

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

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Date 30 th July 2015	Version No. 2

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