

Annex B

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

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| Scheme: | BRACKNELL FOREST BOROUGH COUNCIL (B3022 NORTH STREET & CROUCH LANE, WINKFIELD) (NO WAITING AT ANY TIME RESTRICTIONS) ORDER 2020 | | |
| North Street – ‘No waiting at any time’ restrictions | | | |
| Date Advertised: | 22.01.2020 | No. of Objections Received: | 15 |

| Objector | Summary of Objection / Comment | Officers Comments | Decision Abandon/Modify / Proceed as advertised. |
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| XX XXXXXX XXXXXXX XXXXXX XXXXXXXX | <p>The resident mentions that they have never felt the need to complain until The White Bus Company changed ownership.</p> <p>The resident mentions that the plans show that getting in and out of various houses, including X own, will continue to be ‘extremely dangerous’. Cars parked opposite the entrance to their home means that there is a continual battle between cars coming in both directions often at substantial speed, driving past the parked cars. X mentions that getting out of the drive is a daily hazard and the parking has made it impossible to safely exit X own drive with speeding traffic and lorries.</p> <p>X mentions that employees insist of parking opposite their place of work and X home even though they have parking for their staff a short walk down the road. X is also asking whether by law the bus company are allowed to leave traffic cones on the public footpath.</p> <p>X mentions that X has a XXXXXXXXXXXXXXX who was unwell one night and when they went to take X to the hospital there was a bus completely blocking X driveway. Time was wasted going to the company to get it moved.</p> <p>The resident mentions that there are numerous cars parking on the footpath making it extremely difficult, sometimes impossible, to get past with a pram or mobility scooter. X mentions that the only way to make North Street safer is to have double yellow lines up and down both sides of the road at X end of the street where there are numerous houses and driveways.</p> | <p>The parking restrictions have been placed primarily in locations where parked vehicles would cause a road safety issue or obstruction and taking into account current parking trends. The restrictions are designed to stagger parking to create a ‘chicane’ effect and slow traffic down. The current proposals would prohibit parking directly outside the residents property but allow parking opposite.</p> <p>It is not the Council’s responsibility, nor does it have the resources, to provide parking facilities for private companies although we are aware that the White Bus company do have off road parking provision to the southern end of North Street. The Council does not have the authority to force vehicles to park elsewhere other than through the implementation of parking restrictions.</p> <p>Should vehicles continue to park on the footway where double yellow lines are placed then the Council Enforcement Officers will be able to take action against them. In areas where there are no restrictions it is recommended that residents contact the Police who may be able to take action against the vehicle for causing an obstruction. We are aware that Thames Valley Police have previously enforced against obstructive footway parking in this location.</p> | Proceed as advertised |

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| XX XXXXXX XXXXXXX | <p>XX XXXXXX mentions that recently, 3 cars were parked on North Street between X house and X neighbour in XXXX XXXX. X had wanted to turn left (west) out of the driveway but had trouble with X line of sight looking left as it was blocked by these parked cars. X said these parked cars forced him to enter the opposite carriageway to complete X turn which was dangerous.</p> <p>The resident appreciates that something has to be done to ease the traffic situation in North Street mainly caused by the cars of many employees of the White Bus who lost their car park when the Squirrel Public House closed down. X also mentions that North Street is a rat run so X hopes something can be done to slow down the traffic.</p> <p>XX XXXXXX mentions that from the proposed plans, cars will still be parked outside X house which is a hazard.</p> | <p>The parking restrictions were developed following several site visits and discussions with Borough & Parish Council members.</p> <p>The Council can discuss with the resident the possibility of slightly extending the existing Access Protection Marking across their driveway. Although the marking has no regulatory meaning it can help highlight the presence of the driveway and encourage vehicles to park not too close to it.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | Proceed as advertised |
| XXX XXXXX XXXXXXX | This resident mentions that North Street is a busy road and the majority of cars speed along it. | The parking restrictions were developed following several site visits and discussions with Borough & Parish Council members. | Proceed as advertised |
| XXXXXXX North Street | <p>The resident mentions that because cars, vans and high sided vehicles park either side of X shared driveway X cannot see ongoing traffic, in the 6 weeks that X has lived there X has had 3 near misses and it is only a matter of time before an accident takes place.</p> <p>The resident has asked for confirmation that the proposals will include yellow lines either side of the shared driveway at X property so that X can see ongoing traffic before joining the road.</p> | <p>The Council can discuss with the resident the possibility of installing an Access Protection Marking across their driveway. Although the marking has no regulatory meaning it can help highlight the presence of the driveway and encourage vehicles to park not too close to it.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | |
| X XXXXXXXXXXXX XXXXXXX | <p>The resident mentions that it continues to be extremely dangerous for the family to enter and leave the home because of parked cars right outside the house. The resident mentions that pulling out of the drive and turning back into it is very hazardous and everyone living there have almost had accidents. The resident mentions that the cars park very close to the driveway entrance making the view up and down North Street impossible.</p> <p>The resident mentions that the plans show that no restrictions will be placed directly in front of this resident's property which concerns them.</p> <p>The resident has requested that parking restrictions are placed to the left of their drive of approximately 2 car lengths which would make entering and leaving the drive much safer.</p> | <p>The parking restrictions were developed following several site visits and discussions with Borough & Parish Council members.</p> <p>The planned restrictions will already extend 2/3 metres past the driveway so this will stop vehicles parking right next to it and improve visibility whilst providing space to manoeuvre.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | Proceed as advertised |
| X XX XXXXX XXXXX XXXX XXXXXXX | <p>This resident mentions that X is XX years old and possesses a blue badge.</p> <p>X mentions that X has had difficulties for some years now with cars parked outside X XXXXXX making it difficult for ambulances, voluntary car drivers and delivery vans to get to the house. X mentions that X uses a walker making it difficult to get out the house.</p> | <p>Whilst the Council sympathises with the resident, it is not the purpose of waiting restrictions to 'reserve' a parking space for motorists who are able to park on them through use of a blue disabled badge.</p> | Proceed as advertised |

