
WINKFIELD NEIGHBOURHOOD PLAN

Topic: Traffic and Parking

Synopsis:

This topic paper will provide evidence to support the policy approach being taken in the Winkfield Neighbourhood Plan with regards to Traffic & Parking. This is a draft version for review by rCOH and the Winkfield Neighbourhood Plan Steering Group

Author:

Keith Stephens

Acknowledgements:

My thanks go to Roger Whiteford-Mulkern, Moira Gow, Stuart Tarrant, Richard Small, Bruce Singleton, and Jacqui Lovell for the invaluable help and guidance they have given me.

Document Version

Draft V12.1

Date:

27th May 2017

Table of Contents:

Road Transport	4
Significant Roads in the Parish	8
Pedestrian pathways.	20
Cycleways	23
Bus Routes	26
Parking	26
Safety	32
Suggested Policies for Winkfield	34
Sources of information	35
Winkfield Neighbourhood Development Plan – Traffic and Parking Sub Committee	36

Photographs and Maps

Figure 1 Winkfield Parish, Highways in the North, Map	6
Figure 2 Winkfield Parish, Highways in the South, Map	7
Figure 3 The road by Lambrook School, looking towards its entrance	10
Figure 4 Parking opposite the Pizzeria Restaurant	11
Figure 5 School Parking in Winkfield Row	12
Figure 6 Junction of Chavey Down Road and Winkfield Row	12
Figure 7 Crossroads B3017 Chavey Down Road and B3034 Forest Road	13
Figure 8 Chavey Down Road, looking towards Winkfield Row	14
Figure 9 Braziers Lane, viewed from Locks Ride	15
Figure 10 Braziers Lane, White Van showing how narrow it is	15
Figure 11 Accident aftermath at the Jct of Bracknell Lane, Cocks Lane & Winkfield Lane	17
Figure 12 A329 London Road looking towards Ascot from New Forest Road	19
Figure 13 Typical rush hour queues to enter Braziers Lane	19
Figure 14 North Road, Chavey Down. Safety Difficulty for Pedestrians	20
Figure 15 Woodford Green, The Warren. 15 houses with no pavements.	21
Figure 16 A footpath from Stokeford Close to Lychett Minster Close, no Pavements.	22
Figure 17 Pavement Parking in Fordwells Drive, The Warren.....	22
Figure 18 Cycleways Map	24
Figure 19 Entrance to Tesco Goods Entrance and Railway Station, Martin's Heron	25
Figure 20 Wychwood Avenue, congested with commuter parking	28
Figure 21 Tarnbank Way, Forest Park	29
Figure 22 Wareham Road, The Warren, Overflow resident parking from surrounding houses.....	30
Figure 23 Bowland Drive, Forest Park On a Sunday.....	30
Figure 24 Lily Hill Road, Chavey Down on a weekend afternoon	31

Figure 25 Lily Hill Road, Chavey Down, on a weekday showing commuters cars
parked approximately 900m from the Station..... 31

Draft 12.1 28/05/17

Winkfield Parish lies on the Eastern side of Bracknell Forest, separating the town centre of Bracknell from Ascot. It is a large, elongate, parish trending North – South with three major traffic routes running through it, the A329 running East – West through the centre of the parish, the A322 to the South West linking the town centre to Junction 3 of the M3 and to junction 10 of the M4 and the A332 trending Northwards from the M3 Junction 3 towards Windsor.

Winkfield Parish is a mix of outlying villages, much of the housing stock dating back to pre-1900 and pre WWII, and newer, more centralized, 1980s estates. Many of these roads and streets being constructed before car ownership became so prevalent.

The major problem facing Winkfield Parish is transport. The ever-expanding population brings ever increasing transport problems. Unless there is more strategic planning, there is a real danger that gridlock will ensue on local highways.

Transport in Winkfield Parish is a mixture of very busy major transport corridors, urban highways, main roads, rural roads and relatively quiet countryside roads. Unfortunately, the main method of transport is the car. There is one railway line running East - West through the center of the parish but there is poor coverage of bus routes within the parish.

As land in the region is very expensive, being within commuting distance of both London and Reading, developers, who look to maximize profits on their investment, appear only to pay lip service to alternative methods of transport; cycleways and pedestrian routes are never considered as a priority. In addition, bus routes are rarely added to newly built areas unless the population has increased markedly, and the routes are financially viable.

From information extracted from the recent questionnaire sent to all Winkfield Parish residents, traffic and especially parking are of concern to most residents. With proposals for future housing developments within the Parish it is imperative that a strategic view is taken of the consequent increase in traffic which will be proportional to the size of any development.

Road Transport

Congestion, especially at peak hours, is recognised at many road junctions: -

- The A329 junctions with New Forest Ride (Mercedes Garage), Priory Road (The Foresters pub) and Fernbank Road (LVS School);
- The A322 at the newly constructed cross roads at Coral Reef
- The junction of the A322 and the A332 and on towards the M3, junction 3.

These are the main areas of concern but there is also congestion at many minor routes throughout the parish.

This detracts from the quality of life for residents, increases journey times and creates unnecessary air pollution.

The A322 from junction 3 of the M3 carrying up to 40,000 vehicles a day is the major road in the Parish. As well as bringing vehicles into Bracknell it is also the only link road between the M3 J3 and the M4 J10. Recent changes at the New Forest Ride/Coral Reef junction have been designed to speed up traffic flow and alleviate backlog in the rush hours. Additionally, traffic that flows from the M3 junction northbound up the A332 towards Ascot still experience delays in busy periods at the approach to the Heatherwood roundabout.

Major attractions adjacent to the parish also add to the traffic problems at certain times of the year. Ascot Race Course has approximately 26 days of racing throughout the year with Royal Ascot Week causing the most serious delays, plus Red Bull Air Races, Concerts and Corporate events adding to traffic loads. Lapland, a new Christmas attraction based in Swinley Forest on the B3017, which has just been given planning permission for 10 years, and runs from late November to Christmas Eve, hosts many visitors every year. Legoland, bordering the north of the parish has a huge number of visitors from approximately late March until October, especially during the school holidays. This is signposted from Junction 3 of the M3 through the Parish via the A332 Swinley Road and Kings Ride. This causes traffic problems on the A332, A3022 and surrounding side roads especially in the Cranbourne area.

