

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

30th OCTOBER 2017

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**INTRODUCTION OF PARKING RESTRICTIONS – VARIOUS ROADS IN WARFIELD  
HARVEST RIDE, WILDRIDINGS & CENTRAL, PRIESTWOOD & GARTH, LITTLE  
SANDHURST & WELLINGTON, HARMANS WATER, ASCOT, BINFIELD WITH  
WARFIELD, OLD BRACKNELL AND COLLEGE TOWN**

**Director of Environment, Culture & Communities**

**1 PURPOSE OF DECISION**

- 1.1 To consider the introduction of parking restrictions in various residential roads in Warfield Harvest Ride Wildridings & Central, Priestwood & Garth, Little Sandhurst & Wellington, Harmans Water, Ascot, Binfield with Warfield, Old Bracknell and College Town

**2 RECOMMENDATION**

- 2.1 That the formal objections received during the statutory consultation process and the corresponding Officer comments are noted;
- 2.2 That the position with regard to local ward Members comments received during the informal consultation process is noted;
- 2.3 That the Borough Solicitor be authorised to make the Traffic Regulation Order in relation to the proposals detailed on the following plan numbers:
- a) 5144/001 – Westmorland Drive, Winkfield (Annex A)
  - b) 5144/002 – Prince Drive, Sandhurst (Annex A)
  - c) 5144/005 – Chadwick Mews, Bracknell (Annex A)
  - d) 5071/006A – Wildridings Road & Crowthorne Road, Bracknell (Annex C)
  - e) 5144/008 – Gower Park, Sandhurst (Annex A)
  - f) 5144/009 – Bracknell Bus station, Bracknell (Annex A)
  - g) 5144/010 – Lime Walk, Bracknell (Annex A)
  - h) 5144/011 – Bull Lane/Folders Lane, Bracknell (Annex A)
  - i) 5144/012 – St Christophers Gardens, Ascot (Annex A)
  - j) 5144/013 – Emmets Nest, Binfield (Annex A)
  - k) 5144/014 – Harmans Water Road, Bracknell (Annex A)
  - l) 5144/015 – Stoney Road, Bracknell (Annex A)
  - m) 5144/016A - Terrace Road North, Binfield (Adjacent to the Lloyds Pharmacy) (Annex C)
  - n) 5144/017 – Terrace Road North, Binfield (Adjacent to Victoria Arms PH) (Annex A)
  - o) 5144/018 – Times Square visitor parking area (Annex A)

### **3 REASONS FOR RECOMMENDATION**

- 3.1 To continue the Council's policy of introducing parking restrictions in locations where parked vehicles are causing safety and/or obstruction issues on the public highway.

### **4 ALTERNATIVE OPTIONS CONSIDERED**

- 4.1 Not to install the proposed parking restrictions - this would result in a continuation of safety and obstruction issues outlined in this report.

### **5 SUPPORTING INFORMATION**

#### **Background**

- 5.1 The advertised Traffic Regulation Order contained 15 separate parking restriction schemes. The background of each is outlined below.

#### **a) Westmorland Drive, Winkfield**

Following the receipt of a number of complaints from residents regarding parking along Westmorland Drive on Saturday mornings in relation to the nearby sports ground and football pitches discussions were held with the Council's Parks and Leisure section. Parking is causing an obstruction to vehicles traversing the carriageway and when entering/ exiting Westmorland Drive from side roads. This has historically been managed by the Parks and Countryside Rangers putting cones out in Westmoreland Drive and neighbouring roads to prevent on mass marking. However, this method of control is not enforceable and can result in the cones being moved or removed. Council Engineers have undertaken parking surveys that have confirmed this issue on Saturday mornings. It has also been confirmed with the Parks and Countryside section that the issue only relates to Saturday morning match day parking. Therefore, it is proposed to introduce restrictions to protect the junctions and to assist vehicle movements whilst maintaining parking where appropriate. The proposals mirror the lengths of road that the cones are currently placed on. The proposal leaves parking on street where it does not cause a road safety issue whilst removing it in other areas. It is recognised that these restrictions will prevent Saturday morning parking throughout the whole year, including the weekends when the football matches are not being. An alternative option of placing an Order on the road to prevent parking when no waiting cones are placed on the road has been considered. This would make the cones enforceable whilst preventing the restrictions being in place when there is no parking associated with football. However, this option was not taken forward as it does still rely on a resource storing and then placing out the cones every weekend, and does not remove the issue of the cones being removed or relocated.

