



WOKINGHAM BOROUGH COUNCIL

A Meeting of an **INDIVIDUAL MEMBER DECISION** will be held in Civic Offices, Shute End, Wokingham, RG40 1BN, Shute End, Wokingham RG40 1BN on **Tuesday 8 September 2015 at 10.05 am**

A handwritten signature in black ink, appearing to read 'Andy Couldrick', written in a cursive style.

Andy Couldrick
Chief Executive
Published on 28 August 2015

This meeting will be filmed for inclusion on the Council's website.

Please note that other people may film, record, tweet or blog from this meeting. The use of these images or recordings is not under the Council's control.

Our Vision

A great place to live, an even better place to do business

Our Priorities

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

The Underpinning Principles

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

For consideration by

John Kaiser

Executive Member for Planning and Highways

IMD NO 2015.	WARD	SUBJECT	PAGE NO.
IMD29	None Specific	BROAD HINTON AND A321 HURST ROAD TWYFORD (PROHIBITION OF WAITING) ORDER 2015 To consider the formal sealing and advertisement of the order.	5 - 24

A decision sheet will be available for inspection at the Council's offices (in Democratic Services and the General Office) and on the web site no later than two working days after the meeting.

CONTACT OFFICER

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Agenda Item IMD29

NOTICE OF INDIVIDUAL EXECUTIVE MEMBER DECISION

ITEM NO.	IMD 2015-29
TITLE	Broad Hinton and A321 Hurst Road Twyford (Prohibition of Waiting) Order 2015
DECISION TO BE MADE BY	Cllr. John Kaiser, Executive Member for Planning and Highways
DATE AND TIME OF DECISION	Tuesday 8 September 2015
VENUE	WSP Room, 2nd floor, Council Offices, Shute End
REPORT TO BE PUBLISHED ON	Friday 28 August 2015

**INDIVIDUAL EXECUTIVE MEMBER DECISION
REFERENCE IMD: 2015-29**

TITLE	Broad Hinton and A321 Hurst Road Twyford (Prohibition of Waiting) Order 2015
FOR CONSIDERATION BY	Councillor John Kaiser, Executive Member for Planning and Highways
ON	Tuesday 8 September 2015
TIME	10.05 am
WARD	Twyford and Hurst
STRATEGIC DIRECTOR	Heather Thwaites

OUTCOME / BENEFITS TO THE COMMUNITY

This scheme will provide parking restrictions around the junction areas of Broad Hinton with the A321 Hurst Road. The restrictions will formalize this area in close proximity to this junction and include the bus stop area.

RECOMMENDATION

That the Executive Member for Planning and Highways:

- 1) approve the formal sealing and advertisement of the Broad Hinton and A321 Hurst Road, Twyford (Prohibition of Waiting) Order 2015 with alterations; and
- 2) inform those who have responded accordingly.

SUMMARY OF REPORT

After a resident's petition and consultation with residents and Thames Valley Police, 16 emails were received, 9 are considered to be objections, 2 in support and 5 were comments.

The Council advertised and consulted on these parking restrictions in the areas named above in 2014 in way of notices on site and in the local press. Following a survey carried out on many roads close to Twyford Station it has been noted that there is no parking issues associated with the cul-de-sacs off Broad Hinton and therefore this IEMD has been amended to reflect the changes to the Traffic Regulation Order which was consulted on originally.

Background and Analysis

Broad Hinton is situated at the southern end of Twyford and is approximately 1km long with numerous cul-de-sacs off of the main Broad Hinton Road. The road is also a bus route which connects the B3018 Waltham Road with A321 Hurst Road. Broad Hinton is approximately 600 metres from the Train Station and has parking restrictions at its northern end (closest to the station) which were implemented in response to a petition which highlighted commuter parking and the expansion of The Colleton School.

