



Delegated decision report

DECISION UNDER DELEGATED POWERS

DECISION CANNOT BE TAKEN BEFORE 20 DECEMBER 2019

Title **THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS RYDE) (TRAFFIC REGULATION) ORDER NO 1 2019**

Report of **CLLR IAN WARD - CABINET MEMBER FOR INFRASTRUCTURE AND TRANSPORT**

EXECUTIVE SUMMARY

1. THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS RYDE) (TRAFFIC REGULATION) ORDER NO 1 2019
2. Incorporating:
 - The Isle of Wight Council (Designated Loading Bays) Order No 1 2019
 - The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019
 - The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019
 - The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019
3. This report provides the details of recommendations for pedestrianisation of Ryde High Street from Garfield Road to Star Street, including part of Anglesea Street and the Town Square as detailed in Appendix 1 (Traffic Regulation Order).
4. The proposal is to change the existing shared use into a 'Pedestrian Only Zone' to address issues caused by inconsiderate parking in this vicinity. The proposal is to restrict vehicle access to deliveries only during specific times (6am to 10am), access at other times will not be permitted (with exceptions), and the introduction of a 'No Parking Zone' at all times. There will also be a revision of loading bays surrounding the precinct, as well as changes to the 'No Entry' status / extent of Anglesea Street from George Street.
5. The pedestrianisation is being proposed to facilitate the passage on the road, for avoiding danger to persons or other road users and for preventing the likelihood of any such danger arising.

6. Positive consequences include eliminating the risk to pedestrians using the precinct whilst also providing a safer shopping experience. The new regulations will prevent inconsiderate parking in the precinct and ensure access for emergency vehicles at all times. The pedestrianisation is expected to improve the air quality in the town centre through reduced nitrogen oxides, emitted into the atmosphere.
7. The main negative consequences will be the loss of on-street night-time parking for residents and visitors to the Cinema, Bingo Hall and food outlets. The area will no longer be able to be used as a 'short cut' by the drivers after 6pm.

BACKGROUND

8. The proposal was prompted by Ryde Town Council in order to enhance the shopping experience in the High Street. It is also supported by Isle of Wight Council Parking Services, Ryde Business Association, Local Councillors and some residents.
9. The existing Traffic Regulation Orders relate to a Prohibition of Driving but not to Parking Restrictions, therefore they could not be enforced by Parking Services, they could be enforced by the Police only, as they relate to moving vehicles.
10. There are also serious safety concerns following a road traffic incident in September 2012 when a child was injured by a vehicle using the precinct during the daytime.
11. Night-time parking often results in pavements being blocked, forcing pedestrians to use the carriageway, parking up close to shop windows, and causing access issues for emergency vehicles.
12. The proposed changes incorporate the following Traffic Regulation Orders (TROs):

The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019

- The proposed TRO will revoke the provisions of The Isle of Wight Council Various Streets, Ryde Traffic Regulation Order No 3 2017.
- To consolidate the following order within this order – The Isle of Wight Council (Appley Road, Ryde, IW) (Traffic Regulation) Order No 1 2018.
- To re-enact the provisions contained therein subject to the following amendments:
- To revoke 'Limited Waiting 1 Hour No Return Within 1 Hour Mon-Sat 8am-6pm' parking restriction in the following length of road:
- Garfield Road, Ryde, on the north side, from a point 15.5 metres west to a point 33 metres west of its junction with High Street.

- To introduce 'No Waiting At Any Time' parking restriction in the following lengths of road:
- High Street, on both sides, from its junction with Garfield Road to its junction with Star Street.
- Anglesea Street, on both sides, from its junction with High Street to a point 52 metres west of its junction with George Street. To include the Town Square located within Anglesea Street.
- Exemptions will be given to vehicles associated with Markets held within Town Square on nominated market days or granted a licence from the Isle of Wight Council to use the square on those nominated days.

The Isle of Wight Council (Designated Loading Bays) Order No 1 2019

- To revoke the provisions of The Isle of Wight Council (Designated Loading Bays) Order No 1 2017.
- To re-enact the provisions contained therein subject to the following amendments:
- To introduce 'Loading only' in the following length of road;
- Garfield Road, Ryde, on the north side, from a point 10 metres west to a point 27 metres west of its junction with High Street.