Supermarkets, Shops, Businesses, Garden Centers, Hotels and Pubs at some time require supplies and thus access by heavy transport. Major events and attractions also cause further stress on the road infrastructure, especially prior to the events with the arrival of heavy goods vehicles.

In addition, points of interest for the public, within and external to the parish, such as Schools, Churches and Community Centers will attract vehicles at certain times of the day causing congestion on what are often A & B roads.

If the 3rd runway at Heathrow is approved, a further 25 million passenger movements can be expected and obviously some of this will impinge on the Parish highways in a negative way.

Results from the questionnaire show that 77% agree that there should be major highway infrastructure improvements.

Winkfield Parish Neighbourhood Development Plan

Traffic and Parking Sub-Group

The map below shows the Northern part of the Parish showing the Parish boundary outlined in Brown, A roads in Red, B roads in Green, C roads in Orange, D roads in Purple

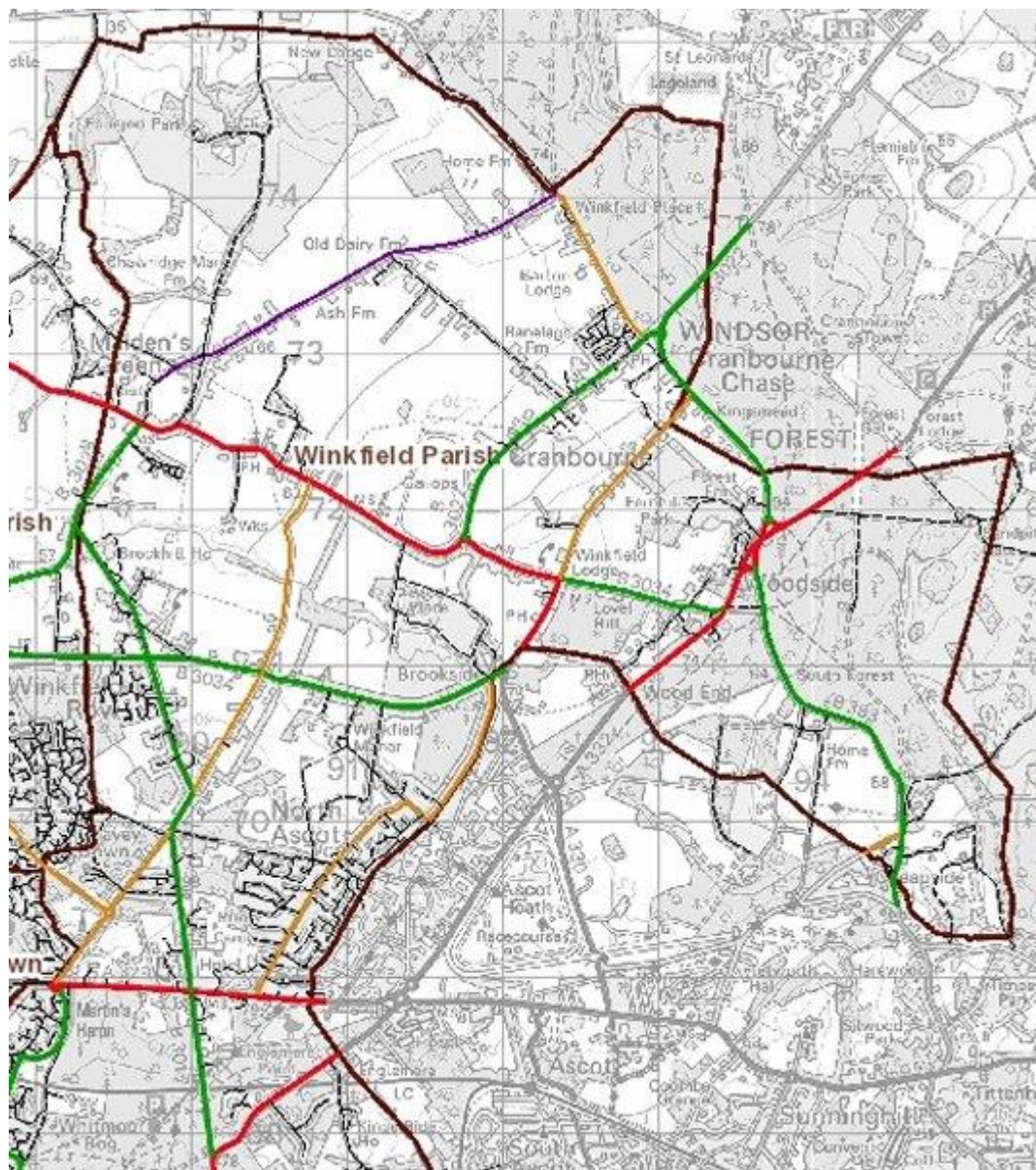


Figure 1 Winkfield Parish, Highways in the North, Map

Winkfield Parish Neighbourhood Development Plan

Traffic and Parking Sub-Group

The map below shows the Southern Part of the Parish showing the Parish boundary outlined in Brown, A roads in Red, B roads in Green, C roads in Orange.

