

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

1st NOVEMBER 2019

**INTRODUCTION AND REMOVAL OF PARKING RESTRICTIONS – VARIOUS
ROADS IN BINFIELD WITH WARFIELD, BULLBROOK, CROWN WOOD,
CROWTHORNE, GREAT HOLLANDS NORTH & SOUTH, ASCOT, OLD
BRACKNELL, PRIESTWOOD & GARTH AND WARFIELD HARVEST RIDE**

Director of Place, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider the introduction and removal of parking restrictions in various residential roads in Binfield with Warfield, Bullbrook, Crown Wood, Crowthorne, Great Hollands North & South, Ascot, Old Bracknell, Priestwood & Garth and Warfield Harvest Ride

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 regarding 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) 5224/001 – Cunworth Court, Bracknell (Annex A)
 - b) 5224/002A – Eastern Road, Bracknell (Annex A)
 - c) 5224/003 – Albert Walk, Crowthorne (Annex A)
 - d) 5224/004 – Pondmoor Road, Bracknell (Annex A)
 - e) 5224/005 – Fernbank Road, Winkfield (Annex A)
 - f) 5224/006A – Sparrowhawk Way, Bracknell (Annex A)
 - g) 5224/007 – Popeswood Road, Binfield (Annex A)
 - h) 5224/008 – Sandy Lane, Bracknell (Annex A)
 - i) 5224/009 – Holly Spring Lane, Warfield (Annex A)
 - j) 5224/010 – Simmonds Close, Binfield (Annex A)
 - k) 5224/011 – Worlds End Hill, Winkfield (Annex A)
 - l) 5224/012 – Forest Road, Binfield (Annex A)
 - m) 5224/013 – Staplehurst, Bracknell (Annex A)
 - n) 5211/006 – Badgers Way, Bracknell (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) Cunworth Court, Bracknell

The Council had been contacted by local residents concerning obstructive parking in Cunworth Court nearby to Great Hollands Primary School. Several site visits have been carried out by Council Engineers at school drop off and collection times. Parking had been observed across the junction entrance, parallel to the entrance/ exit at a private garage area where an existing Keep Clear road marking is installed and across a section of highway verge that has restricted access. Obstructive parking was also observed at a nearby dropped kerb pedestrian crossing point in Great Hollands Square (adjacent to Great Hollands shops).

Sight lines at the junction entrance in Cunworth Court and at the dropped kerb pedestrian crossing in Great Hollands Square were obstructed and deemed to be at a level where road safety could be compromised, and this parking problem has been confirmed.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction at the junction entrance in Cunworth Court that also encompasses a section of highway on the north east side to prevent parking in the verge area. It is also proposed to introduce No Waiting at Any Time restrictions at the private garage area entrance/ exit and also at an existing adjacent dropped kerb pedestrian crossing in Great Hollands Square (by approximately 1 car length either side) to maintain clear sight lines and ensure that traffic has adequate space and can safely traverse the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5224/001 ([Annex A](#)). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in [Annex B](#).

b) Eastern Road, Bracknell

The Council had been contacted by local residents concerning evening and overnight lorry parking in Eastern Road. Excess noise from vehicle engines had caused an ongoing disturbance to residents. Several site visits have been carried out by Council Engineers and lorry parking was deemed to be at a level where it had an environmental impact and vehicle engine noise has caused an undue disturbance to residents.

Obstructive parking has also been observed during day time hours adjacent to the entrance and exit at The Rise at Garth Hill College at school drop off and collection times, adjacent to the side junctions and other private driveway entrances within Eastern Road where an existing No Waiting Monday to Saturday 8am to 6pm restriction is installed. Sight lines were restricted and deemed to be at a level where road safety could be compromised, and this parking problem has been confirmed.

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Therefore, it is proposed to introduce a No Waiting at Any Time restriction throughout Eastern Road to maintain clear sight lines and ensure that traffic has adequate forward visibility and can safely traverse the carriageway without hindrance. Two additional Monday to Friday 8.00am to 5.00pm 2 Hours No Return within 1Hour limited waiting parking bays have been proposed to introduce additional on-street visitor parking where it is safe to do so.

