mount, from the most north-eastern end (by houses 6, 7, 8) on the south-east side - from the end of the public highway to a point 17 metres south-west to a point 32 metres thereof.

The Mount, on the most south-westerly end, from a point 5.5 metres north-east, to a point 8 metres north-east of its junction with the south westerly end of the public highway

To introduce 'Residents Permit Holders Only or Limited Waiting, 2 hours No Return Within 2 Hours, Monday to Saturday, 8am – 6pm with No Exemption for Disabled Badge Holders' in the following lengths of roads:

The Mount, from the most north-eastern end (by houses 6, 7, 8), on the south-east side from the end of the public highway to a point 36.5 metres south-west to a point 49 metres thereof.

The Mount, from the most north-eastern end (by houses 6, 7, 8), on the south-east side from the end of the public highway to a point 54.5 metres south-west to a point 66.5 metres thereof.

The Mount, from the most north-eastern end (by houses 6, 7, 8), on the south-east side from the end of the public highway to a point 72 metres south-west to a point 78 metres thereof.

The Mount, on the south-east side, from a point 83.5 metres south-west to a point 88 metres south-west of its junction with the most north-eastern end of the public highway.

The Mount, on the south-east side, from a point 95.5 metres south-west to a point 105.5 metres south-west of its junction with the most north-eastern end of the public highway.

The Mount, on the most south-westerly end of the public highway, to a point 5.2 metres north-east thereof

The residents parking restrictions in The Mount needed to be reviewed to bring it back into the current guidelines for the Isle of Wight Council policy and the Department for Transport.

[Five letters](#) of objection and [one letter](#) of support was received for The Mount – the main points being:

- There is no road safety issue or flow of traffic issue (1)
- There is no point in the no waiting at any time in all other areas (1)
- The residents only bays are needed at the west end not the east end (1)
- The removal of bays is detrimental to the residents (1)
- The proposals will compromise safety(2)
- There is not enough parking as it is (2)
- There would be a complete lack of visitors parking spaces (1)
- It will make getting young children to and from the vehicle dangerous (1)
- Alternative arrangements should be considered like:
 - Remove just the spaces opposite the garage (1)*
 - Ensure at least 8 residents only spaces (1)*
 - Ensure at least 6 visitors spaces (1)*
- There is not enough spaces to the right as you enter The Mount (1)

The current restriction in Yarmouth were such that over the years due to additional private drives and other works the 75% residents permit holders only or limited waiting, 2 hours no return within 2 hours, Monday to Saturday, 8am – 6pm with no exemption for disabled badge holders' and 25% residents only split was no longer correct. Also to comply with the DfT within a residents zone all areas of highway has to be covered by a restriction therefore all other areas within the residents parking zone will be covered by a no waiting at any time restriction (double yellow lines).

The changes to the west of The Mount are designed to allow vehicles to turn once they reach the end of the cul-de-sac and to allow vehicles entering and exiting the garages to do so without mounting the pavement due to the narrow width of the road.

Representations have raised concerns over the reduction of 10 on street parking so it is recommended that, after an additional site visit, parking spaces will only be removed near the entrance and exit area of the garages to the west end of The Mount with an approximate net loss of only 5 spaces.

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 with the proposed changes.

11 (b) **School Lane, Newport**

To introduce 'Residents Permit Holders Only Parking with No Exemption for Disabled Badge Holders' in the following lengths of roads in;

School Lane, on the west side, from a point 13.5 metres south, to a point 26 metres south of its junction with Highfield Road

School Lane, on the east side, from a point 20 metres north, to a point 35 metres north of its junction with Barton Road

School Lane, on the east side, from a point 52 metres north, to a point 62.5 metres north of its junction with Barton Road

To introduce 'Residents Permit Holders Only or Limited Waiting, 2 hours No Return Within 2 Hours, Monday to Saturday, 8am – 6pm with No Exemption for Disabled Badge Holders' in the following lengths of roads:

School Lane, on the west side, from a point 25.5 metres south, to a point 60 metres south of its junction with Staplers Road

School Lane, on the west side from a point 79 metres south, to a point 115.5 metres south of its junction with Staplers Lane

School Lane, on the west side, from a point 36.5 metres south, to a point 42.5 metres south of its junction with Highfield Road

School Lane, on the west side, from a point 47.5 metres south, to a point 66.5 metres south of its junction with Highfield Road

School Lane, on the west side, from a point 72.5 metres south, to a point 82 metres south of its junction with Highfield Road

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

- There is a problem parking in Royal Exchange and the proposals will only add to this (1)
- Residents of Royal Exchange are not eligible to apply for a permit for Zone N2(1)
- If School Lane is made into residents parking then the problem will be shunted elsewhere (1).

The proposed restrictions have been advertised as part of the review of the Newport residents parking zone N2. The Isle of Wight Council operate a policy that allows for the creation of residents parking zones in locations where the ability for residents to park is significantly affected by non-residential traffic. The proposed restrictions are designed to manage on street parking, such that the residents are given priority over non local vehicle owners. Since the introduction of Zone N2 the local councillor asked for the zone to be extended to include School Lane and Highfield Road. A

survey of these roads was carried out where the majority of residents were in favour for the scheme to be rolled out to these two additional roads.

The representations have raised their concerns that the residents of Royal Exchange will not have anywhere to park as this road is already used by non-residents. Within this scheme the residents of Royal Exchange, from its junction with School Lane and to include house numbers 1 to 63 on the north-east side and house numbers 4 to 28 on the south-west side will be eligible to apply for a permit within the zone if required.

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.

RECOMMENDATION

12. a) The Mount, Yarmouth
Implement proposed restrictions. (9b)
- b) School Lane, Newport
Implement proposed restriction. (9b)

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STUART LOVE
Director of Environment and
Neighbourhoods

COUNCILLOR EDWARD GILES
Cabinet Member for Environment and
Transport

Decision
Signed
Date