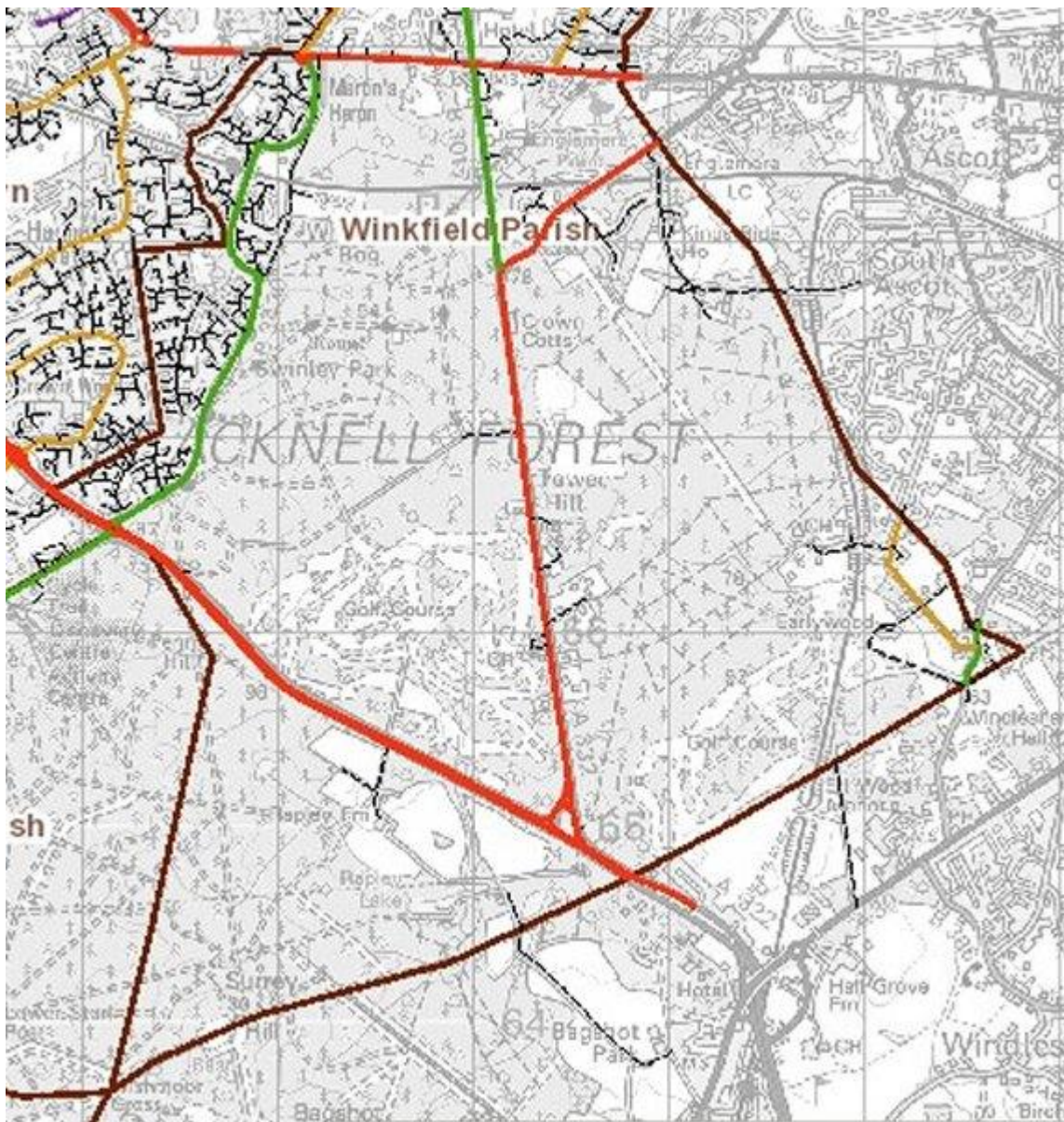


Figure 2 Winkfield Parish, Highways in the South, Map

Significant Roads in the Parish

The A322 Bagshot Road which runs North West from junction 3 of the M3 is a 70mph dual carriageway until it nears the junction with the B3430 New Forest Ride where it reduces to a 50-mph limit. It is characterised by woodland on both sides with lanes separated by a wide grass verge, partly wooded at the Southern end. It is the busiest road in the Parish carrying up to 40,000 cars per day.

The A332 Swinley Road is a single carriageway busy road, it is a 60-mph road which runs from the Southern end of the A332 North East towards Ascot, it cuts through woodland on both sides with occasional gated houses and entrances to the Berkshire Golf Club and Beaumont Forest Products, [forest wood suppliers].

As the A332 approaches the junction with Kings Ride the speed limit reduces from 60 mph to 40 mph. There have been several accidents at this junction. The A332 continues to Ascot along Kings Ride while the Swinley road narrows and becomes the B3017. This road is an unrestricted road and narrows still further at the unsighted bridge as it crosses the railway line with a warning of oncoming vehicles in the middle of the road. It meets the A329 at the junction with Priory road and can be heavily congested with traffic at certain times, especially if traffic travelling north is attempting to turn right towards Ascot.

The **A332 Kings Road** continues after the Swinley Roads junction as a 40-mph limit, often carrying heavy traffic, as it curves gently up towards Ascot with just a few junctions off to commercial properties at Kingswood and Kings Ride Park and housing at Prince Consort Drive and Prince Albert Drive.

From the junction with the A322, the **B3430 New Forest Ride** is a 40-mph single carriageway road leading up to the A329 London Road. New Forest Ride skirts the built-up estates of Forest Park, The Warren and Martin's Heron on its West side while to the East for most of its length is Swinley Forest. Many residents take advantage of the free access to Swinley Woods and cross with their young families and dogs at various points to gain access. There are no parking areas on New Forest Ride as it is an urban freeway, except in the adjacent estate roads. Near the roundabout giving access to The Warren [a 20-mph zone] there is one traffic light-controlled crossing giving access to Savernake Park. At the roundabout North of the railway bridge, Martin's Heron Station, Tesco Superstore and Martin's Heron can be accessed, this is also a 20-mph zone.

The **A329 London Road** is the main conduit between Bracknell, Ascot and beyond, it is a single carriageway road with a 40-mph limit, it is bordered by houses, woodland, two schools and some commercial properties. It is a very busy and often congested road especially at rush hours and school time. It has a high accident record. There are three junctions off the A329 at the roundabout at Long Hill Road and the traffic light-controlled junctions at Priory Road and Fernbank Road.

The **B3017 Priory Road** is a 40-mph road with mixed housing directly onto the road, tree screening to both sides at Heathfield School and Ascot Priory and junctions with Church Road and North Road at Chavey Down.

