

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE  
PROPOSED DISABLED PERSONS PARKING BAY AT BURNSFIELD  
STREET, CHATTERIS**

*To:* Traffic Manager and the Local Member representing electoral division below.

*Meeting Date:* 21<sup>st</sup> January 2019

*From:* Executive Director: Place & Economy

*Electoral  
division(s):* Chatteris

*Forward Plan ref:* N/A *Key decision:* No

*Purpose:* To determine an objection to the installation of a Disabled Persons Parking Bay in Burnsfield Street, Chatteris

*Recommendation:* a) Implement the restrictions as advertised  
b) Inform the objector accordingly

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## **1. BACKGROUND**

- 1.1** Burnsfield Street is located to the west of the Town Centre of Chatteris, a plan of the location can be found at (Appendix 1).
- 1.2** Burnsfield Street is approximately 6.8 metres wide, there are no restrictions over this section of Burnsfield Street with vehicles usually parking on both sides of the carriageway. There is an existing disabled persons parking bay outside of number 11 Burnsfield Street. A disabled persons parking bay was removed from outside of 21 Burnsfield Street in April 2018 at the request of and funded by the home owner of 21 Burnsfield Street to expedite the sale of the property.
- 1.3** An application for a Disabled Persons Parking Bay (DPPB) in the vicinity of 19 Burnsfield Street was received on 11<sup>th</sup> November 2017. The applicant meets the County Council's criteria for a DPPB. Disabled Persons Parking Bays allow the applicant to park close to their residence as an aid to mobility and play an important role in helping maintain independence. In addition the intention of such bays is to maintain a parking place for any bona-fide disabled badge holder to use, not just the applicant.
- 1.4** There are 2 different types of Disabled parking bay, these are the Advisory Disabled Bay and the Mandatory Disabled Bay. Mandatory bays require the making of a Traffic Regulation Order and misuse of such bays can be enforced. Advisory bays are installed without the legislative upright sign and are non-enforceable however such bays are well respected. As Advisory bays do not require a Traffic Regulation Order they are more cost effective to install. Cambridgeshire County Council as Highway Authority will assess each application to decide which bay is most appropriate.
- 1.5** Due to the high density of housing and parking pressures in Burnsfield Street a Traffic Regulation Order was proposed to install a DPPB in the vicinity of 19 Burnsfield Street, Chatteris.
- 1.6** A plan showing the location of the proposed Disabled Persons Parking Bay can be found at appendix 2.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO for Burnsfield Street was advertised in the Fenland Citizen on the 24<sup>th</sup> of October 2018. The statutory consultation period ran from the 24<sup>th</sup> of October until the 14<sup>th</sup> November 2018.

- 2.3** The statutory consultation resulted in one objection which has been summarised in the table in Appendix 3. The officer responses are also given in the table.
- 2.4** On the basis of this analysis, it is recommended that the Disabled Persons Parking Bays in the vicinity of 19 Burnsfield Street is implemented as advertised as:
- The applicants meet the County Council's eligibility criteria.
  - There is sufficient provision in the accessibility budget 2018-19

### **3 ALIGNMENT WITH CORPORATE PRIORITIES**

**3.1 Developing the local economy for the benefit of all**

There are no significant implications for this priority.

**3.2 Helping people live healthy and independent lives**

Disabled Persons Parking Bays can have an important role in maintaining the applicant's independence.

**3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

### **4 SIGNIFICANT IMPLICATIONS**

**4.1 Resource Implications**

The necessary staff resources and funding have been secured through the Accessibility budget.

**4.2 Statutory, Risk and Legal Implications**

The statutory process for this proposal has been followed.

**4.3 Equality and Diversity Implications**

There are no significant implications within this category.

**4.4 Engagement and Consultation Implications**

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions and consultation letters were delivered to nearby residents. The proposal was available to view in the reception area of Shire Hall, Vantage House, Huntingdon and at the Offices of Fenland District Council as well as being available to view online.

**4.5 Localism and Local Member Involvement**

The County Councillor's and District Councillors were consulted, no comments were received.

