

**TO: EXECUTIVE MEMBER PLANNING AND TRANSPORT**

**8 August 2014**

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**INTRODUCTION OF PARKING RESTRICTIONS – VARIOUS ROADS IN LITTLE SANDHURST & WELLINGTON, BULLBROOK, HANWORTH & OWLSMOOR**

**Director of Environment, Culture & Communities**

**1 PURPOSE OF DECISION**

- 1.1 To approve the introduction of new parking restrictions in various locations around schools within Bullbrook, Hanworth, Owlsmoor and Little Sandhurst & Wellington as part of the council's Sustainable Modes of Travel to School (SMOTTS) initiative.

**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 proposed modifications to the TROs in Grampian Road (Little Sandhurst), Bay Road (Bullbrook), Church Road and Owlsmoor Road (Owlsmoor) are not to be considered substantially different to that originally advertised;
- 2.4 That the Borough Solicitor be authorised to make the Traffic Regulation Order in relation to the proposals detailed on the following plan numbers:
- a) 4361/318/A – Lily Hill Road, Bay Road, Oakwood Road (Annex A)
  - b) 4361/325 - Perry Oaks (Annex D)
  - c) 4361/300/E – Grampian Road, Cheviot Road and Allendale Close (Annex F)
  - d) 4361/317/A – Church Road, Millins Close, Rookwood Avenue and Owlsmoor Road (Annex H)
  - e) 359/01 – Pembroke (Annex K)

**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 various parking restriction schemes around Holly Spring Infant and Junior Schools, Owlsmoor Primary School, St Margaret Clitherow RC School and New Scotland Hill School. The background of each is outlined below.

#### **a) Holly Spring Infant and Junior School, Bullbrook**

Bay Road: Echelon Parking Bays in Front of Bay Road Shops

A recent parking survey showed that out of the 14 parking bays, 5 cars were parked there for the whole day. They could belong to residents living opposite the parking bays or the employees of the shops. If a time limit were to be introduced on parking, this would help to make those 5 bays available during the daytime for visitors and customers and ease congestion at school peak times for those parents who have to use the car.

Opposite these parking bays, and within walking distance of the community centre, there are two alternative unlimited free car parks providing some 30-40 parking spaces in total.

The original proposal put forward was for parking to be limited to 1 hour Monday to Friday, from 8am to 5pm with a no return within 1 hour.

Lily Hill Road: between house numbers 13 & 19.

In order to improve the visibility for parents and children who are currently crossing between parked cars in this vicinity to access the school, it is proposed that single yellow lines be introduced Monday to Friday, from 8.30am to 9.30am & 2.30pm to 3.30pm.

Junction of Lily Hill Road and Oakwood Road

Cars are parking all over the junction blocking movement and visibility. The proposed double yellow lines around the junction with Lily Hill Road are being introduced to reinforce the recommendations in the highway code which state that you should not park within 10m of a junction.

Perry Oaks and junction with Lily Hill Drive

Cars are parking all over the junctions and outside the school gate blocking visibility. The proposed double yellow lines around the junctions are being introduced to reinforce the recommendations in the highway code which state that you should not park within 10m of a junction. The 'SCHOOL KEEP CLEAR' markings and single yellow lines are to improve safety by keeping the area clear of parked cars in the vicinity of the school gate at peak times.

Comments and/or objections received during the TRO consultation process on the above sites and the resultant Officer recommendations are detailed in Annexes B, C & E along with revised layout plans numbered 4361/318/A (Annex A) and 4361/325 (Annex D).

### **b) New Scotland Hill School, Little Sandhurst & Wellington**

Cars are parking all over the junctions and opposite the school gate blocking visibility. The proposed double yellow lines around the junctions are being introduced to reinforce the recommendations in the highway code. The proposed single yellow lines opposite the existing 'SCHOOL KEEP CLEAR' markings will improve safety by keeping the area clear of parked cars in the vicinity of the school gate at peak times.

Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendations are detailed in Annex G, along with a revised layout plan numbered 4361/300/E (Annex F).

### **c) Owlsmoor Primary School, Owlsmoor**

Cars are parking all over the junctions along Church Road are causing obstructions to movement and blocking visibility. The proposed double yellow lines around the junctions are being introduced to reinforce the recommendations in the highway code which state that you should not park within 10m of a junction.

Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendations are detailed in Annex J, along with a revised layout plan numbered 4361/317/A (Annex H).

### **d) St Margaret Clitherow RC School, Pembroke**

The short section of proposed double yellow lines will help to stop cars parking across the pedestrian route and improve visibility.

Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendations are detailed in Annex L, along with layout plan numbered 359/01 (Annex K).

### **Informal consultation**

- 5.2 In accordance with the standard consultation process for transport schemes, informal comments are sought from local Ward Members at the early stage of scheme promotion.

### **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 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 and letters of support for each of the individual elements of the TRO are summarised on the attached 'Objections to Traffic Regulation Orders' tables (Annexes B, C, E, G, J and L) with corresponding Officer comments and the details of any revised proposals on the attached plans (Annexes A, D, F, H and K) .

## **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 costs involved in introducing these parking restrictions can be funded from within the ECC capital budget for 2014/15.

### Equalities Impact Assessment

- 6.3 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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Paul Trevis, Principal Engineer (Engineering Projects and Highway Adoptions Group)

### Doc. Ref.

SMOTTS/TROS/EXEC/2014