Fernbank Road is a very busy 30 mph road cutting through the centre of Goaters Hill & North Ascot, it is bordered by housing for most of its length. It has three speed restricting chicanes along its length to deter speeding as there are several shops and commercial properties, many junctions off, the Winkfield Parish Offices and Ascot Heath School at the end where it meets New Road. The final 200 metres are restricted to 20 mph in deference to the school approach.

The first part of **New Road** remains a 20-mph speed limit until it reaches the Royal Hunt pub (now closed) where it becomes a 30-mph limit. There is on street parking both sides of the road and larger vehicles and buses pass through regularly. The road is characterised by close set housing with junctions off until it reaches the B3034 Forest Road.

The **B3034 Forest Road** is one of the main routes to Windsor, Slough and Ascot. It crosses the parish east/west from Winkfield Row to its junction with the A330 Hatchet Lane with junctions at the B3017 Chavey Down Road, Winkfield Row, Locks Ride/Braziers Lane, Coach Road and New Road. This road has a 30-mph limit in the west and attracts traffic from Warfield and Binfield

The street scene is mixed housing on either side of the road. This is a fast road with no parking provision. It passes by a large housing development and open spaces and at the Chavey Down Road junction there are controlled traffic points, moderated by traffic lights. For a short distance there are double yellow lines directly outside the village school, Winkfield St Mary's. The 30mph speed limit remains in force until the shortly after the Braziers Lane junction, where the street scene changes to gated properties interspersed randomly at either side of the road and the speed limit changes to 40mph.

This route carries a large amount of traffic, including commercial vehicles through to Ascot/Windsor and beyond. It is a fast commuter road which does not cater for parking at any point. It continues at 40-mph until it reaches Hatchet Lane, initially lined by trees but giving way to housing on the south side at Brookside.

The **B3017 Winkfield Row** has a 40mph limit at its northern end.

The northern section of the B3017 is more rural in character, it is straight and has very few adjoining properties. Heading towards Lambrook School the speed limit drops to a 20-mph zone. This 20-mph zone is in operation all the time but leads to speeding when the school is deemed to be non-operational. Forward visibility is enough to enable drivers to reduce their speed in a safe and timely manner. The road is characterised by intermittent speed cushions which are only effective for smaller vehicles.



Figure 3 The road by Lambrook School, looking towards its entrance

Lambrook School has frequent parent traffic entering and exiting the school. This area is also in a “conservation area”, yet some residents have complained of increasing heavy goods traffic causing noise and vibration especially over the speed cushions between the road narrows and the traffic lights. Most of the houses have available off-road parking,



Figure 4 Parking opposite the Pizzeria Restaurant

There is regular congestion on Winkfield Row outside St. Mary's School with drop offs and collections. Cars are often parked along the pavements effectively making the road a single lane for traffic. Unofficially this section of Winkfield Row is treated as "one way" because the road does not allow traffic to pass both ways when the school pupils are arriving or leaving. So resident traffic (including Row Farm) and parents who use the road to access the school tend to travel in one direction only.



Figure 5 School Parking in Winkfield Row

There are regular checks from the local BFC parking enforcement officers to resolve unauthorised parking and to keep the traffic moving.



Figure 6 Junction of Chavey Down Road and Winkfield Row

The **B3017 Chavey Down Road** is residential on both sides of the road, it has a 30-mph speed limit and carries a lot of traffic, including goods vehicles to and from

the Maidenhead area. Carnation Hall, the Pratt Memorial Hall and Council Allotments are on this road. This is one of the main access roads for pedestrian's going to the nearby St Mary's School, the Pizzeria Restaurant, The Working Man's Club and for pleasure walkers.

The B3017 splits at the point of the Pizzeria restaurant with Winkfield Row carrying on through to Forest Road B3034. There is also on the Chavey Down Road, a car park at the perimeter of King George V playing field. The road continues to a controlled crossroads by way of a four-point traffic light operation.



Figure 7 Crossroads B3017 Chavey Down Road and B3034 Forest Road



Figure 8 Chavey Down Road, looking towards Winkfield Row

Braziers Lane

The Braziers lane/Locks Ride Junction is one of the most dangerous in the area and has been the scene of many accidents.



Figure 9 Braziers Lane, viewed from Locks Ride



Figure 10 Braziers Lane, White Van showing how narrow it is

Approaching Forest Road from Braziers Lane there is limited visibility, especially turning right, the southern entrance to Braziers Lane is particularly narrow, causing traffic problems for any large vehicle turning into the lane or when the 162 bus and other large lorries use this route as a cut through to the A330. Exiting Braziers Lane southwards is difficult due to decreased visibility as the road curves in both directions. Similarly, from Locks Ride entering Forest Road, there is limited visibility turning both right and left. Forest Road at this point is still a 30mph road, although the speed limit is not often adhered to. This is characterised by occasional mobile speed camera unit parked in the lay by adjacent to Locks Ride Play Park. Although there is a play park there is little pedestrian movement due to the nature and speed of the adjoining roads and the limited pavement width.

The **A330 Hatchet Lane** has a 40-mph limit, and leads through mainly open countryside, bordered by trees, with a few commercial properties, The Old Hatchet Pub, Twyford 4X4 Garage and Petrol Station, also St Peter's Church and occasional houses. It is well used by horses but rarely pedestrians as there is little pavement except where there are houses. It is used as a short cut by vehicles between the B383 Mounts Hill and the A332 Windsor Road.

Brock Hill is located at the end of the **B3022 Bracknell Road** towards Maidens Green. The road is subject to occasional speeding. This road attracts a lot of traffic because it is the one of the main routes through to Maidenhead and Windsor. The area benefits from a large garden centre (Oaktree) and Hotel (Stirrups).

Off-road Residential Parking is available outside different properties but there is no on street parking.

One side of the road has a footpath used by occasional joggers and dog walkers. The area does not cater for pedestrian travel. Groups of cyclists use the route on a regular basis as the area is a main triathlon and club cycle training area. The local roads are also used by horses from the nearby farms.

