

Annex B

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	BRACKNELL FOREST BOROUGH COUNCIL (DISABLED PARKING SPACES) (PHASE 2) ORDER 2023		
	Disabled Parking Spaces (Herbert Close)		
Date Advertised:	22nd February 2023	No. of objections/comments Received:	1

Objector	Summary of objection/comment	Officers Comments	Recommendation Abandon/Modify/ Proceed as advertised.
X & X XXXXXXXX XX Clive Green	<p>The residents state that there are limited parking spaces within Herbert Close that are used by both residents of Clive Green and Herbert Close. The removal of one parking space to be converted to a disabled parking bay will have an impact on residents which they feel is not fair.</p> <p>They add that there is currently a borough wide issue with parking and this request is only contributing to the wider problem with nothing being implemented to manage the issue.</p>	<p>The Council confirms that the applicant has met the criteria for the provision of a disabled parking bay, lives near to where the bay is proposed, and this location was agreed with them. Applicants must prove that they have reduced mobility which is backed up by a written statement by a medical professional.</p> <p>The applicant currently parks their vehicles within this area of parking and therefore the ratio between the number of vehicles and the number of parking spaces will not alter and any significant change in parking behaviour is not anticipated.</p> <p>Additional parking bays were constructed in Herbert Close in 2014. Whilst there are areas of verge which could be considered for conversion to parking areas it is unlikely that planning permission would be approved due to environmental and green spaces planning policies.</p>	Proceed as advertised

Local Member comments

Cllr Bidwell commented – Can I ask what was the driver for additional Disabled Parking slots, forgive the pun. Is there a specific need in Herbert Close, a particularly troublesome area for parking? I therefore have some sympathy with the objections. Clearly, disabled parking must be provided but if residents have no need is there a better solution? Mixed use with Blue Badges taking priority?

Our response - Nearly all of the disabled parking bays located in residential areas will have been installed in response to a specific application from a nearby resident. In this instance, the resident lives in Clive Green but this is the nearest parking area to their house. We fully appreciate the issues with

parking in many roads across the borough, however the aim of the disabled parking bays is to try and provide a guaranteed parking spot for residents with mobility issues and because of this most of the applications come from roads where pressure on parking spaces is high.

With regards to your suggestion of mixed-use bays I am afraid current parking restriction legislation does not allow this. A parking space can either be for general use or for disabled badge holders.

No comments were received from Cllr Gillbe & Cllr Purnell.

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	BRACKNELL FOREST BOROUGH COUNCIL (DISABLED PARKING SPACES) (PHASE 2) ORDER 2023		
	Disabled Parking Spaces (High Street, Little Sandhurst)		
Date Advertised:	22nd February 2023	No. of objections/comments Received:	3

Objector	Summary of objection/comment	Officers Comments	Recommendation <small>Abandon/Modify/ Proceed as advertised.</small>
XXXXX XXXXXXXX XX Laurel Terrace High Street	<p>The resident understands that the Council has to make reasonable adjustments for disabled residents, however X questions why another disabled resident had an application turned down several years ago. The resident states that allocating one of the disabled spaces will further restrict the available spaces for residents.</p> <p>The residents adds that they have contacted the Council previously regarding additional parking as they and X neighbours are often forced to park in Cheviot Road or Cotswold so they ask for an extra space to be provided.</p> <p>The resident states that disabled parking should equate to approx. 6% of the total car parking, if this proposal goes ahead then this will be 20% unless more spaces are provided. The resident asks if the resident is disabled then what extra provision will be provided to enable them to navigate the steep steps leading to their home.</p> <p>The resident asks if they could park on the grass verge without the risk of having a parking ticket which has happened previously.</p> <p>The residents adds that parents of children at New Scotland Hill School have been asked not to park near to the school so this has increased the parking in Cheviot Road as well as residents working from home.</p>	<p>The Council has no record of having received an application from the resident X XXXXXXXX refers to. The Council has contacted the resident separately on this issue and has to date received no response.</p> <p>The Council confirms that the applicant has met the criteria for the provision of a disabled parking bay, lives near to where the bay is proposed, and this location was agreed with them. Applicants must prove that they have reduced mobility which is backed up by a written statement by a medical professional.</p> <p>The applicant currently parks their vehicles within this area of parking and therefore the ratio between the number of vehicles and the number of parking spaces will not alter and any significant change in parking behaviour is not anticipated.</p> <p>The Council is unable to provide extra spaces on the verge opposite Laurel Terrace. The verge to the west of the existing parking bays becomes too narrow to provide sufficient length for a parking bay. The verge to the east of the existing parking bays would place the bays too close to the junction of Cheviot Road.</p> <p>There is currently no limit in terms of number or percentage of spaces that can be converted to disabled only parking in the Council's current Disabled Parking Space policy. The 6% X XXXXXXXX refers to is likely from the Council's design guide for new developments which is not applicable to existing parking areas.</p>	Proceed as advertised

