



WOKINGHAM BOROUGH COUNCIL

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held at Civic Offices, Shute End, Wokingham, RG40 1BN on **FRIDAY 16 DECEMBER 2016 AT 2.30 PM**

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

Andy Couldrick
Chief Executive
Published on 8 December 2016

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

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WOKINGHAM BOROUGH COUNCIL

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

Malcolm Richards, Executive Member for Highways and Transport

Officers Present

Michael Horton, Senior Traffic Management Engineer

Arabella Yandle, Democratic Services Officer

IMD NO. 2016	WARD	SUBJECT
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IMD35

Hurst

**A321 BROADWATER LANE / TAPE LANE,
HURST - PROPOSED TRAFFIC REGULATION
ORDER**

5 - 18

To decide whether to proceed with the making
of the Traffic Regulation Order (TRO) relating to
the A321 Broadwater Lane/Tape Lane, Hurst

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Civic Offices, Shute End, Wokingham, RG40 1BN

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Agenda Item IMD35

INDIVIDUAL EXECUTIVE MEMBER DECISION REFERENCE IMD: 2016/35

TITLE	A321 Broadwater Lane / Tape Lane, Hurst- Proposed Traffic Regulation Order 2016
DECISION TO BE MADE BY	Cllr. Malcolm Richards, Executive Member for Highways and Transport
DATE AND TIME	Friday 16 th December 2016, 2.30pm
WARD	Hurst
DIRECTOR	Josie Wragg, Interim Director for Environment
REPORT TO BE PUBLISHED ON	Thursday 7th December 2016
VENUE	Room LGF2, lower ground floor, Shute End offices

OUTCOME / BENEFITS TO THE COMMUNITY

Road safety is compromised at the junction of A321 Broadwater Lane / Tape Lane, Hurst, as parked vehicles obstruct visibility and disrupt the flow of traffic on the A-road. The proposal to introduce double yellow lines will therefore protect the travelling public

RECOMMENDATION

It is recommended that the Executive Member for Highways and Transport:

- 1) agrees to make the proposed WOKINGHAM BOROUGH COUNCIL (A321 BROADWATER LANE/TAPE LANE, HURST) (PROHIBITION OF WAITING) ORDER 2016
- 2) Instruct officers to inform those who have responded accordingly.

SUMMARY OF REPORT

The proposed revised layout is illustrated on Drawing No The new TRO was advertised on the 2016 and letters were sent to statutory consultees, and some local residents and organisations. Responses were received, of which 7 support the proposal, 7 object and 2 make other comments. Some of the objectors do not live directly next to the proposed restrictions, and if their numbers are discounted, there is a general level of support. The report recommends the making of the order.

Background

The A321 Broadwater Lane runs through Hurst village, and local parking activities narrow the road down to one Lane of traffic. Whilst this doesn't present insurmountable delays to through traffic, some of the parking takes place opposite the junction with Tape Lane which compromises safety by making through traffic use the wrong side of the road and one of the approaches has very limited forward visibility. A request was received from local ward member Cllr Wayne Smith to promote parking restrictions to keep the junction clear.

The proposed restrictions are illustrated on Drawing No. 5049-2152

A Notice of Proposals was published in the Reading Chronicle on the 28 July 2016 with a deadline for responses by the 18 August 2016; a copy of the notice was erected on-street. A letter was also sent to statutory consultees and other organisations, including local residents that are near to or front onto the proposals.

Responses to TRO Consultation

The local ward member, Wayne Smith, supports the proposals, as does the Parish Council.

The Council received 16 other replies. Of these, 7 support the proposals, 7 object and 2 made other comments. However, some of the objectors do not front onto the proposed restrictions, and if their numbers are discounted, there is a general level of support. The Police had no objection to the proposals.

All consultation feedback is detailed in appendix A.

Recommendation and Conclusion

Based on the consultation response, the general view was that the proposed restrictions should go ahead.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£500	N/A	N/A
Next Financial Year (Year 2)			
Following Financial Year (Year 3)			

Other financial information relevant to the Recommendation/Decision
N/A

Cross-Council Implications
It does not impact on other services

SUMMARY OF CONSULTATION RESPONSES	
Director – Finance and Resources	No response
Monitoring Officer	No response
Leader of the Council	The police, the local councillor and the Parish Council all support this request and therefore it is appropriate to support this proposal
Town and Parish Councils: Hurst Parish Councils	The Parish Council Members voted unanimously in favour of the proposal.
Local Ward Members	
Councillor Wayne Smith	No response