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| | <p>The resident mentions that the recent double yellow lines near this cottage make it easier for drivers from XXXXXXXX to come out of their lane but cause many car drivers to use the front of X cottage to park where the lines finish. X is asking if it is possible to prevent drivers parking outside of X cottage.</p> | <p>Waiting restrictions are used to prohibit parking where it would unsafe or cause an obstruction which is not the case outside the residents property.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | |
| XX XXXXX XXXXXX Crouch Lane | <p>This resident mentions X is pleased to see waiting restrictions and speed repeaters being placed at North Street.</p> <p>X XXXXXX says that as a resident of Crouch Lane, X only concern is whether the parking restrictions on North Street will push cars on to Crouch Lane to park. The parking problems have occurred since the Squirrels (public house) has closed and their overflow parking is not available. X has asked if it has not been explored whether this currently redundant land could be used for business parking on North Street.</p> | <p>It is not the Council's responsibility, nor does it have the resources, to provide parking facilities for private companies although we are aware that the White Bus company do have off road parking provision to the southern end of North Street. The Council does not have the authority to force vehicles to park elsewhere other than through the implementation of parking restrictions.</p> <p>The proposed parking scheme continues to provide 3 more on road parking spaces than the on street observed parking levels, therefore the Council does not believe that the proposals will 'push' parking elsewhere.</p> <p>The Council will continue to monitor parking levels after the implementation of the restrictions and further measures be introduced if necessary.</p> | Proceed as advertised |
| XX XXXXX XXXXX | <p>This resident mentions that X is a long-term resident of North Street and is in full support of all initiatives included therein.</p> <p>X mentions that the traffic flow on North Street has been incremental over the years and recent increases in unrestricted on street parking coupled with and incessant flow of 30 tonne tipper trucks has resulted in the whole area becoming a dangerous place to live and commute through. X says that X has witnessed many near misses and irate commuters dealing with the current problems of traffic flow and speed management. This plan addresses the issues well.</p> | Comments noted | Proceed as advertised |
| XX XXXXX XXXXXXXXXXXXXX XXXX XXXX XXXX | <p>This resident mentions that X appreciates action is being taken as X has raised the issues here before but has concerns about the proposals. X mentions that X property XXXX XXXX is located diagonally opposite XXXXXX XXXX and the proposals show there are no planned waiting restrictions on X side of the road. The plans show the restrictions are in force from Barberry House onward. X says X will undoubtedly suffer the consequences of these restrictions as the cars currently parked on North Street will simply move/park their vehicle toward/outside X property.</p> <p>The resident also mentions that the plans currently indicate parking restrictions on the opposite side of the road from X property that will guarantee X will have cars parked outside X property both on the road and grass verge. X mentions that when this occurred recently during road</p> | <p>The proposed parking scheme continues to provide 3 more on road parking spaces than the on street observed parking levels, therefore the Council does not believe that the proposals will 'push' parking elsewhere.</p> <p>The Council will continue to monitor parking levels after the implementation of the restrictions and further measures be introduced if necessary.</p> | Proceed as advertised |