	<p>The resident asks for a meeting with other residents to discuss these suggestions.</p>	<p>The applicant is able to contact the Council's Adult Services team if they require further modifications to assist with their day to day living. This process does not form part of the disabled parking bay application process.</p> <p>The Council does not condone parking on verges across the borough. In this location, parking to the east of the existing parking bays results in cars having to enter/exit the carriageway near the junction with Cheviot Road and a dropped pedestrian crossing. The verge to the west of the existing parking bays is not wide enough fully accommodate a car.</p> <p>A full public consultation on the proposals has been carried out in accordance with the procedures laid down in the Road Traffic Regulations Act. Objections & comments have been reviewed by Officers and local Council Members with a final decision being made by the Executive Member for Planning & Transportation, all in line with the Councils agreed procedures. A public meeting is not deemed necessary at this time.</p>	
<p>X X XXXXXX XX Laurel Terrace High Street</p>	<p>X XXXXXX asks why a disabled parking bay application has been approved opposite Laurel Terrace.</p> <p>X XXXXXX states that three years ago her X applied for a disabled parking bay. X claims that this was turned down and quotes from the letter 'there is limited parking here, so we cannot allocate special spaces and it is unfortunately parking on a first come first served basis'.</p> <p>X adds that they then parked on the grass, where the new disabled parking bay is proposed, and received two parking fines in one day.</p> <p>X XXXXXX asks why this application has now been agreed and if it solely for their use?</p> <p>X states that a car has been parked on the grass verge for a long time but has not received a ticket.</p> <p>X concludes by stating that parking here is awful and requests a residents meeting to discuss the disabled parking bay proposal.</p>	<p>The Council confirms that the applicant has met the criteria for the provision of a disabled parking bay, lives near to where the bay is proposed, and this location was agreed with them. Applicants must prove that they have reduced mobility which is backed up by a written statement by a medical professional.</p> <p>The Council has no record of having received a disabled parking bay application from X XXXXXX or X X. We have records of correspondence with X XXXXXX X from some years ago regarding parking restriction proposals in Cheviot Road which contained wording similar to that quoted by X XXXXXX. We have contacted X XXXXXX regarding this matter and asking for further details but to date have received no response.</p> <p>X XXXXXX comments regarding the vehicle parked on the grass verge have been passed through to the Council's Parking Enforcement team for their information and action.</p> <p>The disabled parking bay will be available for the use of anyone with a valid blue disabled parking permit.</p> <p>A full public consultation on the proposals has been carried out in accordance with the procedures laid down in the Road Traffic Regulations Act. Objections & comments have been reviewed by Officers, local Council Members with a final decision being made by the Executive Member for Planning & Transportation, all in line with the Councils agreed procedures. A public meeting is not deemed necessary at this time.</p>	<p>Proceed as advertised</p>

X X XXXXXX	X XXXXXX asks if we are creating a new space on the proposed area of hard standing as the plan appears to show that the disabled parking bay will be located on the existing parking area. If this is the case then X XXXXXX objects to the proposal.	<p>The applicant has requested that a wide disabled bay be installed to ensure they have sufficient space in which to enter/exit their vehicle. In order to maintain the current parking it is proposed to construct a narrow area of hard standing to extend the parking area and give the extra space to install a wide bay for the applicant. Therefore the majority of the proposed disabled parking bay will be positioned within the existing parking area.</p> <p>The applicant currently parks their vehicles within this area of parking, when possible, and therefore the ratio between the number of vehicles and the number of parking spaces will not alter and any significant change in parking behaviour is not anticipated.</p>	Proceed as advertised

Local Member comments

Cllr Eberle - Many thanks for bringing this to our attention. The objections from the residents imply an inconsistent application of the planning rules, quite probably because parking is problematic in this area and because this is a sensitive topic to them (from personal experience I understand parking can get to you). The objectors appear to collectively rely on these parking spaces as their own residences have no provision for on site parking. Personally I believe additional communication could be helpful to defuse the situation.

Are you planning to reach out to the residents again? It appears you are still waiting for a response from X XXXXXX.
Can you confirm whether X XXXXXX is a local resident please?

I would appreciate if you could share your professional view on parking in the area in general, and what could be done to improve the situation for the residents.

Our response - It would not be usual for us to enter into a 'conversation' with residents during a Traffic Regulation Order consultation unless we are seeking clarification or there has been obvious misunderstanding of what is being proposed. As outlined in my original email we are required by law to consider any comments or objections received and I explained the process the Council has adopted. Respondents to the consultation will be informed of the final decision and given a summary of the officers comments.

