

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

8th NOVEMBER 2021

**INTRODUCTION AND REMOVAL OF PARKING RESTRICTIONS – VARIOUS
ROADS IN BULLBROOK, BINFIELD WITH WARFIELD, GREAT HOLLANDS
NORTH, HANWORTH, PRIESTWOOD & GARTH AND WINKFIELD & CRANBOURNE**

Executive Director: Place, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider the introduction and removal of parking restrictions in various residential roads in Bullbrook, Binfield with Warfield, Great Hollands North, Hanworth, Priestwood & Garth and Winkfield & Cranbourne

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) 5279/001 – Westbrook Gardens, Bracknell (Annex A)
 - b) 5287/002 – Wokingham Road, Bracknell (Annex A)
 - c) 5287/003 – Ringmead (Hanworth), Bracknell (Annex A)
 - d) 5287/004 – Watersplash Lane, Winkfield (Annex A)
 - e) 5287/005 – Falcon Way & Sparrowhawk Way/Chaffinch Gardens, Bracknell (Annex A)
- 2.4 That the proposals relating to Broad Lane (Drg 5072/240) be removed from the current Order and considered in the next On-Street Order pending the inclusion of further mitigation measures.

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

a) Westbrook Gardens, Bracknell

In 2015 because of residential concern over long term commuter parking, the Council introduced parking restrictions in Westbrook Gardens to tackle this issue. Originally, it was proposed to have the restrictions cover the whole road, however because of objections received, a small section of unrestricted parking was introduced at the end of the road for several houses with shorter driveways who would be more adversely affected than others.

The Council have now been contacted by one of the residents asking if some extra unrestricted parking areas could be introduced at the end of road as the current area does not provide enough parking spaces to meet demand.

After making several site visits, Engineers have identified two areas that are regularly parked in outside the hours of the restriction. Both areas are at the far end of the road and so would not be immediately obvious for non-residents to use. Therefore it is proposed to remove these two areas from the current restrictions.

The advertised proposals are shown on the attached plan numbered 5279/001 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

b) Wokingham Road, Bracknell

Following comments received from local members and Engineer observations it is proposed to introduce 'No waiting at any time' restrictions on Wokingham Road in the vicinity of the junctions of Broadlands Court and Warren Down.

Concerns were raised regarding vehicles parking near to the junctions of Broadlands Court and Warren Down severely reducing the visibility for cars exiting the roads. Additionally, the cars are regularly parking partly off the carriageway so obstructing the adjacent footway/cycleway.

The advertised proposals are shown on the attached plan numbered 5287/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

c) Ringmead (Hanworth), Bracknell

The Council has received complaints from Courtney Buses regarding school time parking on Ringmead (Hanworth) adjacent to the junction of Quintilis. Cars are regularly parking on the northern side of road very near to the existing splitter island which in turn can make it difficult for buses to enter and exit the section of road leading to the Crowthorne Road bus gate.

Therefore, it is proposed to install 'No waiting at any time' restrictions on the short section between the splitter island and the existing 'School Keep Clear' restrictions.

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The advertised proposals are shown on the attached plan numbered 5287/003 (Annex A). No comments and/or objections were received during the TRO consultation process.

d) Watersplash Lane, Winkfield

Last summer, in response to residents concerns over the large increase in parking on Watersplash Lane the Council introduced a short length of double yellow lines at its junction with Sunninghill Road.

Over the last several months parking has again begun to increase and is now regularly past the Council's border with the Royal Borough Windsor & Maidenhead (RBWM), and as such we have been in discussion with RBWM to discuss options for parking control in Watersplash Lane. The parking seems to in general be related to visitors to the Windsor Great Park. As part of this process further parking surveys have been carried out which have confirmed the levels of parking being reported.

At present parking in Watersplash Lane is completely unregulated which is leading to long lengths of parked vehicles effectively reducing it to a single carriageway from the B383 beyond our borough boundary. There are frequent occurrences of cars meeting in the middle and then having to reverse back or mount the verge to pass. In view of this we are proposing to introduce the restrictions shown on the attached plan. The proposals will leave 2 lengths of unrestricted parking for approximately 18 vehicles whilst providing a passing place in the middle and protecting the private entrance at that location. Double yellow lines on the opposite side of the carriageway will prevent verge parking which has also been observed on occasion.

RBWM have agreed that they will then monitor the parking to see if it is displaced further into their borough before deciding what actions they will then take.

The advertised proposals are shown on the attached plan numbered 5287/004 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

e) Bracknell Falcon Way & Sparrowhawk Way/Chaffinch Gardens, Bracknell

The Council has received several enquiries regarding parking on Falcon Way, in particular on the bend in the vicinity of the sports courts and playground area. On site observations from Council Engineers have confirmed this issue and that restrictions are warranted on road safety grounds. Therefore 'no waiting at any time' restrictions are proposed around the bend to ensure it is kept clear.

The Council had been contacted by a local resident concerning parking at the junction of Sparrowhawk Way and Chaffinch Gardens blocking visibility for vehicles exiting Chaffinch Gardens. Several site visits had been carried out by Council engineers at several times of the day. Parking had been observed both on the carriageway and the adjacent wide footway with both reducing visibility.

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 5287/005 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

f) Broad Lane, Bracknell

Following the installation of the restrictions in Broad Lane last year, the Council has received numerous complaints from residents on the eastern side of Broad Lane regarding parked vehicles, believed to be from residents of Sterling Square, parking on the footway outside their properties. The vehicles are often parked with two wheels on the footway and close to driveways making access and egress difficult.

The Council have discussed the possibility of freeing up more parking provision within the development itself with the developers however we now believe that this will not be possible so have looked at what further parking restrictions may be necessary.

From Engineer observations and based on the correspondence received on the issue, we are proposing to introduce the restrictions as shown on the attached plan. We are proposing to introduce 'no waiting at any time' restrictions from the southern side of Broad Lane railway bridge through to just north of the junction with Martins Lane. We are proposing this long length to ensure that parked vehicles are not simply displaced further along the road. However we appreciate that residents of properties further away from the development may not wish to see the restrictions extended that distance so the extents can be reduced depending on any future consultation results.

Expanding on the likelihood of cars being displaced, some restrictions to protect areas in Martins Lane and Sycamore Rise have also included. In Martins Lane restrictions to protect the side road junctions of Quadrant Court and Northampton Close have been proposed. Finally, in Sycamore Rise lengths of restrictions have been proposed in the vicinity of Kenley House to ensure cars can pass as this has been raised by residents recently.

The advertised proposals are shown on the attached plan numbered 5272/240 ([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 six Council Wards – Binfield with Warfield, Bullbrook, Crown Wood, Crowthorne, Great Hollands North & South, Ascot, Old Bracknell, Priestwood & Garth, and Warfield Harvest Ride. Of the fourteen Members consulted, ten confirmed their support of the proposals (Cllr R Angell, Cllr I Kirke, Cllr J Harrison, Cllr A Finch, Cllr M Skinner, Cllr G Birch, Cllr M Temperton, Cllr K Neill, Cllr M Gaw & Cllr T Virgo) and no response was received from four.

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

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Officer comments and the details of any revised proposals (Annex B). No Comments or objections were received regarding the proposals in Ringmead (Hanworth).

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 2021/202 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.

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