Where Brockhill moves towards the staggered junction known as the Maidens Green Crossroads, the sight line is exceptionally poor and has an accident history. Winkfield Parish Council list it as the number 1 Problem area for the Parish.

Winkfield Lane which stretches to Drift Road in the north of the Parish has problems with drivers speeding down its straight stretches. Traffic calming measures have been introduced but are not very successful. It is single carriageway and bordered by houses at first and has a 30-mph speed limit but as it opens out to farm land its speed limit is increased to 60 mph, where the tendency is for vehicles speed to increase.

It is a rural road with a few junctions and farm entrances and is often used by farm machinery, horses from the farms and families on bicycles.

The **A330 Maidens Green** through to Church Road is winding and has a 30mph speed limit with reduced visibility for drivers yet a recent speed assessment has proved a mean average of 44mph. There is limited opportunity for cycling. Pedestrians are few, due to the width of the single pavement and the speed and volume of traffic. Street parking occurs infrequently and always causes visibility issues for road users.

Bus services run approximately every two hours 162/162A. This necessitates the use of a car to access any facilities. If any development were to be proposed contributions should be sought to improve safety, road markings and visibility at the junction of the Bracknell Road and Cocks Lane. The junction has severely limited visibility and extra traffic will necessitate an urgent improvement to this junction.



Figure 11 Accident aftermath at the Jct of Bracknell Lane, Cocks Lane & Winkfield Lane

The **B3022 North Street** from Pigeonhouse lane to North Street has a speed limit of 40mph reducing to 30mph as the residential element of North Street is approached. The volume of HGV vehicles accessing the Royal Berkshire Polo Ground (a registered landfill site) daily is causing deterioration of the road structure and is an impractical operation on these village roads. HGV restriction signs are in place but are not enforceable.

Additional development on a small scale has exacerbated an existing parking problem in North Street. New areas of restricted parking have been introduced to try and keep the road visibility clear.

This area is struggling to cope with the increasing levels of traffic and is subject to occasional mobile speed enforcement and with 1 in 4 drivers caught driving in excess of the speed limit, indicating a strong and persistent problem.

The area would benefit from a cycle lane to encourage alternative travel and to assist with the volume of club and competition cyclists using the route. The surrounding areas have access to beautiful walks, but the roads are dangerous for pedestrians and risky for families with small children. Bus access is the 702 which runs on a limited timetable for access to Windsor and beyond.

Crouch Lane has recently seen an increase in HGV's. The common thread of speeding is also prevalent on this country road. Large vehicles cannot pass simultaneously.

This road is used by horses, cyclists and ramblers and is characterised by large gated properties and farms.

Drift Road is a 60mph single carriageway road, it marks the northern edge of the Parish. It is bordered by few houses and mostly open farm land and forest. There appears to be constant problems of fly tipping reported on this road. There are no road parking opportunities and no pavements, road users would normally be using the road to access another point in the area. There are limited but large gated properties bordering the road.

The **A330 Lovel Road** has 30 mph speed limit and is lined with houses for most of its length. It is a bus route and has pavements for pedestrian use and has recently had parking restrictions put in place to safeguard children exiting Cranbourne School and at peak times the road is very congested. On street parking does occur but is not encouraged.

Children wishing to play at Asher Park need to take extreme care crossing the road which is often used as a short cut to join the main Windsor Road.

The **A332 Windsor Road** is a major thoroughfare carrying a lot of traffic including heavy goods vehicles. It is a single carriageway 60mph road and is especially busy when local attractions such as Ascot Racecourse and Legoland are functioning. It has a 17 tonne limit but this limit is not adhered to.

Below are examples of routes which should be improved for the benefit of all travelers.



Figure 12 A329 London Road looking towards Ascot from New Forest Road



Figure 13 Typical rush hour queues to enter Braziers Lane

Pedestrian pathways.

Although there are footpaths linking different estates in the center of the parish, footpaths and byways outside of this tend to be for recreational use only. Pavements are rarely continuous, and pedestrians frequently must walk in and cross the road; this deters people from walking safely. Pathways trodden into the grass demonstrate the need for additional pathways as pedestrians seek the easiest route to their destination. In addition, where roads are narrow, cars are often parked with two wheels on the pavement reducing the available width for pedestrians and wheelchairs, sometimes blocking it altogether. Forest Park, Martin's Heron and The Warren are all affected by these problems. Many residents (46% of questionnaire respondents) have expressed concern over inconsiderate parking. The B3022 at Brock Hill and at Cranbourne which carries a lot of traffic in peak hours is also affected in this way with cars parking on both sides of the road making pedestrian movement difficult, as is North Road and Church Road in Chavey Down. The Disability Discrimination Act guidelines state that pavements should be a minimum 100cm wide and if less than that then only for 6 m.



Figure 14 North Road, Chavey Down. Safety Difficulty for Pedestrians



Figure 15 Woodford Green, The Warren. 15 houses with no pavements.

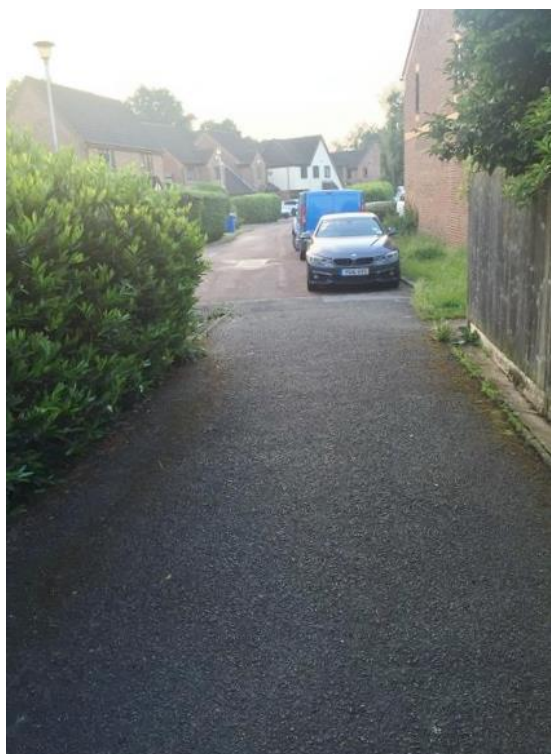


Figure 16 A footpath from Stokeford Close to Lychett Minster Close, no Pavements.



