

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 27 April 2015

By: Director of Communities, Economy and Transport

Title: Provision of an on-street advisory disabled parking bay in Robin Close, Eastbourne

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

RECOMMENDATIONS: The Lead Member is recommended:

- (1) To note the concerns raised by the objectors; and**
 - (2) To approve the provision of an advisory disabled bay in Robin Close, Eastbourne**
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1 Background

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 A.

1.2 An application for an on street disabled bay was received from a resident of Robin Close, Eastbourne on 27 August, 2014. The application was assessed against the policy criteria. A mobility assessment was carried out as the applicant is not the driver of the vehicle. Following the assessment, provision of a disabled bay was recommended by Adult Social Care.

1.3 Due to the nature of the area, a disabled bay cannot be provided directly outside the applicant's property. Robin Close has two turning areas which are regularly parked in by residents. It is necessary to install a disabled bay in one of these turning areas. In line with policy PS4/18, consultation with the affected residents was carried out and objections have been received. The responses are summarised in Appendix B with Officer comments. Full copies of the responses are available in the Member's Room. A location plan is enclosed as Appendix C

1.4 The need for a bay on traffic management grounds was established by the local Traffic Engineer.

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

2 Supporting information

2.1 Robin Close is a small residential cul-de-sac. Whilst a number of properties have off-street parking facilities, a proportion do not. Some households own more than one vehicle and the demand for on street parking is high.

2.2 It is not standard practice to provide disabled parking bays in turning heads; however, the practice of parking in this area is well established in this road. The location of adjacent off street accesses results in the rest of the turning area being kept clear. The turning area is large enough to accommodate a parked vehicle at the proposed location of the bay.

3 Conclusion and reasons for recommendations

3.1 The need for the disabled bay was identified by the site assessments undertaken by the Traffic Engineer. This was supported by the information given in the initial application form and supported by Adult Social Care.

3.2 Consultation was carried out with the four properties in the area directly affected by the proposed bay. Objections from two properties were received.

3.3 The requirements of Policy PS 4/18 have been met in this case and it is recommended that the disabled bay is provided in line with this policy.

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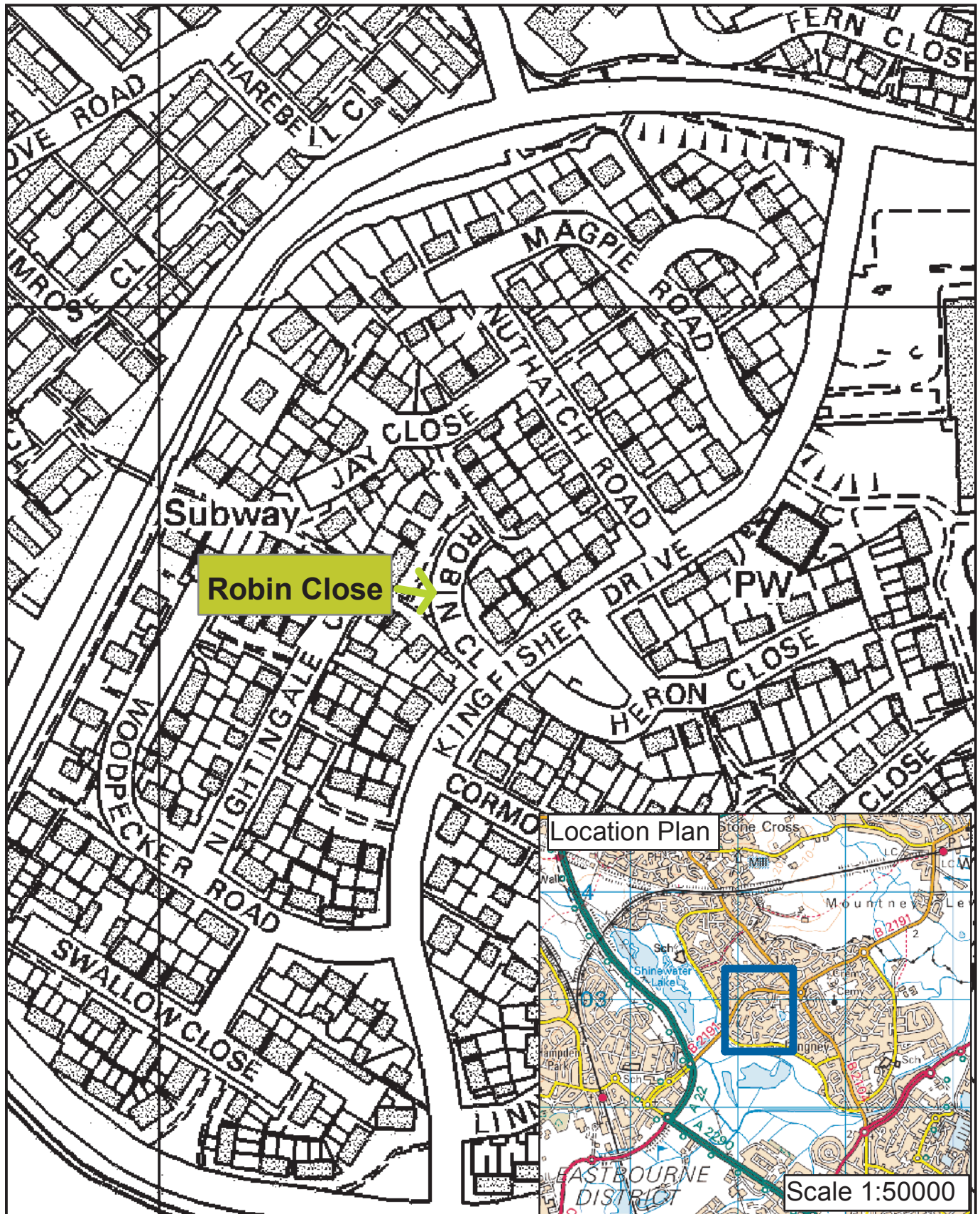
LOCAL MEMBERS

