



12/19

Purpose: For Decision

# Delegated decision report

## DECISION UNDER DELEGATED POWERS

### DECISION CANNOT BE TAKEN BEFORE

**8 AUGUST 2019**

Title	<b>THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, COWES) (TRAFFIC REGULATION) ORDER NO 1. 2018, AND THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, COWES, ISLE OF WIGHT) (ONE WAY TRAFFIC) ORDER NO 1 2018</b>
Report to	<b>CLLR IAN WARD CABINET MEMBER FOR INFRASTRUCTURE &amp; TRANSPORT</b>

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## EXECUTIVE SUMMARY

1. This report provides the details of officers' recommendations to introduce double yellow line parking restrictions along various streets in Cowes, as set out in Appendix 1, following consideration of representation received through the consultation process.
2. The proposals, if implemented, will lead to a slight reduction in on-street parking spaces in Cowes but the measures are deemed appropriate and proportionate to deal with identified road safety issues.
3. Restrictions proposed to deal with the identified road safety issue in one road (Bellevue Road) have led to a number of local objections due to the loss of parking spaces in this residential area where existing available parking is limited.
4. The proposals in Bellevue Road are not supported by the local member.
5. There is strong support from the local members for the measures proposed in the vicinity of three local schools.

## BACKGROUND

6. The proposed Traffic Regulation Order will:

- (a) revoke the provisions of The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2012 and The Isle of Wight Council (Various Streets, Cowes, IW) (One Way Traffic) Order No 1 2012.
- (b) incorporate and consolidate the following traffic order within the The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2012 traffic order:
  - (i) revoke 'No Waiting at Any Time' parking restriction in the following lengths of road:
  - (ii) Newport Road, Cowes on the west side, from a point of 14 metres south to a point of 33.5 metres south of its junction with Stephenson Road.
  - (iii) Newport Road, Cowes on the west side, from a point of 59.5 metres south to a point of 87.5 metres south of its junction with Stephenson Road.
- (c) revoke 'No Waiting / Loading at Any Time, Monday to Friday, 8am to 5pm' parking restriction in the following length of road:
  - (i) Crossfield Avenue, on the south-east side, from a point of 31.5 metres south-west to a point 186.5 metres south-west of its junction with Ward Avenue.
- (d) introduce 'No Waiting Monday to Saturday, 8am to 6pm' parking restriction in the following length of road:
  - (i) Newport Road, on the west side, from a point 14 metres south to a point 87.5 metres south of its junction with Stephenson Road.
- (e) introduce 'No Waiting at Any Time' parking restriction in the following length of road:
  - i. Ash Grove, on the south side, from its junction with Love Lane to a point 6 metres east thereof.
  - ii. Bellevue Road, Cowes, on the south-east side, from a point 12 metres north-east to a point 10 metres south-west of its junction with The Pippins.
  - iii. Baring Road, Cowes, on the south-east side, from a point 51 metres north-east to a point 45 metres south-west of its junction with Brambles Lane.
  - iv. Baring Road, on the east side, from a point 115 metres south to a point 153 metres south of its junction with Brambles Lane.
  - v. Baring Road, on the east side, from a point 49 metres north to a point 232 metre south of its junction with Woodvale Road.
  - vi. Crossfield Avenue, on the south-east side, from a point 31 metres south-west to a point 48.5 metres south-west of its junction with Ward Avenue.
  - vii. Crossfield Avenue, on the north-west side, from a point 107 metres south-west to a point 192.5 metres south-west of its junction with Ward Avenue.
  - viii. Love Lane, on the west side, from a point 9 metres north to a point 39.5 metres south of its junction with Ash Grove.