The advertised proposals are shown on the attached plan numbered 5224/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

c) Albert Walk, Crowthorne

The Council had been contacted by local residents concerning obstructive parking in Kings Road at the side junction at Albert Walk. Several site visits have been carried out by Council Engineers at various times of the day. Parking had been observed across the junction entrance that had restricted access to Kings Road. Sight lines at the junction entrance were obstructed and deemed to be at a level where road safety could be compromised, and this parking problem has been confirmed.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction in Albert Walk to protect the junction from parked vehicles at Kings Road to maintain clear sight lines and ensure that traffic has adequate forward visibility and can safely enter the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5224/003 (Annex A). No comments and/or objections were received during the TRO consultation process.

d) Pondmoor Road, Bracknell

The Council had been contacted by the Head Teacher at Foxhill Primary School regarding obstructive parking problems and traffic congestion in Pond Moor Road affecting access and road safety near the main school gate entrance. Access is required to school staff throughout the daytime and an increased number of workers and visitors to The Rowans Children Centre who also use the main school gate entrance.

Several site visits have been carried out by Council engineers at school times. Parking had been observed at the side junction entrance and on a bend near the main school entrance that was deemed obstructive and had blocked sight lines at adjacent dropped kerb pedestrian crossing points already protected by an Access Protection and School Keep Clear road markings. A bottle neck situation was observed which had restricted access and traffic could only move in one direction further compromising safety to motorists, pedestrians and all other road users near the main school entrance and this parking problem has been confirmed.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction on the inside of the bend on the opposite side of a School Keep Clear road marking, to ensure that traffic has adequate forward visibility and can safely traverse the carriageway without hindrance.

A school Travel Plan is in place and additional school parking is available nearby at the Bracknell Leisure Centre where there is a direct safe walking route to Foxhill Primary School through an unlocked rear gate (for access).

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The advertised proposals are shown on the attached plan numbered 5224/004 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

e) Fernbank Road/New Road, Winkfield

Following concerns raised primarily by Winkfield Parish Council and several local residents, the Council carried out several parking surveys on Fernbank Road and New Road in the area of Ascot Heath school. The surveys highlighted the areas of the mini roundabout junction of New Road & Kennel Ride and Fernbank Road on the approach to Rhododendron Walk, especially during school drop off & pick up times. Therefore, it is proposed to introduce 'No waiting at any time' restrictions on the mini roundabout and its approaches to ensure this is kept clear. Additionally, it is proposed to introduce 'No waiting at any time' restrictions on both sides of Fernbank Road in the near to its junction King Edwards Rise. This area was particularly congested during school drop off & pick up times and had been highlighted by local residents concerned by parked cars blocking driveways and visibility. Additionally, it is also proposed to remove two small sections of unrestricted parking to improve vehicle throughput during peak school parking periods.

The Council has also been contacted by a resident of Kaynes Park regarding parking on Fernbank Road to the north of its junction of Kaynes Park blocking visibility. Site visits have confirmed this issue and therefore it is proposed to introduce of 'No waiting at any time' restrictions at the junction of Kaynes Park and Fernbank Road.

Finally, the Council has been asked to consider removing the parking restrictions on the layby outside the community centre in Fernbank Road. After investigation the Council is happy that there is no need for traffic to continue to be restricted during the day, so it is proposed to introduce 2 hour limited waiting restriction Mon – Sat.

The advertised proposals are shown on the attached plan numbered 5224/005 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

f) Sparrowhawk Way, Binfield

Several site visits have been undertaken at various time of the day, and days of the week, by Council Engineers after several representations from yourself and the local community regarding obstructive parking practices. These observations showed that the busiest parking times relate to the local school opening and closing times. Our observations showed that drivers were choosing to park outside the Coop, adjacent to the kerb, as well as opposite the Co-op, including parking with all 4 wheels on the footway. The recycling layby was also regularly being used for parking. The road side parking was on occasion physically blocking the pedestrian crossing points and reducing the inter-visibility between pedestrians and approaching drivers. During our observations there were always available parking spaces within the Tawny Owl Square car parking provision.

Therefore, to address the issues of obstructive parking, it is proposed to introduce a No Waiting at Any Time restriction to maintain sight lines and ensure that traffic has adequate space and can safely traverse the carriageway without hindrance. Please find attached a plan showing our proposals.

The proposal includes the following

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- Double yellow lines which will prevent legal parking at all times in the area marked, both on the carriageway and the adjacent highway verges / footways.
- A 'Loading Only' restriction to the layby outside the Community Centre to keep it clear from long term parking and enable a turnover of cars wishing to use the recycling facilities.
- Protected visibility splays for the pedestrian dropped kerbs
- Junction protection at the junction of Falcon Way and the entry / exit to the Tawny Owl Square parking.
- Displacement of the obstructive parking into the available parking spaces within Tawny Owl Square parking.