The Borough has faced pressure recently from residents and local members to place parking restrictions on the remaining stretch of Broad Hinton. This was viewed as unnecessary and would significantly reduce the available parking for residents and their visitors; however following a meeting with the petitioners, the police and a representative from the council it was agreed to propose junction protection markings of approximately 10 metres in each direction on the junctions joining Broad Hinton and its cul-de-sacs. This was the only restriction which the police said they would support. The highway code already states that people should not park within 10 metres of a junction and anyone doing this could risk being ticketed by the police regardless of the presence of formal restrictions.

In addition to the junction protection marking requests it was requested to install some bus stop clearway markings at the 5 bus stops located on Broad Hinton. These do not form part of this TRO as no formal Order is required for their installation, but will be discussed with the Transport Planning Team and the bus company as part of the scheme.

The Traffic Management Team, within Environment Services consulted the restrictions presented in drawing 5049-1863-A in March 2014 with the consultation date completion on the 18th April.

Since the consultation period Wokingham Borough Council has also carried out a parking study of the southern area of Twyford from Paddock Heights, up to and including Broad Hinton. The study will establish the relationship between station car park capacity and on street parking and help to identify any associated issues.

Responses to TRO Consultation

The Council received 16 emails from local residents and the Parish Council in response to the formal consultation. There are 9 that are considered to be objections, 2 in support and 5 comments although two of the comments do not want the parking restrictions implemented. All of the comments/objections/support are laid out together with an officer response in Appendix A.

Recommendation and Conclusion

Although this TRO was proposing to implement junction protection at every junction with Broad Hinton the police, although they agreed to advertising this proposal, now believe this is not appropriate. This has been supported by the car parking study which shows that there is no problem with parking in the side roads off Broad Hinton and residents are not parking unsafely also the highway code states that people should not park within 10 metres of a junction and anyone doing this could risk being ticketed by the police regardless of the presence of formal restrictions.

As well as this a meeting with the bus company was carried out in August 2014 which produced a list of requests made by the petitioners, having reviewed this the bus company and Transport Planning Team do not believe that parked vehicle are having an effect on the bus stops and warrant each of them receiving bus boxes which although not included in the TRO can be monitored and enforced by the police.

However it is recommend that the junction of the A321 Hurst Road with Broad Hinton should be protected with parking restrictions to prevent any commuters from parking too close to this junction and it will also include the first bus stop within Broad Hinton.

Although 338 residents signed the original petition we have had no further communication with any residents apart from those who have objected regarding this TRO. The accident history for this road is also good with no reported personal injury accidents along the entire length since our records began over 10 years ago.

The recommendation therefore will be to amend the TRO as it is now written and communicate these changes with the Parish Council and local members.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£600	Yes	Revenue Budget
Next Financial Year (Year 2)			
Following Financial Year (Year 3)			

Other financial information relevant to the Recommendation/Decision

N/A

Cross-Council Implications

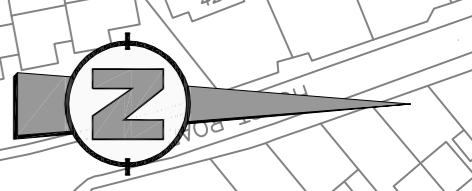
Does not impact on any of the council's priorities but may encourage motorists to use the provided car parks.

SUMMARY OF CONSULTATION RESPONSES	
Strategic Director - Resources	No response
Monitoring Officer	No specific comments on this report.
Leader of the Council	No response
Town and Parish Councils	
Twyford Parish Council	Councillors have confirmed that they are in agreement with the WBC recommendation.
Local Ward Members	
Cllr. John Jarvis	No response
Cllr. Lindsay Ferris	My view on this proposal is that until/or if Civil Parking Enforcement is introduced this is probably the most that one can expect.
Cllr. Wayne Smith	As per our conversation, providing we can help the resident who lives in the first house on the left and agree to review as required, then yes happy for you to proceed.
Officer Comment	We are unable to add additional restrictions to the TRO without consulting again. Agreed with Cllr. Smith that we would monitor the parking restrictions when they are implemented but in the meantime we will write to the resident and tell him that we will provide him with an Access Protection Marking across his drop kerb area which should protect each side of his driveway from vehicles parking too close.

