

# 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, RYDE) (TRAFFIC REGULATION) ORDER NO 2 2009</b>
Report Author	<b>REPORT TO THE CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT</b>

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### PURPOSE

1. To approve The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 2 2009, in light of the objections received to place a parking restrictions in Barfield, Buckingham Close, Cemetery Road, Chapel Road, Chapel Street, Golden Groves, Grasmere Avenue, Hill Street, Marina Avenue, Monkton Street, Nelson Lane, Newnham Lane, Newport Street, Nicholson Road, Reed Street, Sun Place, Surbiton Grove, West Street and Winston Avenue, Ryde.

### 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 Ryde were advertised during July / August 2009 after consultation with the police, Ryde town council and the local councillors.

### STRATEGIC CONTEXT

4. The recommended orders will contribute to the delivery of the Isle of Wight's 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 and 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The Local Authority must consider any objection that has not been withdrawn.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/s
- 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) **Barfield, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Barfield Road, on the east side, from a point 17 metres south to a point 33 metres south of its junction with Wood Street.

If implemented, an extension to the double yellow lines will be painted on street for an additional 16 metres to give better cover to the corner at its junction with Wood Street.

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

- These restrictions will increase the speed of traffic as the parked vehicles will no longer slow them down (1).
- Other measures should be introduced such as residents only (1)
- It would be better to re-locate the parking (1).

The proposed restrictions in Barfield have been advertised following representation from residents who have expressed concerns regarding the dangers created by vehicles being parked so close to a very tight bend, on and around the corner.

The proposed restriction is designed to address the problems encountered by the parked vehicles and allow enough space to make the manoeuvre around the corner allowing adequate space to stop and continue if safe to do so, reducing the risk of a head on collision for those vehicles coming from Wood Street into Barfield.

The representations raise concerns about the removal of parked vehicles will increase the speed of traffic but this is not supported by the officers.

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) **Cemetery Road, Ryde**

Implement 'No waiting at any time' in the following length of road:

Cemetery Road, on the east side from a point 28.5 metres north to a point 76 metres south of its junction with Granary Close.

If implemented, double yellow lines will be painted on street on the east side therefore creating a safer road network.

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

- The families of Cemetery Road will have no where to park (1).
- The mourners to the Cemetery have limited space to park in the cemetery car park (1).

The proposed restrictions in Cemetery Road have been advertised following representation from local residents who have raised concerns that vehicles which park on the east side create a road safety issue in so far that emergency service vehicles can not gain access to premises and are designed to improve road safety and traffic flow in an area. The extent of the proposed restriction is designed to address these problems by keeping that area sterile so all vehicle types can use this road in a safe and expedient manner.

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 recommended that the proposed restrictions are implemented as advertised.

#### 11(c) **Chapel Road, Sandpath and Arnold Road, Ryde**

Implement 'No waiting at any time' in the following length of road:

Arnold Road, on the north side from a point 10 metres west to a point 13 metres east of its junction with Chapel Road.

Arnold Road, on the south side from a point 9.5 metres west - to a point 15 metres east of its junction with Sandpath.

Chapel Road, on the east side from its junction with Arnold Road - to a point 27 metres north thereof

Sandpath, on both sides, from its junction with Arnold Road - to a point 20 metres south thereof

If implemented, double yellow lines will be painted on street on and around the junction where Chapel Road, Sandpath and Arnold Road met in a staggered junction; therefore creating a safer road network.

[Three letters](#) of objection was received for Arnold Road, Sandpath and Chapel Road, the main points being:

- Residents already suffer with drives being blocked due to lack of parking (1)
- People need to be able to park near to the local Post Office and the church, as may have heavy parcels for the Post Office, which is at one end and the church which is at the other end of Chapel Road (2).
- The proposals are too extreme (1)
- The junction is very wide and does not have an issue with visibility (1)
- These proposals are probably being proposed due to council members living in the area (1).
- The reduction of parking spaces will have a knock on effect to other surrounding roads (2).
- There should be a gain in parking not a loss (1).
- There has never been an issue with traffic flows or accidents at this junction (1).
- Sandpath would be used more for parking and is concerned as there is a school at the end of this road (1).