- ix. Love Lane, on the east side, from its junction with Ash Grove to a point 7 metres south thereof.
  - x. Park Road, on the north side, from a point 13 metres west to a point 34 metres west of its junction with Parklands Avenue.
- (f) introduce 'No Waiting / No Loading at Any Time' parking restriction in the following lengths of road:
- (i) Baring Road, on the east side, from a point 82 metres north to a point 147.5 metres north of its junction with Woodvale Road.
  - (ii) Woodvale Road, on the south and west side, from a point 14.5 metres west to a point 114.5 metres north-west of its junction with Baring Road.
  - (iii) Woodvale Road, on the north and east side, from a point 37 metres west to a point 109 metres north-west of its junction with Baring Road.
- (g) introduce Limited Waiting 15 minutes, No Return Within 15 minutes, Monday to Friday' parking restriction in the following length of road:
- (i) Baring Road, on the west side, from a point 110.5 metres north to a point 151 metres north of its junction with Woodvale Road.
- (h) re-enact the provisions contained in The Isle of Wight Council (Various Streets, Cowes, IW) (One Way Traffic) Order No 1 2012 subject to the following amendment:
- (i) To introduce a one-way restriction in Ash Grove, Cowes, from its junction with Ash Grove (cul-de-sac section) to its junction with Love lane, in an east to west direction. a distance of 62 metres.
7. The amendments are being proposed to facilitate the passage on the road or any other road of any class of traffic (including pedestrians) and for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
8. More specifically the changes are being proposed to deal with the following issues:
- a. **Baring Road** – It has been reported that there has been an increase in the number of pupils travelling to and from Gurnard primary school by car and this has led to an increase in vehicles parking in the area, in particular around school start and finish times. The TRO proposes additional parking restrictions to prevent parking in the immediate vicinity of the school access road. The TRO also proposes a change to the restrictions within the bus stop outside of the school. Restrictions on Baring Road are also proposed to restrict parking on the blind bend opposite the Battery Road/Brambles Road junction, to allow a passing refuge and to promote easier passage for through traffic at busy times.
  - b. **Woodvale Road** - Currently there is unrestricted parking available up to the junction with Baring Road. At school drop and collection times this area soon reaches capacity and cars park either on the double yellow lines or part on the

verge opposite. This causes safety issues at the junction and problems for ordinary road users passing through this area at these times. It is reported that private accesses are also blocked by inconsiderate parking by drivers picking up and dropping off children at the school. The proposed restriction covers the section of Woodvale Road which is closest to the school and the wider section to the north will be unaffected.

- c. **Bellevue Road** - The proposal is for double yellow lines to be placed at the junction of Bellevue Road with The Pippins. Parked vehicles on either side of the junction severely restrict visibility and the safety of traffic entering and leaving the Pippins from Bellevue Road. It has also been reported to the highway authority that emergency vehicles have encountered problems with access.
- d. **Crossfield Avenue** - The redevelopment of the Cowes Enterprise College resulted in the provision of a bus setting down point within the boundary of the college which, in turn, made the bus stands on Crossfield Avenue redundant, thus providing an opportunity to revise parking restrictions in the area. The proposal removes the redundant bus stands which will be replaced with no waiting restrictions allowing for additional parking on the opposite side of the carriageway where parking is currently restricted.
- e. **Ash Grove** - Additional parking restrictions and the introduction of a short length of a one-way only traffic is needed to ease congestion in the area at school drop off and pick up times. The school is situated in a cul-de-sac and access and parking is problematic. The one-way system is to be introduced to ease the congestion at the junction caused by turning vehicles. As it is a relatively small addition to an existing one-way system it should cause minimal inconvenience. Double yellow lines are to be placed where currently there is a single yellow line restriction as the road width is unable to support parking on both sides. The school strongly supports these changes.
- f. **Love Lane** – The changes on Love Lane are proposed to deal with the same issues affecting Ash Grove. Additional double yellow lines are proposed to the west side of Love Lane from the junction with Ash Grove southwards to the footpath to Newport Road. This is to replace the current limited waiting order which is not considered adequate due to the limited road width. Standard junction cover double yellow lines are also required at the junction of Love Lane and Ash Grove. In addition, it is proposed that part of Ash Grove from the Love Lane junction to the west of the Ash Grove cul-de-sac junction is to be made one way in a westerly direction.
- g. **Park Road** – Parking restrictions are proposed to provide more extensive junction cover around Parklands Avenue. Vehicles parking on Park Road restrict visibility for drivers exiting Parklands Avenue. There will be a small loss of on street parking on Park Road but all of these properties have extensive off street parking available so it is not considered to negatively impact local residents.

