

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

1st FEBRUARY 2020

**INTRODUCTION AND REMOVAL OF PARKING RESTRICTIONS – VARIOUS
ROADS IN BINFIELD WITH WARFIELD, CROWTHORNE, GREAT HOLLANDS NORTH,
PRIESTWOOD & GARTH, WARFIELD HARVEST RIDE AND WILD RIDINGS & CENTRAL**

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, Crowthorne, Great Hollands North, Priestwood & Garth, Warfield Harvest Ride and Wild Ridings & Central

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) 5265/001 – Western Road service road, Bracknell (Annex A)
 - b) 5265/002 – Service Yard D entrance, Bracknell (Annex A)
 - c) 5265/003 – Lower Broadmoor Road, Crowthorne (Annex A)
 - d) 5265/004 – Service Yard H, Bracknell (Annex A)
 - e) 5265/005 – Tippits Mead, Binfield (Annex A)
 - f) 5265/006 – Western Road, Bracknell (Annex A)
 - g) 5265/007 – Westmorland Drive, Warfield (Annex A)
 - h) 5265/008 – Fairfax, Bracknell (Annex A)
 - i) 5265/009 – Dukeshill Road, Bracknell (Annex A)
 - j) 5265/010 – Doncastle Road, 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) Western Road service road, Bracknell

Re-development of a business premises has been completed in Western Road. As part of the planning permission parking restrictions on the access road were agreed. Therefore, it is proposed to implement 'No Waiting Mon – Sat 8am – 8pm' restrictions on the cul-de-sac section of Western Road (opposite Longshot Lane). It is also proposed to implement 'No waiting at any time' restrictions on the entrance to the new development. These restrictions will ensure clear access to the new development.

The advertised proposals are shown on the attached plan numbered 5265/001 (Annex A). No comments and/or objections were received during the TRO consultation process.

b) Service Yard D entrance, Bracknell

The Council's Parking Enforcement Officers have raised concerns regarding parking on the entrance to Service Yard D from The Ring. This predominantly seems to be disabled drivers legitimately parking on the existing 'No Waiting at Any Time' restrictions. However, observations have been carried out and it has been concluded that the parking in this position poses a road safety hazard to cars entering the service yard or Bracken Walk car park, and is therefore in contravention of the guidelines of the Blue Badge parking scheme. In view of this it is proposed to amend the existing restrictions to 'No Loading/Unloading at Any Time' which will prohibit all parking in this location. Disabled parking bays are provided in all the public town centre car parks and nearby dedicated on-street disabled parking is also available in the lay-by opposite the Police station and Easthampstead House.

The advertised proposals are shown on the attached plan numbered 5265/002 (Annex A). No comments and/or objections were received during the TRO consultation process.

c) Lower Broadmoor Road, Crowthorne

Concerns have been raised by the Council's Parking Enforcement Officers regarding obstructive parking near the mini roundabout that is located directly outside Wildmoor School. Several site visits had been carried out by Council engineers at school start and finish times. Parking has been observed close to the mini roundabout approaches causing a major issue with visibility when entering and exiting the roundabout.

The advertised proposals are shown on the attached plan numbered 5265/003 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

d) Service Yard H, Bracknell

Since the town centre has opened the use of the service yard area behind the Blue's Smokehouse restaurants has grown with an increase in various demands. The service yard is used for loading by the restaurant and the residents of Ferriby Court. However,

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it has recently started being used by the delivery drivers from the restaurants in the Lexicon. This demand has grown with the introduction of Uber eats and similar delivery services from restaurants, made more popular due to the Covid 19 pandemic and associated lockdown. We are therefore proposing to introduce a line of 7No. 30 minute Limited Waiting, No Return within 30 Minutes ways which can be used by the residents of Ferriby Court to load and unload shopping etc if required, or by the delivery drivers. The demand creates a high turnover. Part of Service Hard H will remain a loading bay for use by the restaurant and any other local businesses / residents with the remainder of the area being No Waiting at Any Time. It is expected that these restrictions will be clearly understood by all the drivers allowing for a more managed use by these drivers. It will also allow the enforcement team to manage its use.

The advertised proposals are shown on the attached plan numbered 5265/004 (Annex A). No comments and/or objections were received during the TRO consultation process.

e) Tippits Mead, Binfield

The Council had been contacted by a local resident concerning obstructive parking at Tippits Mead, at one of its junctions. Several site visits had been carried out by Council engineers at several times of the day. Parking had been observed within the junction entrance at Tippits Mead. This junction is very narrow, and the parked cars were causing larger vehicles to mount the kerb, causing damage to the kerbs.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction in the junction to protect it from parked cars.