List of Background Papers
Notice of Intent, Statement of Reasons, Drawing Number 5049-1863-A and B

Contact Julia Tredwell	Service Environment
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Date 30 th July 2015	Version No. 2

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DO NOT SCALE

KEY

- Dimensions of proposed 'At Any Time' double yellow line waiting restrictions.
- Proposed 'At Any Time' 'double yellow line' waiting restrictions.
- Existing 'At Any Time' double yellow line waiting restrictions.

REV	DATE	BY	DESCRIPTION	CHK	APP
A	14/07/14	JW	FIRST ISSUE	NR	MS
B	24/08/15	JB	SCHEME AMENDED	NR	MS

FOR INFORMATION ONLY


WOKINGHAM
BOROUGH COUNCIL
 Stuke End, Wokingham, Berkshire RG40 1BN
 Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

CLIENT: WBC
ARCHITECT:
PROJECT: Broad Hinton, Twyford Junction Protection and Bus Stop Clearways
TITLE:

SCALE & NTS: NTS
CAD FILE: 5049-1863-5A
DESIGNER/DRW: JW
DATE: June 2015
PROJECT No.: TBC
ISSUANCE No.: 5049-1863
REV.: B

This is a planning application. It is not a guarantee of approval. The Council reserves the right to refuse planning permission. The Council is not responsible for any loss or damage caused by reliance on this information.

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APPENDIX A

Broad Hinton and A321 Hurst Road Twyford – Prohibition of Waiting Order 2015 – COMMENTS & OBJECTIONS SUMMARY

Letter/Email from	Comment/Objection	Officer Comment
Resident Broad Hinton OBJECTION	<p>Bearing in mind the estate serves probably a 1000 plus people are the level of complaints material to justify the proposed order, have there been any accidents or recorded injury incidents and to what junctions have the complaints been raised. I have been a resident here for ten years and I believe the number of complaints are quite low and confined to a particular set of junctions and that there have never been any recorded injury incidents. Blanket coverage of every single junction therefore along the whole length of Broad Hinton is inappropriate and not necessary and the focus should be solely on the problem junctions. Some of the junctions proposed serve just 4 or 5 houses in small private cul de sacs (mine included) and there have never been any issues and their nature, design and position along Broad Hinton would indicate there are unlikely ever to be issues. Those cul de sacs which directly about Broad Hinton without adopted road entrance links (for example the three houses opposite mine) have no restrictions either side of their access onto Broad Hinton proposed in the order. This makes a nonsense of your road safety arguments as these junctions are more dangerous than my own junction, some have no site lines what so ever and this demonstrates that a blanket approach has simply been adopted for those junctions which have adopted road links without detailed thought or proper consideration of the risks. There are many roads in Twyford of a similar nature to Broad Hinton yet they have not had a blanket order made to every junction along their length, the actions here are inconsistent with the approach elsewhere. This blanket approach is not only an inappropriate solution to the actual problem, but will waste public money at a time when funds are scarce and could be more focused on better road safety projects (how about some of the pot holes in Broad Hinton) or indeed just those junctions where there have been formal complaints and a high level of complaints have been received. More signs and road lines would be required to give effect to the order which would increase street clutter and detract from the aesthetics of the estate too. Furthermore more resources would be needed to regulate the order (be it traffic wardens or the police) and they would be stretched too by the order covering such an extensive number of junctions. Lastly I would mention that these additional waiting restrictions as proposed will probably have the effect of speeding up the traffic flow along the length of Broad Hinton and increasing road safety concerns, particularly for those with young Children.</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