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| | <p>works, X view exiting the driveway was blocked and had several near accidents with cars travelling along North Street. The resident says that the restrictions should continue until at least past Crouch Lane whereby residential properties start to at least reduce in numbers and frequency.</p> <p>The resident says X does not agree that X should suffer due to the 'concertina effect' of parking restrictions further up North Street broadly caused by a bus company, commuters to Windsor and other places of work. X mentions that this simply shifts the issues to others to deal with rather than solving the issue at the source.</p> | | |
| XX XXXXXX XXXXXXXXXX | <p>This resident says that X is a resident of Winkfield and is obligated to use North Street when returning home off Hatchet Lane from Windsor side as it is no longer possible to turn right into Hatchet Lane off Mounts Hill. X says X is not the only one and consequently more traffic uses North Street than previously.</p> <p>X mentions that inconsiderate parking on this road has caused disruption for some time as well as delays, often resulting in speeding when free of congestion. Additionally, the 12-wheel heavy trucks have been using the road for some time en route to Royal Berkshire polo ground landfill operation causing and enlarging potholes. X says that some premises have resorted to placing their own traffic cones on the road to deter parking, this detracts from the residential nature of the area. The frustrations all this causes to residents and drivers also makes the road more hazardous.</p> <p>The resident mentions that X is pleased to see the proposals and trusts it will be implemented as soon as possible.</p> | Comments noted. | Proceed as advertised |
| XX XXXXXX XXXXXXXXXX XXXXXX XXXXX and XXXXXX XXXXXX | <p>This resident says that X strongly objects to the proposed parking restrictions and is requesting a review of the decision to allow unrestricted parking either side of the main entrance to X property.</p> <p>X mentions that the parking restriction measures assume that parking immediately outside our property is required but most of the properties in this area have private off-street parking. X says that the majority of street parking in this part of North Street is by the bus drivers and staff of The White Bus Company. X says that X is aware that this business provides secure alternative parking for its staff but understands that they are not using this even though it is only a short walk away.</p> <p>The resident says that the constant manoeuvring of buses in and out of the bus station is an additional hazard in this section of the street so adequate visibility is essential for the safety of all road users.</p> <p>XX XXXXXXXXXX says that since X came to live at the property in 2003, there have been 2 serious accidents in this section of North Street involving parked cars. X says that on 2 further occasions cars have crashed into and demolished sections of the wall at the front of X property requiring it to be rebuilt. Allowing unrestricted parking along this section of North Street is therefore in direct contradiction to your stated aim that</p> | <p>The parking restrictions were developed following several site visits and discussions with Borough & Parish Council members.</p> <p>The Council can discuss with the resident the possibility of installing an Access Protection Marking across their driveway. Although the marking has no regulatory meaning it can help highlight the presence of the driveway and encourage vehicles to park not too close to it.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | Proceed as advertised |

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| | <p>"restrictions are designed to ensure parking is allowed where it is safe and not causing an access issue".</p> <p>In this case, the resident mentions that X will still be unable to see up or down the road when vehicles are parked either side of X drive.</p> <p>X believes that the plans need to be altered so that double yellow lines are extended to either side of X driveway for safety. As the parking restriction measures stand an existing dangerous situation will be perpetuated.</p> | | |
| XXX XXXXX XXXXXX XXXX | <p>This resident is very much welcoming of the plan to improve safety and address the parking issue on North Street. However, the resident says that the current plan will severely impact this resident as they enter and exit the driveway onto North Street. They have persistently had issues with people parking in front of their drive and so close to their drive that it makes the exit from their drive extremely dangerous as they have limited visibility and the people driving along North Street cannot see them as they edge out onto the road.</p> <p>The resident says that the plans outlined will condense the parking slots to a small area either side of their driveway which means people will densely park along the road because of the limited space. The resident mentions that the white line that has been installed here often gets ignored during busy times and even with the width of the line, visibility is still unsafe.</p> <p>The resident says that they strongly object to the proposal and would appreciate an opportunity to discuss. The resident mentions that the situation on the weekends is much better and it is during the working week that the issues arise.</p> <p>The resident mentions that they have to pull out of their drive very carefully due to people driving so quickly down North Street. The resident mentions that over the last 2 months the problem has suddenly got much worse as they've had more people park closely on either side of the drive meaning the visibility pulling onto North Street has become dangerous.</p> <p>The resident says that there is no consistent pattern of when these people park as some days it is clear and other times it is fully parked up. It is also not always the same vehicle which makes the resident believe that it is not their neighbours.</p> | <p>The parking restrictions were developed following several site visits and discussions with Borough & Parish Council members.</p> <p>The Council can discuss with the resident the possibility of slightly extending the existing Access Protection Marking across their driveway. Although the marking has no regulatory meaning it can help highlight the presence of the driveway and encourage vehicles to park not too close to it.</p> <p>Unfortunately, currently we are unable to add new lengths of restrictions to the current proposals within the Order without the need to start the consultation again. Once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward for the next Transport Regulation Order.</p> | Proceed as advertised |
| XX XXXXXXXX | <p>XX XXXXXXXX says that the majority of cars which are causing the congestions here are due to the large number of staff members working at the White Bus Company.</p> <p>X says that X believes the White Bus Company has decided to move the majority of its workforce to a new premise in Windsor. X was told by the owner of the White Bus Company that will be happening within the next</p> | <p>The Council has contacted White Buses with regards to XX XXXXXXXX's comments. They have confirmed that there is a planned re-organisation planned for within the business but denied it would result in large move of staff from North Street. Therefore, at this time we do not believe that there will be decrease in on-street parking, however we will continue to monitor parking levels.</p> | Proceed as advertised |