The advertised proposals are shown on the attached plan numbered 5144/001 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

#### **b) Prince Drive, Sandhurst**

The Council received a number of complaints from residents regarding parking at the junction entrance to Prince Drive with High Street Little Sandhurst. Onsite observations showed that parking occurs at and over the junction entrance restricting

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access, turning movements and visibility to safely enter/ exit the High Street. It is proposed to introduce double yellow lines at the junction entrance and to the south west in front of private property at 'Camelot' and 'Merrilees' to ensure clear visibility on the bend and to exit/ enter Prince Drive from the main carriageway.

The advertised proposals are shown on the attached plan numbered 5144/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

### **c) Chadwick Mews, Bracknell**

The Council received complaints from members of the public about parked vehicles in Chadwick Mews obstructing the junction with Rectory Road and through flow of traffic. The reports were that parking related to the adjacent Open Learning centre was overflowing onto the carriageway. Subsequent site visits by Council Engineers confirmed this.

Therefore it is proposed to introduce the restrictions shown on the attached drawing to protect the junction with Rectory Road and prevent on mass parking blocking the footways, or visibility splays from side accesses. The restrictions leave on street parking where possible whilst assisting vehicle movements at all times.

The advertised proposals are shown on the attached plan numbered 5144/005 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

### **d) Wildridings Road & Crowthorne Road, Bracknell**

The Council has received representation from local residents and Members who have raised concerns regarding parked vehicles in Wildridings Road, Crowthorne Road and Kyle Close in obstructive positions on the highway. Additionally there have also been reports that parking on Wildridings Road has increased due to pay and display restrictions being introduced into the nearby Public House car park. On site observations have shown that during some periods vehicles are parking on the highway in areas that are introducing visibility issues for passing vehicles and local residents. Wildridings Road is also a bus route and carries some Heavy Goods Vehicles. It is therefore proposed to introduce No Waiting at any Time restrictions on Wildridings Road and Crowthorne Road. The proposal extends the existing restrictions to a distance approximately 1km from the town centre, a distance we believe will discourage those parking and walking into the town centre. In addition, a proportion of parking within Kyle Close is attributed to daily commuter parking. Therefore it is proposed to a single hour restriction in Kyle Close, as recently implemented in Beech Glen, to prevent all day commuter parking whilst allowing residents to park for the rest of the time.

Since receiving objections to the original proposal from residents regarding the introduction of a 2 hour limited waiting area for visitor parking in Wildridings Road opposite and adjacent to Ingleton, an amendment to install No Waiting At Any Time has been proposed to remove parking at this location. Residents in a close proximity to this length of Wildridings Road have off road visitor parking and there are some other lengths of unrestricted parking nearby. These residents have been re-consulted regarding the possibility of amending the scheme to remove the 2 hours limited waiting and replace it with Double yellow lines. No further comments have been received and so this amendment will be made.

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The advertised proposals are shown on the attached plan numbered 5071/006 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B with the revised proposals shown on the attached plan numbered 5071/006A (Annex C).

### **e) Gower Park, Sandhurst**

Following residents concerns about consistent parking on the junction of Yorktown Road and Gower Park it is proposed to introduce 'No waiting at Any Time' parking restrictions at this junction to prevent this inconsiderate parking. This will protect the junction and maintain a safe sightline around this busy Road.

The advertised proposals are shown on the attached plan numbered 5144/008 (Annex A). No comments and/or objections were received during the TRO consultation process.

### **f) Bracknell bus station, Bracknell**

Observations by Council officers coupled with complaints from bus operators have identified the need to restrict parking on several lengths of kerb line to stop unauthorised parking in the bus station. It is therefore proposed to introduce waiting restrictions within the bus station to prevent this unwanted parking.