<p>Resident Broad Hinton COMMENT</p>	<p>I am writing in connection with the public consultation on the (Various Roads, Twyford) (Prohibition of Waiting) Order 2014. I am supportive of the plans for the end of Broadhinton where it meets Hurst Road as that is where the parking problem occurs. However, the closes within Broad Hinton, the proposed parking restrictions are unnecessary and will severely limit the space for residents to park. In particular the planned restrictions on the junction of Burton Close and Broad Hinton are completely unnecessary. If the Burton Close restrictions are considered necessary, due consideration should be given to reducing the length of the parking restrictions to 4 metres which will adequately restrict parking at this junction.</p>	<p>The proposed restrictions will not 'severely limit' the amount of space for residents to park. The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton is not actually occurring and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>
<p>Resident Broad Hinton OBJECTION</p>	<p>I wish to register my opposition to the proposed parking restrictions on Waltham Chase. I have lived in Hubbard Close for 16 years and parking has never been a problem. Where on earth are residents and their visitors supposed to park if you intend to limit the areas available? Waltham Chase is a quiet and pleasant estate which is going to be defaced by painting yellow lines all over the place. The restrictions at the entrance to the estate are of benefit as the parking there was becoming dangerous, but to continue as far as Hubbard Close which is, incidentally, at the end of the estate where the bollards prevent any through traffic, is an absolute waste of council tax payers money. I implore you to reconsider this decision as it will not stop outsiders parking to gain access to the train station, it will force them to take up residents parking areas. Surely the answer is to provide more reasonably priced parking near the station not penalise residents of Waltham Chase. I implore you to reconsider this decision.</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton is not actually occurring and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p> <p>Hubbard Close is located close to the bus gate and residents should not be parking close to this area. Most residents already have off street parking which will not prevent any resident of their visitors from parking on the main carriageway in front of their</p>

		dropped kerbs.
Resident Broad Hinton OBJECTION	<p>I am writing to formally object to the proposed Traffic Order, notices of which have been posted on lampposts in Broad Hinton.</p> <p>From reviewing the plans on the Wokingham BC website, the proposal is to place parking restrictions (double yellow lines) in numerous locations on Broad Hinton and roads off it, around the junctions. The commentary given is that there have been a number of complaints from residents around lack of sight/ obstruction at the junctions due to parked cars.</p> <p>There has recently been a number of articles in local press about parking on Broad Hinton and other areas by commuters travelling from the railway station in Twyford. I personally do not have an issue with this, as restricting parking affects residents more than commuters, and parking slows down traffic on the road which on many occasions is already too fast. I have not however seen or heard of any complaints from residents, complaining of vehicle obstruction at junctions. I would be interested to learn how many complaints there have been.</p> <p>Parking around junctions is already restricted by rule 243 of the Highways Code which states that no parking is allowed "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Since the proposed order only concerns areas within 10 meters of a junction, the Police already have powers to prosecute drivers who obstruct junctions, so if this really is a problem the Police can deal with it. A recent article in the Twyford Advertiser reported that Wokingham Borough Council has no parking enforcement officers, so enforcement will fall to the Police in any case. The proposal is therefore a complete waste of public resources and funds which I am sure could be put to better use, such as to assist in the provision of additional commuter parking or repairing potholes.</p> <p>I have lived on Broad Hinton for the last 10 years and I have never, ever witnessed anyone parking around my immediate junction, the cul de sac between 94 and 86 Broad Hinton. Putting double yellow lines there is a complete waste of money and will be unsightly to say the least, and a view shared by my neighbours.</p> <p>The placing of double yellow lines and associated signs on Broad Hinton will be completely out of keeping with the area and will be an eyesore. Since the perceived problem does not exist, and if it does there are already powers to deal with it, the proposal is unwarranted and unjustified.</p>	<p>The highway code does states that no parking is allowed within 10m of a junction. Wokingham Borough Council does not have any powers to enforce parking restrictions on the public highway and this responsibility falls to Thames Valley Police.</p> <p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton is not actually occurring and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