- h. **Newport Road**- The proposed TRO will not affect the existing restrictions in place on Newport Road and the amendment is required to allow enforcement of the current road markings.
9. Department for Transport (DfT) guidance suggests that parking policies should be designed with particular regard to:
- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
  - improving road safety
  - improving the local environment
  - improving the quality and accessibility of public transport
  - meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and
  - managing and reconciling the competing demands for kerb space.
10. In determining whether to proceed with the proposed parking restrictions the council as highway authority (“the authority”) has considered the above guidance and in particular the needs of all users of the highway network including local residents who reasonably wish to park their vehicles in close proximity to their homes, together with the highway authority’s duty to maintain traffic flows and highway safety.
11. Although mainly residential in nature, many of the roads which are subject to this Traffic Regulation Order are in close proximity to the busy town centre of Cowes. As a result, both local residents and those visiting or working in or around the town are competing for on-street parking, which is relatively limited when compared to demand.
12. Some of the roads are also in close proximity to local schools which not only attract extra vehicle movements but also further impact on local parking provision, especially at the start and end of the school day. The proximity to the local schools also leads to a high concentration of children using these roads.
13. As there is relatively high demand for on-street parking in Cowes, it is recognised that the proposals will be unpopular in some instances as they will lead to a small reduction in the number of available on street parking spaces. However, the road safety benefits, especially close to the local schools, are deemed to outweigh the impact on parking provision in the area.

## STRATEGIC CONTEXT

14. In line with the council’s Corporate Plan, the proposed parking restrictions links in with the corporate priority to keep the island and its residents safe.
15. The scheme in its entirety has been considered against Department for Transport (DfT) guidelines.

## CONSULTATION

The proposed parking restrictions for the various streets within **The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1. 2018** and **The Isle of Wight Council (Various Streets, Cowes, Isle of Wight) (One Way Traffic) Order No 1 2018** were advertised during January and February 2018 and the police, local council, local councillors and all relevant stakeholders have had an opportunity to comment on the proposals.

16. The local authority must consider any objection that has not been withdrawn and take into account relevant representations when making the decision.
17. Sixteen letters of representation were received during the consultation process and these have been considered as part of this report.
18. The representation is shown in summary below, along with comments from the highway authority:

Representation	Highway Authority Comment
<b><i>Baring Road &amp; Woodvale Road</i></b>	
The parking restrictions around the school will have an adverse effect on parents who work.	It is recognised that those dropping off and collecting children from the local school will be inconvenienced by the parking restrictions. However, the measures have been formulated in the main to deal with an identified road safety issue and to stop unsafe parking practices.
There are no grounds for these proposals.	The proposals are considered appropriate and justifiable following requests from the school, local councillors and concerned residents.
The parking issues will just progress to surrounding roads near the school.	Drivers may choose to park in areas which will remain unrestricted as restrictions in the wider area are not considered necessary. However, this will assist with improving safety in the immediate vicinity of the school. Island Roads will review any future issues relating to road safety or parking provision across the entire network on an ongoing basis.
The old bus stop should be restricted to 15 minutes, Monday to Friday, 8am to 6pm to match the school hours.	Noted
If safety is the reason for these restrictions around the school, then bring back the crossing patrol person and lower the speed limit.	Reducing the speed limit and providing a school crossing patrol would not deal with the inconsiderate parking which is causing road safety issues and inconvenience to local residents.
A "drop off" area should be considered on the northern side of Woodvale Road (Cow Lane side) to assist families accessing the pre-school. This action would also act as a Traffic Calming measure	A drop-off point at the suggested location would present further safety hazards due to the proximity to the junction. The unrestricted parking in the north section of Woodvale Road can be used for this purpose.

