

## Annex B

### OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

<b>Scheme:</b>	<b>BRACKNELL FOREST BOROUGH COUNCIL (BROAD LANE, BRACKNELL) (NO WAITING AT ANY TIME RESTRICTIONS) ORDER 2020</b>		
	<b>Broad Lane – ‘No waiting at any time’ restrictions</b>		
<b>Date Advertised:</b>	<b>19.02.2020</b>	<b>No. of Objections Received:</b>	<b>2</b>

<b>Objector</b>	<b>Summary of Objection / Comment</b>	<b>Officers Comments</b>	<b>Decision</b> Abandon/Modify / Proceed as advertised.
XX X XXXXX XXXX XXXXXXXX	<p>XX XXXXX has lived in Broad Lane for over 20 years and agrees the parking is the worst it has been.</p> <p>X states that the parking is worse now than when Sterling Square was being constructed which makes it clear that the parking provided is insufficient. X adds that parking isn't permitted except in the allocated bays which is forcing cars onto Broad Lane.</p> <p>XX XXXXX is concerned that implementing these restrictions will force people to park in adjacent roads such as Sycamore Close, Brittain Court and Martins Lane.</p> <p>X asks if there is any possibility of a layby being constructed to allow parking if parking restrictions were implemented.</p> <p>XX XXXXX suggests that the ideal solution would be to remove the parking restrictions within the Sterling Square and provide a parking layby to provide the same amount of parking that was available before the development.</p>	<p>The Council has carried out a number parking surveys in the area, which in turn have been backed up by resident complaints, that have shown that cars are regularly parking in the entrance to Sterling Square, on the junction of Sycamore Rise and on the new section of shared footway/cycleway. The Council aims to install parking restrictions only where there is evidence of dangerous or obstructive parking which we are satisfied is the case here.</p> <p>The provision of parking for Sterling Square formed part of its planning permission and conforms to national and borough standards. The Council has no authority over the management of the development parking. Based on observations we believe the parking inside Sterling Square is underutilised therefore we do not believe there will be a significant increase in residents parking their cars in surrounding roads. However, it should also be noted that Sycamore Rise and Martins Lane are both adopted roads therefore provided they do so in a safe and non-obstructive manner motorists are able to park there legally. The parking areas in Brattain Court and Ogden Park are both privately owned so non-residents would be unlikely to risk leaving their vehicles there.</p> <p>Providing a parking layby between Sterling Square and Ogden Park is not feasible. If a layby were to be provided next to the Sterling Square entrance, given the need to protect the sightlines and visibility for cars exiting both Sterling Square and Ogden Park, it would need to be situated some distance from each and in reality it is likely it would not be long enough to accommodate more than 1 or 2 cars. Additionally, if the development had contained such a proposal it is unlikely to have received planning permission.</p>	<b>Proceed as advertised</b>

<p>XX X XXXXXXXX XXXXXX</p>	<p>XX XXXXXXXX says X was surprised to receive notification of our parking restriction proposals as X states that X has never found Broad Lane particularly busy and X has not encountered additional traffic or congestion due to the Sterling Square development.</p> <p>XX XXXXXXXX adds that X is shocked that we have proposed a 'no waiting' and a 'no parking' restriction and asks what grounds or evidence that this decision has been made. X states that since X has received our letter, X has been monitoring the traffic and parking situation and X has not seen any issues.</p> <p>XX XXXXXXXX also has an issue with the proposed 'no waiting' restrictions. As XX XXXXXXXX reverses into X driveway, sometimes X has wait for traffic to pass X before X can complete X manoeuvre. With the new restrictions X claims X will not be able to do this and be forced to drive forwards into X driveway.</p>	<p>Under current UK highway law, the restriction of on-street parking is carried out through the installation of waiting restrictions. Therefore, to clarify we are only proposing the introduction of 'No waiting at any time' restrictions which would prohibit all parking on the lengths of road marked with double yellow lines.</p> <p>It is the Council's policy to only install parking restrictions where they are needed, and this is primarily to stop parking we consider to be causing a road safety issue or in an obstructive manner. We have received a number of residents complaints regarding parking at the junction of Sycamore Rise and due to a number of Council colleagues living locally we have received a number of reports of cars parked in the entrance to Sterling Square and partly on the new section of shared footway/cycleway between Sterling Square and Ogden Park. With experience from other new developments in the Borough it is our belief that the issue of parking, particularly on Broad Lane, will worsen as Sterling Square becomes fully occupied.</p> <p>With regards XX XXXXXXXX comments regarding reversing onto X driveway, as we are proposing to install 'No waiting at any time' restrictions (double yellow lines) on Broad Lane this will not prohibit motorists from waiting to turn into a junction or driveway.</p>	<p><b>Proceed as advertised</b></p>
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**Local Member Comments on Consultation responses:**

Cllr I Kirke commented, 'I note the objections and the clarity of your comments.

I still support the proposal which I believe is a proportionate response to the highlighted issue'.

Cllr R Angell commented, 'As always, you have checked the area and I have no problems in supporting your conclusions'.