The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019

- To revoke the provisions of 'The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2004'
- To re-enact the provisions contained therein subject to the following amendments:
- To revoke the one-way restriction in the following length of road;
- Anglesea Street from its junction with George Street to a point 52 metres west thereof.

The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019

- To revoke the provisions of The Isle of Wight Council (Disabled Drivers' Street Parking Places) Order No 3 2018.
- To re-enact the provisions contained therein subject to the following amendments:

- To introduce 'Disabled badge holders only' in the following length of road;
- Garfield Road, Ryde, on the north side, from a point 27 metres west to a point 33 metres west of its junction with High Street. One bay is proposed.
- To revoke 'Disabled badge holders only' in the following length of road;
- Garfield Road, Ryde, on the north side, from a point 10 metres west to a point 16.6 metres west of its junction with High Street.
- The aim is to improve the number of on street parking spaces specifically designated for disabled drivers across the Island.

The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019

- To revoke 'The County Council of Isle of Wight (High Street and Anglesea Street, Ryde, IW) (Prohibition of Driving) Order No 1 1985 and re-enact the provisions contained in that Order subject to the following:
- To introduce a 'Prohibition of Driving, at any time, except for access to off-street premises and 'Mill Lane'; loading will be permitted between 6am and 10am only, in the following lengths of road:
 - High Street, Ryde, from its junction with Garfield Road to its junction with Star Street.
 - Anglesea Street, from its junction with High Street to a point 52 metres west of its junction with George Street.
- Exemptions will be given to vehicles associated with Markets held within Town Square on nominated market days or granted a licence from the Isle of Wight Council to use the square on those nominated days.

13. It is recognised that restrictions on road users may represent an interference with an individual's human rights under Article 8 (Right to respect for private and family life) and Article 1 of the first protocol (Peaceful enjoyment of property) of the European Convention on Human Rights. Any such interference is considered necessary and proportionate due to positive enhancement of such road safety for other users of the area.

STRATEGIC CONTEXT

14. In line with the council's Corporate Plan, the proposed amendments to the existing shared use into a 'Pedestrian Only Zone' at these locations link in with the corporate priority to keep the island and its residents safe and enhance the amenities/characteristics.

CONSULTATION

15. The proposed order was advertised on 1 March 2019 with a 28-day consultation period ending on 29 March 2019 - after consultation with the Police, local Council, and local Councillors.
16. The Local Authority must consider any objection that has not been withdrawn, taking into account relevant representations when making the decision.
17. Twenty-six (26) letters of representation have been received during the consultation process and these have been considered and shown in summary below, along with comments from the Highway Authority.
18. In summary, there were five letters of support and 21 letters of objection: 10 made representation regarding potential loss of parking, seven were related to the affect that the changes may have on the Bingo Hall/Cinema, four questioned the possible impact on deliveries.

Representation	Highway Authority comment
<i>High Street</i>	
Fully supports the proposal for Pedestrianisation of Ryde high street, especially on Sundays.	The support is noted.
Fully supports a no car on the High street.	The support is noted.
Supports pedestrianising the High Street between 8.00am and 6.00pm.	The support is noted however to be fully effective in respect of emergency vehicle access and pedestrian safety in the evening the pedestrianisation has to be for 24 hours per day.
Supports the proposals – currently there is no clear separation between pedestrians and cars are making it very dangerous.	The support is noted.
Pedestrianising the area would make it much more user friendly to shoppers and encourage people into the area.	This, along with improved safety for pedestrians was one of the key motivations for the scheme.
Inconsiderate motorists park within feet of resident's front door causing difficulties getting out of property. For this reason, supports proposals, suggesting a compromise - to limit parking to the east side of the High Street (but not on the footway). Currently the western footway is covered by parked vehicles.	It was considered that any piecemeal changes would be difficult to describe and enforce; the scheme as advertised is the only robust method to control the inconsiderate parking.
A number of cars and vans park across both sides of the road on a daily basis.	The comment is noted.