The proposed restrictions at and around the junction of Chapel Road, Arnold Road and Sandpath have been advertised following representation from the town council and local residents who have raised concerns over the vehicles which park at this junction and the dangers that this creates with visibility. The proposals are designed to improve road safety and traffic flow in an area on this staggered junction providing adequate junction cover in the form of double yellow lines to stop vehicles parking on the junction.

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 recommended that the proposed restrictions are implemented as advertised.

#### 11(d) **Golden Groves, Ryde**

Implement 'No waiting at any time' in the following length of road:

Golden Groves, on the north side, from its junction with Binstead Lodge Road to a point 10 metres east thereof.

Golden Groves, on the north side, from a point 28.5 metres east to the end of the public highway (including the entire turning area).

Golden Groves, on the south side, from its junction with Binstead Lodge Road to the end of the public highway (including the entire turning area).

If implemented, double yellow lines will be painted on street within Golden Groves leaving approximately a 19 metre gap, on the north side, to allow on street parking; therefore creating a safer road network.

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

- There will only be room to park two small cars instead of the existing three(1)
- The elderly and disabled will not be able to park outside their homes (1).
- There would only be room for visitors and residents to park and would have to use Binstead Lodge Road instead (1).
- There has never been an accident in Golden Groves or at its junction with Binstead Lodge Road (1).
- There is only a parking problem when visitors, residents, deliveries or builders block the garages at the end of the Cul-de-Sac (1).
- Perhaps residents parking would be better (1).
- When there are three cars parked on the hill there is only a problem with larger vehicles like Argos Delivery trucks (1).
- These proposed restrictions would devalue the properties (1)
- The only residents that want these restrictions are those with drives (1).

The proposed restrictions in Golden Groves have been advertised following representation from the local councillor who has raised concerns over the manner which vehicles park in this road which blocks access to the garages at the end of the grove. The proposals are designed to improve road safety and traffic flow in the grove which in turn will provide full access to the garages and highlight the area where it is deemed safe to park.

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 recommended that the proposed restrictions are implemented as advertised.

#### 11(e) **Grasmere Avenue, Ryde**

Implement 'No waiting at any time' in the following length of road:

Grasmere Avenue, on both sides - from a point 181 metres south and west of its junction with Derwent Drive to the end of the public highway (to include the entire turning area).

If implemented, double yellow lines will be painted on street within the turning area that is located at the end of Grasmere Avenue keeping this area sterile for vehicles which need to turn around; therefore creating a safer road network.

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

- There has never been an issue with traffic flow and there have never been any accidents (1).
- Long term parking is becoming a problem (1).
- The turning area is very useful for short term parking (1).
- There is room for one vehicle to park without causing a problem (1)
- Without the use of this turning area to park life for residents would become difficult (1)

The proposed restrictions in Grasmere Avenue has been advertised following representation from residents who has raised concerns over an incident when an ambulance was needed and due to the fact they could not turn around they had to reverse the entire length of the road to get out. The proposals are designed to improve road safety and traffic flow in the turning area to allow vehicles to turn around at the end as it was designed to do, and would prevent a situation where any vehicle had to reverse from a minor road onto a major road which is in contravention to the Highway Code 197 (Law CUR reg 106).

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 recommended that the proposed restrictions are implemented as advertised.

#### 11(f) **Hill Street, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Hill Street, on the south side, from a point 21.5 metres east, to a point 122.5 metres east of its junction with West Street

If implemented, double yellow lines will be painted on the south side which, with the existing lines, will cover the entire south side.

[Two letters](#) of objection and [one letter](#) of support were received for Hill Street – the main points being:

- The available parking in Ryde is already a problem (1)
- The council take away parking yet do not provide alternative parking areas (1)
- Concerns that vehicles will speed up more than they already do (1)
- Parked vehicles make it very difficult to enter/exit other side roads and would support the proposals (1).
- There isn't enough room to get through and vehicles get hit, the proposals would eliminate this happening (1)

The proposed restrictions in Hill Street have been advertised following representation from residents and parking services who have expressed concerns regarding the dangers created by vehicles being parked on the footway due to there not being enough room to allow parking both sides and pedestrians are being forced to walk into the road.