	I would like you to take these views into account and I look forward to hearing your response.	
Resident Poundfield Way OBJECTION	<p>In respect of this proposal that will close for objections on 18th April. Firstly whilst I realise there is a real problem at the top and bottom of Broad Hinton (and I wonder why limited parking from say 8.00 to 9.00am has not been proposed?), this objection is in respect of the middle part of Broad Hinton.</p> <p>I am lead to believe that you will be conducting a survey very soon and I think this will prove my first point.</p> <p>I have lived here for 19 years and I work from home with a clear view of the road parking on the proposed yellow line on both sides of the beginning of Poundfield Way. In these 19 years nobody has parked on these corners (and so is the case for all off the 'middle' roads of Broad Hinton past Harrison Close). So at the minute there is not a parking problem. I realise your train of thoughts regarding the future, but from Poundfield Way to Twyford Station it takes a minimum of 15 minutes (uphill), I really don't think commuters will do that and certainly not park in the yellow line areas you are proposing. So therefore there is not a problem here and I don't think there will be one in the future. So I request that NO yellow lines are placed in Poundfield Way (and I believe you will have support of other residents).</p> <p>IF you do grant yellow lines on Poundfield Way this is going to cause a hazardous situation. Because:</p> <ul style="list-style-type: none"> - The 10 meter yellow line ceases just after the Substation. - Opposite my side of the road is totally dropped curbs all of the way down. - So cars will be encouraged to park immediately after the yellow lines on my side which is far too close to the junction for cars proceeding out and into Poundfield Way. - Poundfield Way is on a steep hill (the steepest in Broad Hinton). - Broadhinton spine road is a descending hill. <p>So if a car is parked on the side of the Sub Station, a car coming out of Poundfield has to go on the opposite side and is presented with a car coming into the road on a downhill descend (downhill, with partial vision, due to scrubs).</p> <p>This situation could further be a problem if a Bus was waiting on the top part of the road. I have enclosed drawings to illustrate this in the posted version (sent recorded delivery) of this objection. The only way this situation can be avoided is to extent the yellow lines to 18 meters and not 10 meters.</p>	<p>The police have not supported restricted parking because they and the council do not believe that residents as well as commuter parking at the top of Broad Hinton is a safety issue.</p> <p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton is not actually occurring and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

	<p>In summary my objections are as follows:</p> <ol style="list-style-type: none"> 1. There is NOT a problem a parking problem in Poundfield Way at the start of the road, on the corners. Your survey will prove this. So Yellow Lines are NOT required. 2. IF yellow lines are imposed then the length outside the Sub Station has to be extended to 18 METERS to avoid hazardous situations. <p>I have copied in Lindsey Ferris and Jason Webb who I have had conversation with in respect of the above, any feedback welcome. I would also appreciate feedback before any decisions are made and also acknowledgement that you have received this officially as an objection.</p>	
<p>Resident (unspecified location) SUPPORT</p>	<p>Support: My family and I fully support the proposals as advertised on lamp posts in Broad Hinton</p>	<p>Although this resident supports the TRO as consulted on it is to be recommended that the only restrictions which will be placed on the highway will be junction protection of the A321 Hurst Road with Broad Hinton.</p> <p>Since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed.</p>
<p>Resident Poundfield Way COMMENT</p>	<p>Please could you email a picture of the Broadhinton estate with the no waiting areas marked as it is difficult to read and understand the soggy white signs which seem to be different on every lamp post.</p> <p>I live in Poundfield Way, rg100xr where the road is currently full of cars, like many of the roads off of Broadhinton. I am concerned that preventing cars parking on the main road will cause more problems for the residents of the estate.</p> <p>When it snows and many of the cars need to park on Broadhinton because of the gradient of the side roads will the parking restrictions be enforced?</p> <p>I travel by foot, bike, car and bus through Broadhinton and can see the problems caused by cars parking there. There have been a few near misses especially on the buses but people have always been able to get through. I have never</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton is not actually occurring and therefore it is recommended to do</p>

