

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	Brants Bridge, Broad Lane, Martins Lane & Sycamore Rise – Prohibition of waiting restrictions		
Date Advertised:	25.05.2022	No. of objections / comments received:	8

Objector	Summary of Objection / Comment	Officers Comments	Decision Abandon/Modify / Proceed as advertised.
X X XXXXXXXX X Boltons Lane RG42 XXX	<p>X XXXXXXXX has concerns over the proposed new parking restrictions and adds that we need to add more parking somewhere and not take it away.</p> <p>X XXXXXXXX states that X frequently visits X X who lives in Martins Lane and for a number of years it has become increasingly difficult to park near X home. X adds that these new restrictions will make the matter worse. X asks where X is supposed to park when X visits X X?</p> <p>X XXXXXXXX understands the reasons given for not converting the grass area in front of Sterling Square but states they are unacceptable. X XXXXXXXX states that if more homes are being built then more parking spaces should have been provided.</p> <p>X XXXXXXXX states X view is that we should stop the proposed parking restrictions and add more parking spaces in the verge as this improve the situation for residents in the area.</p> <p>X XXXXXXXX states that X other concern is the road layout and speed restrictions in Broad Lane. X adds that the two existing mini roundabouts are constantly ignored by speeding drivers and this will only worsen by the proposed parking restrictions being imposed. X states there have already been a number of accidents on these junctions.</p> <p>X adds that when X turns right out of Martins Lane X feels like X is taking X life in X hands with the speeds of vehicles on Broad Lane. The roundabouts are not approached with caution and this will only be made worse as the current parked cars control vehicle speeds.</p>	<p>Whilst the Council appreciates the residents comments regarding Sterling Square residents parking in Martins Lane; it should also be noted that Martins Lane is an adopted road therefore provided they do so in a safe and non-obstructive manner any motorist is able to park there legally. Indeed, the residents of Martins Lane regularly park on street themselves.</p> <p>Parking surveys carried out over the last year have consistently shown on-street parking on Martins Lane between Broad Lane and Quadrant Court. However, the rest of the road remains largely free of parked cars.</p> <p>The Council has investigated the feasibility of providing additional parking on the verge area in front of the Sterling Square development. As explained in the consultation letter for various technical, policy and budgetary reasons this work is not deemed feasible or justifiable at this time.</p> <p>The road safety record of Broad Lane is very good with just one personal injury accident being recorded in the last five years. This was not attributed to speed or in the location of the two mini-roundabout junctions.</p> <p>Historic speed survey data, and current online speed assessment data, indicate that average speeds are slightly higher than the 30mph speed limit, but well below the threshold where the Police would consider regular enforcement. The historic data pre-dates the Sterling Square development and the current parking issues. In view of this the Council does not believe the removal of car parking from Broad Lane will significantly alter the speed of traffic along the road.</p>	Implement modified proposals as shown in Drg 5072-240B