List of Background Papers
Notice of Intent, Statement of Reasons, Drawing Number 5049-2152, consultation letter and responses. Consultation

Contact Mike Horton	Service Environment
Telephone No 0118 974 6000 (x 6202)	Email traffic.management@wokingham.gov.uk
Date 23 rd November 2016	Version No. 1

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APPENDIX A

A321 BROADWATER LANE, TAPE LANE, HURST PROHIBITION OF WAITING ORDER 2016

	Letter/Email from		Supports / Objects / Comment	Comment/Objection	Officer Comment
1.		A local Resident	Supports and makes other comments	<p>Further to the WBC Order, which I am in full support of, I feel that the extent of the proposed double yellow lines does not extend far enough.</p> <p>The parking problem extends into Hogmore Lane and along the A321, thus the proposed lines will only displace the problem a few yards towards Twyford.</p> <p>May I suggest that double yellow lines be painted on both side of the roads to the 10 yard limit, round the corner into Hogmore Lane, along the A321 towards Twyford and around the small grass triangle at the junction, to ensure that the whole junction is covered.</p> <p>The turning into and out of Hogmore Lane is more “blind” than that at Tape Lane, over the years there have been numerous accidents and near accidents at that junction. On the Twyford side is a large stone wall which obviously can’t be moved and on the Wokingham side an overgrown hedge which could be cut back to allow some modicum of better line of sight onto the A321.</p> <p>May the residents here look forward to some double yellow lines in the appropriate place please?</p>	For all parking restrictions, there is always a risk that parked vehicles will displace to nearby areas creating different problems. It is intended that we will monitor the impact of the new restrictions and should problems occur, then further restrictions can be considered in due course.
2.	Traffic Management Liaison Officer	Thames Valley Police (TVP)		TVP Traffic Management has no objection to the above scheme.	Noted.

3.		Local Residents	Objects and Comments	<p>Thank you for your letter dated 25th July regarding the proposed double yellow lines for the junction of A321 Broadwater Lane and Tape Lane. Please note that we very much object to this proposed change, which appears to have already been agreed, to the road for the following reasons:</p> <p><u>Required parking</u></p> <p>Last night we looked at this junction and saw 5 cars there, all of which we recognise as belonging to the residents who live on the section of Broadwater Lane known as The Street. We were wondering where you are proposing these cars to go everyday?</p> <p>Genuinely people park there as there isn't any additional spaces on the Street as quite a few houses have off street parking, which means they have lowered curbs, which we can't park in front of. We live in a house which does not offer any off road parking. We don't like the idea of not getting to park near our house and potentially have to walk a distance in an unlit area.</p> <p>Over the last few nights we have looked along the Street to see if it's possible to park further down. This is not at all possible as the local shop has many cars moving around in front of it which blocks that section of road from having residents park there.</p> <p><u>Safety</u></p> <p>Speeding along this road is an issue which we and many residents think is not being tackled. It's mentioned in nearly all village society newsletters, however we have seen very little done on our stretch of road which lead us to believe this is not being addressed and is the true issue of safety at this junction. At the moment we believe that the view of cars along the mentioned stretch encourages drivers to slow down a little as they approach from Twyford. We are very concerned about drivers not seeing any cars and therefore speeding up. Twice one of our cars has been crashed into outside our house and on both occasions there were no cars along the fore mentioned section however in the near decade we have been residents here we are not aware of</p>	<p>The proposals have been kept to a minimum to avoid unnecessary displacement of parking into nearby residential areas. The proposal is to prohibit parking at a junction of an A road and the council has to have due regard for road safety. It is therefore considered that the needs of residents to have an available parking space nearby are outweighed by the road safety considerations.</p> <p>There are no personal injury accidents recorded by the police in the last 10 years that relate to either speeds or parking. The speed limit along this stretch of the A321 is 30mph, which was reduced from 40mph in 2010. This was partly at the request of the police and in liaison with Hurst Parish Council.</p> <p>Accident records are one of many factors that the council considers in deciding whether to consider parking restrictions. The junction of</p>
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				<p>any accidents at this junction. Have there been any?</p> <p>We are also baffled why the proposals have not been made at the other end of Tape Lane with it's junction at School Road. This is a far smaller junction with parking occurring daily during school term by parents collecting their children. On a daily basis we have to cross the road between illegally parked cars to be able to walk down Tape Lane yet no concern by Tape Lane residents have been made.</p>	<p>School Road with Tape Lane is not part of the A321 route but it also has no personal injury accidents recorded.</p> <p>School parking issues are slightly different in that it is a temporary condition. At some locations near schools, the temporary parking congestion can help to reduce speeds.</p>
				<p>Local businesses</p> <p>That section of road is used on a daily basis for people purchasing goods from our local butcher and baker. I would be shocked if shoppers not being able to park didn't have a very negative impact on these businesses. Have they been consulted?</p> <p>Lastly with regards to the issues of safety pointed out by residence of Tape Lane. Might the residence be encouraged to refrain from parking cars along the pavement. We walk our children to preschool and school along this road and nearly every day we are required to go along the road as the pavements are blocked with cars.</p>	<p>The proposed restrictions are approx. 100m away from the local butcher, baker and other shops. Other parking spaces nearby remain available and it is considered that the proposed restrictions would not cause significant impact on local trade.</p> <p>It is illegal for a vehicle to park in a manner which obstructs the footway. The council advises residents to report any incidents of obstruction to the local neighbourhood police team.</p>
4.		Local resident	Supports	<p>I wanted to write to state my full and unequivocal support for the proposal (your ref SFU/TRO/TAPE LANE) for double yellow lines at the junction of Tape Lane & Broadwater Lane.</p> <p>We have already had several close calls when turning left out of Tape Lane towards Twyford. As it is a blind bend anyone parked opposite Tape Lane forces traffic onto the other side of the road and as it stands I believe that this will cause accidents so to me this is an incredibly sensible proposal.</p> <p>Should you need anything further please do not hesitate to contact me</p>	Noted.