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| | <p>month and will therefore drastically relieve the majority of parking congestion.</p> <p>The resident feels it would be unnecessary to add any double yellow restrictions to North Street at this time and wish to propose that any action to add parking restrictions be reviewed again in the near future once the White Bus Company has moved the majority of its staff.</p> <p>X believes that adding these restrictions will cause vast inconvenience to residents who do not have a driveway. Particularly to those with small children or the elderly.</p> <p>The resident would like to add that X does not object to the installation of 4 30mph illuminate vehicle activated repeater signs, as X does believe that speeding on this road is a problem.</p> | <p>The parking restrictions have been placed primarily in locations where parked vehicles would cause a road safety issue or obstruction and taking into account current parking trends.</p> | |
| XXXXX XXXXXX | <p>This resident says that all this seems to be doing is making parking legal on both sides of the road where there are no yellow lines. X says this will not help make the road safer and it might help residents whose drives at the moment are affected by parking as X cannot see what's coming when leaving X drive.</p> <p>X has said that if X can get double yellow lines then they need to be on both sides of the road from Peters cottage down to Crouch Lane, especially both sides of North Street at its junction with Crouch Lane. X says that if vehicles are parked along by Wren House and West Wing, they would obstruct traffic turning into Crouch Lane from North Street. X says that the residents of Crouch Lane are quite right to think that people might be parking there because they can no longer park in North Street.</p> <p>The resident mentions that parking in North Street was created when Squirrels Pub closed down where the White Bus employees used to park. The White Bus service employees got permission to park in Royal Berks Fisheries car park, but it is too far for them to walk.</p> | <p>The parking restrictions have been placed primarily in locations where parked vehicles would cause a road safety issue or obstruction and taking into account current parking trends. The restrictions are designed to stagger parking to create a 'chicane' effect and slow traffic down.</p> <p>There is no intention to completely ban parking on North Street as doing so would likely increase vehicle speeds further whilst pushing parking further down the road or into Crouch Lane. The proposed parking scheme continues to provide 3 more on road parking spaces than the on street observed parking levels, therefore the Council does not believe that the proposals will 'push' parking elsewhere.</p> <p>Whilst the Council believes that a large proportion of the on-street parking comes from a local business, it has no authority to force vehicles to park elsewhere other than through the implementation of parking restrictions.</p> | Proceed as advertised |
| XX XXXXXX XXXXX | <p>XX XXXXX says that the reason there is a parking issue on North Street for the last 2 years is because the Squirrels Pub closed and therefore its car park was closed. All the people who work for the White Bus Company were parking at that location and now spread all the way down North Street.</p> <p>The resident says that since the pub is now for sale it would be best for the council to purchase the parking or some other land within North Street.</p> <p>X mentions that staggering the parking each side of the road will only aggravate the situation and now get to the route of the problem.</p> <p>This resident is completely against the painting and introduction of yellow lines in is green belt village as X has previously stated.</p> | <p>It is not the Council's responsibility, nor does it have the resources, to provide parking facilities for private companies although we are aware that the White Bus company do have off road parking provision to the southern end of North Street. The Council does not have the authority to force vehicles to park elsewhere other than through the implementation of parking restrictions.</p> <p>The parking restrictions have been placed primarily in locations where parked vehicles would cause a road safety issue or obstruction and taking into account current parking trends.</p> <p>The Council work in partnership with Thames Valley Police (TVP) with regard to the assessment of fixed speed camera enforcement requests. TVP are responsible for all enforcement of speeding offenses but the Council are responsible for the placing and maintenance of the fixed</p> | Proceed as advertised |

