



Minutes

Name of meeting	ECONOMY, ENVIRONMENT AND TRANSPORT SCRUTINY PANEL
Date and time	MONDAY, 16 NOVEMBER 2009 COMMENCING AT 6.00PM
Venue	COMMITTEE ROOM 1, COUNTY HALL, NEWPORT, IOW
Present	Cllrs Ian Ward (Chairman) Roger Dixcey, Julie Jones-Evans, Wayne Whittle
Officers Present	Jonathan Baker, Kevin Burton, Peter Hayward, Stuart Love, Paul Thistlewood
Cabinet Members	Cllrs George Brown, Edward Giles
Other Members	Cllrs Reg Barry, Vanessa Churchman, Geoff Lumley, David Pugh
Apologies	Cllr David Knowles

8. Minutes of the Previous Meeting

RESOLVED:

THAT the minutes of the meeting held on Wednesday, [29 September 2009](#) be confirmed.

9. Declarations of Interest

None declared.

10. Public Questions Time

Ms Rachel Meeres of Seaview put a question to the panel in relation to the lack of consultation with households within the parish with regards to the critical decisions concerning the status of Seaview Duver.

The Chairman's response included advising Ms Meeres that no wider consultation was undertaken, other than receiving support from local residents and the Local member at the time, Cllr Barry, due to the resultant benefits, including the free passage of vehicles over the area along with the new sea wall, was seen to be acting in the best interests of the community.

Ms Joanna King of Seaview put a question to Cllr Reg Barry requesting his alternatives to assure an effective speed reducing scheme and how they would be facilitated financially.

Cllr Barry responded by stating that he would like to see other forms of Traffic calming that would be in line with other Island roads. It was also Cllr Barry's opinion that funding could be identified from the relevant budgets to facilitate such a project.

11. Seaview Duver Traffic Calming Measures

The panel considered a report from the ward member for Seaview and Nettlestone, Cllr Reg Barry, in relation to opposition to the existing traffic calming measures in place along the Duver Road in Seaview. Cllr Barry stated that a recent petition attracted 430 signatures from residents of Seaview and Nettlestone seeking the removal of the measures.

The panel were advised that concerns over the nature of the measures in place had increased following recent roadworks at Pondwell which had resulted in light vehicle traffic being diverted along this road. Lack of lighting along the highway had also heightened concerns and there were fears that an accident could occur at any time.

The report also highlighted the issue of the street officially classified as a Car Park as opposed to a road. It was of Cllr Barry's opinion that this must be reviewed with the area reclassified as a road, with alternative traffic calming measures put in place along with adequate lighting.

The Director for Environment and Neighbourhoods advised the panel that to replace the existing traffic calming measures with an alternative system would not be viable as there were no safety reasons to justify such actions as well as no budget provision in place.

Two residents of the Duver, Ms Rachel Meeres and Ms Joanna King, both expressed their satisfaction with the existing measures and said that the majority of residents of the Duver road were also in support of it. There was also a strong desire to enhance the existing scheme with some minor landscaping works.

Members of the Panel were of the opinion that owing to the apparent support by the local residents of the Duver to the existing traffic calming process, as well as the good safety record with no accidents since the introduction of these, they could find no overriding reason why the current arrangements should be changed..

RESOLVED:

THAT the panel recommends to the Cabinet Member that no action be taken to alter the existing traffic calming scheme at the Duver, Seaview

12. Parking Report – 1 April 2008 to 31 March 2009

Members of the Panel considered the first annual parking report. This summarised the services provided by the Isle of Wight Council's parking department.

The Panel raised the issue of free parking spaces in Newport which was significantly less than the other main Island towns. Members were advised that the free spaces

would be reviewed and changes made to the allocation of free spaces if this proved to be viable.

Members also raised questions with regards to the number of Penalty Charge Notices (PCN's) that had been cancelled during 2008-09. The Director for Environment and Neighbourhoods outlined the type of reasons why a PCN would be cancelled. The Panel would be provided with a breakdown of all cancellations of PCN's.

The Director of Environment and Neighbourhoods advised the Panel that there were 61 on street disabled spaces for which the council could administer PCN's if violated, the remaining spaces around the island were advisory only and were not enforceable. With regard to Blue Badges for disabled drivers, members were also told that the maximum stay on double yellow lines was three hours.

Members of the panel referred to the possibility of reviewing the resident parking permit scheme with a view to looking at the no cost of permits for those with cars that gave low emissions. It was however noted that the provision of totally free parking would put an additional strain on the council's financial resources.

The panel were also advised that the cost of a standard parking permit was very low and represented good value for money. However, administration costs of issuing the permits were high. Members were also of the opinion that the cost of the residents parking permit actually did more to encourage car use, which the council should not be seen to do.

RESOLVED:

THAT the annual parking report for 2008-09 be noted.

13. Island Speed Limit Policy

The panel were presented with the Island Speed Limit Policy that was submitted and approved at the meeting of the Cabinet on Tuesday, 1 October 2009. The policy set local speed limits in order for the council to undertake its statutory duty of reviewing and implementing more uniform speed limits on the Isle of Wight's A and B roads by April 2011.

Members were of the opinion that generally speed limit levels on the Island were set at the right level with a good mixture of various limits that were suitable for the areas in which they were in force. However, members did suggest that speed limits along the Islands esplanades would be more suitable set at 20mph.

The panel agreed that the majority of Island residents did adhere to the speed limits in force and that the speed reactive signs in place across the Island helped to maintain this.

It was also suggested that an Islandwide limit of 40 mph could cause more congestion on Island roads and possibly encourage unsafe overtaking, thus increasing the risk of accidents.

The Director for Environment and Neighbourhoods advised members that whilst drivers were expected to drive with due care and consideration in car parks there was

no actual speed limit in force for them. Additionally the police would not enforce these as they were outside their jurisdiction.

Members were advised that in order for the authority to set 20mph speed limits in town, specific measures had to be considered which included other speed calming features such as sleeping policemen as well as consulting with the local constabulary.

Too great a use of low speed limits could in some areas see an increase of non compliance. The Director for Environment and Neighbourhoods agreed to look at measures undertaken in Portsmouth that saw a blanket 20 mph limit within the main city.

RESOLVED:

THAT the Island Speed Limit Policy be noted.

.

CHAIRMAN.....