

Annex B

OBJECTIONS / COMMENTS TO ADVERTISED TRAFFIC REGULATION ORDER

Scheme:	BRACKNELL FOREST BOROUGH COUNCIL (DISABLED PARKING SPACES) (PHASE 3) ORDER 2023		
	Disabled Parking Spaces (Herbert Close)		
Date Advertised:	15th November 2023	No. of objections/comments Received:	2

Objector	Summary of objection/comment	Officers Comments	Recommendation <small>Abandon/Modify/ Proceed as advertised.</small>
X & X XXXXXXXX X Clive Green	<p>The residents state that this is the second disabled parking bay proposal in this area within a year. They add, as they mentioned in their objection to the previous proposal, there is already limited parking spaces within Herbert Close that are used by both residents of the Close and Clive Green. The removal of another space will have a dramatic impact on residents who will be unable to use it. Since the last disabled parking bay proposal parking in Herbert Close has significantly got worse and it is a struggle to find a parking space outside their home.</p> <p>They add that there is currently a borough wide situation with parking and this proposal is only contributing to this with nothing being implemented to manage the issue. They state there are no new measures being proposed to improve the parking in Herbert Close. There are grass verges that could be turned into additional spaces which would ease the parking pressures. They finish by stating that it seems this decision has already been made and the consultation is purely a tick box exercise.</p>	<p>The installation of the disabled parking bay that was proposed early last year is currently on hold at the request of the applicant. The Council indicated we were prepared to pause the installation for a period of approximately 6 months which is coming to an end shortly. We are currently in discussions with the applicant as to whether they wish for the bay to be installed or not.</p> <p>Due to ever-increasing levels of car ownership nationally, many areas of the Borough currently experience parking pressures. Consequently, issues related to parking are quite commonly raised by residents on a Borough-wide basis and it is necessary for the council to consider where these issues constitute a problem upon which it must act.</p> <p>The ideal solution would be to provide enough off-street parking provision for every vehicle and property; however this would be almost impossible to achieve due to limited space and the vast expense this would incur. Unfortunately, it is a harsh reality that the Council have limited funds and resources available to address issues such as this that are brought to our attention.</p> <p>Requests for additional parking spaces are prioritised based on multiple factors. These include the number of spaces which can be gained, value for money, requests from Councillors, whether we have already implemented additional parking bays within the road in question, engineering difficulty in constructing any additional bays, planning policies and residents' requests.</p>	Proceed as advertised

		<p>10 additional parking spaces have been constructed in Herbert Close with the last 4 being installed in 2014. 9 additional parking spaces were constructed in Clive Green in 2014.</p> <p>Whilst there are other areas of verge which could be considered for conversion to parking areas, the areas which have already been converted are those which have been able to provide a significant increase in parking capacity whilst meeting the other factors we consider outlined previously. To significantly increase the parking capacity further would likely require a much larger scale scheme involving the removal of much of the green space, including several mature trees. Any such proposals would be required to go through the Planning process as the Council has no automatic right to convert non-highway land. Given the current environmental planning policies that are designed to protect residential green spaces it is very unlikely that planning permission would be approved in this instance.</p>	
<p>X XXXXXXXX</p>	<p>The resident states there are two disabled residents in Clive Green and in witnessing them X does not agree with the proposal.</p> <p>X states one has XXXXXX XXX XX XXXX XXXXXX, their car is very rarely used and X has seen X XXXXX XXXXX X XXX XXXXXXXXXXXX XX.</p> <p>The other disabled resident initially seemed in XXXXX XXXX due to XXXXXXXX XXXX XXXXXXXX and using X XXXXXXXXXXXX. However, since their XXXXXXXX XXXX XXXXX XXX X XX XXXXXXX XXXX XXXXXXXX and the resident has seen X XXXXXXXX XX XXX XXXX and doing XXXXX XXXXXXXXXXXX XXXXXXXXXXXX</p> <p>The resident adds that parking in Clive Green is horrendous and they are unable to get a space despite returning home from work around X.XX. X states this proves more spaces are needed rather than reducing them by introducing priority parking.</p> <p>X finishes by stating X would support the proposals if they were for a genuine need rather than a convenience due to lack of available parking.</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>Requests for additional parking spaces are prioritised based on multiple factors. These include the number of spaces which can be gained, value for money, requests from Councillors, whether we have already implemented additional parking bays within the road in question, engineering difficulty in constructing any additional bays, planning policies and residents' requests.</p> <p>10 additional parking spaces have been constructed in Herbert Close with the last 4 being installed in 2014. 9 additional parking spaces were constructed in Clive Green in 2014.</p> <p>Whilst there are other areas of verge which could be considered for conversion to parking areas, the areas which have already been converted are those which have been able to provide a significant increase in parking capacity whilst meeting the other factors we consider outlined previously. To significantly increase the parking capacity further would likely require a much larger scale scheme involving the removal of much of the green space, including several mature trees. Any such proposals would be required to go through the Planning process as the Council has no automatic right to convert non-highway land. Given the current environmental planning policies that are designed to protect residential green spaces it is very unlikely that planning permission would be approved in this instance.</p>	<p>Proceed as advertised</p>

Local Member comments

The local Council ward members were provided with the objections and comments received and asked if they had any further comments on the proposals or the consultation responses. No further comments have been received.