	<p>witnessed the current yellow line restrictions being enforced.</p> <p>I look forward to your response.</p>	<p>nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p> <p>Parking enforcement is the responsibility of Thames Valley Police and restrictions are enforced when the police have resources to carry out this task.</p>
<p>Resident Broad Hinton SUPPORT</p>	<p>Support: Sirs. I wish to support the prepossessing for double yellow lines in Broad Hinton.</p>	<p>Although this resident supports the TRO as consulted on it is to be recommended that the only restrictions which will be placed on the highway will be junction protection of the A321 Hurst Road with Broad Hinton.</p> <p>Since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed.</p>
<p>Resident (unspecified location) OBJECTION</p>	<p>We wish to strongly object to the proposed restriction of parking on Broad Hinton. Many residents of Broad Hinton and neighbouring streets have to park on the main street as they do not have sufficient space on their drives to park their car(s). The majority of residents here are young families or professionals and unfortunately that means most houses need 2 cars. The garages are not wide enough to park most modern cars in and in most cases the drives can only accommodate one car.</p> <p>We have serious concerns that by restricting street parking some residents will pave over their front gardens. This will not only spoil the look of the estate, (as will the addition of yellow lines), a concern that has been highlighted in the past by the WBC itself on planning applications for the street. Paving over gardens also seriously increases the risk of subsidence and flooding - a particular concern after this year's winter.</p> <p>We would also like to add that many cars drive much too fast along Broad Hinton, particularly in light of the number of children who live here. There is a serious need for speed restrictions, not parking restrictions. In some ways parked cars on road are a good thing as it forces the cars to slow down.</p> <p>We appreciate that some lines have already been added to the top end of Broad Hinton and around Verey Close, but this was due to the parking issues associated with commuters parking and users of the Starlings Centre, Little Acorns Pre-School & the Colleton School, however none of these reasons apply further down</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

	<p>Broad Hinton.</p> <p>We do hope that the council will consider all of the above and realise that the proposed restriction is unnecessary and detrimental to the estate.</p> <p>Yours faithfully "</p>	
Broad Hinton OBJECTION	<p>I have noticed the signs attached to lampposts in my road regarding the proposal to paint double yellow lines along almost the entire length of this road. I remember that when a few people expressed concern that they were unable to stop conveniently, in order to post letters in the mail box at the top of the road by the roundabout, your response was to put double yellow lines in the road in the vicinity. Fair enough; it is a little bit easier to post letters there, but you then continued the yellow lines a further 120 metres down the road. You now propose to put these wretched lines along almost the entire length of Broad Hinton and i calculate that these lines will be painted immediately in front of my house and of my neighbours. I am telling you now that I and my three immediate neighbours object most strongly to your proposal. I have lived at my Broad Hinton address for over 20 years, and in that time i have NEVER found parking to be a problem. Furthur, as I have only space for 2 vehicles on my driveway, what am i supposed to do whenever more than one visitor's vehicle arrives-as often happens? In my opinion, you are trying to solve a problem that does not exist. Please drop this silly stupid idea immediately. Yours,</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>
Resident Hubbard Close OBJECTION	<p>"I have lived in Hubbard Close (Waltham Chase) for the past 16 years, which incidentally is a quiet residential site, and strongly object to the above proposals for the following reasons:-</p> <ul style="list-style-type: none"> - Parking was and still is a problem at the top of Broad Hinton when entering the site as the road immediately curves. - Initially, a proposal was put to the Council, supported by a petition, whereby request was made for no parking to be enforced as far as Verey Close as I understood it. Unfortunately, Double Yellow lines were done but only on one side of the road as far as Verey Close and partially on the other side. This left drivers still the option to park where the road curves, which is done on a regular occurrence and unfortunately still remains dangerous warranting the extension of Double Yellow Lines as far as Verey Close. I understand the additional road markings may have come about as a result of above petition and subsequently 2 residents continued to pursue the Council (to my knowledge, without any consultation with other residents) as indicated below in a recent email extract 	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

