



LEAD MEMBER FOR COMMUNITIES AND SAFETY

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

THURSDAY, 31 JANUARY 2019 AT 2.00 PM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 18 December 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 parking bay in Wolfe Close, Crowborough
(*Pages 5 - 14*)
Report of the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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23 January 2019

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LEAD MEMBER FOR COMMUNITIES AND SAFETY

DECISIONS made by the Lead Member for Communities and Safety, Councillor Bill Bentley, on 18 December 2018 at County Hall, Lewes

18 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 28 NOVEMBER 2018

18.1 The Lead Member confirmed as a correct record the minutes of the meeting held on 28 November 2018.

19 REPORTS

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

20 UPDATE ON THE LIBRARIES AND PARKING PARTNERSHIP

20.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, which contained a response to a petition submitted by Councillor Ruth O'Keeffe. The comments of Councillor Godfrey Daniel, the Local Member for Hastings Library, were conveyed to the Lead Member.

20.2 Councillor Stephen Catlin of Lewes District Council, the Lead Petitioner, spoke regarding the petition and the response.

DECISIONS

20.3 The Lead Member RESOLVED to (1) Note how the Libraries and Parking Partnership has been implemented;

(2) Note the issues which have arisen which caused difficulties for some customers, and the measures implemented to improve the customer experience;

(3) Agree that the NSL and ESCC websites are comprehensively reviewed to ensure that the online system is easy to use, and that user testing is carried out on the new webpages to make sure that they provide a clear and simple customer journey;

(4) Advise the petitioners of the changes that will be undertaken on the NSL system in order to provide a simpler and improved service for customers wishing to purchase visitor scratch card permits; and

(5) Request that officers write to the Local Members in the New Year when the webpages on the Parking Service has been reviewed, to invite comments to be submitted to the Lead Member for Transport and Environment to ensure the content is as accessible as possible.

Reasons

20.4 The fundamental overhaul of the way in which the Council delivers parking services to customers is part of the drive to provide modern, efficient and affordable public services, making best use of diminishing resources, whilst at the same time providing greater flexibility and

accessibility to the service for the vast majority of customers. Mitigations and support have been put in place for customers who cannot access online services.

20.5 The Partnership has also enabled the Council to better manage underutilised space at libraries and bring together parking and library services so that customers are able to access both at the same location. To implement The Partnership preparations were made within the buildings, new systems were developed and additional library staff were appointed and trained. To date nearly 90,000 permits have been issued and 80% of payments have been made online.

20.6 There have been some transitional problems in implementing the changes, including negative customer feedback, and we would like to apologise for the difficulties that some customers have experienced. The Partnership has identified and resolved the majority of the issues which have arisen, taking steps to improve the customer experience significantly. We continue to monitor this while improvements to the Council and NSL Apply websites continue. It is recommended that the NSL and ESCC websites are comprehensively reviewed to ensure that the online system is easy to use, and that user testing is carried out on the new webpages to make sure that they provide a clear and simple customer journey. This work could be undertaken during December and January, with new pages launched by February 2019.

20.7 Following feedback from residents and councillors requesting a system that avoids the need for multiple visits to libraries to apply for and then collect visitor scratch card permits, we will make changes on the NSL system in order to provide a simpler and improved service for customers wishing to purchase visitor scratch card permits. These changes will come into effect in January 2019.

Report to:	Lead Cabinet Member for Communities and Safety
Date of meeting:	31 January 2019
By:	Director of Communities, Economy and Transport
Title:	Provision of an on-street advisory disabled parking bay in Wolfe Close, Crowborough
Purpose:	To consider an objection received to the provision of an on-street advisory disabled parking bay

(1) *RECOMMENDATIONS:* The Lead Member is recommended to approve the provision of an on-street advisory disabled parking bay in Wolfe Close, Crowborough in line with adopted Policy.

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 Wolfe Close on 19 January 2018. The application was assessed against the policy criteria, and the application was initially rejected in February 2018 on the grounds that there was sufficient room within the applicant's front garden to install an off-road parking facility.