The advertised proposals are shown on the attached plan numbered 5265/005 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

f) Western Road, Bracknell

Since the opening of Greggs it has been observed that vehicles are parking on the adjacent verge resulting in damage to the grass, footway and services. It is believed that this is caused primarily due to lorries and vans having difficulty in accessing the small customer car park.

It is proposed to change the existing time limited waiting restriction on the section of road between Longshot Lane and The Western Centre to a 'No Waiting at Any Time' restriction (double yellow lines). This will allow enforcement action to be taken at any time and discourage visitors to Greggs from parking at this location and causing further damage.

The advertised proposals are shown on the attached plan numbered 5265/006 (Annex A). No comments and/or objections were received during the TRO consultation process.

g) Westmorland Drive, Warfield

Concerns have been raised by local members & Whitegrove Primary School regarding parental parking on the eastern side of Westmorland Drive, south of Somerset Grove. 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 due to reduced visibility for cars exiting Somerset Grove. Additionally,

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it is felt that if left un-checked then parking in this position could increase and potentially encroach upon the pedestrian crossing point.

Therefore, it is proposed to extend the existing 'No Waiting at Any Time' restrictions (double yellow lines) from the junction with Somerset Grove, southwards to bus stop. These restrictions will help maintain clear sight lines and ensure that traffic has adequate space and can safely traverse the carriageway without difficulty.

The advertised proposals are shown on the attached plan numbered 5265/007 ([Annex A](#)). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in [Annex B](#).

h) Fairfax, Bracknell

The Council had been contacted by residents concerning parking in Fairfax at the junction with Downshire Way. Several site visits have been carried out by Council engineers and parking had been observed on the southern side of the road and on the northern side road. The parking on the northern side of the road was parked so to partially obstruct the adjacent footway as well as narrowing the road itself. It has been concluded that parking on the northern side is causing an obstruction to the footway as well as potentially obstructing the carriageway to larger vehicles.

Therefore, it is proposed to introduce a No Waiting at Any Time restriction on the northern side of Fairfax to ensure the adjacent footway and ensure the carriageway is kept clear.

The advertised proposals are shown on the attached plan numbered 5265/008 ([Annex A](#)). No comments and/or objections were received during the TRO consultation process.

i) Dukeshill Road, Bracknell

The Council had been contacted by residents concerned about parking near to the junction of Dukeshill Road and Binfield Road. It has been observed that cars parking on Dukeshill Road can raise the possibility of a vehicle conflict between cars approaching the junction on Dukeshill Road having to pass the parked cars on the wrong side of the road and cars turning into Dukeshill Road from Binfield Road. Several site visits have been carried out by Council engineers and this parking problem has been witnessed and is deemed to be at a level where road safety is compromised. Therefore, it is proposed to extend the existing 'No Waiting at Any Time' restrictions (double yellow lines) approximately 10metres to allow drivers more time and space to react should cars be on the same side of the road.

The advertised proposals are shown on the attached plan numbered 5265/009 ([Annex A](#)). No comments and/or objections were received during the TRO consultation process.

j) Doncastle Road, Bracknell

The Council has received a complaint regarding long term parking in the 'information stop' lay-by in Doncastle Road. Following site visits by Council engineers which has verified the issue, further investigations confirmed that the lay-by is being used by workers from an adjacent warehouse. Despite repeated requests from the company management the parking has continued. The intended use of the lay-by is for short

term parking for visitors to look at the information notices/maps or to use the adjacent post box.

It is proposed to introduce a 30 minute limited waiting restriction on the lay-by which will continue to allow the intended short use parking whilst stopping the current long-term work parking.

The advertised proposals are shown on the attached plan numbered 5265/010 (Annex A). No comments and/or objections were received during the TRO consultation process.

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 Mrs Hamilton, Cllr T Parker, Cllr J Harrison, Cllr Mrs T McKenzie-Boyle, Cllr B Wade, Cllr M Temperton, Cllr P Brown, Cllr J Green, Cllr G Barnard, Cllr Mrs S Ingham & Cllr R McLean) and no response was received from five.

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). Comments or objections were received regarding the proposals in Lower Broadmoor Road, Tippits Mead & Westmorland Drive.

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 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/2021/1