



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, ST HELENS) (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, St Helens) (Traffic Regulation) Order No 1 2008, in light of the objections received to amend the parking restrictions in Downs View Road and Upper Green Road, St Helens.

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 St Helens were advertised during November/December 2008 after consultation with the police, St Helens Parish Council and local councillors.

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The Local Authority must consider any objection that has not been withdrawn.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 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.

OPTIONS

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

RISK MANAGEMENT

9. 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

10(a) **Downs View Road, St Helens**

Implement 'no waiting at any time' parking restriction in Downs View Road in the following locations:

Downs View Road, on the north and east side from a point 5.5 metres east to a point 84 metres south of its junction with Station Road.

Downs View Road, on the south and west side, from a point 39.5 metres east to a point 79.5 metres south of its junction with Station Road.

Downs View Road, on west side, from a point 105.5 metres south to a point 160 metres south of its junction with Station Road.

Downs View Road, on the east side, from a point 110.5 metres south to a point 177 metres south of its junction with Station Road.

If implemented, double yellow lines would be painted on the north side of Downs View Road up to and around the first bend and they will also cover the inside of the first bend.

Further down the road, double yellow lines would be painted on both sides of the road between No 12 and No 22.

Seven letters of objection and one letter of support were received for Downs View Road – the main points being:

Agrees with the proposal although feels they should be extended on the south side of the road between the first and second bend. (1)

The proposed restrictions will displace vehicles further down the road, outside other residents' properties, creating further conflict. (3)

Do not feel that the proposals will address the lack of forward visibility caused by private residents' trees, shrubs etc. (3)

Downs View Road is a private cul-de-sac with no congestion problems. (3)

Elderly / disabled / young families need to park close to their properties. (2)

Parking in the area where the restrictions are proposed does not cause an obstruction. (1)

There are no known accidents. (2)

The removal of on-street parking will increase the speed of traffic, creating an unsafe environment. (1)

Money could be better spent elsewhere. (2)

Breaches in planning conditions should be investigated before parking restrictions are implemented. (1)

The proposed parking restrictions have been advertised following a request from both a local resident and the parish council and are designed to improve road safety, whilst maximising the potential to park on-street.

Downs View Road, St Helens is a meandering section of residential cul-de-sac that provides access to approximately 90 dwellings; at the northern end the carriageway travels through a 90° bend and part way down has a double bend; both features, combined with adjacent foliage restrict forward visibility, which when cars are parked on-street, force passing traffic onto the opposing side of the carriageway, increasing the risk for head on collisions.

Of the eight letters of objection that have been received the majority refer to the fact that they do not feel that the current parking arrangements are unsafe or that the resultant migration of parked cars will create more problems that the proposed restrictions are designed to address; in addition elderly/disabled/young drivers will be unable to park outside their properties.

Whilst the road is a cul-de-sac., local TRICs (estimated vehicle movement data) data suggests that each residential dwelling is likely to attract an average of 4 to 6 vehicles movements per day; given the number of houses in the area it is likely that up to 500 vehicle movements could take place each day; the number of movements is such that the current restricted visibility, combined with the vehicles parked on-street introduces an unacceptable potential for head on conflict.

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.

10(b) **Upper Green Road, St Helens**

Implement 'no waiting at any time' parking restriction in Upper Green Road in the following locations:

Upper Green Road, on the north side, from a point 6 metres west to a point 10.5 metres west of its junction with Greystone Lane.

Upper Green Road, on the north side, from its junction with Greystone Lane to a point 9 metres east thereof.

If implemented, the double yellow lines on-street will be extended so that they cover 10 metres either side of the junction. Therefore, creating a safer road network.

[One letter](#) of objection was received for Upper Green Road, the main points being:

Unfair to the residents and businesses to remove more valuable parking spaces without providing an alternative. (1)

Greystones Lane is a private unmade lane with low vehicle use. (1)

Upper Green Road, St Helens is a "B" class section of highway that forms part of the main road network between St Helens & Nettlestone to the north; part way along Upper Green Road is the junction of Greystone Lane, a short section of private road with two residential dwellings at the northern end; access onto Upper Green Road is via the single track section of road, with visibility restricted by the presence of vehicles parked adjacent to the junction on Upper Green Road.

The proposed parking restrictions are designed to address the deficiencies on site whilst attempting to retain as much on-street parking as is reasonably practicable. A parking restriction currently exists to the west of the junction, albeit of limited length.

The one formal letter of objection refers to the fact that the proposed restriction will have a negative impact on the ability for residents, traders and visitors to park on-street, where the historical nature of the area restricts the possibility of creating private, of-street parking facilities.

As a result of the absence of local support for the proposed restriction and given consideration to the fact that Greystone Lane is, in effect, no more than a communal driveway providing access for two properties it is recommended that no further parking restrictions should be placed to the west of the junction but the advertised restriction should be implemented to the east as this will provide both visibility at the junction and protect the two adjacent private driveways.

The Police & Parish Council has both raised concern about the proposed restrictions and local Isle of Wight Councillor has indicated that he supports the view of the Parish Council.

The proposed changes for Greystones Lane have also been approved by the Parish Council.

Having considered the points raised and the existing site characteristics, it is proposed the restriction is implemented as advertised, with the exception that the advertised restriction to the west of the junction with Greystone Lane, not be implemented.

RECOMMENDATION

11. a) Downs View Road, St Helens
Implement proposed restriction (8b)
- b) Upper Green Lane, St Helens
Implement proposed restriction to the east of the junction, as advertised, but take no action to implement the proposed restriction to the west of the junction (8b).

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STUART LOVE
Director of Environment and
Neighbourhoods

COUNCILLOR EDWARD GILES
Cabinet Member for Environment and
Transport

Decision

Signed

Date