The proposed restriction is designed to address the problems encountered by pedestrians and prevent vehicles from parking on the pavement. It is clear there is not enough room to allow parking both sides without putting the pedestrians at risk.

The representations raise concerns about the removal of parked vehicles will increase the speed of traffic but this is not supported by the officers.

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(g) **Monkton Street, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Monkton Street, on the west side, from a point 7 metres north, to a point 18 metres north of its junction with Park Road

Monkton Street, on the west side, from a point 18 metres south, to a point 21.5 metres south of its junction with Park Road.

Monkton Street, on the east side, from a point 14.5 metres south to a point 21.5 metres south of its junction with Park Road.

If implemented, double yellow lines will be painted on street to provide adequate junction cover, therefore creating a safer road network.

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

- There is no traffic flow problem and have never been any accidents (1).
- This will increase speeds (1).

- It's an un-necessary loss of parking (1).
- The current lines work well and act as traffic calming measures (1).

The proposed restrictions in Monkton Street have been advertised following representation from residents who have expressed concerns regarding the dangers created by vehicles being parked so close to the junction due to the short length of double yellow lines, creating a blind spot for drivers and reducing the forward visibility.

The proposed restriction is designed to address the problems encountered by vehicles being parked so close to this junction by keeping the junction clear so the motorist has good forward visibility therefore reducing the risk of a head on collision.

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(h) **Nelson Lane, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Nelson Lane, on both sides from its junction with Castle Street, to its junction with the Esplanade

If implemented, double yellow lines will be painted on street, both sides for its entire length, therefore creating a safer road network.

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

- There has never been a requirement for emergency access over the years (1).
- It is normally residents of Nelson Lane who park there and park considerably (1).
- Nelson Lane is a conservation area and lines would damage the lanes appearance and character (1).
- Parking is always an issue (1).
- This lane is used but not abused (1)

The proposed restrictions in Nelson Lane have been advertised following representation from a member of the Ryde Safer Neighbourhoods Team who has highlighted the problem with parked vehicles and the fact that they block the road to other road users and would completely stop any emergency vehicle from gaining access if required (1).

Nelson Lane is a road without any restrictions albeit the road width ranges from 3.4 metres to 4.6 metres wide at its widest point, this would not allow for any form of parking without completely blocking the road.

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(i) **Newnham Lane, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Newnham Lane, on the north side, from it's junction with Newnham Road to a point 12 metres west thereof.

Newnham Lane, on the south side, from it's junction with Newnham Road to a point 24 metres west thereof.

If implemented, double yellow lines will be painted on street at this junction with Newnham Road, both sides, covering the junction, therefore creating a safer road network.

Two letters of objection was received for Newnham Lane – the main points being:

- Residents park in a sensible manner leaving enough room for larger vehicles (1).
- The natural lay-by is wide enough to allow vehicles to park with out creating an obstruction to passing traffic (2)
- Vehicles will be forced to park on the north side creating obstruction to traffic (1)
- There has not been an accident in the last 48 years (1)
- Vehicles will have to park further down the road which is much narrower (1)
- Road safety at this junction would be improved if a slow sign was erected (1)

The proposed restrictions in Newnham Lane have been advertised following representation from a member of the public who highlights the problem with vehicles parking on both sides of this road up to and on the junction creating a road safety issue.

Newnham Lane does not have any restrictions at its junction with Newnham Road and the proposed restrictions have been advertised to improve road safety and traffic flow in this area, minimising the potential for head on conflict, and ensuring compliance with the Highway Code that states that you should not park opposite or within 10 metres (32 feet) of a junction.

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(j) **Newport Street, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Newport Street, on the south side, from a point 46 metres east to a point 52.5 metres east of its junction with West Street.

If implemented, double yellow lines will be painted on street for a small section of 6.5 metres, therefore creating a safer road network.

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

- There are not enough parking spaces as it is (1).
- There are no problems from vehicles being able to navigate the street (1).
- This street should be access only except for emergency vehicles (1).