The advertised proposals are shown on the attached plan numbered 5144/009 (Annex A). No comments and/or objections were received during the TRO consultation process.

### **g) Lime Walk, Bracknell**

The Council has received a number of complaints from residents regarding parking along the entire length of Lime Walk severely restricting forward visibility for cars travelling along there. Parking surveys were carried out that have confirmed this issue. It was believed that the parking was related to the nearby businesses accessed off Lime Walk and therefore would not impact local residents. Therefore it is proposed to introduce the parking restrictions to maintain vehicle flow and assist vehicle movements whilst maintaining parking where appropriate.

The advertised proposals are shown on the attached plan numbered 5144/010 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

### **h) Bull Lane/Folders Lane, Bracknell**

Concerns concerning the continuing amount of obstructive parking on Bull Lane due to school dropping off and picking up were raised by Cllr G Birch. Under the existing restrictions there is an allowance for loading and unloading. Following observations of the parking patterns it is proposed to introduce a 'school time' loading/unloading prohibition to remove this parking which is considered obstructive to other road users. The introduction of loading and unloading restriction will also make enforcement of these restrictions more practical for the enforcement officers as there is less need for an observation period before commencing enforcement.

The advertised proposals are shown on the attached plan numbered 5144/011 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

**i) St Christophers Gardens, Ascot**

The Council has received a request to remove the existing disabled parking bay outside nos. 1 – 35 St Christopher's Gardens and replace it with an 'Emergency Vehicles only' parking bay. The manager of the assisted living flats has informed us that they no longer have a need for a disabled parking bay on the highway as the resident it originally related to no longer resides there. We have discussed the possibility of placing the emergency vehicles only bay in the private car park but this was discounted as this is not near the access ambulance services need to access. The proposed bay is located where the existing disabled bay is currently, which is ideally suited for the doors to the flats.

The advertised proposals are shown on the attached plan numbered 5144/012 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

**j) Emmets Nest, Binfield**

The issue of vehicles parking on the east corner of Emmets Nest was brought to the Council's attention by residents complaining about obstructive junction parking. Subsequent site visits by Transport Engineers confirmed this and led to the conclusion that safety would benefit from double yellow lines be added to prevent junction parking in this location.

The advertised proposals are shown on the attached plan numbered 5144/013 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

**k) Harmans Water Road, Bracknell**

An issue regarding parked vehicles near to a traffic island in Harmans Water Road was brought to the Council's attention by Courtney Buses. Due to the length of the existing double yellow line terminating perpendicular to the traffic island, vehicles can currently park too close to it. This can occur regularly due to the nearby school. This parking can make it difficult for a bus to negotiate the island when parking occurs. The proposal is to extend the length of double yellow lines by approximately 10 metres to the edge of the bus stop marking so vehicles can no longer restrict the access through the traffic island.

The advertised proposals are shown on the attached plan numbered 5144/014 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

**l) Stoney Road, Bracknell**

The Council received a complaint from a member of the public about parked vehicles on Stoney road opposite the junction with Priestwood Avenue. Stoney Road and Priestwood Avenue are on a bus route and parking is causing buses to turn out of Priestwood Avenue to drive on the wrong side of the road. The majority of this junction is already protected with waiting restrictions. It is proposed to introduce a new length of double yellow lines opposite Priestwood Avenue and to change the existing single yellow lines on Stoney Road to double yellow lines to prevent junction parking at any time.

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The advertised proposals are shown on the attached plan numbered 5144/015 (Annex A). No comments and/or objections were received during the TRO consultation process.

### **m) Terrace Road North, Binfield (adjacent to Lloyds Pharmacy)**

This issue has been brought to the Council's attention by Binfield Parish Council. Due to the high level of long term parking adjacent to the chemist on Terrace Road North, customers for the chemist find it extremely difficult to park which results in unsafe parking from either parking on double yellow lines blocking passage along the road or on the footpath obstructing pedestrians. The introduction of a limited waiting bay to accommodate 3 vehicles is proposed with a 30 minute maximum stay with no return within 1 hour. This limited waiting time should create a quick turnover in the spaces allowing chemist customers to park safely.