Figure 17 Pavement Parking in Fordwells Drive, The Warren

Cycleways

There are several cycle paths and leisure cycle ways in the parish, in the built-up areas they are often joint pedestrian/cycle paths, generally around the center of the parish such as along the A329 Bracknell to Ascot Road and radiating from this North and South into populated/shopping areas. One possible exercise that could be considered is to create a cycle pathway alongside the railway line, as these tend to be reasonably straight between adjacent towns and generally flat and will be traffic free. This would promote cycling over longer distances than those currently undertaken by non-sporting/leisure cyclists. The key word with cycle paths is continuity, within the confines of Central Bracknell it is possible to cycle off road across most of the Borough but venturing out into Northern Winkfield means cycling on often narrow major roads with the consequent increase in traffic speeds and thus danger levels.

CIL (Community Infrastructure Levy) is a system of funding infrastructure through planning charges that BFC can ask developers to pay for most new building projects. The money can be used to fund a wide range of infrastructure improvement projects, including Education, Libraries, Sports, SANGS, Transport, Footpaths and Cycleways. BFC have identified 26 CIL-funded footpath/cycleway projects in Bracknell Forest, but only 2 of these are in Winkfield Parish (the largest of all the parishes)."

On the map below, Footpaths in Yellow, Cycleways in Blue, Shared paths in Red, Restricted Byway in Purple.

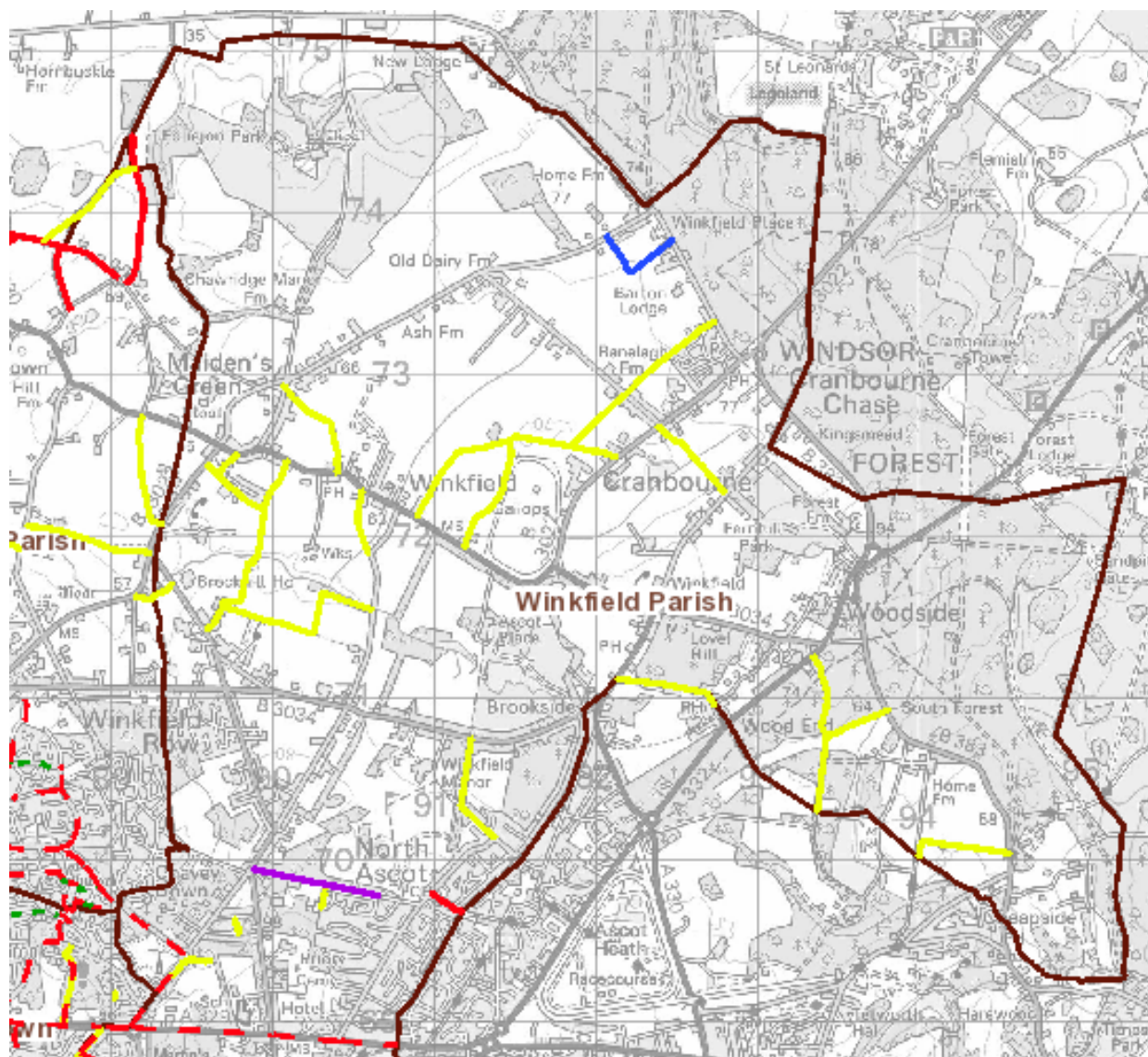


Figure 18 Cycleways Map

Railways

There is one station in the Parish at Martin's Heron and two within easy travelling distance at Bracknell and Ascot. All stations are on the Waterloo to Reading line with a less frequent service from Ascot to Ash Vale and onto Guildford. Martin's Heron has proved to be popular with commuters (561,000 passenger movements in 2013 - 2014) as unlike the other two local stations in the Borough it is advertised as having "free parking". Unfortunately, when the station was built there were less than 40 parking spaces available. This was reduced still further when Tesco, adjacent to the station, enlarged their store and the delivery area leaving only 37 parking spaces. It should be noted that there are no bus routes that run to this station.

