

RECORD OF DECISION TAKEN UNDER CABINET MEMBER DELEGATED POWERS AT COUNTY HALL, NEWPORT, ISLE OF WIGHT ON THURSDAY, 25 APRIL 2019

**THE CALL IN PERIOD FOR THIS DECISION EXPIRES AT 5.00 PM ON THURSDAY, 2 MAY 2019. THE DECISION CANNOT BE IMPLEMENTED UNTIL AFTER THAT DATE.**

Present: Cllr Ian Ward – Cabinet Member for Infrastructure and Transport

Jenn Beresford – Democratic Services Officer

<b>Item</b>	<a href="#">Isle of Wight Council (Various Streets, Newchurch) (Speed Limits) Traffic Regulation Order No 1 2018</a>
<b>Decision reference</b>	05/19
<b>Notice of Decision Published</b>	Tuesday, 9 April 2019
<b>Decision taken</b>	To approve the proposed restrictions that are subject to this report in relation to the Isle of Wight Council (Various Streets, Isle of Wight) (Speed Limits) Order No. 1 2018.
<b>Reason for decision</b>	<b>Option 2:</b> This was approved because there is deemed to be a need to reduce the speed limits in the interests of road safety as set out in this report.
<b>Additional reasons</b>	None
<b>Options considered and rejected</b>	<p><b>Option 1:</b> Not to approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Isle of Wight) (Speed Limits) Order No. 1 2018.</p> <p>This was rejected because there has been strong local support for a reduction in speeds at these locations as shown by the limited number of letters of representation. The views of the local police have been fully considered as part of this report and while it is acknowledged that based solely on accident statistics and speed data not all of the locations would require a reduction as proposed, on balance and taking into account all other factors recommended by DfT guidance, the existing speeds are considered to be too high.</p> <p><b>Option 3:</b> To approve the proposed restrictions that are subject to this report in relation to The Isle of Wight Council (Various Streets, Isle of Wight) (Speed Limits) Order No. 1 2018, with amendment.</p> <p>This was rejected because while it is accepted that there are sections where a reduction in speed may not be required based on speed and accident data alone, or at some locations speeds could be reduced by</p>

	less than those proposed, overall a 30 mph limit is considered to provide a consistent safe driving speed without multiple changes over a relatively small area.
<b>Representations Received</b>	Representations were received as part of the Traffic Regulation Order process and addressed accordingly. No representations were received following the publication of the delegated decision report.
<b>Declarations of interest</b>	None
<b>Additional advice received</b>	None