

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

26th NOVEMBER 2018

**INTRODUCTION AND REMOVAL OF PARKING RESTRICTIONS – VARIOUS
ROADS IN, CENTRAL SANDHURST, CROWN WOOD, GREAT HOLLANDS
SOUTH, PRIESTWOOD & GARTH, WARFIELD HARVEST RIDE, WINKFIELD &
CRANBOURNE AND WILDRIDINGS & CENTRAL**

Director of Place, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider the introduction and removal of parking restrictions in various residential roads in Central Sandhurst, Crown Wood, Great Hollands South Priestwood & Garth, Warfield Harvest Ride, Winkfield & Cranbourne and Wildridings & Central

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) 5174/001 – Station Road & Market Street, Bracknell (Annex A)
 - b) 5174/002 – Horatio Avenue, Warfield (Annex A)
 - c) 5174/003 – Cross Gates Close, Crown Wood (Annex A)
 - d) 5174/004 – All Saints Rise, Warfield (Annex A)
 - e) 5174/005 – Lovel Road, Winkfield (Annex A)
 - f) 5174/006 – Silwood, Great Hollands (Annex A)
 - g) 5174/007 – York Way, Sandhurst (Annex A)
 - h) 5174/008 – Bracknell Bus Station, Bracknell (Annex A)
 - i) 5174/009 – Kennel Lane/Shepherd Lane junction, Bracknell (Annex A)
 - j) 5144/018 – Time Square visitor parking (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 10 separate parking restriction schemes. The background of each is outlined below.

a) Westmorland Drive, Winkfield

The newly redeveloped town centre opened to the public in September 2017 and since then officers have been monitoring parking patterns within the town centre. The town is now active 7 days a week and experiences visitors until much later in the evening due to the cinema, restaurants and later shopping hours. As such investigations into the appropriateness of the waiting restrictions throughout the town centre area have been carried out. These investigations have highlighted that the majority of the waiting restrictions are working well. However officers have identified two lengths of parking that they believe would benefit from amended times of operation to suit the new town centre.

- i) **Station Road** – There is currently a bay for parking 5-6 vehicles in Station Road which currently has a restriction of 30 minutes limited waiting, No Return within 30 minutes 8am – 6pm Monday to Saturday. These times no longer match the hours customers visit the town centre and so it is proposed to amend them. It is proposed to extend the 30 minute waiting to be in operation 24 hours a day and 7 days a week. Therefore the new restrictions would be 30 minute limited waiting, No Return within 30 minutes. This new restriction will prevent all night parking and keep a small area of the on-street parking within town available for short stay parking.
- ii) **Market Street** - There is currently a bay for parking 4 vehicles in Market Street outside a parade of shops (No's 1-10). There is currently a restriction of 30 minutes limited waiting, No Return within 30 minutes 8am – 6pm Monday to Saturday. These times no longer match the hours customers visit the town centre and so it is proposed to amend them. This layby is used by a registered trader between the hours of 6pm and 3am. It is therefore proposed to extend the 30 minute waiting to be in operation 7 days a week and in operation during the hours it is not used by the trader. Therefore the new restrictions would be 30 minute limited waiting, No Return within 30 minutes 3am – 6pm. This new restriction will prevent all night parking and keep a small area of the on street parking within town available for short stay parking.

The advertised proposals are shown on the attached plan numbered 5174/001 (Annex A). No comments and/or objections were received during the TRO consultation process.

b) Horatio Avenue, Warfield

Residents from 70 to 84 Horatio Avenue enquired whether something could be done to improve access to and from the courtyard which is being impeded by people parking between the build-out and the junction with Anthony Wall. Several inspections were carried out throughout the day at varying times and vehicles were seen in this area on most occasions.

Vehicles being parked in this area causes anyone exiting the courtyard and turning right to be on the wrong side of the road without anywhere to pull in until after the

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build-out. Even though the traffic speeds are low, there is a concern that with the close proximity of the right hand bend and the junction just beyond, that there could be an incident in this area. The proposal is to introduce 20 metres of 'No waiting at any time' restrictions from the build-out to ensure that traffic has adequate space and can safely traverse the carriageway without hindrance. The restriction will end opposite the junction with the courtyard.

The advertised proposals are shown on the attached plan numbered 5174/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

c) Cross Gates Close, Crown Wood

The Council has become aware of vehicles having to drive across the highway verge due to the already narrow road being further narrowed by cars parking opposite. The presence of the parked cars also makes direct access and egress from adjacent driveways very difficult. Several site visits have been carried out by Council Engineers and this parking problem has been confirmed and is deemed to be at a level where further restrictions are justified. Therefore, it is proposed to extend the existing 'No waiting at any time' restrictions by approximately 12 metres (2 car lengths), to ensure that traffic has adequate space and can safely traverse the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5174/003 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

d) All Saints Rise, Warfield

The Council had been contacted by local residents concerning obstructive parking in All Saints Rise nearby to Warfield Primary School. Several site visits have been carried out by Council Engineers at school drop off and collection times. Parking had been observed across the dropped kerb pedestrian crossing point at the entrance to this road. Sight lines at the dropped kerb crossing and junction entrance in All Saints Rise were obstructed and deemed to be at a level where road safety could be comprised.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction at the Harvest Ride junction with All Saints Rise to maintain clear sight lines at the pedestrian crossing. The restrictions extend further on the North West side of the carriageway such that they tie-in to the existing School Keep Clear marking. These restrictions will keep the junction clear of parked vehicles.