	<p>from Doug Brown when we became aware of the proposed road markings.</p> <p>""During this time (3 years) Steven Conway has retired and Richard Morris and I (Doug Brown) have attended innumerable meetings with Councillor Baker, his traffic management team and the Police. The council will do nothing without police approval and what you see now is what the police will agree to.""</p> <p>- Any additional Road Markings, which I am given to understand is to reinforce the advice of the Highway Code, at each junction of Broad Hinton are completely unrealistic/unnecessary and a total waste of Council Tax Payers money which could be used more efficiently - for instance, helping to ensure the extensive major recent flooding in the Wokingham Borough is alleviated. Incidentally, I note there are no road markings on most junctions off major roads, for instance London Road and Wargrave Road.</p> <p>- I personally travel up and down the Waltham Chase estate 5/6 times a day during working hours and do not see parking, apart from indicated above, which compromises the safety and convenience of other road users as they join Broad Hinton. Bollards are in place at top of Hubbard Close with only access for Buses and these only run once an hour. Traffic flow during the day is extremely low.</p> <p>I am completely mystified as to why you consider our quiet residential site necessary for proposed road markings. In fact, if these go ahead it will actually create problems for residents and their visitors as Computers who use the site for parking to gain access to the train station as result of insufficient parking at the station, will be forced to use residents parking areas.</p> <p>In view of my comments above, I suggest the above scheme needs urgent reassessment.</p> <p>Thank you "</p>	
<p>Resident Broad Hinton OBJECTION</p>	<p>I write to object to the proposed plan to apply double yellow lines to a number of junctions along Broad Hinton in Twyford as detailed on your website.</p> <p>Firstly, Broad Hinton is an area of Twyford which currently does not have many road markings or street furniture and I believe painting further yellow lines will detract from the overall aesthetics of the Waltham Chase development.</p> <p>Secondly, although you state that there have been complaints from residents</p>	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p>

	<p>regarding joining Broad Hinton from various side streets, I have never experienced difficulty turning out from the cul-de-sac where I live due to cars parked on the junction and, as far as I know, neither have my neighbours.</p> <p>Thirdly, given that according to the Highway Code, it is illegal to park inconsiderately and in proximity to a junction, the painting of yellow lines is unnecessary.</p> <p>Furthermore, the road surface of Broad Hinton is in places beginning to break down and I believe that it would be better to spend taxpayers money on improving the road surface as opposed to painting superfluous yellow lines.</p> <p>Finally, I am concerned that, with further yellow lines, in the future Wokingham Borough Council may decide to impose further parking restrictions on Broad Hinton that prohibit parking at certain times of the day. I rely heavily on family members to assist with childcare who at times park all day on Broad Hinton. My concern is that if parking restrictions such as those in the middle of Twyford (for instance no parking between 11am and 12noon) were to be imposed on Broad Hinton, then this would result in severe limitation to the level of assistance that I could receive with regard to childcare as well as restricting when I am able to receive visitors that would need to park on the street.</p> <p>I hope that Wokingham Borough Council will take due notice of my objection and not pursue the proposal that has been issued for consultation.</p> <p>Yours sincerely, "</p>	<p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>
<p>Resident Broad Hinton OBJECTION</p>	<p>I write to object to the proposed plan to apply double yellow lines to a number of junctions along Broad Hinton in Twyford as detailed on your website.</p> <p>My objection is based on the following points:</p> <ol style="list-style-type: none"> 1. Broad Hinton is an area of Twyford which currently does not have many road markings or street furniture and I believe painting further yellow lines will detract from the overall aesthetics of the Waltham Chase development. 2. Although you state that there have been complaints from residents regarding joining Broad Hinton from various side streets, I have never experienced difficulty turning out from the cul-de-sac where I live due to cars parked on the junction and, as far as I know, neither have my neighbours. 	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further</p>