The proposed restrictions in Newport Street have been advertised following representation from a local resident via the MP who has highlighted the problem that delivery vehicles are not able to park to drop off or pick up due to the absence of any available area to do so; this in turn results in the road being blocked, impeding access for vehicles, including those based at the near by Ryde Police Station.

Newport Street is a one way road with echelon parking on the south side; the road does not have enough width to allow parking both sides and if all parking spaces are taken up, which is very common so close to the town, it is impossible for anyone to be able to park to drop off, pick up or to make a genuine delivery to the residents, many of whom are elderly, that live in the area. It has been reported that the police have on many occasions moved on vehicles due to them blocking the road.

The restriction is designed to stop parked vehicles using this small section of carriageway by implementing double yellow lines to create a sterile area, facilitating legitimate delivery vehicles.

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(k) **Nicholson Road, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Nicholson Road, on the north side, from a point 220 metres west to a point 240 metres west of its junction with Great Preston Road.

Nicholson Road, on the south and east side, from a point 207 metres west to the end of the public highway

Nicholson Road (northern link Road), on the north side, from the end of the public highway (by little Squirells Nursery), to a point 12.5 metres west thereof

Nicholson Road (Northern Link) from its junction with the main route of Nicholson Road to a point 11 metres north thereof

Nicholson Road, on the west side, from a point 378 metres west and south of its junction with Great Preston Road to the end of the public highway

If implemented, double yellow lines will be painted on street in various places on the inside of the bends and in the turning area, therefore creating a safer road network.

One letter of objection was received for Nicholson Road – the main points being:

- The area near the end of the road is designed to allow for drop off's and pick up's and the introduction of double yellow lines will prevent this (1).
- If these spaces are removed it would add to the congestion of the road and add to any inconvenience on sites when people are looking to drop off/pick up (1).

The proposed restrictions in Nicholson Road have been advertised following representation from a local resident via the MP who has highlighted the problem with vehicles parking on the bend and in the turning area at then end of the road creating problems for larger vehicles and blocking access's to business premises creating a road safety issue.

Nicholson Road is a service road to the Ryde industrial park and extensively used by large articulated vehicles that evidently need more room to manoeuvre than the average vehicle. The proposed restrictions are designed to provide safe passage of all vehicle types, and improve forward visibility through the inside of long bend, creating a safer road network and improving the free flow of traffic. The restrictions also allow legitimate delivery vehicles to be parked, providing that they are constantly in the process of loading or un-loading.

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(l) Reed Street, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Reed Street, on the north-east side, from its junction with High Street (Oakfield), to a point 58 metres south-east thereof

Reed Street, on the north-east side, from a point 75.5 metres south-east, to a point 81.5 metres south-east of its junction with High Street

Reed Street, on the south-west side, from its junction with High Street (Oakfield), to a point 5.3 metres south-east thereof

If implemented, double yellow lines will be painted on street mainly on the north-east side and around the junction with High Street, therefore creating a safer road network.

Four letters of objection was received for Reed Street – the main points being:

- There is a problem with pavement parking but there are not enough spaces in Reed Street (3).
- There is not a parking issue and emergency vehicles are able to pass (2)
- Why were new properties developed with no parking which only adds to the congestion (3).
- Residents parking would be a better idea (1).
- These proposals will only add the problem of no where to park (3)
- The lines do not need to be as draconian (1)
- Traffic calming should be considered instead (1)
- Reducing the speed limit would be the way to deal with the current traffic and pedestrian problem, especially in High Street (1)
- More parking options are needed (1)
- Residents parking would only make the problem worse (1)
- Unless there is a chance of alternative parking the council's involvement is not of any benefit (1)
- There is no need for the lines to be placed outside Numbers 24 and 26 (1).
- By parking on the pavement the residents are being sensible (1)
- The council should consult with the local residents by meeting with them (1)

The proposed restrictions in Reed Street have been advertised following representation from a local resident who has raised their concerns about the problem with vehicles parking on the pavement, creating a pedestrian safety issue and also a problem for larger vehicles and emergency vehicles not being able to gain access to this road.