The advertised proposals are shown on the attached plan numbered 5224/006 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

g) Popeswood Road, Binfield

The Council has been contacted by the Principal at Newbold College concerning parking that has restricted access near to the school entrance in Popeswood Road at Gate 1 and along Popeswood Road.

Several site visits have been carried out by Council Engineers at various times of the day and this parking problem has been witnessed and is deemed to be at a level where road safety is compromised. It has been observed that cars park on Popeswood Road at the junction with St. Marks Road and across the entrance within the visibility splay at the Gate 1 side junction to Newbold College where it is unsafe.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction at the Junction with St. Marks Road and at the side entrance to Newbold College Gate 1 to maintain clear sight lines and ensure that traffic has adequate space and can safely traverse the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5224/007 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

h) Sandy Lane, Bracknell

The Council has been contacted by the Head Teacher at Sandy Lane Primary School concerning parking that has restricted access near to the school entrance in Sandy Lane. No Waiting Monday to Saturday 8.00am to 6.30pm and Sunday 10.00am to 4.00pm restrictions are already installed to remove parking at school times to maintain access to and from the School site.

Several site visits have been carried out by Council Engineers at school times and this parking problem has been witnessed and is deemed to be at a level where road safety is compromised. It has been observed that cars park on Sandy Lane near to a give way road marking and single lane passing point to the main School entrance, at a dropped kerb pedestrian crossing point as you enter the junction from Folders Lane, across the footway areas within Sandy Lane restricting access to pedestrians and also at the side school gate reversing/ turning in the highway at a dropped kerb crossing and walking route to school where it is unsafe.

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Therefore, it is proposed to introduce a No Waiting Monday to Saturday 8.00am to 6.00pm and No Loading Monday to Friday 8.30am to 9.30am and 3.00pm to 4.00pm restriction throughout the south section of Sandy Lane to maintain clear sight lines and ensure that traffic has adequate space and can safely traverse the carriageway without hindrance.

The advertised proposals are shown on the attached plan numbered 5224/008 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

i) Holly Spring Lane, Warfield

It has been brought to our attention from several local residents that entry to Holly Spring Lane from Warfield Road is dangerous due to the proximity of parked vehicles to the junction as well as the continuous line of parked vehicles along the road resulting in there being no place for two cars to pass one another.

Following these resident enquiries engineers undertook visits to view the extents of the parking problem in the area. There is regularly a continuous line of parked vehicles from the junction with Warfield Road all the way past Goughs lane. This causes any vehicles approaching to reverse the entire length and possibly to the Warfield Road junction.

It is proposed that double yellow line restrictions be introduced from Warfield Road to just passed Gough's Lane with a length of 25 metres left unrestricted to allow some parking to remain. This will keep the displacement of vehicles to a minimum whilst creating a natural chicane to keep vehicle speeds low.

The advertised proposals are shown on the attached plan numbered 5224/009 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

j) Simmonds Close, Binfield

Since December 2017 the Transport Engineering Department received numerous complaints regarding office workers for the Reflex building parking in Simmonds Close. Continuous visits to view the parking witnessed that on street parking during the day was very heavy and especially on the corner within Simmonds Close was obstructive for larger vehicles.

As a result, our Travel Planning Officer and Business Liaison Officer have been in regular negotiations with the businesses on Western Road, to work towards finding a solution to parking pressures by utilising parking within their property instead of the neighbouring residential streets. These negotiations resulted in vast improvements to parking by the summer of 2018 due to staff being advised of alternative transport methods, relocating client meetings and additional off-street parking being provided.

However, after initial success in reducing the non-residential parking in the area, since January 2019 on-street parking levels have returned to an unmanageable level. The refuse collection lorry has reported a number of times they have had to reschedule its visits as it has been unable to negotiate a safe route through the parked vehicles. Resident complaints have also returned as a result and continue to be received.