5.		Local Resident	Comments	<p>Further to my telephone call earlier this week parking in the road immediately outside our door is frequently obstructed by cars, usually belonging to non-residents of Tape Lane.</p> <p>The suggestion that this could be overcome to some extent by an 'advisory white line' seems helpful and I look forward to hearing more from you on this.</p>	<p>This location is beyond the limit of the proposals and so the resident has been contacted directly to discuss the provision of a white 'Access Protection Marking' (APM)</p>
6.		Local Resident	Objects and Comments	<p>I do not think double yellow lines should be introduced to the Tape Lane/A321 Broadwater Lane junction.</p> <p>I use the junction in question. I do not find the parking to be a big enough problem to warrant setting the precedent of double yellow lines in the village. There are sometimes parked cars opposite the junction, but this is mainly on a Saturday by people visiting the shops. I am careful pulling out of Tape Lane if there are cars parked opposite. The Highway Code advises drivers to creep out slowly if oncoming traffic can't be seen clearly.</p> <p>If the police don't have time to enforce the Highway Code at the junction now, how will the double yellow lines be enforced? It would better to ask the police to enforce periodically on a Saturday morning, rather than have a permanent restriction. Double yellow lines are usually found in urban settings and so this proposal would have an urbanising effect in the rural village of Hurst.</p> <p>I think the proposed restriction will increase cars parked at the entrance to Hogmoor Lane, so shifting the problem from one place to another.</p>	<p>Double yellow lines are the only means of restricting parking that require no associated upright traffic signs. It is proposed to use the narrower '50mm' wide lines in this area to help minimize the visual impact of the proposed restrictions.</p> <p>The removal of parking at the junction would improve the visibility from both the A321 approach and the Tape Lane approach. The A321 has priority and so vehicles do not have the same tendency to approach with caution.</p> <p>Enforcement is currently the responsibility of Thames Valley Police, but the Council is currently applying to the Department for Transport to take over those powers from October 2017. Although this would therefore enable the council to consider undertaking a greater degree of parking enforcement in the future, double yellow lines are expected to offer a high degree of 'self-enforcement'.</p>