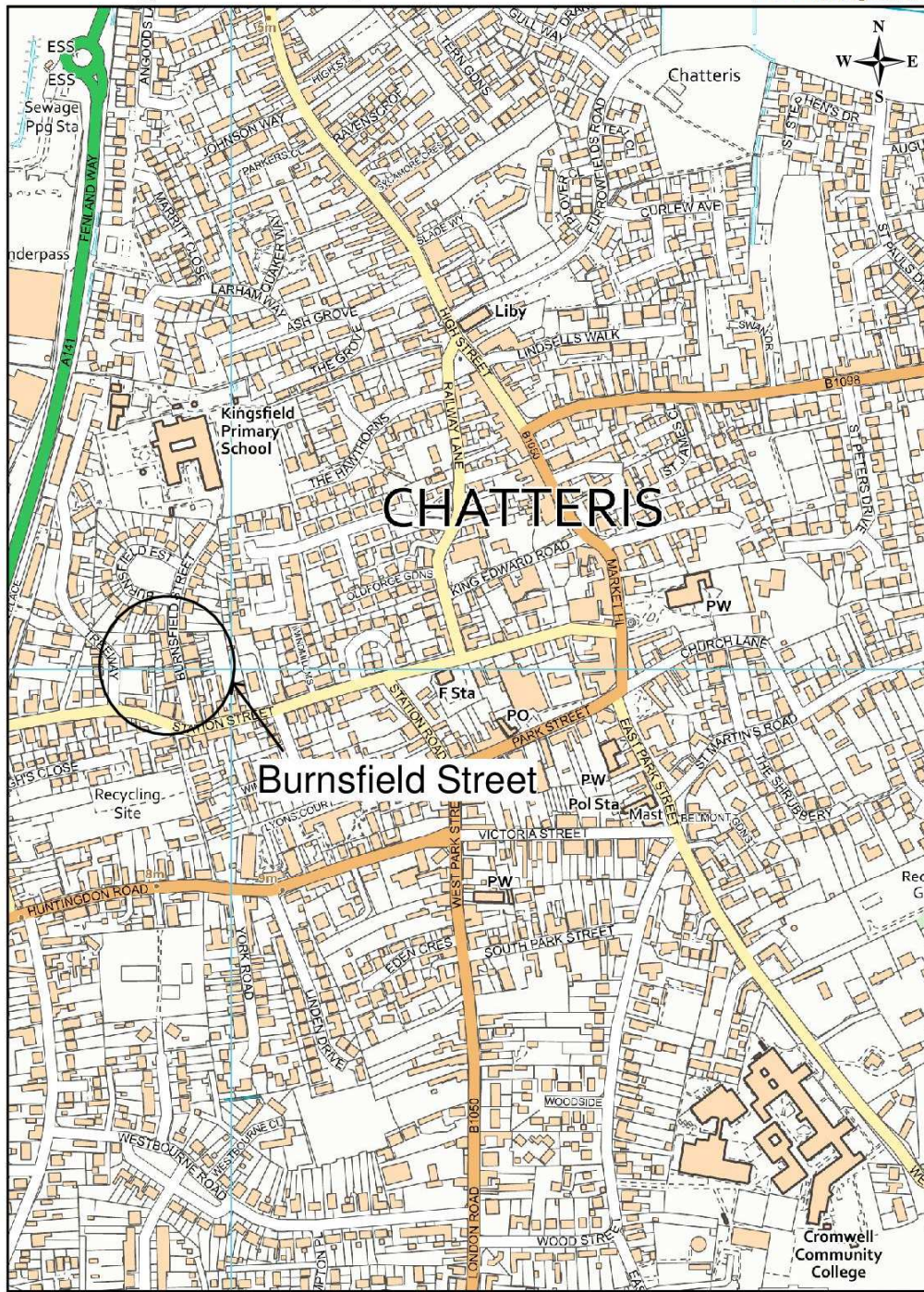
#### 4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