Winkfield Parish Neighbourhood Development Plan

Traffic and Parking Sub-Group

In addition, due to increased passenger numbers, South West Trains have decided to increase the length of most trains from 8 to 10 carriages and have completed lengthening platforms along the route, including at Martin's Heron. This will almost certainly increase commuters using the station and therefore cause even more parking problems.

Ascot week adds to the commuter problem and makes the station exceedingly busy as many race goers find it easier to park for free in the local area and travel the short distance of one stop to Ascot. It should also be noted that the entrance to Martin's Heron Station is also the access point for Tesco's delivery lorries, often causing congestion and access problems.

If we are serious about reducing car usage we must find ways to provide buses to the station, more and easier parking areas to promote rail usage and more cycle racks in secure areas.



Figure 19 Entrance to Tesco Goods Entrance and Railway Station, Martin's Heron

Bus Routes

There are only four bus routes that pass through the parish the 192 route travels from Bracknell Bus Station to Windsor, passing along the A329. The 156 which travels a circular route from Bracknell Bus station passing along Savernake Way to the Forest Park shops. The 162 which travels from Bracknell Bus Station to Ascot via Maidens Green and Chavey Down. The 702 service runs from Bracknell Bus Station to London, Victoria, along the A329.

From this it can be seen that the Northern part of the parish is sparsely serviced by buses, Martin's Heron and The Warren are not served whatsoever (unless you are going to London, buses run along the A329) and Forest Park is serviced by just one route the 156, along Savernake Way. It would not be difficult to extend this route to encompass Martin's Heron Station. This lack of easily accessible public transport promotes the use of the car.

Bracknell Borough Council recognizes that "Existing bus priority measures are mostly concentrated in Bracknell itself. The layout of both the housing estates and the employment areas in the town is such that direct vehicle access between them is difficult. Vehicular movements between neighboring areas is usually accomplished by leaving the local networks and joining the primary distributor routes at their limited access points before rejoining the local network in the adjacent area."

Any future developments should ensure adequate provision for bus only links from one estate to another.

Parking

Wherever you are in the parish parking always seems to be a problem with 51% of residents reporting this is a problem whilst only 22% taking the opposite view. Many even modest households in our fairly affluent Parish now have more than one car and larger houses have 2, 3 or even more. Developers just provide the minimum requirements. The proposed development at Palm Hills on the A329 is for 58 new homes comprising of a mixture of 1 & 2 bedroom flats and 2,3 & 4 bedroom houses, in all a total of 164 bedrooms. Whilst residents are catered for in this development with the basic allocation of parking spaces on their own land (see below) there are only 10 bays allocated for on road car parking for visitors & additional cars. Based on experience elsewhere in the parish this will lead to cars parking on verges or partially blocking roads.

Census data indicates that Winkfield Parish has the lowest density of population per hectare in the Borough, but because of this and the lack of alternative means of transport car ownership per head of population is necessarily higher than Bracknell Forest as a whole. Car parking allocations need to reflect this.

Winkfield Parish Neighbourhood Development Plan

Traffic and Parking Sub-Group

Most houses with a garage attached use the available space for storage, thus garages tend to become full of bicycles, freezers, camping equipment, storage boxes etc. and cars are then left outside or on the road. Car owners prefer to be able to see their cars easily when they are not parked in their garages to know that they are secure. This should be considered by designers and incorporated into the initial design of any future planning application. Many owners of small and medium vans that are essential to their work keep their vehicles at home overnight (see Forest Park photos above) and this will present further problems in the design of developments. The Parish Council will expect this need to be met satisfactorily in any future planning applications.

Garages in older houses, if they are there at all, tend to be smaller than the current legislation requires. Cars have grown in size considerably in the last 20 years and the requirement for newly built garages are to include a component for storage.

Current requirements by the Local Planning Authority require the following parking sizes and allocations for newly constructed dwellings are as follows:

Combined garage/storage –

- 7.5m (L) X 3.5m (W) X 2.4m (H) comprising: • garage 6.0m (L) X 3.5m (W) X 2.4m (H) and, • storage 1.5m (L) X 3.5m (W) X 2.4m (H)
- Garage door minimum of 2.4m width for single garage (excluding frame) and minimum 4.8 m width for a double garage (excluding frame)
- Garages that do not meet the dimensions in 1 above but are at least 6m x 3m x 2m in size, will count as 0.2 (one fifth) of a parking space, rounded down to the nearest whole space across a development.

Current allocations per unit:

SIZE OF DWELLING	SPACES PER UNIT
1 Bedroom	1
2 & 3 bedroom	2
4+ Bedroom	3
Visitor Parking	1 Space for every 5 Units (over 5 units)

Coupled with the developers supplying the minimal requirements for parking space the road widths also contribute to parking and access problems. Cars have to park with two wheels on the pavement to allow large vehicles and emergency vehicles access at all times.

Adequate parking arrangements should be considered by planners and

developers to accommodate the many small commercial vans that residents use in their daily lives.

In the high-density housing areas in the center of the Parish, North Ascot, Forest Park and Martin's Heron and The Warren, on road and verge parking is common and around the Station at Martin's Heron commuters make this a major problem. Because Martin's Heron does not charge for parking, commuters travelling to London or Reading will naturally try to park there to avoid incurring extra costs. There are only 37 parking spaces at the Station yet over 1,000 commuters use the station daily and hundreds drive there every working day causing nearby roads to be completely overloaded, even weekends are a problem. With the increase in housing currently under construction in the Borough this will only make matters worse. Overall 58% of respondents to the questionnaire agree there should be more parking at the station

A further issue regarding parking problems is the effect in the Northern part of the Parish of the twice a day school run, with roads around schools being heavily congested with often dangerous parking practices by parents.

Double yellow lines and single yellow lines with time restrictions tend to push the parking problem further afield rather than addressing the root cause.