7.		Local Resident	Objects and Comments	<p>I am writing to object to the A321 Broadwater Lane, Tape Lane, Hurst Prohibition of Waiting Order 2016.</p> <p>Hurst is a rural village and I am keen to keep the rural nature of this village. I feel that introducing yellow lines is setting a precedent for other areas of the village and it is creeping urbanisation. I feel double yellow lines don't belong in a village setting and they can easily be extended once in place.</p> <p>I'm sure there will be more pressure once cross rail comes in to smooth the passage of traffic through the village centre - which would be extremely dangerous as the parked cars slow down the speeding cars through the village. It is also important to consider the impact of parking of the three shops in Hurst - we don't want to make it more difficult for people to use them.</p> <p>Tape Lane is an access only road, and as such the majority of the traffic will be residents of the lane, who will be fully aware of the junction. I use it daily and never find any difficulty.</p> <p>As you say it is difficult for the police to enforce the junction, and I don't see what difference the yellow lines will make unless they are there to enforce it.</p> <p>I hope you will reconsider this order.</p> <p>By the way, the sign that was put up is very easy to miss, as it is a small white sign and at knee height. Very easy to miss.</p>	<p>Double yellow lines are the only means of restricting parking that require no associated upright traffic signs. It is proposed to use the narrower '50mm' wide lines in this area to help minimize the visual impact of the proposed restrictions.</p> <p>The proposals are to prohibit parking at the junction of an A road only, as the council has to have due regard for road safety, and the remaining parking spaces beyond the junction would be unrestricted.</p> <p>The proposed restrictions are approx. 100m away from the local butcher, baker and other shops. Other parking spaces nearby remain available and it is considered that the proposed restrictions would not cause significant impact on local trade.</p>
8.		Local Resident	Supports and Comments	<p>I am fully in support of the proposed yellow lines, because of parking opposite the end of the road have on occasions come face to face with traffic on the wrong side of the road when turning left out of Tape Lane. The cars travelling from Twyford accelerate to get past the parked cars and pull onto the right early, thus creating the potential for a head on collision at a corner that doesn't have great visibility. I would be delighted if the restrictions go ahead, though I do</p>	<p>The proposed restrictions are approx. 100m away from the local butcher, baker and other shops. Other parking spaces nearby remain available and it is considered that the proposed restrictions would not cause significant impact on local trade.</p>

				understand it may be trickier for people stopping at the butchers at busy times.	
9.		Local Resident	Supports and Comments	The proposed yellow lines around and specifically opposite Tape Lane are an excellent idea and should prevent drivers overtaking parked vehicles in front of the T junction, which in turn should prevent the high number of near misses where traffic turning left onto the A321 has been met with cars on their side of the road. I have witnessed one very bad accident a few years back. Visibility to the left is very poor.	The removal of parking at the junction would improve the visibility from both the A321 approach and the Tape Lane approach. The A321 has priority and so vehicles do not have the same tendency to approach with caution.
10.		Local Resident	Supports and Comments	In total agreement with this proposal. This is quite a dangerous junction and the parking on Broadwater Lane/Wards End can be a little inconsiderate. This particularly applies to utilities and goods delivery vehicles. Large vehicles, whose drivers are calling at the Village Store, can be a problem too when there is already a number of other vehicles along the rest of the road. Perhaps a weight restriction for parking could be an answer? The drivers of such vehicles might be better off making their purchases at a more appropriate store. They must be very few and would have little effect on the business of the Store. Also maybe waiting in this area could also be limited to one side of the road only? Another answer, as applies to certain town centre areas, might be to limit waiting for delivery vehicles to a specific time period.	Support Noted. With regards to parking by large vehicles, most parking restrictions contain an exemption for collecting/delivering goods to or from adjacent property. Therefore it is not possible to introduce a restriction that prohibits only large vehicles from waiting completely.

11.		Local resident	Objects and comments	<p>I am opposed to the introduction of double yellow lines in the village. The centre of the village is perfect traffic calming and should not be tampered with. The configuration of parked cars always changes so drivers never know what to expect which very effectively slows the traffic down. There is limited parking for residents and the three shops so we need a degree of flexibility. This situation will exist in rural villages all over the country, but you don't see double yellow lines.</p> <p>I have used Tape Lane for the past 11 years. I know to be careful when exiting Tape Lane onto the A321 as it is hard to see traffic approaching from the left due to 'The Cricketers' house on the corner. This will not change with the introduction of double yellow lines. In fact it will make matters worse as cars will be travelling at greater speed. Has anyone actually monitored the frequency of parked cars? They are not there all the time. It is mainly on a Saturday morning with parking for the shops. It is not a big problem!</p> <p>If we have double yellow lines introduced at this junction there will be calls for them at other junctions in the village or to have the lines extended. Tape Lane is an access only road, not a major thoroughfare. I don't want to see the village blighted by unnecessary urban traffic management. Residents have coped for years and can continue to cope with a careful approach to the junction.</p>	The proposal is to prohibit parking at a junction of an A road and the council has to have due regard for road safety.
12.		Local resident	Supports and Comments	<p>I am writing to support the above order (Drawing no. 5049-2152)</p> <p>For many years and regularly warn visitors and our children about the dangers of this junction, when cars are parked at it. Cars on the A321 often travel quite fast and pull out early to pass parked cars, making the exit from Tape Lane very dangerous</p>	Noted

