

Hawthorn Meadows, East Cowes

TRO Consultation 22/04/22 - 20/05/22

Total number of representations – 21 (15 households, Town Council and Ward Councillor)

Summary of the feedback	Number of times mentioned	LHA's response
1. <u>Support</u>		
a) Supporting the overall need of parking restrictions	5	Noted, visiting and observing the parking situation in the estate, as well as taking into account resident's reports, formed part of the restrictions' assessment and design.
b) Would like more areas covered with restrictions, especially bends and junctions	4	Noted, we are trying to keep the restrictions to a minimum, in order to preserve as much parking spaces as possible. However, the impact of the restrictions will be monitored and the order can be reviewed, if needed.
c) There is an issue with emergency services access	1	Parking on both sides of the road can prevent access by emergency vehicles and fire and rescue lorries.
d) There is an issue with verge and footway parking	2	Verge/footway parking causes damage to the verges and forces vulnerable wheelchair users and pushchairs onto the road.
e) There will be a health benefit of the restrictions	1	The additional proposed restrictions would encourage a reduction of the number of vehicles and thereby increase the use of sustainable means of traveling such as walking/cycling.
2. <u>Objections</u>		
a) There are not enough parking spaces around the estate, especially in Naval Terrace and Albert Way as most properties have one parking space (only), the restriction will cause inconvenience and a knock-on effect	14	All properties in the estate have allocated parking space/s. We kept the restrictions to minimum, in order to preserve as much parking spaces as possible. However, as the local highway authority, the Council has a duty to ensure road users' safety and the movement of the traffic, which means that sometimes we need to prioritise the road safety above the preservation of parking spaces.
b) Cover the bends and junctions only	2	The proposal includes 'straight' stretches of roads only there where the width is not sufficient for parking on both sides of the road without obstructing the traffic.
c) There is no extra parking for visitors on the estate	3	The number of parking spaces on the estate was determined at planning stage and which we believe was available to the potential residents at the point of buying a property on the estate.

d) People will be blocking driveways if the restrictions are introduced	1	Blocking a driveway is a parking contravention and can be enforced on request of the driveway's owner. Furthermore, residents are able to request the painting of an Access Protection Bar on the Island Roads website .
e) The residents will not be able to receive deliveries	1	All vehicles are allowed to stop on yellow lines for a short time while dropping off/picking up passengers or for loading/unloading.
f) Removing the parked cars will allow drivers to speed	1	Due to the narrowness of the roads and tight bends throughout the estate, it is not anticipated that the proposed restrictions will increase vehicle speeds or negatively impact safety.
g) Why the Council did not oppose narrow roads in the estate at planning stage?	5	The design of the roads in the estate is compliant with legal requirements for new developments.
h) Why there is a need for introducing parking restrictions after 14 years?	5	The Council is in a process of adopting these roads from the developer and they will become part of the island's highway network. Therefore, as the Local Highway Authority, the Council is working with the developers to implement the proposals to make sure that these roads are safe for all road users.
i) Why the IOW council are proposing parking restrictions on a private road?	1	
j) How many accidents happened over the years due to reduced visibility?	5	This information has been taken into account at assessment/designing stage of the proposals, but it only forms a part of the road safety assessment methodology.
k) Has the Council got any alternative plans for a car park for local residents?	5	The number of parking spaces on the estate was determined as being suitable at planning stage and which we believe that it is available to the potential residents at the point of buying a property on the estate. Such a review would have taken into account any potential available parking on the carriageway, which did not negatively impact on safety or unnecessarily. The proposed restrictions should not reduce the parking capacity below the envisaged capacity. As such there is no proposal to create any additional car parking at this time.
l) There is no issue with emergency services access	3	Parking on both sides of the road can prevent access by emergency vehicles and fire and rescue lorries. Whilst it might be correct that there have been no reported incidents to date, the Local Highway Authority must consider enabling such access at all times for emergencies. This prevents any unnecessary delays which may prove critical, should such an emergency arise.

<p>m) There were no parking restrictions included on any of the site plans that were given to the homeowners during purchase periods?</p>	<p>1</p>	<p>This development was built on a private land and in compliance with the legal requirements for new developments. The highway authority had a very limited involvement at the time, mostly related to the possible impact on the existing highway network if the development was allowed. The traffic situation has changed since and needed new assessment of the estate.</p>
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