

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 21 May 2018

By: Director of Communities, Economy and Transport

Title: Provision of an on street advisory disabled parking bay, Osborne Close, Hastings

Purpose: To consider the objections received to the introduction of an on street advisory disabled parking bay

RECOMMENDATIONS: Lead Member is recommended to:

- (1) Note the concerns raised by the objectors; and**
 - (2) Approve the introduction of an advisory disabled bay in Osborne Close, Hastings**
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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 4/18. This policy was approved by the Lead Member for Transport and Environment at his meeting on 6 November 2006 and is attached as Appendix 1.

1.2. An application for an on street disabled bay was received from a resident of Osborne Close, Hastings. The application was assessed against the policy criteria. The applicant has a garage which was found unsuitable taking into account the applicant's mobility needs. A mobility assessment has been carried out by the Blue Badge Team which recommended provision of a bay.

1.3. The applicant lives in The Boltons which is a block of flats in Osborne Close. Due to the existing parking restrictions and the road layout the bay would need to be located outside The Boltons (Appendix 2). In line with the County Council's working practice, consultation with the other residents of The Boltons was carried out following the application.

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

2 Supporting Information

2.1 There is a local primary school located at the north-western end of Osborne Close. Both sides of the road leading to a primary school entrance are covered by School Keep Clear markings (operational Monday to Friday 8am-9.30am and 2.30pm-4pm). There are also No Waiting restrictions (operational during the same period) on both sides of the entrance to Osborne Close. Parking is further restricted near the applicant's home due to three vehicular accesses for those properties opposite The Boltons.

2.2 Standard disabled bays installed parallel to the kerb should be 6.6 metres long. As the natural pattern of parking at this location is in echelon (that is, nose-in to the kerb) a standard parallel bay would remove around three parking spaces. It was not therefore considered

appropriate to propose a standard parallel bay due to the high demand for parking in this cul-de-sac.

2.3 Instead, an echelon disabled parking bay was proposed and consultation letters were sent to all residents of The Boltons on 7 December 2017. Objections were received on the grounds that the applicant has a garage, parking is in high demand, the amount of parking space for other residents would be reduced, and that the bay should be relocated to the end of the school keep clear markings as this is where the applicant usually parks.

2.4 Officers reassessed the location and a second consultation letter was sent out on 6 March 2018 proposing the bay at the end of the school keep clear markings. Although this proposed bay is smaller than standard at 4 metres long x 2 metres wide, the applicant has confirmed this would be suitable for their needs. The Department for Transport (DfT) have also previously advised they would be happy to authorise smaller disabled bays if the applicant agrees it is suitable.

2.5 Two objections were received (from one property) to this new proposal, again on the grounds that parking in the area is in high demand and providing a parking bay for the sole use of a blue badge holder is unfair on the other residents of The Boltons.

2.6 There are around 23 garages intended for the use of the residents of The Boltons, although it is unclear how many of these are actually in use. The prime responsibility for providing off-street parking lies with the applicant, but this must be suitable for their needs. As the applicant said they could not use their garage, a mobility assessment was carried out. The assessment concluded that the garage was unsuitable for the needs of the applicant and recommended a bay should be provided.

3 Conclusion and Reasons for Recommendations

3.1 The need for the disabled bay was identified during the application process and supported by the mobility assessment.

3.2 The revised proposal will minimise the impact on parking requirements at this location while still meeting the needs of the applicant.

3.3 The requirements of Policy PS 4/18 have been met in this case. The Lead Member is therefore recommended to approve the provision of an advisory disabled bay in line with this policy.

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LOCAL MEMBERS

Councillor Martin Clarke

BACKGROUND DOCUMENTS

None