

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

29th July 2022

**INTRODUCTION & MODIFICATION OF PARKING RESTRICTIONS – BRANTS BRIDGE,
BROAD LANE, MARTINS LANE & SYCAMORE RISE, BRACKNELL**

Executive Director of Place, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider the introduction and modification of parking restrictions on Brants Bridge, Broad Lane, Martins Lane & Sycamore Rise, 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:

**5072/240B – Broad Lane, Bracknell – Proposed parking restrictions Phase 2.
(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 Following the installation of the restrictions in Broad Lane in 2020, the Council 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.

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- 5.2 In August 2021 the Council consulted residents on proposals to introduce additional parking restrictions on Broad Lane and the adjacent side roads Martins Lane and Sycamore Rise. As a result 33 objections to the proposals were received. After discussions with local members it was decided to investigate whether further areas of parking could be made available for the cars that would be displaced from Broad Lane as this had been a topic raised by many in the consultation responses.
- 5.3 Two areas in Brants Bridge were identified where the existing double yellow line restrictions could be modified to allow parking. It is proposed to relax the existing no waiting restrictions in two areas on the eastern side of the road to allow limited waiting. The restrictions have been designed so they complement the parking arrangements in the Minor Injury Unit, protect sightlines at its access, whilst providing additional evening and weekend parking for adjacent residents.
- 5.4 The Council also looked again at the feasibility of providing a parking area on the verge area in front of Sterling Square which had been raised by many responses in the original consultation. The investigation concluded that due to legal issues around the designated use of the land, the presence of underground cables, planning issues around the change of use and safety issues regarding having a car parking area running parallel to a footway/cycleway it was not deemed feasible or financially justifiable to proceed with these proposals.
- 5.4 The advertised proposals are shown on the attached plan numbered 5072/240A (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B. The revised proposals following the consultation and being recommended for implementation are shown on the attached plan numbered 5072/240B (Annex C).

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

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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 2022/2023 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

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