

To: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

4TH FEBRUARY 2019

**TO CONSIDER THE INTRODUCTION OF PROHIBITION OF WAITING RESTRICTIONS IN
BAY ROAD, BRACKNELL**

Director of Place, Planning and Regeneration

1 Purpose of Report

- 1.1 To consider the introduction of prohibition of waiting restrictions in Bay Road, Bracknell.

2 Recommendations

- 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:

5172/003 – Bay Road - Proposed Traffic Regulation Order (TRO) (Annex A)

3 Reasons for Recommendations

- 3.1 There are currently a series of priority chicanes on the road which were introduced a number of years ago by the previous Highway Authority, Berkshire County Council. However, since implementation, car ownership has grown which has increased parking pressure in the area. On-street parking has been observed around the existing chicanes which causes both road safety and congestion issues.

4 Alternative Options Considered

- 4.1 Not to install the waiting restrictions would result in the continuing safety and obstruction issues outlined paragraph 3.1 (above).

5 Supporting Information

Background

- 5.1 The Council has been made aware of Residents' concerns forwarded to us over the last few years about the current parking situation and traffic management arrangements in Bay Road, Bracknell.
- 5.2 There are currently a series of priority chicanes on the road which were introduced a number of years ago by the previous Highway Authority, Berkshire County Council. However, since implementation, car ownership has grown which has increased

parking pressure in the area. On-street parking has been observed around the existing chicanes which causes both road safety and congestion issues.

5.3 As a result, provision was made in the Council's 2018/19 Capital Programme to implement a traffic management scheme to increase the parking provision in the area whilst still managing the speeds of the road. It is proposed that the scheme will consist of:

- 16 additional off-street parking bays in various locations on the existing grass amenity areas in Bay Road. The bays will be set back to remove any visibility issues for residents accessing the road from their properties;
- the removal of the existing priority chicanes;
- a series of no waiting 'at any time' waiting restrictions (double yellow lines) on Bay Road with gaps to allow some on-street parking;
- these gaps in the double yellow lines have been designed to allow for 17 vehicles to be safely parked on-street. The location of the on-street parking has been staggered on opposite sides of the carriageway so that, when occupied, they will act as a natural traffic calming feature compensating for the loss of the priority chicanes;
- to maintain the stagger of the on-street parking the Bus Stop and shelter which is currently south of Cumberland Drive will be relocated to the north of the junction.

5.4 As part of their investigations, the Council have recently carried out a number of parking surveys. These surveys have indicated that there is an average of 20 vehicles parking on street at any one time. The scheme will therefore introduce additional parking for an average of 13 vehicles and remove the road safety and congestion concerns around the existing chicanes.

6 Consultation and Other Considerations

6.1 Informal consultation

In accordance with the standard consultation process for transport schemes, informal comments were sought from local Members, on the proposals within Bullbrook ward, at the early stage of scheme promotion. In this case, the two ward members Cllr B. Angell and Cllr Mrs K. Ashman confirmed their support of the proposals.

6.2 Statutory consultation

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 ([Annex B](#)). Three comments or objections were received regarding the proposals all concerning the North end of the proposed scheme affecting 72-84 Bay Road.

6.3 Legal Advice

6.4 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

Financial Advice

- 6.5 The proposed Traffic Management scheme can be introduced within the 2018/19 Capital Budget

Other Consultation Responses

- 6.6 None

Equalities Impact Assessment

- 6.7 A full EIA is not required at this time.

Strategic Risk Management Issues

- 6.8 None

- 6.9 Background Papers

None

Contact for further information

Nick Rose, Transport Engineering Manager – ext. 1169