and reduce the speed of vehicles travelling in both directions.	
Disappointed to note that double yellow lines at the top of Worsley Road by the junction with Church Road are not being considered at this time.	This area was not considered as part of the proposals to deal with issues identified within this report. Any requests for changes to the highway network can be submitted directly to Island Roads for consideration.
On the whole I welcome the measures put in place to restrict parking in the areas around the school but do not agree with proposed removal of school bus stop in Baring Road.	Noted.
The school uses this bus stop for all school trips because school access is too narrow for a bus/coach and there is not enough room to turn around in the school car park. Introducing a 15 minute waiting period will no longer guarantee this area will be free to safely load/unload pupils.	Noted. The Isle of Wight council's parking services department has been consulted and it is agreed that changes to the bus stop are not required to deal with road safety issues and could lead to increased congestion at the start and end of the school day.
Bus stop is used as a drop off zone between 8am and 8.45am each morning. The introduction of a 15 minute waiting period would mean the space being occupied by two or three cars and parents no longer being able to use this facility.	Please see previous response.
Generally in favour of the proposed changes but proposes an amendment to the 15 minute parking restriction on the west side of Baring Road – suggest it should only apply between 8am and 6pm on Mondays to Fridays.	Please see previous response.
<b>Bellevue Road</b>	
Parking in Bellevue Road is already difficult and these restrictions will make it worse.	It is recognised that on-street parking is in high demand in this area. The proposals have been formulated to have the minimum possible effect on the existing on-street parking whilst dealing with the issue of vehicles being unable to safely access and egress from The Pippins. However, a slight reduction in the length of proposed restrictions may be possible.
Cars and vans park badly in Bellevue Road which creates difficulties for vehicles exiting The Pippins.	Noted. The proposals will address the restricted visibility of drivers accessing and egressing from The Pippins.
Supports the proposal for a 'no waiting/no loading at any time' zone at the Bellevue Road/Pippins junction.	Noted.
Questioned the need for parking restrictions to be placed at the	It is acknowledged that The Pippins is a private access road but the road safety issue affects

entry to The Pippins as this is a private road.	users of the public highway and there are also reports of emergency vehicles being unable to access the development. Whilst on site officers have witnessed an ambulance driving onto the footway to negotiate the turn out of The Pippins.
The Pippins is a private drive not a public road made up of 4 houses. There is no rationale / benefit for the proposals.	See previous response. The rationale behind the proposals is to deal with an identified road safety issue.
Never witnessed or experienced a potential accident in The Pippins.	It is acknowledged that there have been no serious reported collisions at this location but Island Roads and the highway authority consider there to be a road safety and emergency access issue.
Acknowledges visibility exiting The Pippins may sometimes be impeded by tall vans parked nearby but this is no different for other vehicles parked on off-road driveways.	As a private road, when exiting The Pippins vehicles will likely approach the junction at a greater speed than cars parked on private driveways. The highway authority has been advised that vehicles exiting The Pippins are less likely to stop before the installed vehicle crossing on the footway if vehicles are regularly parked either side of access road. This creates a potential hazard for users of the footway on Bellevue Road.
No requirement for parking restrictions on the original planning permission for The Pippins.	The parking restrictions are proposed to deal with a current road safety and emergency access issue.
The driveway to The Pippins is privately owned and not part of the public highway. Any access requirements as required within the highway code are void.	It is acknowledged that The Pippins is a private access road but the road safety issue affects the public highway and reports of emergency vehicles being unable to access the development justify the measures proposed.
Does not believe that emergency service access to The Pippins is an issue.	Noted. However, it has been reported to the Isle of Wight Council that this is an issue and officers have witnessed an ambulance driving onto the footway to negotiate the turn out of The Pippins
Proposal for The Pippins will set a precedent as it serves a private driveway and will therefore allow future similar applications.	The highway authority has a duty to keep the highway network safe and any reported road safety/emergency access issue is considered on a case by case basis.
The restrictions will have a negative impact on carers visiting property in Bellevue Road on a daily basis and they will not have anywhere to park to collect and drop off.	It is recognised that on-street parking is in high demand in this area. The proposals have been formulated to have the minimum possible effect on the existing on-street parking whilst dealing with the issue of vehicles being unable to safely access and egress from The Pippins. Legitimate loading and unloading will be permitted on the double yellow lines as a no loading ban is not proposed.
Proposal reduces the number of parking spaces available to residents of Bellevue Road.	It is acknowledged that parking is limited in this area and proposals have been formulated to reduce the impact. However, a slight reduction in the length of the restrictions may be possible.
Proposed no waiting at any time parking restriction at Bellevue Road will significantly impact upon parking congestion.	See previous response.