The proposed restrictions are designed to address the problems encountered by pedestrians and prevent vehicles from parking on the pavement. It is clear there is not enough room to allow parking both sides without putting the pedestrians at risk and by residents doing so creates a safety issue where emergency vehicles are not able to gain access to the end of the cul-de-sac.

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(m) **Sun Place, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Sun Place, on both sides, from its junction with Hill Street to the end of the public highway.

If implemented, double yellow lines will be painted on street from its junction with Hill Street on both sides to the end of the public highway, therefore creating a safer road network.

Eight letters of objection was received for Sun Hill – the main points being:

- It is only residents or tradesmen that park in Sun Hill (3)
- Residents will have no where to park (2)
- The proposals will not improve road safety (1)
- Sun Place is a dead end and the proposals would not assist in the free flow of traffic (3)
- Would create a problem with loading and unloading (4)
- The entrance is the only area that requires lines (1)
- The parking problem will be pushed into surrounding streets (3)
- Properties will be de-valued (4)
- There is not an existing road safety problem (3)
- Parking permits would be better solution (2)
- Where are workmen to park if work is needed on any of the properties (3)
- The current parking does not create a problem (1)
- Residents currently park respectfully (3)
- If residents are not able to park near there houses, this would create a safety issue (1)
- Does not agree with the use of the traffic act in so far as it relates to 'facilitating the passage of traffic' or 'to prevent the use of the road by vehicular traffic of an unsuitable manner' and does not feel it is relevant or accurate. (1)

The proposed restrictions in Sun Place have been advertised following representation from a local resident who has raised their concerns about the problem with the manner in which vehicles were parking in this narrow road thus creating an issue with access to and from garages.

Sun Place is a very narrow road with the narrowest section being only 2.5 metres and the widest being 4.6 metres and with a pavement on the north-west side; once a vehicle is parked on the road the only way another vehicle can reach the end of the road would be to mount the pavement due to the insufficient width. In general terms the road width will dictate its capacity to accommodate on-street parking, but as a general rule of thumb a parked car will take 2m of road space, depending on the size and style of vehicle and how close it parks to the edge of carriageway, and delivery or emergency vehicles will need approximately 3m of clear carriageway to pass; therefore if a road is less than 5m, no parking should be permitted. The proposed restrictions are designed to ensure that the Isle of Wight Council, as Local Highway, Authority, comply with its statutory duty to ensure the safe and expedient passage of vehicles, including emergency appliances.

The police and town council have indicated support for the proposed restriction but although the local councillor did not object to this proposal he would now like it known he will be supporting the residents and does not support the implementation.

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

#### 11(n) **Surbiton Grove, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Surbiton Grove, on the north-east side, from a point 6 metres south-east to a point 33 metres north-west of it's junction with Upper Highland Road.

Surbiton Grove, on the south-west side, from a point 10.5 metres north-west, to a point 80 metres north-west, of it's junction with Great Preston Road.

If implemented, double yellow lines will be painted on street along this road on alternative sides and around it's junction with Upper Highland Road, therefore creating a safer road network.

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

- After lines were painted in Upper Highland Road a few years ago it has become increasingly difficult to park and these new restrictions will make it worse (1)
- It is hard enough with getting a parking space then loading and unloading goods to the house (1)
- Vehicles have been vandalise as a result of not being able to keep an eye on them (1)
- Where are residents of Surbiton Grove and Upper Highland Road suppose to park (1)
- Life will become difficult and stressful by introducing these restrictions (1)

The proposed restrictions in Surbiton Grove have been advertised following representation from a local resident who has highlighted the problem with vehicles parking on both sides of this road which due to the inadequate width of the carriageway result in vehicles parking on the pavement. Concerns have also been raised over the fact that emergency vehicles do not have enough room to pass.

Surbiton Grove is a residential street that does not have any restrictions at its junction with Upper Highland Road; the proposed restrictions have been advertised to improve road safety and traffic flow in this area. It is stated in the Highway Code that you do not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space and is designed to provide a safer road network and to avoid a head on collision. The restrictions on the other sections of road are designed to enforce the fact that there is not enough room to park both sides of the road.