General lack of respect for the rules and enforcement.	The new Traffic Order is being introduced to accommodate robust enforcement.
If people are not adhering to current restrictions fines should be enforced.	The area was difficult to enforce hence the changes.
Lack of yellow lines mean enforcement is virtually impossible.	The new Traffic Order is being introduced to accommodate robust enforcement, although there will still be no yellow lines, only plates providing the required information about the parking restrictions.
Who will enforce these changes – the police have implied they do not have resources to do so.	The new traffic regulations will result in Isle of Wight Council Parking Services can enforce the area.
Frequently not enough room for emergency services to get through.	This issue was one of the main drivers for the proposed changes. The emergency vehicle access will be improved after implementation of the new regulations.
Could one side of the road be double-yellow lines to ensure emergency access at all times?	It was considered that any piecemeal changes would be difficult to describe and enforce; the scheme as advertised is the only robust method to control the inconsiderate parking.
Have bollards at either end which are in place between 10am and 6pm and can be removed for emergency services.	This option was reviewed, however, there are difficult practical considerations regarding the robust operation of mechanical bollards, incl. the installation and maintenance cost.
Strongly objects to the TRO proposals for Ryde High Street pedestrian precinct area and Anglesea Street. Pedestrian precinct works well during the day.	The comment is noted however there is evidence to suggest that the continued use of the area by vehicles during the day discourages pedestrians and is dangerous - road traffic incident in 2012 when a child was injured by a vehicle using the precinct during the daytime.
Current system has worked for years. Works well so why change it.	The comment is noted however there is evidence to suggest that the continued use of the area by vehicles during the day discourages pedestrians and is dangerous - road traffic incident in 2012 when a child was injured by a vehicle using the precinct during the daytime.
Objects to prohibition of driving from Garfield Road to Star Street.	Removing traffic from this area is fundamental to the safety of pedestrians; the current restrictions are ambiguous and unenforceable by the Local Authority.
Strongly objects to the proposal for no parking after 6.00pm.	In order to be fully effective in respect of emergency vehicle access and pedestrian safety in the evening, the

	pedestrianisation has to be for 24 hours per day.
Objects to banning all vehicles and parking during the evening (but not to regulate the parking) – considers this will lead to a rise in anti-social behaviour.	In order to be fully effective in respect of emergency vehicle access and pedestrian safety in the evening the pedestrianisation has to be for 24 hours per day. It is not anticipated that anti-social behaviour will increase, however this aspect can be monitored.
Will taxis be allowed through?	This option was reviewed, however, we concluded that it may unacceptably increase traffic using the pedestrian area. Taxis are not included in the list of exemptions as it is considered that there is adequate number of pick up and drop off points in close proximity.
High Street already struggling due to lack of foot fall and increased business rates.	Many local businesses fully support the scheme on the basis that the precinct will provide a better shopping experience.
Current short stay space of only 1hr is not long enough for appointments, etc.	Long term parking is available should appointments be for longer than 1 hour.
The loss of parking through the introduction of town squares (Ryde has 3) and surrounding street TROs has assisted in reducing foot fall and increasing traffic as vehicles are moved from 1hr parking slots around the town.	The aim of the scheme is to increase footfall in the precinct area by providing better shopping experience. There is long stay parking available throughout the town.
The council previously commissioned a Ryde Town regeneration strategy. The idea was to encourage people into the town, improve shop frontage, bring into use empty properties above shops etc. To do this, developers, builders, shop fitters and ultimately the residents need to get easy access to their frontage.	The new Traffic Order does allow for access to vehicles for the purposes of property maintenance.
Shared footways with limited no vehicle orders during the shopping day (Mon – Sat 10:00 – 18:00) help to avoid conflict of interest between pedestrians and vehicles.	The comment is noted however in order to be fully effective in respect of emergency vehicle access and pedestrian safety in the evening the pedestrianisation has to be for 24 hours per day.
Inconsiderate vehicle parking causing a traffic restriction could be dealt with under normal obstructing the traffic regulations or limited no stopping zones. The proposal as put forward is unnecessarily overburdening.	Obstruction is an offence that only the Police can enforce. The proposed changes will allow enforcement by the IWC Parking Services team.
Precinct is wide enough for parking on both sides, with space for emergency vehicles to get through.	To allow cars to park on both sides they would need to park on the designated path area. Even then the space for emergency services vehicles between the parked cars would be restricted.