	<p>X XXXXXXX suggests that before any restrictions are imposed, it would be beneficial to raise the mini roundabout to make it more visible, make the warning signs large and brighter or flashing speed signs.</p>	<p>In view of comments from Thames Valley Police the existing parking restrictions at the junction of Martins Lane and Broad Lane will be extended approximately 3 metres to improve forward visibility to the junction. A visual inspection of the signs and road markings at the mini-roundabout has been conducted and they are all in a good state of repair.</p>	
<p>X X XXXX X Sycamore Rise RG12 XXX</p>	<p>X XXXX states that the addition of restrictions in Sycamore Rise will not address the dangerous parking at its junction with Broad Lane and will only result in inconsiderate parking being pushed further up Sycamore Rise. X XXXX adds that the parking restrictions should be limited to the area where parking currently overlaps and an access to the residential parking off of Sycamore Rise is hampered. X believes because of the proposals, an additional 6-7 cars will end up parking further up Sycamore Rise and he asks if more parking restrictions will be proposed?</p> <p>X XXXX believes the relaxation of some of the restrictions on Brants Bridge will not alleviate the issue as the cars parking in Sycamore Rise are from Sterling Square and it is highly unlikely they park further away.</p> <p>X XXXX states that the fact still remains that the Council did not require sufficient parking provision at the Sterling Square development which has lead to the dangerous and inconsiderate parking. X adds that it is clearly in the developers interest to minimise the amount of parking provision. Whilst they may have had an 'independent' survey carried out, parking issues at other developments existed and the Council should have robustly challenged the assumptions of the 'independent' survey.</p> <p>X acknowledges that the Council has investigated the creation of additional parking on the verge outside the development and that nothing can be done in this regard, but that residents are left with a proposal that will only make matters worse.</p>	<p>The Council has received a number of complaints about parking in Sycamore Rise, particularly in the area between the two traffic chicanes. Subsequent site visits showed that whilst most drivers are keeping the area between the chicanes clear, a small number of cars can be found parked on both sides of the road resulting in a potential issue where it can be difficult to pass through the area where these lines of parked cars meet. The two lengths of double yellow lines are designed to keep this area clear and prevent any displaced parking from using this area, to ensure traffic can pass unhindered. From observations it is anticipated that a maximum of 3 cars could be displaced by the proposed restrictions in Sycamore Rise.</p> <p>It is anticipated that a maximum of 6/7 vehicles will be displaced from Broad Lane. This number of vehicles, shared between Martins Lane, Sycamore Rise, Brans Bridge and any other locations should have a minimal effect on the surrounding streets.</p> <p>Whilst it is accepted that the additional parking proposed in Brants Bridge is a distance from Sterling Square it is still within 3/ 4 minutes walk and represents the only feasible location that was identified where additional parking could be made available.</p> <p>The Council has explained the process and reasoning behind the planning permission and parking provision for the Sterling Square in the consultation letter sent to residents.</p> <p>Parking in other areas of Sycamore Rise was not identified to be an issue that warranted parking restrictions at the time of the site visits. However, once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward in the next Traffic Regulation Order (TRO).</p>	<p>Implement modified proposals as shown in Drg 5072-240B</p>
<p>X X XXXXXXXXX X Sterling Square</p>	<p>X XXXXXXXXX strongly disagrees with the proposed restrictions.</p> <p>X states that the available parking is not enough already without creating restrictions and making everyone's lives miserable.</p> <p>X adds this has been caused by the Council authorising the building of Sterling Square without sufficient parking.</p>	<p>The Council has received a number of complaints about parking in Broad Lane particularly in relation to obstructed visibility when leaving driveways and obstructed footways. The Council has carried out its own checks on parking and this has shown that on average between 8-10 cars are regularly parking overnight and confirmed the issues being reported by residents.</p> <p>The Council has explained the process and reasoning behind the planning permission and parking provision for the Sterling Square in</p>	<p>Implement modified proposals as shown in Drg 5072-240B</p>

	<p>X states that all though there is parking pressure, most residents around Broad Lane are sensible and do their best to park in a way that is not a nuisance.</p> <p>X adds that they do not need Council intervention to restrict parking but intervention is needed to install traffic calming similar to those in Ralphps Ride to stop vehicles driving at 60mph.</p> <p>X XXXXXXXX suggests that Broad Lane is made a one-way street from the Bardeen Place/Austin Way roundabout to Brants Bridge roundabout. This would reduce the excessive passing through traffic as drivers use Broad Lane as a shortcut.</p>	<p>the consultation letter sent to residents. It is suggested that if residents of Sterling Square are unhappy with the parking provision or restrictions within the development, they approach the developers directly to see if any changes to the layout could be made or any flexibility in the rules be applied as this is a private development with its own parking management process.</p> <p>Whilst the Council recognises the parking issues in the Sterling Square development, it also has the responsibility to ensure that traffic can flow freely and safely. Unfortunately, it is not the Councils primary duty or responsibility to make provision for vehicle parking on the public highway.</p> <p>The road safety record of Broad Lane is very good with just one personal injury accident being recorded in the last five years.</p> <p>Historic speed survey data, and current online speed assessment data, indicate that average speeds are slightly higher than the 30mph speed limit, but well below the threshold where the Police would consider regular enforcement. The historic data pre-dates the Sterling Square development and the current parking issues. In view of this the Council does not believe the removal of car parking from Broad Lane will significantly alter the speed of traffic along the road nor is there any justification for traffic calming to be installed at this time.</p> <p>Broad Lane is a locally important road providing access to a large number of properties and as such is expected to carry a significant amount of traffic. Introducing any kind of movement restriction would likely have an adverse effect on the surrounding road network as traffic would be forced to find alternative routes and would likely prove unpopular with those residents who find themselves having to travel an extra distance to get to their home.</p>	
<p>X X XXXXXXXX X Martins Lane</p>	<p>X XXXXXXXX objected to the first proposal and X objection still stands.</p> <p>X XXXXXXXX states X was not going to write in as X knows X letter will ultimately be ignored by the Council.</p> <p>X XXXXXXXX believes the Council is making every excuse to reject all the alternatives the residents have suggested. X states that it is not the residents fault that there is not enough parking. X adds that all the cars will now park outside X house in Martins Lane leaving no space for friends and family.</p> <p>The extra evening parking in Brants Bridge will make no difference to the residents of Brattain Court or Sterling Square as they will not walk that far.</p> <p>X states that the developers should have provided more spaces for each flat and that the Council should think again on this.</p>	<p>The Council has investigated the feasibility of providing additional parking on the verge area in front of the Sterling Square development. As explained in the consultation letter for various technical, policy and budgetary reasons this work is not deemed feasible or justifiable at this time.</p> <p>The Council has explained the process and reasoning behind the planning permission and parking provision for the Sterling Square in the consultation letter sent to residents.</p> <p>Whilst it is accepted that the additional parking proposed in Brants Bridge is a distance from Sterling Square it is still within 3/ 4 minutes walk and represents the only feasible location that was identified where additional parking could be made available.</p>	<p>Implement modified proposals as shown in Drg 5072-240B</p>