There needs to be a balance between removing the obstructive parking whilst maintaining as much on street parking for the residents. We are therefore proposing

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that new waiting restrictions be introduced into Simmonds Close to manage the situation and maintain vehicle access. These will include lengths of single yellow line with the part time restrictions (no parking Monday to Friday 10am-11am and 2pm - 3pm) designed to prevent legal all-day parking during the week whilst keeping the impact on residents to a minimum. It is also proposed to maintain areas of unrestricted parking where on street parking would not be obstructive which can be used by the residents or their visitors if required. This will keep the lengths of restrictions being proposed to a minimum.

The advertised proposals are shown on the attached plan numbered 5224/010 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

k) Worlds End Hill, Winkfield

Prior to the installation of a disabled parking bay in Worlds End Hill, concerns were raised by residents over possible obstructive parking that may be caused by their installation. The Council responded by stating they would monitor the parking after the installation of the disabled parking bay and take further action is necessary.

The Council has now been contacted by a resident confirming that parking adjacent to the disabled parking bay is taking place which in turns makes parking in adjacent driveways extremely difficult. Therefore, in view of the previous commitment, it is proposed to introduce the short length of double yellow lines between the new disabled parking bay and existing parking area. This will keep this area clear of parking and improve ease of access to adjacent driveways

The advertised proposals are shown on the attached plan numbered 5224/011 (Annex A). No comments and/or objections were received during the TRO consultation process.

l) Forest Road, Binfield

The Council were asked to assess the existing waiting restrictions near to the Co-op store on Forest Road to see if there is a possibility to increase the number of on street parking spaces.

The assessment concluded that the only real option to increase parking is to remove the current unused bus stop and its associated 'No Stopping except buses' restrictions.

Drawing 5224/012 shows the proposal. As can be seen, parking cannot be provided directly up against the private entrance to the restaurant car park as this will limit visibility and turning manoeuvres at this dropped kerb. Therefore, the proposal would be to remove the bus stop markings and extend the double yellow lines back from the roundabout to a point 2m beyond the car park entrance to the restaurant. This would provide approximately 10m of unrestricted parking, (an additional maximum of 2 spaces).

The advertised proposals are shown on the attached plan numbered 5224/012 (Annex A). No comments and/or objections were received during the TRO consultation process.

m) Staplehurst, Bracknell

The Council has been made aware of an issue concerning the section of unrestricted parking adjacent to the eastern boundary of no. 1 Staplehurst. The issue raised concerns with the parking occurring there causing a visibility issue for cars travelling along this section of Staplehurst and for residents attempting to exit the adjacent cul-de-sac section. Several site visits have been carried out by Council Engineers which have confirmed this issue. Therefore, it is proposed to remove the section of unlimited parking and install 'No waiting or loading at any time restrictions.

The advertised proposals are shown on the attached plan numbered 5224/013 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

n) Badgers Way, Bracknell

Following concerns raised within the local community regarding parked vehicles causing obstruction to through traffic, the Transport Engineering team have proposed a minor waiting restriction scheme to assist road safety at this junction.

It is proposed to introduce double yellow lines to protect the junction from parking and to enforce the parking advice drawn out in the highway code. These double yellow lines will keep the junction free from parked vehicles enabling drivers to approach the junction on the correct side of the road and manoeuvre safely.

The advertised proposals are shown on the attached plan numbered 5211/006 (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 Members, on proposals within their wards, at the early stage of scheme promotion. In this case, the proposals involved consultation with ten Council Wards – Binfield with Warfield, Bullbrook, Crown Wood, Crowthorne, Great Hollands North & South, Ascot, Old Bracknell, Priestwood & Garth and Warfield Harvest Ride. Of the twenty four Members consulted, twenty one confirmed their support of the proposals (Cllr J Harrison, Cllr R Angell, Cllr I Kirke, Cllr M Brunel-Walker, Cllr C Dudley, Cllr Ms S Hayes, Cllr Mrs T McKenzie-Boyle, Cllr B Wade, Cllr M Temperton, Cllr K Neill, Cllr Mrs L Gibson, Cllr M Gbadebo, Cllr Mrs D Hayes, Cllr M Tullett, Cllr P Heydon, Cllr P Brown, Cllr A Finch, Cllr J Green, Cllr G Barnard, Cllr Mrs S Ingham & Cllr R McLean) and no response was received from three.

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). No comments

or objections were received regarding the proposals in Albert Walk, Forest Road & Worlds End Hill.

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 substantial further notification to permit further representations is required

Borough Treasurer

- 6.2 The parking restrictions can be introduced within the 2019/2020 Traffic Management revenue budget.

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.

TE/EXEC/TRO/2019/1