<p>30 evening parking spaces would be lost from the town as a consequence of this TRO. A town survey has shown there is no spare capacity in the surrounding area day or night.</p>	<p>The 'lost' parking is where cars park on the designated footway area, forcing pedestrians to walk on the live carriageway at night and restricting the emergency vehicle access. This cannot be condoned for safety reasons. The impact of the new regulations will be subject to a periodic review and this aspect can be monitored.</p>
<p>Objects to loss of parking spaces.</p>	<p>The objection is noted.</p>
<p>Suggested allowing parking down one side of the High Street; acknowledged it can be difficult to get through with cars parked on both sides.</p>	<p>It was considered that any piecemeal changes would be difficult to describe and enforce; the scheme as advertised is the only robust method to control the inconsiderate parking.</p>
<p>Loss of parking would impact upon business including the cinema, bingo hall, pubs, food outlets, etc.</p> <p>Loss of parking may result in closure of bingo hall and cinema.</p> <p>Disabled and elderly customers currently have easy access to bingo hall and they will be forced to park further away.</p> <p>Lack of parking would be detrimental to local businesses.</p>	<p>The 'lost' parking is where cars park on the designated footway area, forcing pedestrians to walk on the live carriageway at night and restricting the emergency vehicle access.</p> <p>It is considered that there is a sufficient number of parking spaces available within the town, including on-street and off-street designated disable badge holders' bays, public car parks and private pay and display car park. The impact of the new regulations will be subject to a periodic review and this aspect can be monitored.</p>
<p>Limited access to car parks within the immediate vicinity.</p>	<p>There are public car parks in Victoria Street, Lind Street and Station Street as well as a private pay and display car park off George Street.</p>
<p>Loss of parking in Ryde High Street would result in people trying to park in surrounding areas such as Melville Street and George Street.</p>	<p>It is accepted that the displaced vehicles will have to park somewhere, however the major concern is pedestrian safety and Emergency Services access. The impact of the new regulations will be subject to a periodic review and this aspect can be monitored.</p>
<p>Proposed restriction on deliveries is unfair – what if the delivery was late due to ferries, etc.</p>	<p>Experience has shown that businesses soon become used to organising around the delivery times.</p>
<p>Unrealistic expectation for trade vans, etc. to arrive at within prescribed timeframes.</p>	<p>Experience has shown that businesses soon become used to organising around the delivery times.</p>
<p>Most stores open at 9.00am which will only leave 1 hour for all the deliveries to be made. If the first 3 lorries are at the lower end of the precinct area they will block access for the rest of the delivery vehicles resulting in a massive tailback in</p>	<p>Experience has shown that businesses soon become used to organising around the delivery times. There are several loading bays provided just outside the pedestrian zone. The impact of the new</p>

Ryde which will impact on all transport in Ryde and also access for emergency vehicles. Has consideration been given to the number of lorries turning up at 9.00am and the subsequent impact?	regulations will be subject to a periodic review and this aspect can be monitored.
Limiting loading to early mornings without providing additional loading bays at the Star Street end of the High Street will lead to more shops closing and make life extremely difficult for the residents living above the shops.	Experience has shown that businesses soon become used to organising around the delivery times. The impact of the new regulations will be subject to a periodic review and this aspect can be monitored.
Could business have delivery access between 6pm to 10pm as well as the proposed 6am to 10am?	This does not normally fit in with the wishes of most businesses so was not considered.
What about shops that need daily access like Greggs and Barrow Boys?	Experience has shown that businesses soon become used to organising around the delivery times.
Could the size of the vehicle be restricted to exclude large lorries?	Most deliveries to shops on the Island are carried out by 7.5 t vehicles or similar as there is usually no room for larger vehicles in our shopping streets.
Anglesea Street	
Proposed changes would prevent vehicular access to property in Anglesea Street – unable to unload shopping, have deliveries, etc.	The majority of Anglesea Street will be accessible from George Street. Anglesea Street residents were consulted at an early stage regarding this and it was made known to us that accessing the street via the precinct was not desirable.
Cannot deny access to properties in Anglesea Street to load or unload so must be allowed to drive up the precinct when necessary.	The majority of Anglesea Street will be accessible from George Street. Anglesea Street residents were consulted at an early stage regarding this and it was made known to us that accessing the street via the precinct was not desirable.
Anglesea Street residents have offered to pay for residents parking permits in the past and have been in dialogue with Ryde Town Council for last two years about non-residents parking in the street.	The comment is noted. We are aware that Residents Parking Zones are currently under consideration.
We understand that the No Entry signs will be relocated from the end of George Street to a position outside No 8 Anglesea Street. The entry to our off-road parking will then be from George Street. Will you please ensure that new signs are placed at the George Street end to make it clear to general traffic that entry from George Street should be for business and residential purposes only. We feel that if the No Entry signs	The No Entry signs to be placed outside No 8 Anglesea Street will be supplemented by No Thorough Road signs at the George Street junction. We will be able to utilise the existing posts.