13.		Local resident	Objects and Comments	<p>Having looked at the proposal I can see that yellow lines could be perceived as making the junction safer. However, as it is illegal to park within 10 metres of a junction why should we have yellow lines, when this should be down to enforcement and education (we have similar issues elsewhere within the village (the opposite end of Tape Lane going into School Road for instance)? I am against this proposal in principle, because putting yellow lines whilst making the junction clearer, will encourage the traffic going along the A321 to go faster approaching the junction of both Hogmoor Lane and Tape Lane and this will make it just as difficult, if not more difficult to drive out of Tape Lane, especially when turning right on to A321 from Tape Lane towards Wokingham. As you cross from Tape Lane It is a blind corner into the A321 and a mirror placed opposite would be far more effective and safer, so we can actually see what is coming.</p> <p>Currently, the parked cars, whilst a nuisance, do slow the traffic down and most people waiting to overtake the cars, do let you out of Tape Lane.</p>	<p>The mirror can be problematic for motorists who are not used to interpreting its reflection, which can be very misleading for drivers as the reflected view is in reverse and depth perception is distorted due to the convex shape of the mirror. Also, there are other concerns such as a mirror reflecting headlight beams and dazzling on-coming drivers, which can be very disconcerting for traffic on a main road, and the fact that they are prone to condensation in the winter, vandalism, and general maintenance issues. Therefore we would not support the installation of a mirror.</p>
14.		Local resident	Objects and Comments	<p>My wife and I wish to object to the proposal to place double yellow lines at the junction of the A321 and Tape Lane in Hurst. There is another road joining the A321 at the same place and that is Hogmoor Lane and this has not been taken into consideration in the proposal. If any time parking restrictions are placed as proposed on the plan of the area then it is more than likely that car owners who currently park on the road where yellow lines are now proposed will instead park down Hogmoor Lane. This is a narrow lane that at its junction with the A321 divides into two separate single width roads and then widens into the lane that barely allows two vehicles to pass at present.</p> <p>Hogmoor Lane is well used by traffic, both cars and often lorries, and any parking down the lane will cause considerable congestion. Parking at the top end of Hogmoor Lane will also block the sight lines from the exits of the four houses at this end of the lane making leaving</p>	<p>For all parking restrictions, there is always a risk that parked vehicles will displace to nearby areas creating different problems. It is intended that we will monitor the impact of the new restrictions and should problems occur, then further restrictions can be considered in due course.</p> <p>Double yellow lines are the only means of restricting parking that require no associated upright traffic signs. It is proposed to use the narrower '50mm' wide lines in this area to help minimize the visual impact of the proposed restrictions.</p>

				<p>these houses difficult and dangerous. (The houses are Wards Cross House, Long Barn, Sunset Cottage and The Old Posting House). I know this to be true because cars are occasionally parked just outside my entrance (shared with Long Barn) and driving out into the lane is very difficult as one cannot see round the parked vehicle and cars frequently enter the lane from the A321 quickly. I have often had to brake very quickly to avoid an accident when my view has been obstructed by a parked car.</p> <p>We therefore ask you not to ban cars from parking in the proposed area on the A321 as the problem will merely be moved to another section of road close by in Hogmoor Lane where I believe that the situation would become considerably more dangerous than it is at present.</p> <p>We also object to the visual impact of yellow lines in this area where two of the houses date from 1610 and are listed buildings. This is a very old village and wherever possible its rural amenities and charm should be protected and not subjected to unattractive urban road markings.</p>	
15.		Local Resident	Objects and Comments	<p>I wish to object to the proposal to paint double yellow lines in the centre of Hurst , a village which is designated as countryside</p> <p>Whilst actually admitting that there can be selfish parking in Tape lane, & Hogmoor lane for the shops, seems to be a somewhat draconian solution perhaps could be a few signs warning not to park too close to junctions should in this area, be sufficient to deter such ignorant parking!</p> <p>Please begin, by explaining that everyone can assist by telling the shop owners & residents that drivers could be issued with a warning that they could be prosecuted for parking too close to a junction (as described in the Highway Code! Those who are see cars parked close to the junction please inform police of the registration numbers persistent offenders!</p> <p>In times of austerity this is a less expensive solution. We all</p>	Double yellow lines are the only means of restricting parking that require no associated upright traffic signs. It is proposed to use the narrower '50mm' wide lines in this area to help minimize the visual impact of the proposed restrictions.

				need to help in solving this problem instead of urbanising one of the few remaining villages in the borough. Thank you for refusing this application to paint double yellow lines in a rural area.	
16.		Local Resident	Supports	I agree with the addition of yellow lines to this junction as I believe it will improve road safety in Hurst.	Noted