



# 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, IW) (SPEED LIMITS) CONSOLIDATION ORDER NO 2 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, IW) (Speed Limits) Consolidation Order No 2 2009, in light of the objections received to implement a 20mph speed limit restriction in Crossway, Downsvie Road, Rolfs Close and Walls Road, Bembridge.

### OUTCOMES

2. Alterations to the speed restriction in the above roads in order to create a safer road network. The above roads are all currently subject to a 30mph speed limit by default due to the existing street columns. The introduction of a 20mph speed limit will see the introduction of primary signs at the entrance/exit of Walls Road junction with Lane End Road, Crossway at its junction with Egerton Road, Walls Road at its junction with Howgate Road and Downsvie Road from a point 127.5 metres south-west of its junction with Walls Close.

### BACKGROUND

3. A number of 20mph speed limits were advertised during September / October 2009 in conjunction with the 'One Island' project where the Isle of Wight Council aim was to introduce 20pmh speed limits outside schools. These were advertised after consultation with the police, local town councils 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. Crossway, Downsview Road, Rolfs Close and Walls Road, Bembridge.

To implement a 20 mph speed limit in the roads, named above, around Forelands Middle School, Bembridge.

If implemented, primary speed limit signs will be placed at the beginning and end of the roads affected and repeater signs would be placed at certain intervals along the route; therefore, creating a safer road network.

[One letter](#) of objection was received on 5<sup>th</sup> September 2009 – the main point being:

- To have a speed limit all day everyday is an overkill and should be school hours only (1)
- There is little justification for the extension to Crossways and Rolf's Close (1)
- Parking restriction in the vicinity of the school during school hours would be the best solution (1)
- The restriction will not be enforced (1)
- Newer cars will have to travel in second gear to comply with the speed limit, this will be detrimental to CO emissions (1)
- Observing the new speed limit will require drivers to watch the speedometer and not the road which compromised road safety (1)

In April 2007, the Isle of Wight Council embarked on a number of 'One Island' projects, including the introduction of 20mph speed limits or zones outside schools where the necessary qualifying criteria are met. Forelands Middle School, Bembridge has been included in the rolling programme.

All proposed limits / zones are in line with DfT Circular Roads 1/2006, which states 'the department encourages and supports 20 mph limits and zones in situations where there is a particular risk to vulnerable road users. 20 mph zones are predominantly used in urban areas – both town centres and residential areas – and in the vicinity of schools.

Although there have been no recorded casualty accidents, the average vehicle speeds recorded on Walls Road of 25mph do justify the introduction of a regulatory 20mph speed limit.

The police, town council and local IW councillor have all indicated their support for the proposed restrictions.

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

### RECOMMENDATION

12. Crossway, Downsview Road, Rolfs Close and Walls Road, Bembridge  
Implement proposed restrictions. (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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