

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

10th October 2022

**INTRODUCTION AND REMOVAL OF PARKING RESTRICTIONS – VARIOUS
ROADS IN GREAT HOLLANDS NORTH, OWLSMOOR, PRIESTWOOD & GARTH AND
WILD RIDINGS & CENTRAL**

Executive 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 Great Hollands North, Owlsmoor, Priestwood & Garth 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) 5305/001 – Binfield Road, Bracknell (Annex A)
 - b) 5305/002A – Service Yard H & Lexicon service entrance, Bracknell (Annex A)
 - c) 5305/003 – Merlin Way, Bracknell, Bracknell (Annex C)
 - d) 5305/004 – Cambridge Road, Sandhurst (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 4 separate parking restriction schemes. The background of each is outlined below.

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a) Binfield Road, Bracknell

The Council has received a request to remove the restricted parking on Sundays outside Argraves jewellers given that this business no longer opens on a Sunday. The removal of this restriction would ease pressure on the limited residents parking areas by allowing nearby residents to park there all day on a Sunday. We have considered this request and we do not believe that such a change would have a negative effect on parking in the area.

The advertised proposals are shown on the attached plan numbered 5305/001 (Annex A). No comments and/or objections received during the TRO consultation process.

b) Service Yard H & Lexicon service entrance, Bracknell

The Council's Parking Enforcement Officers have raised concerns regarding parking on the double yellow lines in Service Yard H and the entrance to service access to the shops & units in Eagle Lane. This predominantly seems to be food delivery vehicles connected to the nearby food outlets in Eagle Lane but also an increasing number disabled drivers. Observations have been carried out and it has been concluded that the parking in this position poses a road safety hazard to vehicles wanting to enter the service yard or service entrance. 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 short stay parking bays are available in Service Yard H.

The advertised proposals are shown on the attached plan numbered 5305/002 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer comments and recommendation are detailed in Annex B.

c) Merlin Way, Bracknell

Earlier this year the Council carried out a number of parking surveys on Merlin Way & Sparrowhawk Way in response to concerns raised by the Council ward Members and a number of residents.

Our survey results showed that there was a consistent number of vehicles parked in the vicinity of the northern junction of Merlin Way and Sparrowhawk Way and our assessment was such that these parked vehicles were causing a significant enough road safety issue to warrant the introduction of parking restrictions.

The proposed restrictions were designed to ensure the clear visibility for vehicles as they enter Merlin Way and for those approaching the junction with Sparrowhawk Way. The proposals will also ensure clear visibility for vehicles leaving Chiffchaff Corner and Siskin Gate.

The advertised proposals are shown on the attached plan numbered 5305/003A (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer comments and recommendation are detailed in Annex B. The revised proposals following the consultation and being recommended for implementation are shown on the attached plan numbered 5305/003 (Annex C).

d) Cambridge Road, Sandhurst

Following an enquiry from a resident regarding the traffic congestion along Cambridge Road at school peak times, Highway officers carried out several visits. During these

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visits it was witnessed that parking by parents picking up their children from Owlsmoor Primary School was causing significant congestion in the area. The main cause of the congestion was caused by vehicles parking on both sides of the road leaving no passing places. It is therefore proposed to create a passing place for vehicles to ease the congestion.

The advertised proposals are shown on the attached plan numbered 5305/004 (Annex A). No comments and/or objections received during the TRO consultation process.

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 four Council Wards – Great Hollands North, Owlsmoor, Priestwood & Garth and Wild Ridings & Central. Of the nine Members consulted, six confirmed their support of the proposals (Cllr D Hamilton, Cllr P Brown, Cllr M Temperton, Cllr K Neil, Cllr R Mossom, & Cllr J Porter) and no response was received from three.

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 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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