

**TO: EXECUTIVE MEMBER FOR PLANNING AND TRANSPORTATION**

**19<sup>th</sup> February 2024**

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**INTRODUCTION AND REMOVAL OF DISABLED PARKING BAYS – VARIOUS  
ROADS IN BULLBROOK, EASTHAMPSTEAD & WILDRIDINGS, GREAT HOLLANDS,  
HANWORTH, HARMANS WATER & CROWN WOOD AND PRIESTWOOD & GARTH**

**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 Bullbrook, Easthampstead & Wildridings, Great Hollands, Hanworth, Harmans Water & Crown Wood and Priestwood & Garth.

**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 are 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, 12 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 4 disabled parking bays that are no longer in use. The markings and signs for these bays have 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 Members from seven Council Wards – Bullbrook, Easthampstead & Wildridings, Great Hollands, Hanworth, Harmans Water & Crown Wood and Priestwood & Garth. Of the seventeen Members consulted two requested, and were provided with, some additional information and no comments were received from the remaining fifteen.

#### 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 Two formal objections/comments were received, relating to the proposed disabled bay in Herbert Green, and are summarised on the attached 'Objections to Traffic Regulation Orders' table 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 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 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 disabled parking 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

#### Climate Change Implications

- 6.5 The recommendations in Section 2 are expected to have no impact on emissions of CO<sub>2</sub>.

The reason the Council believes that this will have no impact on CO<sub>2</sub> emissions is that the applicants currently park their vehicles either in the proposed bay or in its vicinity so there will be a negligible effect on the current parking or increased vehicle movements.

#### Health & Wellbeing Considerations

- 6.6 The installation of residential disabled parking bays can reduce the anxiety felt by mobility impaired residents over if they will be able to park near to their home which can in serious cases lead to residents becoming house bound.

## **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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#### Doc. Ref