The advertised proposals are shown on the attached plan numbered 5174/004 (Annex A). No comments and/or objections were received during the TRO consultation process.

e) Lovel Road, Winkfield

Local safety scheme works were completed in Lovel Road at the junction with North Street and Pigeonhouse Lane in 2016/17 to amend the road layout and remove an existing slip lane. It was later noted that the south side of the junction is covered by waiting restrictions. These restrictions are No loading/ unloading Mon-Fri 8.30-9.30am 2.30-3.30pm and No Waiting At Any Time. These restrictions are nearby to Cranbourne Primary School to prevent parking that is unsafe. Prior to the Local

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Safety scheme in 2016 it would not have been possible to park near the junction on the northern side of Lovel Road without obstructing either the road or slip road. However, now the slip road has been removed these lengths of kerb have become more of a parking option.

Therefore, it is proposed to introduce a No Waiting At Any Time and No Loading Mon-Fri 8.30-9.30am 2.30-3.30pm restriction on the north side of the junction to mirror the existing restrictions on the southern side.

The advertised proposals are shown on the attached plan numbered 5174/005 (Annex A). No comments and/or objections were received during the TRO consultation process.

f) Silwood, Great Hollands

The Council had been contacted by local residents concerning obstructive parking in Silwood nearby to Wooden Hill Primary School. Several site visits have been carried out by Council Engineers at school drop off and collection times and ongoing parking has been observed at a junction within the side road that blocks sight lines making it difficult for drivers to safely exit the Close. Therefore, it is proposed to introduce a No Waiting Monday to Friday 8.30-9.30am and 2.30-3.30pm to maintain clear site lines and safe access to the highway within Silwood. This restriction matches the existing waiting restrictions within the close.

The advertised proposals are shown on the attached plan numbered 5174/006 (Annex A). No comments and/or objections were received during the TRO consultation process.

g) York Way, Sandhurst

The Council has been contacted by local residents concerning parking along York Way on a bend in the road opposite the rear entrance to Uplands Primary School in Sandhurst. Several site visits have been carried out by Council Engineers and this parking problem has been witnessed and is deemed to be at a level where road safety is compromised.

Therefore, it is proposed to introduce a No Waiting/Loading At Any Time restriction on the inside of the bend on the opposite side of a School Keep Clear road marking, to ensure that traffic has adequate forward visibility and can safely traverse the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5174/007 (Annex A). No comments and/or objections were received during the TRO consultation process.

h) Bus station, Bracknell

It is proposed to change the current bus waiting provision at the bus station into a bus stop in order to allow buses to serve the High Street stops more efficiently. Bus routes from the south of the town will have the option to set down passengers at the bus station and then continue directly to the High Street, which is now a more convenient stop for passengers accessing the redeveloped town centre. The provision of this bus stop was agreed with bus operators in the original design of the bus station. Alternative layover spaces for three buses and a coach are provided in the bus station layout.

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The advertised proposals are shown on the attached plan numbered 5174/008 (Annex A). No comments and/or objections were received during the TRO consultation process.

i) Kennel Lane/Shepherds Lane junction

The Council has been contacted regarding parking near to the junction of Shepherds Lane and Kennel Lane. No waiting at any time restrictions were installed at the junction several years ago as part of the introduction of Residents' Parking. It has been observed that cars are parking on Kennel Lane near to the junction between the existing restrictions and the parking area. Whilst it is accepted that traffic along the two roads is primarily residential and likely to be travelling at low speeds; there remains the possibility of a vehicle conflict between cars approaching the junction on Kennel Lane having to pass the parked cars on the wrong side of the road and cars turning into Kennel Lane. Several site visits have been carried out by Council Engineers and this parking problem has been witnessed and is deemed to be at a level where road safety is compromised. It is therefore proposed to extend the existing no waiting at any time restrictions on both sides of Kennel Lane.

The advertised proposals are shown on the attached plan numbered 5174/009 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

j) Time Square visitor parking areas

It is proposed to impose a 1 hour maximum stay with no return within 1 hour restriction on the four parking spaces to the south of Time Square adjacent to the building. This request has been raised by the Council's facilities department to enable the enforcement of these bays which will in turn encourage a greater turnover of parking vehicles. This will make visitor parking easier for visitors to the council.

The advertised proposals are shown on the attached plan numbered 5144/018 (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 sixteen Members consulted, fifteen confirmed their support of the proposals (Cllr Mrs D Hamilton, Cllr M Skinner, Cllr C Thompson, Cllr G Barnard, Cllr R McLean, Cllr Mrs A Merry, Cllr Mrs I Mattick, Cllr Mrs M Gaw, Cllr Mrs S Phillips, Cllr Mrs J Angell, Cllr Mrs J McCracken, Cllr M Brossard, Cllr Mrs G Kennedy, Cllr A Finch & Cllr Mrs T McKenzie-Boyle) and no response was received from one.

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

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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, Station Road & Market Street, All Saints Drive, Lovel Road, Silwood, York Way 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 2018/2019 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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