



LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS to be made by the Lead Member for Communities and Safety,
Councillor Bill Bentley

THURSDAY, 24 MAY 2018 AT 10.00 AM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 26 April 2018 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Provision of an on-street advisory disabled bay in Aldervale Cottages Crowborough
(*Pages 5 - 16*)
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

16 May 2018

Contact Simon Bailey, Democratic Services Officer,
01273 481935
Email: simon.bailey@eastsussex.gov.uk

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LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 26 April 2018 at County Hall, Lewes

Councillor Elkin spoke on item 4 (see minute 34)

32 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 16 MARCH 2018

32.1 The Lead Member approved as a correct record the minutes of the meeting held on 16 March 2018.

33 REPORTS

33.1 Reports referred to in the minutes below are contained in the minute book.

34 EAST SUSSEX COUNTY COUNCIL ROAD SAFETY PROGRAMME UPDATE

34.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with further details of the planned projects and road safety infrastructure work, contained in Appendices 2 to 5 tabled at the meeting. A copy of the additional appendices is contained in the Minute Book.

DECISION

34.2 The Lead Member RESOLVED to endorse the latest developments in the East Sussex County Council Road Safety Programme and the plans for the next steps.

Reason

34.3 The work being undertaken in the Programme aims to take a multifaceted and evidence based approach to improving road safety with the aim of reducing KSIs. As evidence indicates the vast majority of KSIs result from driver carelessness or error, specific measures are required to address these issues. The Programme will develop a range of behaviour change initiatives to provide targeted interventions to reduce KSIs within the identified priority groups.

34.4 These behaviour change initiatives will be developed alongside work to improve road safety through targeted infrastructure and speed management schemes.

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Report to: Lead Cabinet Member for Communities and Safety

Date of meeting: 24 May 2018

By: Director of Communities, Economy and Transport

Title: Provision of an on-street advisory disabled parking bay in Aldervale Cottages, Crowborough

Purpose: To consider an objection received to the provision of an on-street advisory disabled parking bay

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the concerns raised by the objector; and**
 - (2) Approve the provision of an on-street advisory disabled parking bay in Aldervale Cottages, Crowborough**
-

1 Background Information

1.1. In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No. PS 5/11. This policy was approved by the Lead Member for Communities and Safety at his meeting on 16 March 2018 and is attached as Appendix 1.

1.2. An application for an on-street disabled bay was received from a resident of Aldervale Cottages on 29 June 2017. The application was assessed against the policy criteria. As the applicant is in receipt of the Enhanced Rate Personal Independence Payment an independent mobility assessment was not required.

1.3. Due to the nature of the area, a disabled bay cannot be provided directly outside the applicant's property. There are limitations as to where an advisory disabled parking bay could be safely provided along Aldervale Cottages, due to the use of the road and the limited road width.

1.4. The road layout at the south west end of Aldervale Cottages is intended to provide sufficient space to allow vehicles to turn around safely. As a result, we are unable to provide a disabled bay within the turning head, since promoting the use of this area for parking could impact on a vehicle's ability to turn around safely.

1.5. Consideration was given to finding an alternative location for a disabled parking bay for the applicant. The section of road between the turning head and the layby is too narrow to provide a designated parking bay, as this could impede access for emergency service vehicles.

1.6. The southernmost space in the layby was therefore the closest available space where a designated parking bay could be safely provided, and the proposal has been put forward on this basis.

1.7. In line with Policy PS 5/11 consultation with the affected residents was carried out. An objection was received during the consultation period.

1.8. The need for a bay on traffic management grounds was established by the local Traffic and Safety Officer.

1.9. The provisional cost of the advisory disabled bay is approximately £250 and will be met from existing revenue budgets.

2 Supporting Information

2.1. Aldervale Cottages is a residential cul-de-sac, and the majority of properties do not have dedicated off-street parking. A location plan for Aldervale Cottages is attached as Appendix 2. Photographs showing the parking situation are contained in Appendix 3.

2.2. During the consultation period, an objection was received from the owner of one of the affected properties.

2.3. A response was sent to the affected property owner to address their queries regarding the provision of a bay, and inviting them to withdraw their objection. No response was received within the provided timescale. The main grounds for the objection, together with the officer's response, are detailed in Appendix 4. A Full copy of the correspondence is available in the Member's Room.

3 Conclusion and Reasons for Recommendations

3.1. The need for the disabled bay was identified by site assessments undertaken by the Traffic and Safety Officer. This was supported by the information given in the initial application.

3.2. The requirements of Policy PS 5/11 have been met in this case. The Lead Member is therefore recommended to approve the provision of an advisory disabled bay in Aldervale Cottages in line with this policy.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Paul Ward
Tel. No. 01273 482294
Email: paul.ward@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Sylvia Tidy

