

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

26th JANUARY 2015

INTRODUCTION OF PARKING RESTRICTIONS – VARIOUS ROADS IN BINFIELD WITH WARFIELD, BULLBROOK, CENTRAL SANDHURST, OLD BRACKNELL, HANWORTH, ASCOT, HARMANS WATER, CROWTHORNE, WARFIELD HARVEST RIDE AND LITTLE SANDHURST AND WELLINGTON

Director of Environment, Culture & Communities

1 PURPOSE OF DECISION

- 1.1 To approve the introduction of new parking restrictions in various locations within Binfield with Warfield, Bullbrook, Central Sandhurst, Old Bracknell, Hanworth, Ascot, Harmans Water, Crowthorne, Warfield Harvest Ride and Little Sandhurst & Wellington.

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 Borough Solicitor be authorised to make the Traffic Regulation Order in relation to the proposals detailed on the following plan numbers:
- a) 5030/001 – London Road, Binfield (Annex A)
 - b) 5030/002 – Upper Broadmoor Road (Annex A)
 - c) 5030/005C – High Street & Longdown Road, Little Sandhurst (Annex C)
 - d) 5030/006A – Brants Bridge Roundabout (Annex C)
 - e) 5030/007A – Yorktown Road service road (Annex A)
 - f) 5030/008 – Bucklebury (Annex A)
 - g) 5030/010A - Neuman Crescent & Babbage Way (Annex A)
 - h) 5030/011 – Park Road (Annex A)
 - i) 201DYL – New Road (Annex A)
- 2.4 That the following proposals be removed from the Traffic Regulation Order proposals and not implemented at this time:
- a) 5030/009 – All Saints Rise (Annex A)

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 10 separate parking restriction schemes. The background of each is outlined below.

a) B3408 London Road, Binfield

The Council has received a number of complaints regarding vehicles parking along stretches of the London Road (B3408) and also in an unused bus stop/ lay-by opposite Popeswood Garage, close to the junction of St.Mark's Road.

At present there are 'No Waiting At Any Time' parking restrictions in place to protect the side junctions of London Road from vehicles parking, but not in the existing bus stop lay-by (which is no longer in use, formerly 190 Service).

If motorists park in close proximity to busy junctions or in an ad-hoc manner along the London Road, which is the main northern exit from Bracknell town centre, it has the potential to create a traffic and safety concern as well as having a negative impact on capacity. The outcome of reviewing the above situation has led to the proposal to extend the existing 'No Waiting At Any Time' restrictions to the junction with Popeswood Road / Temple Way. In addition it is proposed to introduce short lengths of 'No Waiting At Any Time' restrictions on all the approaches to the roundabout to ensure adequate forward visibility and the free flow of traffic. It is also proposed to extend all the existing restrictions into the Shoulder of Mutton to prevent parking interfering with the operation of this junction. With the development of the town centre this route will become more popular resulting in it being more sensitive to obstructive parking.

The advertised proposals are shown on the attached plan numbered 5030/001 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

b) Upper Broadmoor Road, Crowthorne

Following a recent complaint, it has been drawn to our attention that a number of vehicles are parking on the verge at the mini roundabout junction of Upper Broadmoor Road, Cricket Field Grove, Kentigern Drive, and Chaplains Hill.

Some of these vehicles are parked such that they are obstructing visibility on the approach to the roundabout. Consequently we are proposing introducing some double yellow lines to protect the approaches to the roundabout improving visibility and safety, and preventing parking on the verge.

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The advertised proposals are shown on the attached plan numbered 5030/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

c) High Street and Longdown Road, Little Sandhurst

The Council has been contacted by local residents concerning parking along the High Street on the bend adjacent to The Bird in Hand public house. Several site visits have been carried out by Council Engineers and this parking problem has been confirmed and deemed to be at a level where road safety is comprised. Therefore, it is proposed to restrict parking on the inside of the bend to ensure traffic to maintain adequate forward visibility.

Following an initial consultation with the local members, additional restrictions were added to the outside of the bend and at the junction of Edgebarrow Rise. Subsequently, the additional restrictions proposed on the outside of the bend have been removed following the statutory consultation and further discussions with local members.