	<p>X XXXXXXX believes the reasons given for not building extra parking in front of Sterling Square are poor excuses and believes where there is a will there's a way. X states that the verge is poorly maintained and not used but it has already been decided that planning permission is unlikely when this has not even been investigated. Also footpaths and cycleways already cross roads and driveways so this should not be used as another excuse.</p> <p>X XXXXXXX adds that without cars parked on Broad Lane the traffic will just speed up. Even as it is now no-one actually sees the mini-roundabout at the junction of Martins Lane. X states X has had to stop numerous times when turning right into Martins Lane as oncoming vehicles have failed to give way.</p> <p>X XXXXXXX adds that X has recently met a young lady who parks her car outside Brattain Court. She lives in Sterling Square but parks there as she was informed that additional spaces would be built but they never were and they have now sold their flat and are moving imminently. X XXXXXXX hopes that future buyers will be put off by the lack of parking spaces and therefore those living there can use the 'free' spaces in the development.</p>	<p>The road safety record of Broad Lane is very good with just one personal injury accident being recorded in the last five years. This was not attributed to speed or at the junction of Martins Lane.</p> <p>Historic speed survey data, and current online speed assessment data, indicate that average speeds are slightly higher than the 30mph speed limit, but well below the threshold where the Police would consider regular enforcement. The historic data pre-dates the Sterling Square development and the current parking issues. In view of this the Council the Council does not believe the removal of car parking from Broad Lane will significantly alter the speed of traffic along the road.</p> <p>In view of comments from Thames Valley Police the existing parking restrictions at the junction of Martins Lane and Broad Lane will be extended approximately 3 metres to improve forward visibility to the junction. A visual inspection of the signs and road markings at the mini-roundabout has been conducted and they are all in a good state of repair.</p>	
<p>X XXXXXXX Martins Lane</p>	<p>X XXXXXXX has felt it necessary to write in as ever since the development on Sovereign Fields was opened Martins Lane has suffered with the overspill parking from the development, sometimes with the whole street being filled with their cars. The introduction of the parking restrictions will only push more cars down Martins Lane.</p> <p>X XXXXXXX states that one of the other problems is that many of the residents have lived there for many years and now have children that drive and own cars. Some days they are forced to park in Northampton Close. X adds that Quadrant Court now has a lot of younger residents moving in and they are introducing a residents permit scheme which will push more cars into Martins Lane.</p> <p>X XXXXXXX states that the Sovereign Fields development has proved that it has insufficient parking and the blame lays at the Council's door. X adds that most people don't live close enough to their work to walk so most couples have two cars but each flat only has one space.</p> <p>X asks the Council to consider introducing a residents parking scheme in Martins Lane.</p>	<p>Whilst the Council appreciates the residents comments regarding Sterling Square residents parking in Martins Lane; it should also be noted that Martins Lane is an adopted road therefore provided they do so in a safe and non-obstructive manner any motorist is able to park there legally. Indeed, the residents of Martins Lane regularly park on street themselves.</p> <p>Parking surveys carried out over the last year have consistently shown on-street parking on Martins Lane between Broad Lane and Quadrant Court. However, the rest of the road remains largely free of parked cars.</p> <p>The Council has explained the process and reasoning behind the planning permission and parking provision for the Sterling Square in the consultation letter sent to residents.</p> <p>Residents parking/permit schemes are designed to protect communities from competition for kerb side parking, generated by a large nearby source such as a railway station or retail development. The exiting residents parking scheme allows residents to have up to 5 permits per property together with visitor permits as the scheme is not intended to limit the number of vehicles residents may have, but to protect from outside parking demands. These permits are charged for. Additionally, residents parking schemes (such as the one in operation around Bracknell town centre) makes allowances for adjoining/nearby roads and developments by creating residents parking zones, and so it is likely that Sterling Square would be included in such a zone if such a scheme was ever considered for the Broad Lane/Martins Lane/Sycamore Rise area. Therefore the introduction of residents parking scheme is unlikely to reduce the demand for parking spaces</p>	<p>Implement modified proposals as shown in Drg 5072-240B</p>