Following the receipt of objections to the advertised proposals, based primarily on the effect on local residents, the restrictions have been altered to only apply between the hours of 8:30am to 6:30pm Monday to Friday so as to allow residents to park outside of these hours.

The advertised proposals are shown on the attached plan numbered 5144/017 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B with the revised proposals shown on the attached plan numbered 5144/016A (Annex C).

### **n) Terrace Road North, Binfield (adjacent to Victoria Arms PH)**

Terrace Road North, Binfield experiences a high demand for parking near the Victoria Arms public house due to nearby houses having a limited provision of off street parking. Parking on both sides of the carriageway is prevalent at this location. Due to the width of the road being at its narrowest at this location parked vehicles can make it difficult for larger vehicles to negotiate. This has been confirmed with conversation with the Parish Council and the councils Winter Maintenance team who reported difficulties gritting this route over the winter. Therefore a new length of double yellow line is proposed in order to maintain access for all vehicles along the road. From the observations made by Transport Engineers it is estimated that the new restrictions will displace approximately 5 vehicles in total.

The advertised proposals are shown on the attached plan numbered 5144/017 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

### **o) Times Square visitor parking areas**

It is proposed to introduce a 30 minute limited waiting restriction, no return within 1 hour on the 3 parking spaces at the entrance to the Time Square building, Market Street, as shown in the drawing. It is also proposed to introduce a 1 hour, no return within 1 hour restriction on the 5 visitor bays to the south of the Time Square building, again shown in the drawing. These restrictions have been requested to assist in the management of these visitor parking spaces to remove long term parking.

The advertised proposals are shown on the attached plan numbered 5144/015 (Annex A). No comments and/or objections were received during the TRO consultation process.

**Informal consultation**

- 5.2 In accordance with the standard consultation process for transport schemes, informal comments are sought from local Members, on proposals within their wards, at the early stage of scheme promotion. In this case, the proposals involved consultation with nine Council Wards – Warfield Harvest Ride Wildridings & Central, Priestwood & Garth, Little Sandhurst & Wellington, Harmans Water, Ascot, Binfield with Warfield, Old Bracknell and College Town. Of the twenty-one Members consulted, twelve confirmed their support of the proposals (Cllr Mrs S Peacey, Cllr C Thompson, Cllr G Barnard, Cllr D Birch, Cllr P Bettison, Cllr G Birch, Cllr Mrs T McKenzie-Boyle, Cllr Mrs D Hayes and Cllr T Virgo) and no response was received from nine.

**Statutory consultation**

- 5.3 The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Thames Valley Police and other affected parties.
- 5.4 The formal objections to each of the individual elements of the TRO are summarised on the attached 'Objections to Traffic Regulation Orders' tables, with corresponding Officer comments and the details of any revised proposals (Annex B). No comments or objections were received regarding the proposals in Bracknell bus station, Stoney Road and Time Square visitor parking areas.

**6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

**Borough Solicitor**

- 6.1 The purposes for which a Traffic Regulation Order can be made include (inter alia) "for avoiding danger to person or other traffic using the road or any other road or for preventing the likelihood of any such danger arising" and " for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".If objections are received there is a discretion but not an obligation to hold a public inquiry into the proposed order". In these instances the objections and the officer response set out the issues clearly so it is not considered that a public inquiry would be appropriate. The regulations relating to the making of Traffic Regulation Orders do permit an Order to be modified from that advertised, though if the modification is considered to be substantial further notification to permit further representations is required

**Borough Treasurer**

- 6.2 The parking restrictions can be introduced within the 2017/2018 Traffic Management revenue budget.

**Equalities Impact Assessment**

- 6.3 The EIA screening results are attached to the report - a full EIA is not required at this time.

Strategic Risk Management Issues

6.4 None

**7 CONSULTATION**

7.1 Each of the individual schemes contained within the TRO have been subject to an informal and statutory consultation process in accordance with the agreed process for transport schemes.

Background Papers

None

Contact for further information

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Doc. Ref.

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