

TO: EXECUTIVE MEMBER FOR PLANNING AND TRANSPORTATION

19th December 2022

**INTRODUCTION AND REMOVAL OF DISABLED PARKING BAYS – VARIOUS
ROADS IN GREAT HOLLANDS SOUTH, HANWORTH, HARMANS WATER AND OLD
BRACKNELL**

Executive Director of Places, Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1** To consider the introduction and removal of disabled parking bays in various residential roads in Great Hollands South, Hanworth, Harmans Water and Old Bracknell.

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 Councils core criteria for the implementation of disabled persons parking bays 5 new bays were approved and the positions agreed with the applicants.
- 5.3 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.
- 5.4 The Traffic Regulation Order also included provision for the removal of 1 disabled parking bay that is no longer in use. The markings and sign for this bay has been removed on site previously.

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 eight Council Wards – Great Hollands South, Hanworth, Harmans Water and Old Bracknell. Of the seventeen Members consulted, eleven confirmed their support of the proposals and no response was received from five.
- 5.6 One of the local Members for Hanworth ward did not initially support the Pendlebury & Pembroke proposals due to concerns over the effect it would have on the availability of parking in the roads. However, after visiting both sites and being given further information on the number of blue badge holders in Pendlebury, they indicated their support for the proposals.
- 5.7 One of the local Members for Hanworth ward does not support the Pendlebury proposal due to concerns over the effect it would have on the availability of parking in the road and the fact that there are two existing disabled parking bays in the road. The Council's disabled parking bay policy places no limits on the number of disabled parking bays that can be placed in a road, and it is a reality that the majority of disabled parking bay applications will be received from residents where parking is in issue. The Council has contacted residents in Pendlebury over the use of one of the existing bays, which it had been suggested was no longer needed. The Council was subsequently contacted by several residents who indicated they used the bay when it was available.

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 One formal objection/comment were received, relating to one of the proposed disabled bays, and is 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.

- 5.8 All of the remaining advertised bays received no objections or comments. Due to their objections at the informal consultation stage, Hanworth ward members were offered the opportunity to make further comments on the Pembroke & Pendlebury proposals. No further comments were received.

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 Traffic Management revenue budgets.

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

Neil Mathews, Assistant Director - Highways & Transport - ext. 1163
Nick Rose, Highway Engineering Manager - ext. 1169

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