BACKGROUND DOCUMENTS

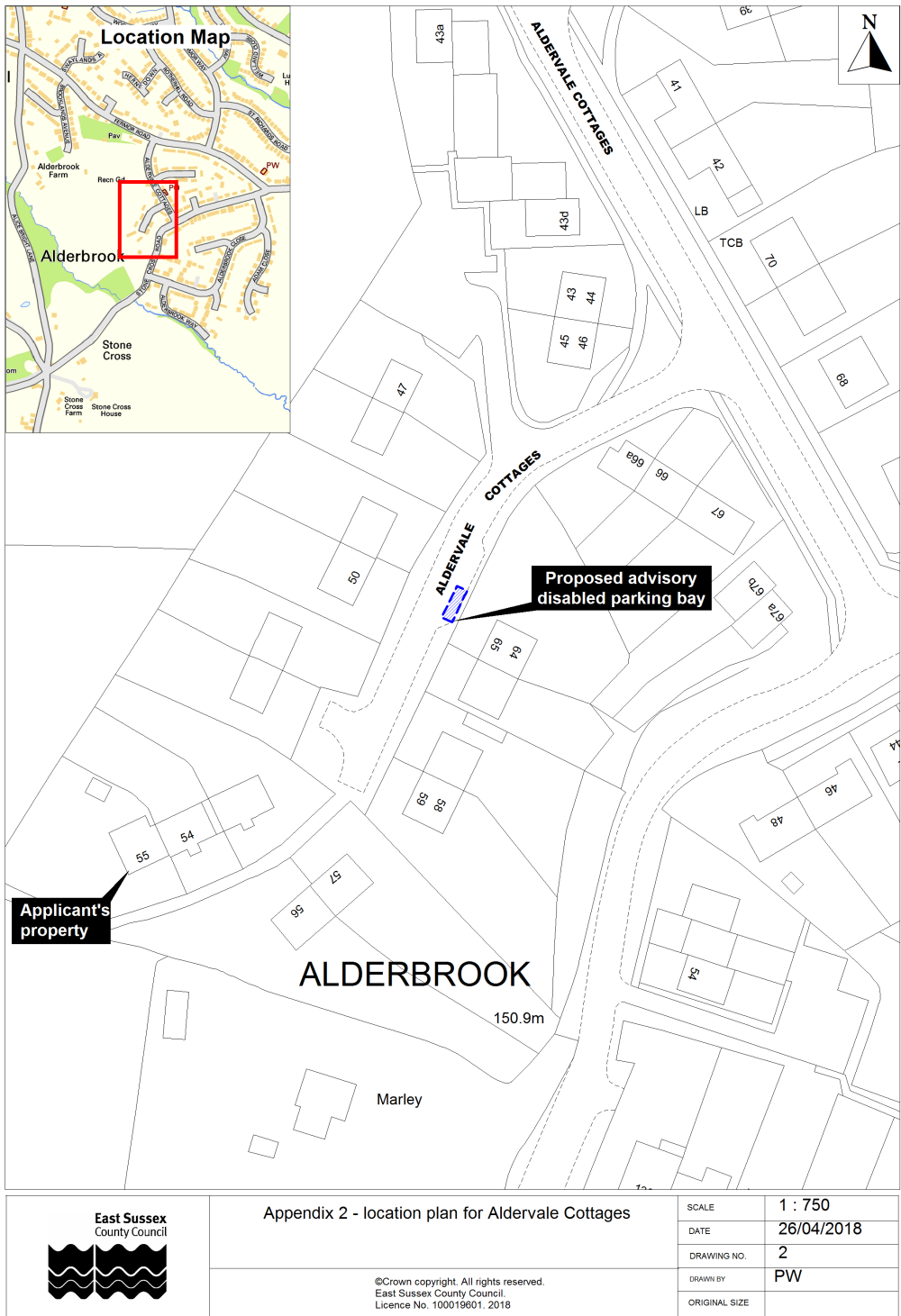
None

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – COMMUNITIES AND SAFETY
POLICY SUMMARY

| | |
|---|--|
| PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS | PS5/11 |
| <p><u>Purpose of Policy</u></p> <p>This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.</p> | |
| <p><u>Specific Policies</u></p> <ol style="list-style-type: none"> 1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant. 2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder if suitable private “off-street” parking is available. 3. The need for a bay in terms of traffic problems shall be determined by the highway authority. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought. 4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances. 5. All special parking bays shall be subject to periodic reviews to establish the continuing need. 6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder. | |
| <p><u>Supporting Statement</u></p> <p>The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers.</p> | |
| <p><u>References – Further Information</u></p> <p>Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10 Lead Member for Communities and Safety- Agenda Item XX</p> | <p><u>Date of Approval</u></p> <p>01.03.1977 15.03.1995 06.11.2006 16/03/2018</p> |

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Appendix 2 - location plan for Aldervale Cottages

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Appendix 3 – Site photos



Photo 1 - parking layby (left) on Aldervale Cottages



Photo 2 - Location of proposed parking bay at end of layby



Photo 3 - alternate view of parking layby



Photo 4 - on-street parking on approach to turning head



Photo 5 - evidence of verge damage due to reduced width of carriageway



Photo 6 - pedestrian access to applicant's property at end of turning head

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Appendix 4 – Summary of objection and officer’s comments

| | Objector | Reason for objection | Comment |
|---|----------------|--|---|
| 1 | Property owner | <p>Queried why the bay is not provided closer to the applicant’s property, as the applicant’s vehicle is usually parked closer to their property.</p> <p>Objector struggles to get a parking space close to their house as other residents have more than one vehicle.</p> | <p>There are limitations as to where an advisory disabled parking bay could be safely provided along Aldervale Cottages, due to the use of the road and the limited road width.</p> <p>The road layout at the south west end of Aldervale Cottages (nearer the applicant’s property) is intended to provide sufficient space to allow vehicles to turn around safely. As a result, we are unable to provide a disabled bay within the turning head, since promoting the use of this area for parking could impact on a vehicles ability to turn around safely.</p> <p>Consideration was given to finding an alternative location for a disabled parking bay for the applicant. The section of road between the turning head and the layby is too narrow to provide a designated parking bay, as this could impede access for emergency service vehicles. The southernmost space in the layby was therefore the closest available space where a designated parking bay could be safely provided, and the proposal was put forward on this basis.</p> <p>The majority of properties on Aldervale Cottages do not have off-street parking, and a disabled resident may experience considerable hardship if they are unable to park close to their property at times when the demand for parking is high.</p> |

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