Councillor Shuttleworth

BACKGROUND DOCUMENTS

None

Robin Close, Eastbourne



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Director of Communities,
Economy and Transport
East Sussex County Council

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Appendix A – Policy PS 4/18

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT **POLICY SUMMARY**

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS4/18
<u>Purpose of Policy</u> This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.	
<u>Specific Policies</u> <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 Director of Transport and Environment. 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.	
<u>Supporting Statement</u> 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. The following additional parking facilities are available through national legislation:- [a] For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply. [b] Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users.	
<u>References – Further Information</u> Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10	<u>Date of Approval</u> 01.03.1977 15.03.1995 06.11.2006

Appendix B – Summary of Objections

	Objector	Reason for objection	Comment
1	Resident of Robin Close	<p>The proposed location of the disabled bay could cause access issues for No's 9 & 11</p> <p>A disabled bay in this location would prevent visitors to No's 9 & 11 from parking outside of these properties.</p> <p>Enquired about extending the dropped kerb outside of their property and a disabled bay would prevent them from doing this.</p> <p>The area should be used for turning only and provision of a disabled bay</p>	<p>Parking currently takes place at this location but tends to be hap-hazard thus causing issues for the residents of No's 9 & 11 when entering/exiting their off-street parking. Demarcation of a bay should encourage those that park here to park within the bay markings, thus making it easier for the residents of No's 9 & 11 to access/exit their off-street parking.</p> <p>There is currently no guarantee that this space is available for use by visitors to these properties as the area is used for parking by a number of residents/visitors. The disabled bay could be used by any person who displays a blue badge, including those connected with No's 9 & 11.</p> <p>There is currently no application for an extension to this dropped kerb. This matter can be addressed if and when the needs arise.</p> <p>It is noted that this area is used for turning. Due to the nature of the area there are two arms to the turning area</p>

		would prevent this from happening.	and provision of a bay will still enable turning to take place.
2	Resident of Robin Close	<p>The proposed location of the disabled bay could cause access issues for No's 9 & 11</p> <p>The proposed location of the disabled bay would prevent the residents of No 11 from parking outside of their own property.</p>	<p>Parking currently takes place at this location but tends to be hap-hazard thus causing issues for the residents of No's 9 & 11 when entering/exiting their off-street parking. Demarcation of a bay should encourage those that park here to park within the bay markings, thus making it easier for the residents of No's 9 & 11 to access/exit their off-street parking.</p> <p>There is currently no guarantee that this space is available for use by these residents as the area is used for parking by a number of residents/visitors. The disabled bay could be used by any person who displays a blue badge, including those connected with No's 9 & 11.</p>

Appendix C – Location plan Robin Close, Eastbourne