<p>are removed and there is no other signage at the George Street end, drivers will end up driving up there for no purpose and coming to a halt at the No Entry sign with nowhere to turn.</p>	
<p>Please ensure that the double yellow lines in Anglesea Street are retained and repainted to make certain that people are not able to stop and park and to ensure the free flow of traffic that will be correctly allowed into the street. People currently park on the double yellow lines at will in the road and they also park and block the pavement as well. Especially at night.</p>	<p>This area will covered by the revised Traffic Order. Note that under the new regulations Double Yellow Lines are not required as yellow plates will be displayed. Parking in this area can then be enforced by Isle of Wight Council Parking Services. This will also include the Town Square area.</p>
<p>How are you going to ensure that the rules are followed at night? Having removed the right of Anglesea Street residents to park outside their own homes, with no consideration given to a residents parking permit scheme!, are we going to see non-residents still coming and parking outside these homes at night because they can get away with it. This would be to the detriment of the residents.</p>	<p>This area will be covered by the revised Traffic Order. Note that under the new regulations Double Yellow Lines are not required as yellow plates will be displayed. Parking in this area can then be enforced by Isle of Wight Council Parking Services. This will also include the Town Square area.</p>
<p>Would you consider the issue of a permit or letter to me showing that I have authority to reach my off road parking? I ask this because although the rules and the entry to my off road parking will change I still expect to be challenged by the general public. They will not expect to see a car driving in from the George Street end and will not perhaps know that the street is now two-way.</p>	<p>The new signage will be explicit and the changes will be well advertised so it is thought that a 'permit' or letter will not be necessary.</p>
<p>Garfield Road</p>	
<p>The proposed additional loading bay in Garfield Road is totally in the wrong place on the wrong side of the road and the nearest shops to it have rear loading access.</p>	<p>The loading bay has to be in the proposed position, to allow Buses and other large vehicles to make the turn from the High Street into Garfield Road.</p>
<p>If a loading bay is created in Garfield Road, can it be moved further away from the junction of the high street in order for large vehicles to get straight before needing to pass any unloading vehicle. If it is sited at the same place as the disabled bay currently is it will cause an issue with passing large unloading lorries. Garfield Road is used by bus routes 4, 9 and 37.</p>	<p>The position has been confirmed as suitable by an app called 'Vehicle Track', that shows the turning movements at the junction.</p>

Garfield Road is fairly narrow at the proposed loading only location (the north side, from a point 10 metres west to a point 27 metres west of its junction with high street) – is there sufficient width for a bus to pass a parked lorry given this is a bus route. Object to the TRO on basis it would cause unacceptable delays to bus passengers if obstructed.	This aspect has been considered. The proposed position of the loading will allow Buses and other large vehicles to make the turn from the High Street into Garfield Road (confirmed as suitable by an app called ‘Vehicle Track’, that shows the turning movements at the junction).
Garfield Road is convenient for parking as it is close to the shops.	Comment noted.
The disabled space on Garfield Road is intended for shoppers use but is permanently used by local residents who are blue badge holders. Could more of the parking on John Street be disabled only?	There are already 5 disabled bays provided in John Street.
Change direction of travel so vehicles enter from Star Street and leave on to Garfield Road to stop vehicles illegally using the High Street as a short cut.	This would be unworkable for delivery vehicles due to the layout at the High Street / Star Street junction.

