

**TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION**

**20<sup>th</sup> APRIL 2020**

---

**INTRODUCTION OF PARKING RESTRICTIONS – BROAD LANE, BRACKNELL**

**Director of Place, Planning & Regeneration**

**1 PURPOSE OF DECISION**

- 1.1 To consider the introduction of parking restrictions on Broad Lane, Bracknell

**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:

**5072/210 – Broad Lane/Sterling Square, Bracknell – Waiting restriction proposals. (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, and in this particular location to act as 'passive' traffic calming to lower vehicle speeds.

**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 Over the last 6 months the Council has been contacted regarding parking in the entrance to the Sterling Square development and at the junction of Sycamore Rise and Broad Lane. During this time the Council believed, due to the nature of vehicles being observed, that the parking was mainly being caused by contractors working on the new development and would resolve itself when the work was completed.

## UNRESTRICTED

- 5.2 However, now the development has been completed and begins to become occupied the issues of parking in both locations remain and additional issues of parking on Broad Lane near to Sterling Square have begun to be observed.
- 5.3 In view of the above we are proposing to implement the waiting restrictions as shown on the plan, overleaf. The scheme looks to protect the junctions of Sterling Square, Sycamore Rise and Brattain Court with Broad Lane and additionally the length of Broad Lane between Sycamore Rise and Sterling Square.
- 5.4 The advertised proposals are shown on the attached plan numbered 5072/210 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

### **Informal consultation**

- 5.5 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 Cllrs R Angell and I Kirke (Bullbrook ward) who both expressed their support of the proposals.

### **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 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 2020/2021 Highway Engineering revenue programme 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 The scheme contained within the TRO has 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

Neil Mathews, Transport Development Manager - ext. 1163

Nick Rose, Transport Engineering Manager – ext. 1169

Doc. Ref.

TE/EXEC/TRO/2020/1