The advertised proposals are shown on the attached plan numbered 5030/005A (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B with the revised proposals shown on the attached plan numbered 5030/003B (Annex C).

d) Brants, Bridge Roundabout, Bracknell

The Council has been contacted by local residents concerning parking on and adjacent to Brants Bridge roundabout (Ralphs Ride/ Brants Bridge and Broad Lane junction). Several site visits have been carried out by Council Engineers and this parking problem has been confirmed and deemed to be at a level where road safety is comprised. At present there are no waiting at any time restrictions however, due to the fact that the majority of the parked vehicles are only parking for a short period of time to visit the adjacent convenience store, enforcement is difficult to carry out. It is therefore proposed to introduce additional loading/unloading restrictions. This will remove the requirement for the Council's Parking Enforcement Officers to observe the vehicle for a 5 minute period prior to issuing a penalty notice.

The advertised proposals are shown on the attached plan numbered 5030/006 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B with the revised proposals shown on the attached plan numbered 5030/006A (Annex C).

e) Yorktown Road service road, Sandhurst

Local members have requested a number of amendments to the existing parking restrictions in the Yorktown Road Service Road. Firstly, they have observed that the "taxi rank" is not well used and have requested that this is removed and the area redesignated with the same parking restrictions as are currently in operation elsewhere in the Service Road (Waiting limited to 2 hours No return within 2 hours Mon – Sat 8am – 6pm). The Council has spoken to representatives of the local taxi trade and they have indicated that there would be no objection to this change.

Secondly, they have queried why the parking area at the western end of the Service Road has a marked area that is currently not covered by any restriction and suggested that the limited waiting restriction be extended to providing an additional

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parking bay. In addition, the marked area is periodically used by an adjacent business to park vehicles on a long term basis and at present the Council has no authority to remove these vehicles. No evidence has been found as to why the marked area was not included for customer parking previously and on-site observations have shown there is no reason why vehicles cannot safely park in this area. Therefore, it is proposed to extend the current limited waiting restriction to cover the currently marked area and reallocate this as a parking bay.

The advertised proposals are shown on the attached plan numbered 5030/007A (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

f) Bucklebury, Bracknell

The Council has been contacted by local residents concerning obstructive parking in Bucklebury. Several site visits have been carried out by Council Engineers and this parking problem has been confirmed and deemed to be at a level where accesses to adjacent garages are being obstructed to an unacceptable level. Therefore, it is proposed to restrict parking on the opposite the garages to maintain access for their users.

The advertised proposals are shown on the attached plan numbered 5030/008 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

g) Neuman Crescent and Babbage Way, Bracknell

The Council has been contacted by local residents concerning parking at the two junctions of Neuman Crescent and Babbage Way. Several site visits have been carried out by Council Engineers and this parking problem has been confirmed and deemed to be at a level where road safety is comprised. Therefore, it is proposed to restrict parking at the two junctions to ensure traffic can enter and leave the junctions safely.

The advertised proposals are shown on the attached plan numbered 5030/010A (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

h) Park Road, Bracknell

We have recently been in discussion with Bracknell Town Council regarding a potential safety issue for motorists exiting the Town Council owned Elms Car Park. As a result of vehicles parked adjacent to the car park entrance on the Park Road visibility to either side can be reduced.

To address this issue, we are proposing the introduction of yellow lines, extending 10m to either side of the car park entrance which would ensure adequate visibility for vehicles exiting the car park.

The advertised proposals are shown on the attached plan numbered 5030/011 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

i) New Road, Ascot

Following the installation of a new access it is proposed to extend the existing “No waiting at any time” restrictions across the new access.

The advertised proposals are shown on the attached plan numbered 201DYL1 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

j) All Saints Rise, Winkfield

The Council has been contacted by local residents and the local Police concerning obstructive parking in All Saints Rise. Evidence of obstructive parking was provided by residents which seemed to indicate anti-social parking behaviour. Within this evidence was also letters to residents from a local police officer. Therefore, it was proposed to restrict parking on the road opposite the driveways to maintain access for their users.

The advertised proposals are shown on the attached plan numbered 5030/009 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

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. In this case, the proposals involved consultation with five Council Wards – Binfield with Warfield, Bullbrook, Central Sandhurst, Old Bracknell, Hanworth, Ascot, Harmans Water, Crowthorne, Warfield Harvest Ride and Little Sandhurst and Wellington. Of the twenty three Members consulted, thirteen confirmed their support of the proposals, no response was received from eight and two members were not in support of the Brants Bridge roundabout restrictions.

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 to each of the individual elements of the TRO are summarised on the attached ‘Objections to Traffic Regulation Orders’ tables, with corresponding Officer comments and the details of any revised proposals (Annex B).

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

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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 parking restrictions can be introduced within the Traffic Management revenue budget of £140,000.

Equalities Impact Assessment

- 6.3 The EIA screening results are attached to the report - 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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Doc. Ref.

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