FINANCIAL / BUDGET IMPLICATIONS

19. The costs associated with the introduction of the proposed order have been identified and are to be covered as part of the council’s Local Transport Plan budget.
20. The costs involved, are expected to be in the region of £16,000 or less, should actual costs be lower than the estimate provided. All signs and/or carriageway markings will be provided in accordance with the Traffic Signs Regulations and General Directions 2016.

CARBON EMISSIONS

21. There will be no impacts from the proposal on the council’s Carbon Management Plan. However, it is believed that the proposals will reduce private car use and encourage more sustainable forms of travel such as walking, cycling and public transport, thereby reducing greenhouse gas emissions and contributing to the council’s Climate Emergency Declaration.

LEGAL IMPLICATIONS

22. An order should be adopted in accordance with the Local Authorities’ Traffic Regulation Orders (Procedure) (England and Wales) Regulations 1996 (‘the 1996 Regulations’).
23. The statutory authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.

24. Consideration will need to be given to the factors set out in Section 122 of the Road Traffic Regulation Act 1984 in proposing these traffic orders. Section 122 requires the local authority to secure the expeditious, convenient and safe movement of traffic (including pedestrians) and the provision of adequate parking facilities. In carrying out this exercise the council must have regard to the:
- (a) desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality effected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the road(s) run;
 - (c) any strategy prepared under section 80 of the Environment Act 1995 (the national air quality strategy);
 - (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
 - (e) any other matters appearing to the local authority to be relevant.
25. The 1996 Regulations also set out the procedure to be adopted following publication of the proposed TROs and the approach the council should adopt in considering the orders.
26. Regulation 13 of the 1996 Regulations confirms that before making an order, the traffic authority shall consider all objections duly made to the TROs that have not been withdrawn.
27. The council is under a duty pursuant to Section 16 of the Traffic Management Act 2004 to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) Securing the expeditious movement of traffic on the authority's road network.
 - (b) Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

EQUALITY AND DIVERSITY

28. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and those who not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation.

29. Under the Equality Act 2010 the council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects, developing and reviewing policies.
30. Due regard to the council's responsibilities under the Equality Act 2010 has been given as part of this process. An equality impact assessment has been completed which is annexed to this report at Appendix 2.

OPTIONS

31. **Option 1: *Not to approve*** the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019 and associated orders – The Isle of Wight Council (Designated Loading Bays) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019; The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019
32. **Option 2: *To approve*** the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019 and associated orders – The Isle of Wight Council (Designated Loading Bays) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019; The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019
33. **Option 3: *To approve*** the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019 and associated orders – The Isle of Wight Council (Designated Loading Bays) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019; The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019, ***with amendment***.

RISK MANAGEMENT

34. A risk has been identified to pedestrians using the precinct area (a child was injured by a vehicle using the precinct in 2012). Inconsiderate parking is also posing a risk due to the pavements being blocked thereby forcing pedestrians to walk in the road and also blocking access for emergency vehicles. It is anticipated that the proposed changes will address these issues. It is anticipated that the proposed changes will mitigate these risks by reducing the likelihood of them occurring.

EVALUATION

35. **Option 1: Not to approve** – this option was discounted because Island Roads consider the pedestrianisation works to be essential on grounds of safety.
36. **Option 3: To approve, with amendment** – this option was discounted because Island Roads consider the pedestrianisation works to be essential on grounds of safety and amendments were not considered necessary.

RECOMMENDATION

37. **Option 2: To approve** the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Ryde) (Traffic Regulation) Order No 1 2019 and associated orders – The Isle of Wight Council (Designated Loading Bays) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, IW) (One Way Traffic) Order No 1 2019; The Isle of Wight (Disabled Drivers' Street Parking Places) Order No 1 2019; The Isle of Wight Council (Various Streets, Ryde, Isle of Wight) (Prohibition of Driving) Order No 1 2019

APPENDICES ATTACHED

38. [Appendix 1](#) – Traffic Regulation Order
[Appendix 2](#) – Equality Impact Assessment

First Contact Point: Vijay Manro, Highways PFI Contract Interim Network Manager
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COLIN ROWLAND
Director of Neighbourhoods

CLLR IAN WARD
*Cabinet Member for Infrastructure and
Transport*

Decision

Signed

Date