In this case I am not sure what further discussion would achieve. Whilst I appreciate the residents frustration at their lack of parking, I am afraid there is no obvious solution to this issue. As explained in one of the officer comments there is no scope to extend the existing parking area due to its proximity to the junction of Cheviot Road on one end and the width of available verge on the other. The verge on the other side of the junction is not of sufficient width to accommodate additional parking bays. The residents can park on the carriageway in Cheviot Road although they are clearly in completion with Cheviot Road residents and school parking in the mornings and afternoons. We fully appreciate the issues with parking in many roads across the borough, however the aim of the disabled parking bays is to try and provide a guaranteed parking spot for residents with mobility issues and because of this most of the applications come from roads where pressure on parking spaces is high.

X XXXXXX was contacted by letter in March shortly after receiving X comments. We have found no record of having received a disabled parking bay application for X or X X or indeed from any resident of Laurel Terrace previous to the one being considered. Nor have we found any correspondence to X or X X stating we could not install a disabled parking bay in the parking area opposite X home.

X XXXXXX's comments came via email and there was no address supplied, I am therefore unable to verify whether X is a resident or not.

No comments were received from Cllr Forster & Cllr Zahuruddin.

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	BRACKNELL FOREST BOROUGH COUNCIL (DISABLED PARKING SPACES) (PHASE 2) ORDER 2023		
	Disabled Parking Spaces (Kimmeridge)		
Date Advertised:	22nd February 2023	No. of objections/comments Received:	1

Objector	Summary of objection/comment	Officers Comments	Recommendation <small>Abandon/Modify/ Proceed as advertised.</small>
XXXX XXXXX Kimmeridge	<p>The resident states there are already two disabled parking bays at either end of the parking area which are in constant use.</p> <p>The resident adds there are not enough spaces outside the houses for residents to use. The resident adds that cars are often parked on verges, footway areas and spaces and parking should not be allocated to specific properties until new spaces are provided. The resident states they are not able to park their car on the verge or footway due to its design.</p> <p>The resident states the proposed disabled parking bay is in the middle of the parking area meaning that spaces will be lost when it is made wider. He suggests that moving the bay to the end of the parking area will minimise this disruption.</p>	<p>The Council confirms that the applicant has met the criteria for the provision of a disabled parking bay, lives near to where the bay is proposed, and this location was agreed with them. Applicants must prove that they have reduced mobility which is backed up by a written statement by a medical professional.</p> <p>The applicant currently parks their vehicles within this area of parking and therefore the ratio between the number of vehicles and the number of parking spaces will not alter. In addition a wider bay is not being installed as the applicant has indicated they do not require this so the total number of parking bays will not be reduced. Therefore, overall any significant change in parking behaviour is not anticipated.</p> <p>Consideration has been given to the construction of additional parking spaces in Kimmeridge and the road is on the Council's priority list of roads to be considered when budget and resources allow.</p>	Proceed as advertised

Local Member comments

Cllr Watts - I am fine with it.

Cllr Welch - I also have no comments to add.

No comments were received from Cllr Frewer.

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	BRACKNELL FOREST BOROUGH COUNCIL (DISABLED PARKING SPACES) (PHASE 2) ORDER 2023		
	Disabled Parking Spaces (Holland Pines)		
Date Advertised:	22nd February 2023	No. of objections/comments Received:	1

Objector	Summary of objection/comment	Officers Comments	Recommendation <small>Abandon/Modify/ Proceed as advertised.</small>
X X XXXXX	X XXXXX objects to the proposal as the applicant has a private parking space next to their garage and their level of disability does not warrant one.	<p>The Councils residential disabled parking bay policy states that applicants should not have access to off-street parking. However, it also allows Officers to recommend the installation of a disabled parking bay in cases that do not meet the policy criteria where there are extenuating circumstances. In this case, the applicant has access to a XXXXX XXXXX XX XXXXXXXX XX X XXXXX XXXXXXXXXXXXXXXX XX XXXX XXXX XXXXX XXXXXXXX. Applicants must prove that they have reduced mobility which is backed up by a written statement by a medical professional. With regards to this applicant, the medical professional has stated XXXX XXX XXXXX XX XXXX XXXXXXXX XXX XXXXXXXX XX XXXXXXXX XXXX XXX.</p> <p>The applicant will be reminded that the disabled parking space should be their primary parking place. The Council does not allow the installation of residential disabled parking spaces for the dropping off or picking up of residents. Spaces used for this purpose would remain vacant for long periods of time and cause resentment among other residents as they will be likely be in roads where parking provision is an issue.</p>	Proceed as advertised

Local Member comments

Cllr Webb - I have looked at the plan and noted the comments. Can you clarify whether the disabled space will be closer to X house than X garage/parking space?

Our response - The applicant lives at no XX Holland Pines so the proposed disabled parking bay will be approximately XXX from their house with the garage block being approximately XXX away.

Cllr Webb - I feel that the space should become a disabled space as XXX is significantly further than the XXXXXXXXXXXXXXXX XX XXX XX.

Cllr Temperton - I agree that the disabled parking bay should be installed as the resident XXXXXX XXXX XXX XXXXXXXXXXX XX XXX XXXX XXX XXXXXX XX XX XXXXX.

No comments were received from Cllr Ejaz.