		but would add a cost for parking to the existing residents. Residents parking is therefore not considered a suitable solution.	
X X XXXX X Sycamore Rise	<p>X XXXX is objecting to the current proposals.</p> <p>Overall X does not believe the proposals help with the provision of parking in these areas but seem to be removing the existing problem. The proposal should be seeking solutions to equalise the amount of safe parking space and not just impose restrictions.</p> <p>X XXXX suggests that the kerbside restrictions in Sterling Square are removed and only in place where safety and visibility is needed.</p> <p>X XXXX adds that in Sycamore Rise the proposed restrictions will eliminate some of the current parking provision entirely and penalises residents of the road. The proposed restrictions will force vehicles into the two unrestricted sections of Sycamore Rise creating unsafe visibility scenarios.</p> <ul style="list-style-type: none"> i) The top corner which already becomes problematic when vehicles are parked there ii) The entrance/exit of Sycamore Rise which has very limited visibility when turning in from Broad Lane <p>X adds X would support restrictions at the entrance points to the off road parking along Sycamore Rise.</p> <p>X states that the new restrictions will likely cause an increase parking in Martins Lane and increase parking tensions and affect safe passage for residents of Martins Lane, Quadrant Court and Northampton Close.</p> <p>X questions why the new areas of parking in Brants Bridge have restrictions on them and how will they help the situation.</p>	<p>The Council has received a number of complaints about parking in Sycamore Rise, particularly in the area between the two traffic chicanes. Subsequent site visits showed that whilst most drivers are keeping the area between the chicanes clear, a small number of cars can be found parked on both sides of the road resulting in a potential issue where it can be difficult to pass through the area where these lines of parked cars meet. The two lengths of double yellow lines are designed to keep this area clear so and prevent any displaced parking from using this area, to ensure traffic can pass unhindered. From observations it is anticipated that a maximum of 3 cars could be displaced by the proposed restrictions in Sycamore Rise.</p> <p>Parking in other areas of Sycamore Rise was not identified to be an issue that warranted parking restrictions at the time of the site visits. However, once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward in the next Traffic Regulation Order (TRO).</p> <p>Parking surveys carried out over the last year have consistently shown on-street parking on Martins Lane between Broad Lane and Quadrant Court. However, the rest of the road remains largely free of parked cars.</p> <p>The Council has looked at the surrounding road network to identify areas that could accommodate displaced vehicles from Broad Lane with Brants Bridge being the only feasible location. Given the proximity of the Brants Bridge Minor Injury Unit it was decided to place restrictions on the parking to ensure that the spaces were not automatically used as free parking for the unit. The area nearest the entrance/exit to the unit will remain restricted during its opening hours to ensure clear visibility for exiting vehicles.</p>	Implement modified proposals as shown in Drg 5072-240B
XXXXX XXXXXX Ogden Park	<p>The resident is contacting us to inform us that double yellow lines have been missed out in Ogden Park. They add that Ogden Park is not private but is adopted by the Council.</p> <p>They state that the double yellow lines need to be extended on the left hand side to the entrance to the car park. They add this needs doing as cars/vans park there for long periods and block the entrance to the complex, and make block visibility for vehicles entering or leaving. This in turn leads to drivers driving too fast in the complex and residents are worried there may be a fatal accident.</p> <p>There have also been issues with ambulances and fire engines have had difficulties entering the complex.</p>	<p>Parking in other areas was not identified to be an issue that warranted parking restrictions at the time of the site visits. However, once the restrictions are put in place the surrounding roads will be monitored and if additional restrictions are needed, they will be put forward in the next Traffic Regulation Order (TRO).</p>	Implement modified proposals as shown in Drg 5072-240B
Thames Valley Police	<p>We have recently had a complaint regarding the safety of the mini-roundabout junction of Martins Lane and Broad Lane. We believe the</p>	<p>In view of comments from Thames Valley Police the existing parking restrictions at the junction of Martins Lane and Broad Lane will be</p>	Implement modified

	<p>cars/vans parking on the south side of the road may be blocking the signs and road markings. We would suggest that the existing double yellow lines are extended a couple of metres to increase visibility of the mini-roundabout.</p> <p>We also have a concern that by removing parked vehicles from the road will increase speeds and danger.</p> <p>We have no objection to the proposed changes.</p>	<p>extended approximately 3 metres to improve forward visibility to the junction.</p> <p>A visual inspection of the signs and road markings at the mini-roundabout has been conducted and they are all in a good state of repair.</p> <p>Historic speed survey data, and current online speed assessment data, indicate that average speeds are slightly higher than the 30mph speed limit, but well below the threshold where the Police would consider regular enforcement. The historic data pre-dates the Sterling Square development and the current parking issues. In view of this the Council the Council does not believe the removal of car parking from Broad Lane will significantly alter the speed of traffic along the road.</p>	<p>proposals as shown in Drg 5072-240B</p>
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Local Member Comments on Consultation responses:

Both local members (Cllr R Angell & Cllr I Kirke) have indicated they are happy for proposals to proceed as recommended.