Figure 20 Wychwood Avenue, congested with commuter parking

In Tarnbrook Way, Forest Park there are few garages or drives, cars and vans must park partially on the pavement.



Figure 21 Tarnbrook Way, Forest Park



Figure 22 Wareham Road, The Warren, Overflow resident parking from surrounding houses.



Figure 23 Bowland Drive, Forest Park on a Sunday



Figure 24 Lily Hill Road, Chavey Down on a weekend afternoon



Figure 25 Lily Hill Road, Chavey Down, on a weekday showing commuters cars parked approximately 900m from the Station.

Safety

Road safety should always be a priority within the design of any future plans. Cycleways and especially pedestrian pathways, although sharing space should be designed to be continuous, and traffic calming measures such as road humps, chicanes and 20 mph limits should be encouraged on non-main traffic routes. On major roads consideration should be given to those not travelling by car with underpasses or footbridges being promoted. Steel covers in the road giving access to drains and services should be sited in the safest possible places and certainly not on corners where unwary motorcyclists and bicycle riders are placed at risk, especially in inclement weather. Consideration may be necessary for the installation of Skid Resistant road surfaces at appropriate locations, especially on hills.

It should be noted that because of the high level of horse ownership in the Northern part of the Parish it is not uncommon for drivers to unexpectedly come across horse riders on roads, a danger to humans and animals.

Speeding is a common problem on all roads, effective traffic calming should be considered in high risk areas. A recent collision between 2 cars at the entrance to Martin's Heron Station in Whitton Road ended up with one car upside down, resting on its roof. Whitton Road has a 20-mph speed restriction. Luckily there were no serious injuries to the occupants or passing pedestrians.

In a 5 year period, 2012 – 2016 over 197 collisions occurred within the parish, approximately 22 were classed as serious and there was 1 fatality. The A329 has the worst accident record within the parish, with its junctions with New Forest Ride, Priory Road and Fernbank Road being where most accidents occur.

There were 36 recorded collisions on the A329 between the East and West Parish boundaries, 8 of them serious.

Also, in this period, 2012 – 2016, there have been approximately 12 traffic accidents involving cyclists on the road in the Parish, 2 of them serious. 40 motorcyclists were injured, 11 of them seriously and 6 pedestrians were also injured in traffic collisions.

It should be noted that these figures are only the reported incidents where people are injured, there are many more non-injury minor incidents which go unreported.

As technology advances the Borough should be mindful of newer more sophisticated methods of controlling speed and thus enhancing safety.

It has become apparent during collecting data for this report that roads and traffic matters are the responsibility of Bracknell Forest Council and that residents of Winkfield Parish would like them to consider making more strategic plans for the

long-term sustainability of transport within the Parish.

Draft 12.1 28/05/17

Suggested Policies for Winkfield Parish

Suggested policies to be adopted by Winkfield Parish regarding Traffic and Parking and considerations for improvements are as follows:

Draft Parking Policy

Parking, garaging and ancillary buildings.

Where planning permission is required, parking, garaging and ancillary buildings should be well integrated into the plot and its landscaping. They should be visually subservient and should not obscure or dominate the house frontage or approach, and should be softened with adjacent planting to reduce their impact on the wider streetscape

Draft Cycleway/Pedestrian Pathway Policy

Cycleways and Pedestrian Pathways should be developed across the Parish to provide safe and continuous routes. See Green Infrastructure and Landscape Policies WNP.GIL. 09,12,13,14,16.

Small Vans and Commercial Vehicle Parking Policy

The parking needs of all such vehicles must be considered in the design of any new development whether infill or a new scheme. The visual impact of these vehicles must be reduced wherever possible by the sensitive use of landscaping and street architecture.

In addition to the above, consideration should also be given to the implementation of the following:

Any future development should ensure that developers actively promote alternative means of transport other than the car.

Due to the sparsity of public transport in Winkfield Parish developers should be encouraged to be over generous in their application of the current regulations on parking standards with suggested allocations of parking constructed on a minimum ratio of one off road parking space per bedroom built and 1 on road parking space per 3 bedrooms built.

Roads should be constructed wide enough to allow two cars to be parked on the road opposite each other with enough room for an emergency vehicle to pass without hindrance. (This is wider than the expected norm).

20mph speed limits applied at schools should be electronically timed to coincide with school opening hours.

The Council should resist applications for converting garages in to living accommodation unless there is proved to be adequate parking provision elsewhere on the property.

Consideration should be given to extending an existing bus route which connects Martin's Heron Station, New Forest Ride, the Warren and Forest Park to other parts of the Borough.

Traffic lights should be considered at the Locks Ride, Forest Road, Braziers Lane Junction and at the Maidens Green, Bracknell Road, Cock Lane and Winkfield Lane junction.

British Rail should be encouraged to increase the number of cycle racks and improve security at Martin's Heron Station. Access to the station for pedestrians and cyclists should be enhanced and promoted.

Possible creation of "no right turn" or filter lights to traffic traveling North and South on the A3017 Swinley Road and Priory Road junction with the A329 to avoid traffic crossing in the path of oncoming traffic and causing congestion/accidents

The common thread of speeding needs to be addressed in all areas.

Regarding the future expansion within the Parish, which can only increase pressure on infrastructure and safety, CIL money should be designed to mitigate the impact of development and should be directed at increasing highway safety especially for pedestrians and cyclists

Sources of information

- Bracknell Forest Council Local Transport Plan (LTP3)
- Bracknell Forest Council Local Transport Plan Background Paper (LTP3)
- www.courtneybuses.com
- www.firstgroup.com
- www.crashmap.co.uk
- 2016 Neighbourhood Development Plan Survey prepared by: IDA Consulting Limited
- Institute of Highway Engineers: Guidance note: Residential Parking

Winkfield Neighbourhood Development Plan – Traffic and Parking Sub Committee

- Cllr David Parkin
- Cllr Mrs Moira Gaw
- Keith Stephens
- Roger Whiteford-Mulkern
- Richard Small

Draft 12.1.28/05/17