

TO: EXECUTIVE MEMBER FOR PLANNING & TRANSPORTATION

21st November 2022

INTRODUCTION OF PARKING RESTRICTIONS – A329 LONDON ROAD, ASCOT

Executive Director of Place, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider the introduction of parking restrictions on A329 London Road Ascot.

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 drawing 5312/001

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 Over the last 2 years the Council has received a number of complaints regarding verge parking on the A329 London Road between Fernbank Road and the borough boundary. Site visits have confirmed that there is consistent verge parking and observations have shown that this is causing visibility issues for adjacent residents leaving their properties as well as leaving the grassed verges severely damaged. This is now running the risk of damaging underground services. Observations have also shown that off-street parking in some properties where the verge parking is most prevalent is not being fully utilised.
- 5.2 Provision was made in the Council's 2022/23 Capital Programme to install verge protection measures and parking restrictions to remove the obstructive parking and prevent further damage to the grass verges. Firstly, it is proposed to install additional

verge protection measures (wooden posts) between where the existing knee rail fencing stops and the borough boundary. Observations have shown the existing knee rail fencing is in a poor state of repair in many places therefore it is proposed that this will be removed and also replaced with wooden posts. Secondly, it is proposed to install 'No waiting at any time' parking restrictions (double yellow lines) between Fernbank Road and the borough boundary. These two measures will ensure that both the highway verge and carriageway are kept clear of parked vehicles.

- 5.4 The advertised proposals are shown on the attached plan numbered 5312/001 (Annex A). Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

Informal consultation

- 5.5 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 N Atkinson and D Hayes (Ascot 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 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 capital 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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