<p>Bellevue Road narrows in places and emergency services may have difficulty getting through, which would be made even worse by further congestion.</p>	<p>The proposed parking restrictions will not negatively impact emergency access on Bellevue Road and will improve access to and from The Pippins.</p>
<p>Concerns about access for Ambulances, Fire Engines, other emergency vehicles and delivery drivers to The Pippins.</p>	<p>Noted.</p>
<p>Supports the Order and hopes it is acted upon.</p>	<p>Noted.</p>
<p>Proposals would result in more than five houses being denied parking. Propose alternative should be to introduce a very small restriction on the inside (narrower) side of the road, opposite The Pippins, thus only two spaces would be lost.</p>	<p>The proposals have been formulated to keep the loss of parking to a minimum but it is accepted that some residents will no longer be able to park in front of their dropped kerbs. By restricting parking on the opposite side of the road, a visibility issue would still remain when exiting The Pippins and therefore this option is considered less beneficial from a road safety aspect. It is envisaged that only two legitimate parking bays will be removed under the current proposals.</p>
<b><i>Crossfield Avenue</i></b>	
<p>In favour of the proposed parking restrictions in Crossfield Avenue but does not think they go far enough.</p>	<p>The extent of the restrictions has been considered to retain as much on-street parking as is reasonably practicable.</p>
<p>It is my understanding that the plans call for a restriction on parking from the junction of Ward Avenue along Crossfield Avenue to the junction with Mountbatten Avenue on both sides of the road, but no further.</p> <p>I would ask that consideration be given to a 0800 to 1800 (or 1600) restriction being placed on this section of road Monday to Saturday (the bus runs a registered service at the moment Tuesday to Saturday but may revert to Monday to Saturday in the not too distant future). Such a restriction would assist the free flow of traffic along Crossfield Avenue and remove congestion and dangerous parking outside a school and on a Zebra Pedestrian Crossing and also prevent commuters from parking here all day increasing the problems you are trying to alleviate.</p> <p>This added restriction will greatly assist the council's intention of</p>	<p>Noted. The highway authority implements parking restrictions only where necessary and the current proposals are considered sufficient to allow the free-flow of traffic whilst allowing some parking to be available. Parking in Cowes is relatively limited in comparison to demand and further restrictions would negatively impact on parking provision in the town.</p>

making this a safe through road for all.	
<b>Ash Grove</b>	
Delighted that after eight years of campaigning Ash Grove becomes one way.	Noted.
<b>Love Lane</b>	
The issue with the junction is not that traffic moves in both directions but that parents picking up and dropping off park without consideration and block the junction for safe use. Changing the directional use of road will just increase the parental traffic trying to park at the junction. Restrictions in Love Lane and Ash Lane would have better resolve.	The one-way system has been devised to reduce congestion and vehicle conflict at the junction with Love Lane and Ash Grove. Traffic moving in one direction in Ash Grove should reduce this considerably whilst minimising the need for additional parking restrictions in the area.
I would request that the 'no parking at any time' is restricted to no 2-12 inclusive. (leave 14 and 16 for residents to park – it is difficult enough for residents now to park!).	The proposals are formulated to provide unrestricted movement of vehicles at the junction with Ash Grove. A reduction in the length of the restriction has been fully considered by Island Roads and a swept-path analysis showing vehicle movements was undertaken. This has confirmed that reducing the proposed restrictions is not viable due to the geometry of the junction, the road width and the presence of uncontrolled dropped crossings.
Excellent work! Thank you very much to those involved in achieving this!	Noted.