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| | <p>As far as speed is concerned the main issue here is in the evening and at night where abusers of the speed limit race down the road at 50/60mph. This resident thinks cameras are the best answer.</p> | <p>camera housings. As such, both organisations need to agree upon the need for a fixed speed camera before it can be considered further. The criteria both organisation use when assessing a possible location for a fixed speed camera is that there must be a recorded history of speed related injury accidents in the area where the camera is considered, as well as evidence of consistent vehicle speeding, i.e. an 85th percentile speed at or above the Association of Chief Police Officers (ACPO) enforcement threshold. Bracknell Forest generally has a good safety record on its roads and as such has not found any sites considered appropriate for a new fixed camera site in a number of years. However, TVP do undertake mobile speed enforcement and the Council will make them aware of the resident's speed concerns in North Street and request that they undertake enforcement.</p> | |
| XX XXX XXXXXXXX XXX XXXXXX XXXXX | <p>XX XXXXXXXX strongly opposes to any parking restriction implemented outside X property and across the road to it. X mentions that X is considering re-opening the front part of the building for the use of a chapel as it was previously.</p> <p>X says that it could also lend itself to conversion of two units or a big family home. X says that all options would be beneficial to local community and any restrictions on parking would be detrimental to that affect.</p> | <p>The parking restrictions have been placed primarily in locations where parked vehicles would cause a road safety issue or obstruction.</p> <p>Observations have witnessed cars parking on both sides of the road in the vicinity of Old Chapel Lodge. Due to width of the road on numerous occasions cars parked outside Old Chapel Lodge have been observed parked partly on the footway blocking its use to pedestrians.</p> | Proceed as advertised |

Local Member Comments on Consultation responses:

Cllr Moira Gaw commented, 'I am not sure why we ran a consultation if the intention was to proceed as proposed because changing things would require another consultation.

Whilst in the main I agree with you, I think XXXXXX XXXXXXX does have a point regarding X comments.
I have personally witnessed the difficulties X has.

I will therefore be bringing X case back for consideration once the main thrust of the proposal has been effected.

Are you going to let the residents who commented know the decision?'

Our response, 'The consultation is a statutory part of Traffic Regulation Order process. As explained we are not able to add or extend restrictions without the need for a new consultation. Whilst we are not averse to revising the proposals and re-consulting if we feel there is justification to do so; in this case, we do not feel it would be beneficial to do so. Firstly, as specified in the Officer comments, there are alternatives in the form of Access Protection Markings that we can discuss and implement for the residents. Secondly, in the scheme that was advertised there was the intention to keep a balance of allowing on-street parking in certain areas whilst prohibiting it where it would cause a road safety or obstruction issue. This was done with the fact that we acknowledge there is residential concern about the parking 'creeping' further south or into Crouch Lane; adding further restrictions would make this much more likely. Finally, the secondary purpose of the scheme was to act as a form of passive traffic calming; by adding further restrictions the effect on vehicle speed would be lessened.'

With regards to XXX XXXXXX comments, we would reiterate that it would not be usual practice to install double or single yellow lines for the purpose of reserving a parking spot for a disabled driver/carer. We have always taken the view that parking restrictions should be used sparingly and only where a road safety or obstruction issue is being caused. In certain circumstances the Council can install a disabled parking bay for residents. One of the key criteria is that the applicant should have their own vehicle to avoid the space being left vacant for long periods of time which in turn can cause issues with neighbours as they are obviously prohibited from using the space. However, we are happy to look into this possibility further when a final decision has been made.

Anyone who has responded to the consultation has had their comments acknowledged and will be contacted again when a final decision on the restrictions has been made.

Cllr Moira Gaw commented, 'Thanks for the very detailed response your comments are well understood.

Regarding XXX XXXXXX comments, perhaps X did not make herself very clear. There are issues turning in and out of X property, because of its angle and position, which makes it a safety issue when a car is parked directly opposite. I believe this issue is more significant than most of the other houses who are going to benefit from double yellow lines.

As previously mentioned it is beneficial to get on with the scheme, which I believe is a good scheme, and if necessary make any special case later on.

Thank you for clarifying that interested parties will be sent the decision.

No response has been received from Cllr T Virgo.