

TO: EXECUTIVE MEMBER FOR PLANNING AND TRANSPORTATION

14th AUGUST 2017

**INTRODUCTION AND REMOVAL OF DISABLED PARKING BAYS – VARIOUS
ROADS IN ASCOT, BULLBROOK, CROWN WOOD, GREAT HOLLANDS NORTH &
SOUTH, PRIESTWOOD & GARTH AND WILDRIDINGS & CENTRAL**

Director of Environment, Culture and Communities

1 PURPOSE OF DECISION

- 1.1 To consider the introduction and removal of disabled parking bays in various residential roads in Ascot, Bullbrook, Crown Wood, Great Hollands North & South, Priestwood & Garth and Wildridings & Central

2 RECOMMENDATION

- 2.1 That the formal objections received during the statutory consultation process and the corresponding Officer comments are noted;
- 2.2 That the position with regard to local ward Members comments received during the informal consultation process is noted;
- 2.2 That the Borough Solicitor be authorised to bring the Disabled Parking Spaces Order into effect.

3 REASONS FOR RECOMMENDATION

- 3.1 To continue the Councils policy of marking out disabled parking bays in residential streets that are heavily parked and where disabled people may have trouble in finding a parking space close enough to where they live without experiencing real difficulty in getting from their car to their home.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 To not install the disabled bays would result in the applicants continuing to experience difficulty in getting to and from their vehicle. To not remove un-needed disabled parking bays would leave parking spaces unused that could relieve parking pressures in the area.

5 SUPPORTING INFORMATION

Background

- 5.1 Parking within some residential roads within the Borough can be difficult and, for those with a disability, parking near to their home can be a necessity as opposed to a convenience. For this reason, and where possible, the Council provides formal Disabled Persons Parking Bays for applicants that can demonstrate their eligibility

against a set criteria. Typically, applicants request bays within streets that are heavily parked and where disabled people have trouble in finding a parking space close enough to where they live without experiencing real difficulty in getting from their car to their home. Although provided as the result of individual applications, marked bays are available for use by any Blue Badge holder.

- 5.2 Following assessment against the Council's core criteria for the implementation of disabled persons parking bays 14 new bays were approved, and the positions agreed with the applicants.
- 5.3 In addition to the new disabled parking bays, proposals to introduce a 3 hour maximum stay on the disabled bays outside the Council's Time Square offices and the removal of 4 bays that were no longer in use were included. The disabled parking bays have been removed following an informal local consultation to ensure that they are not in use. They are included in the Order process to formally remove them from the Council's On-Street TRO.
- 5.4 The disabled bays to be installed are shown on attached plans in Annex A. Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

Informal consultation

- 5.5 In accordance with the standard consultation process for transport schemes, informal comments are sought from local Ward Members at the early stage of scheme promotion. In this case, the disabled bay proposals involved consultation with nine Council Wards – Ascot, Bullbrook, Crown Wood, Great Hollands North & South, Priestwood & Garth and Wildridings & Central. Of the sixteen Members consulted, nine confirmed their support of the proposals, no response was received from five. Councillors Mrs D Hamilton (Wildridings & Central) and Cllr R Angell (Bullbrook) both raised concerns regarding the effect on parking of a new disabled parking bay.

Statutory consultation

- 5.6 The Statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Thames Valley Police and other affected parties.
- 5.7 Thirteen formal objections/comments were received, relating to eight of the proposed disabled bays, and are summarised on the attached 'Objections to Traffic Regulation Orders' tables with corresponding Officer comments (Annex B). The objections were passed to the Local Members for their comments and these too are included in the tables. All of the remaining advertised bays received no objections or comments.

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

- 6.1 If objections are received to a Traffic Regulation Order, there is a discretion but not an obligation to hold a public inquiry into the proposed order". In these instances the objections and the officer response set out the issues clearly so it is not considered

that a public inquiry would be appropriate. The regulations relating to the making of Traffic Regulation Orders do permit an Order to be modified from that advertised, though if the modification is considered to be substantial further notification to permit further representations is required.

Borough Treasurer

- 6.2 The costs associated with the introduction and removal of the disabled parking bays will be met from the 2017/2018 Traffic Management revenue budget.

Equalities Impact Assessment

- 6.3 It is anticipated that the work resulting from this Order will have a positive impact on the users of new and relocated disabled bays. Although it is recognised that the installation of disabled parking bays may lead to an increase in competition for parking in certain areas for able bodied residents this is not deemed sufficient reason to not install a bay.

Strategic Risk Management Issues

- 6.4 None

7 CONSULTATION

- 7.1 The disabled parking bays have been subject to an informal and statutory consultation process in accordance with the agreed process for transport schemes.

Background Papers

None

Contact for further information

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