## 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 are expected to be in the region of £6,000 for implementation plus additional ongoing maintenance costs. All signs and/or carriageway markings will be provided in accordance with the Traffic Signs Regulations and General Directions 2016.

## LEGAL IMPLICATIONS

21. 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.

22. The statutory authority for adopting a traffic regulation order (TRO) imposing parking restrictions and one-way traffic restrictions is section 1(1), 2(1) (2) (3) of the Road Traffic Regulation Act 1984.
23. An order should be adopted in accordance with the Local Authorities' Traffic Regulation Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations').
24. The statutory authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2016.
25. 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:
  - (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.
26. 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.
27. 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.
28. 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:
  - i. Securing the expeditious movement of traffic on the authority's road network.
  - ii. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

## EQUALITY AND DIVERSITY

29. 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 do 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.
30. 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.
31. 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

32. **Option 1:** Not to approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2018 and The Isle of Wight Council (Various Streets, Cowes, Isle of Wight) (One Way Traffic) Order No 1 2018.

**Option 2:** To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2018 and The Isle of Wight Council (Various Streets, Cowes, Isle of Wight) (One Way Traffic) Order No 1 2018.

**Option 3:** To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2018 and The Isle of Wight Council (Various Streets, Cowes, Isle of Wight) (One Way Traffic) Order No 1 2018, with amendment. The amendments to the proposed restrictions being:

- No longer progressing with the proposed changes to the bus stop on Baring Road; and
- Introducing parking restrictions on Baring Road and Woodvale Road as proposed but not introducing a loading/unloading ban on these roads.

## RISK MANAGEMENT

33. The proposal is to introduce various parking restrictions and one section of one-way traffic, in order to address identified road safety issues in and around Cowes. Whilst there has been some opposition to the proposals, in particular the parking restrictions in Bellevue Road, the highway authority is responsible for ensuring users of the highway network are kept as safe as possible and if the current road safety issues are not addressed, there is a risk to highway users. This in turn puts the Isle of Wight council at risk of failing its road safety obligations and being potentially unable to refute third party claims which may occur at the identified locations.

## EVALUATION

34. **Option 1:** Following consideration of the representation received, this was rejected because there is considered to be a need for the proposals to deal with identified road safety issues, as explained within this report.

**Option 2:** This was rejected because following consideration of the representation received officers have determined that a slight amendment to the restrictions in Bellevue Road (as set out in Appendix 3), and the changes to the proposals in relation to the bus stop in Baring Road can be accommodated. These amendments will slightly reduce the impact of the restrictions on parking in Bellevue Road, and meet the wishes of the school in Baring Road, without adversely affecting road safety. It has further been determined that whilst the proposed parking restrictions in Baring Road and Woodvale Road will be beneficial, introducing an additional loading/unloading ban on these sections of road is unlikely to have a material impact and therefore the loading/unloading ban can be removed from the proposals.

**Option 3:** Following consideration of the representation received this was approved because the road safety issues can be addressed with a slight amendment to the proposals in Bellevue Road, Baring Road and Woodvale Road.

### **RECOMMENDATION**

35. **Option 3:** To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2018 and The Isle of Wight Council (Various Streets, Cowes, Isle of Wight) (One Way Traffic) Order No 1 2018, with amendment to reduce the proposed restrictions on Bellevue Road, remove the proposed loading/unloading ban in Baring Road and Woodvale Road, and not progress changes to the bus stop on Baring Road.

## APPENDICES ATTACHED

36. [Appendix 1](#) – TRO details.  
[Appendix 2](#) – Equality impact assessment.  
[Appendix 3](#) – Amended proposals to Bellevue Road restrictions

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