1.3. The applicant contacted the Traffic & Safety team again in May 2018, having investigated the possibility of installing off-street parking, and advised that the presence of two storm drains within the front garden would prohibit this, as the drains cannot withstand the weight of a vehicle driving over them repeatedly. The applicant requested that their application be reconsidered since the provision of off-street parking would not be a suitable solution for their needs.

1.4. A mobility assessment was therefore requested from the Adult Social Care department in May 2018, in order to confirm that the applicant's needs warranted the provision of a bay. The completed assessment was received in July 2018 recommending the provision of a bay.

1.5. The applicant's property is one of a number of properties set back from the road at the end of the turning head in Wolfe Close. The majority of the properties in Wolfe Close do not have their own private off-street parking facilities, although there is a parking layby within the frontage of no's 3-7 Wolfe Close, and a large off-street parking area at the southern end of the cul-de-sac.

1.6. The closest available parking space to the applicant's property is at the south-eastern end of the on-street parking layby adjacent to the turning head at the end of Wolfe Close, and this location was recommended by the mobility assessment. It was noted from site inspections that there may be potential for access to be obstructed if other vehicles were to park right up to the proposed bay (outside no. 6) and in the turning head to the side of the proposed bay at the same time. It is therefore proposed to proceed with a standard length 6.6 metres bay rather than the shorter and more commonly used 5.5 metre length bay to enable unobstructed use at all times.

1.7. In line with Policy PS 5/11, consultation with the affected residents was carried out. Six responses were 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. Wolfe Close is a residential cul-de-sac and the majority of properties do not have dedicated off-street parking. A location plan for Wolfe Close is attached as Appendix 2. A photograph showing the parking arrangements in the turning head is included in Appendix 3.

2.2. During the consultation period six responses were received from the owners of the affected properties, which included two expressions of support, two stating no objection to the proposal, one query about the length of the bay, and one objection.

2.3. The query about the length of the bay was addressed in a telephone discussion with the affected residents. A response was sent to the remaining objector to address their queries regarding the location and size of the proposed 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 Wolfe Close in line with this policy.

RUPERT CLUBB

Director of Communities, Economy and Transport

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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 31</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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Key to Restriction Types Displayed

— Blue Badge Holders Only

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Wolfe Close Crowborough



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Appendix 4 – Summary of objection and officer's comments

	Objector	Reason for objection	Comment
1	Property owner	Does not object to the provision of a disabled bay in principle, but expressed concern regarding the location and size of the proposed bay, and the impact on the number of available parking spaces.	<p>In accordance with our working practice, the disabled parking bay is proposed within the closest available parking space to the applicant's property, which is also the location that was recommended following a mobility assessment of the applicant by a member of our Adult Social Care department.</p> <p>It was noted from site inspections that two vehicles often park within the turning head adjacent to the location of the proposed bay. Although this road layout is intended to provide sufficient space to allow vehicles to turn around safely, it is inevitable that in the absence of any parking restrictions, such as double yellow lines, some residents will use this area for parking. The County Council does not have plans to implement parking restrictions within the turning head at this time, and the slightly longer 6.6m bay has been proposed to reduce the likelihood of a vehicle parked within the turning head preventing the applicant from accessing or leaving the proposed disabled parking bay in the layby.</p> <p>As the resident has suggested in their email, there are currently two parking spaces between the end of the cul-de-sac and the private driveway of no. 5 Wolfe Close. A 5 metre space (the standard recommended length of a single parking space) would be retained between the proposed 6.6 metre disabled parking bay and the private access of no. 5 Wolfe Close. As a result, we would not envisage that the length of the proposed parking bay will result in the loss of any existing parking spaces.</p>
2	Property owner	Requested clarification that the proposed parking bay will not obstruct access to their property.	As per the above comments, there is a 5 metre gap between the proposed 6.6m long advisory disabled parking bay and the dropped kerb for the resident's driveway. There would therefore be sufficient room to accommodate a blue badge holder's vehicle and an additional vehicle within the parking layby without encroaching upon the affected resident's driveway. This was confirmed in a telephone discussion with the resident.

3	Property owner	No objection to the proposed disabled parking bay, and supports the application.	
4	Property owner	No objection to the proposed disabled parking bay	
5	Property owner	Supports the provision of a disable parking bay	
6	Property owner	No objection to the proposed disabled parking bay	