

**Annex B**

**OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER**

<b>Scheme:</b>	<b>BRACKNELL FOREST BOROUGH COUNCIL (CHURCH STREET, CROWTHORNE) (PROHIBITION OF WAITING) ORDER 2020</b>		
	<b>Church Street – ‘Prohibition of Waiting” Restrictions</b>		
<b>Date Advertised:</b>	<b>19.11.2020</b>	<b>No. of Objections Received:</b>	<b>2 objections</b>

Objector	Summary of Objection / Comment	Officers Comments	Decision Abandon/Modify / Proceed as advertised.
XXXXX  (Address unspecified)	<ul style="list-style-type: none"> <li>Doesn't believe that the crossing is required or will benefit the area as there is plenty of pedestrian facilities already.</li> <li>They have not seen or heard of any accidents in the area.</li> <li>Money could be better spent educating pupils the green cross code and pedestrian etiquette.</li> <li>The parking bay should remain the size it currently is, with a change to restrictions to 60 minutes Monday - Saturday 08:00-18:00.</li> </ul>	<p>The Councils primary duty is to ensure that pedestrians have a safe place to cross the road.</p> <p>Accident records have revealed that in the vicinity of the proposed zebra crossing there have been 4 accidents involving pedestrians in the previous 6 years with 3 of those on Church Street and 1 on High Street. This has prompted the need for the crossing at this location.</p> <p>Unfortunately, with the introduction of the zebra crossing there must be a minimum site stopping distance in advance of the crossing. This has necessitated the reduction of the parking bays. However, we have ensured that this reduction has been kept to an absolute minimum. We believe that this design strikes a good balance of providing a safe pedestrian crossing whilst keeping as much parking remaining for potential customers and visitors to Crowthorne High Street as possible.</p> <p>As this is a statutory procedure, we are unable to introduce additional alterations to the type of restriction relating to the length of permitted parking time without stopping the procedure and starting the statutory process again. We have not previously received any representation from the general public asking for the existing restrictions to be amended and so we feel the appropriate course of action is to proceed as advertised and monitor the situation.</p>	<b>Proceed as advertised</b>
XXXXX  Church Street Crowthorne	<ul style="list-style-type: none"> <li>Trading in Crowthorne for 35 and only knows about 1 accident in that time. Would like to see the accident records.</li> </ul>	<p>The Councils primary duty is to ensure that pedestrians have a safe place to cross the road.</p> <p>Accident records have revealed that in the vicinity of the proposed</p>	<b>Proceed as advertised</b>

	<ul style="list-style-type: none"> <li>• The crossing will cause congestion on Church Street and High Street. Also increasing the prevalence for motorists to mount the pavement to get through at the mini roundabout.</li> <li>• Where are the elderly pedestrians coming from?</li> <li>• Children will cross at the mini roundabout and won't use the crossing.</li> <li>• The parking spaces outside the shops in Church Street are essential for our businesses, especially the optician.</li> <li>• Parish Council have promoted a Friday/Sunday market recently, the result being a loss of half car parking spaces in the Morgan Rec makes the situation of removing the parking on Church Street worse.</li> </ul>	<p>zebra crossing there have been 4 accidents involving pedestrians in the previous 6 years with 3 of those on Church Street and 1 on High Street. This has prompted the need for the crossing at this location.</p> <p>Unfortunately, with the introduction of the zebra crossing there must be a minimum site stopping distance in advance of the crossing. This has necessitated the reduction of the parking bays. However we have ensured that this reduction has been kept to an absolute minimum. We believe that this design strikes a good balance of providing a safe pedestrian crossing whilst keeping as much parking remaining for potential customers and visitors to Crowthorne High Street as possible.</p> <p>The Council has received enquiries from elderly residents of the sheltered accommodation in Goldsmith Way. This has a footway that runs parallel to Iron Duke Close connecting it to High Street. Also, there is St Brendans Care Home further to the south along Sandhurst Road.</p> <p>We are aware that pedestrians have a desired route when crossing roads and we have taken this into account when designing the crossing location. There is a compromise however between the desire line and the regulations that determine how close a crossing can be located to a junction as well as ensuring that larger vehicles are straight when they approach the crossing from High Street. We believe that as the crossing is just 15 metres from the junction with High Street that the vast majority of pedestrians will conform and use the crossing where they have priority instead of risking crossing in front of cars.</p> <p>The issue of the market on a Friday and Sunday in Morgan Rec car park making the situation worse. As mentioned, we are reducing the parking by as little as possible. The 30-minute limited waiting in the parking bays ensures that there is a regular turnover of vehicles which maintains a high chance of space being available. Bracknell Forest Council is not involved with the decision regarding the market, however there is available parking in nearby roads such as Lower Broadmoor Road.</p>	
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**Local Member Comments on Consultation responses:**

Cllr T McKenzie-Boyle – Taking into account the messages from, and views of, our residents in my opinion for safety a ‘refuge island’ placed at the top of Church Street, where it would be visible, would be a better alternative to a crossing.

Engineer Response: It is not possible to construct any further refuges at the roundabout itself. This has been considered in the past and again as part of this design process and there is simply not sufficient carriageway width to afford a safe refuge and maintain vehicle movements.

Cllr B Wade – I do not believe the objections are substantive and in my opinion there is no space for an alternative solution on Church Street. The pedestrian crossing benefits far outweigh the perceived disadvantages.