	<p>3. According to the Highway Code, it is illegal to park inconsiderately and in proximity to a junction, the painting of yellow lines is unnecessary.</p> <p>4. The road surface of Broad Hinton is in places beginning to break down and I believe that it would be better to spend taxpayers money on improving the road surface as opposed to painting unnecessary yellow lines.</p> <p>5. As a Parish Councillor I have been approached by a number of the local residents who have expressed similar concerns to those that I have stated above. In addition concern has also been raised that this is the thin end of the wedge and that over time more and more parking restrictions will be imposed similar to those in the centre of the village that would make it extremely difficult to entertain visitors or guests due to prohibition of parking for set times in the day.</p> <p>I hope that Wokingham Borough Council will consider the points raised in my objection and not pursue the proposal that has been issued for consultation.</p>	<p>apart from providing protection at the A321 Hurst Road junction with Broad Hinton..</p> <p>The cost of implementing parking restrictions is relatively small and would not impact any road resurfacing or pot hole filling programme. Any defects with the road surface can be reported to highways.operations@wokingham.gov.uk.</p>
<p>Resident Harrison Close COMMENT</p>	<p>I am writing in response to the proposed yellow lines on all junctions down Broad Hinton. I have thought long and hard about this and have come to the following conclusions:-</p> <ul style="list-style-type: none"> • Yes, commuter parking is a problem, but I believe we have to accept that parking anywhere in Twyford is a huge problem and until such time as anyone can come up with a solution we have to live with it. The commuters all have jobs to get to and taking away the Broad Hinton parking will only shift them elsewhere not resolve the problem. • It is quite likely that at times of celebration (Christmas, birthdays, summer b-b-q's etc) that this will mean visitors to residents will not be able to park. • It is quite likely these commuters will just move and start parking in the closes themselves and we have little enough parking already. WBC will then be subject to another whole load of complaints to deal with! • I have been told you are doing this for safety reasons. While I accept that yellow lines at the Waltham Rd end were necessary, I don't believe it to be an issue further down Broad Hinton apart from one place on a bend. My husband has lived in Harrison Close since 1990, I have lived in Harrison Close since 1997 and we have never heard of an accident there due to parking. Yes, I agree that coming out of a close sometimes the view is restricted, but all that is needed is a bit of caution, care, and common sense on the driver's part (standard driving practice). • What is a problem are the drivers that speed down Broad Hinton from the Hurst Road end at 30/40 mph! I would like to see speed restrictions to stop 	<p>The proposed restrictions were supported by the police as they would formalise the first 10 meters of a junction where the highway code says drivers should not park due to safety and which could affect sight lines. In effect the proposed restrictions do not change the current situation that people should not park in close proximity to a junction.</p> <p>However since consulting on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton.</p>

	<p>this. Pinch points, 15mph limit?</p> <ul style="list-style-type: none"> • I feel a kinder solution would be a restriction that would stop all day parking and not hinder residents rather than yellow lines that could badly affect residents & family life. Also, lots of yellow lines could well deter prospective house buyers as it would strongly imply a parking problem. • Can you please tell me what the cost of all this line painting will be? I'm sure there are far better things for WBC to spend money on than unnecessary yellow lines. <p>I hope you will take my comments seriously when you make a decision on this matter.</p>	
Twyford Parish Council	No formal response from the Parish Council, although conflicting responses from Parish Cllrs, one in favour and one objecting.	
Cllr. Lindsay Ferris	<p>We have received various comments about the proposed double yellow lines in Broad Hinton from residents. Certainly in some areas they are very much appropriate, whilst in others residents are less happy. To me the proposal comes across as (a) double yellow lines at all junctions & (b) some specific double yellows around bus stops. I fully support (b), but (a) may not be appropriate in all cases.</p> <p>The issue of some form of timed parking restriction e.g. No Parking Mon - Fri 10am -11am keeps raising its head. I personally feel this would be a good way to deal with commuter parking, but not impede residents too much. Is there any way of this element being included for Broad Hinton, particularly at the top and bottom ends. There does seem to be less of an issue in the middle of Broad Hinton, probably because it is further to walk to the station.</p>	<p>Following a consultation on this TRO a parking review has been carried out in various roads in Twyford and Broad Hinton was included. It has been noted that the concerns of vehicles parking at junctions along Broad Hinton was not observed and therefore it is recommended to do nothing further apart from providing protection at the A321 Hurst Road junction with Broad Hinton this will also take in to account the bus stop location in this area.</p> <p>A separate meeting with the Transport Planning team regarding bus stops was carried out in August 2014 a list of requests was made and these have been responded to separately as they are not covered in this traffic regulation order.</p>

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