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(o) **West Street, Ryde**

Implement 'No waiting, Monday to Saturday, 8am to 6pm' parking restriction the following length of road:

West Street, on the west side, from a point 13 metres north to a point 39 metres north of its junction with Arthur Street.

West Street, on the west side, from a point 13.5 metres south to a point 67.5 metres south of its junction with Arthur Street.

If implemented, a single yellow line will be painted on street and a sign stating parking is not permitted on Monday to Saturday between 8am to 6pm on the west side to fill in the un-restricted space between the existing double yellow lines creating a safer road network.

Two letters of objection was received for West Street – the main points being:

- There are not enough parking spaces as it is (1)
- To take parking away will only increase the problem (1)
- Where are residents and others to park (2)
- The problem will be pushed to the surrounding area (1)
- Properties will be de-valued (1)
- Residents are having to convert there frontages which eliminates hedges and wildlife which contradicts the Isle of Wight councils environmental policy (1)
- To take away parking is unjust for those residents effected (1)
- The parked vehicles act as traffic calming and the speed will rise (1)

The proposed restrictions in West Street has been advertised following representation from the local town council who raised concerns regarding the on-street parking close to the traffic signal controlled junction at West Street, Argyll Street and Green Street, causing congestion and an increased risk of conflict..

The proposed restrictions will allow vehicles to negotiate the junction on the correct side of the carriageway during peak hours.

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(p) **Winston Avenue, Ryde**

Implement 'No waiting at any time' parking restriction the following length of road:

Winston Avenue, on the east side, from a point 20.5 metres north to a point 16 metres south of its junction with Winston Close.

Winston Avenue, on the north and east side, from a point 88.5 metres east to a point 145 metres north of its junction with Wellington Road.

Winston Avenue, on the south and east side, from a point 105 metres east to a point 155.5 metres north of its junction with Wellington Road.

If implemented, double yellow lines will be painted on street on the east side and on the southern corner therefore creating a safer road network.

One letter of objection was received for Winston Avenue – the main points being:

- There is a problem already with parking and these restrictions will make it worse (1)
- Parking on the corner with Tennyson Close will remove much needed additional space (1)
- There is no point in applying lines on the main stretch as no one parks that side anyway (1)
- The lines should be reduced near Wellington road to provide two additional parking places and will not create problem (1)

The proposed restrictions in Winston Avenue has been advertised following representation from local residents who have raised concerns regarding road safety due to cars being parked on and around the bend in Wellington Road and on the corner of its junction with Tennyson Close.

Winston Avenue is a residential street that has a number of cul-de-sac's coming from it, including Grange Avenue which is on the southern corner of this road. The proposed restriction is designed to better manage the parking along this stretch of road, reducing the risk of a head on collision.

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) Barfield, Ryde  
Implement proposed restriction. (9b)
- b) Cemetery Road, Ryde  
Implement proposed restriction. (9b)
- c) Chapel Road, Sandpath and Arnold Road, Ryde  
Implement proposed restriction. (9b)
- d) Golden Groves, Ryde  
Implement proposed restriction. (9b)
- e) Grasmere Avenue, Ryde  
Implement proposed restriction. (9b)
- f) Hill Street, Ryde  
Implement proposed restriction. (9b)

- g) Monkton Street, Ryde  
Implement proposed restriction. (9b)
- h) Nelson Lane, Ryde  
Implement proposed restriction. (9b)
- i) Newnham Lane, Ryde  
Implement proposed restriction. (9b)
- j) Newport Street, Ryde  
Implement proposed restriction. (9b)
- k) Nicholson Road, Ryde  
Implement proposed restriction. (9b)
- l) Reed Street, Ryde  
Implement proposed restriction. (9b)
- m) Sun Place, Ryde  
Implement proposed restriction. (9b)
- n) Surbiton Grove, Ryde  
Implement proposed restriction. (9b)
- o) West Street, Ryde  
Implement proposed restriction. (9b)
- p) Winston Avenue, Ryde  
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

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