## Appendix 1 – Location Overview

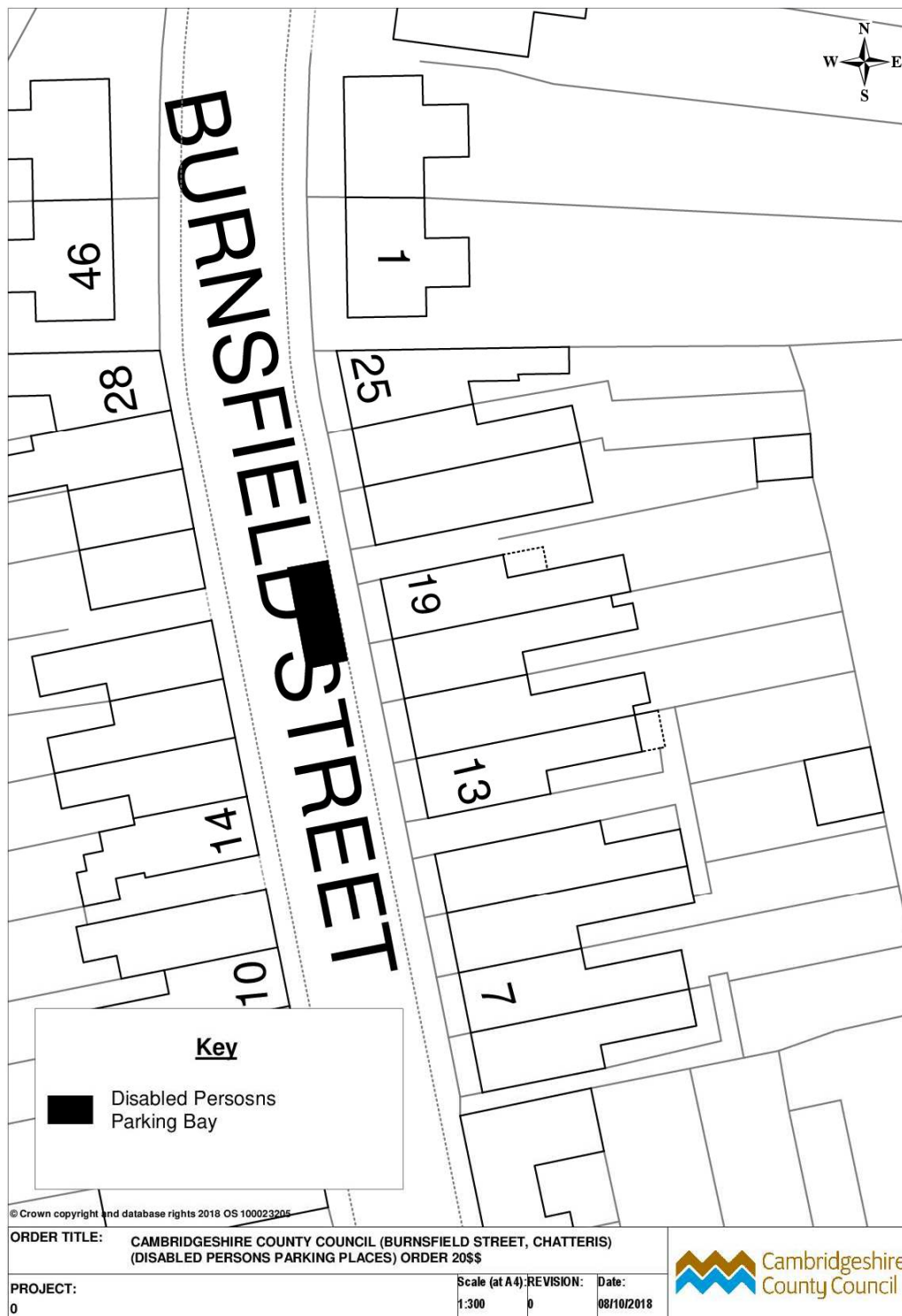
Cambridgeshire County Council



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**Appendix 2 – Proposed Disabled Persons Parking Bay Burnsfield Street, Chatteris**



### Appendix 3

#### Objections:

1	<p>The parking situation in Burnsfield Street is dire and utilising quite a large space for a disabled parking bay will only exacerbate this problem, particularly evening and weekends when even parking on Burnsfield Estate is virtually impossible. It is, unfortunately, a 'first come, first served' situation.</p> <p>There is already a disabled bay a few metres along the street which is not shown on your plan.</p> <p>There was a disabled bay outside number 21 Burnsfield Street for the owners of that property, which was decommissioned because they were unable to sell their house with it in situ, so it would appear that these disabled bays are in fact used as personal parking spaces, which may or may not be applicable to this application.</p> <p>I know that in theory the bay can be used by anyone with a blue badge but in practice this rarely happens, and the bay will probably be unused during working hours.</p> <p>I would request that this application is given very careful consideration and rejected on the basis of need and/or eligibility.</p>	<p>I appreciate that there is a high demand for on street parking spaces in Burnsfield Street as there are with many roads. It is often this pressure for parking spaces that is a major factor for people to apply for a disabled persons parking place as because of mobility issues the applicant may not be able to walk/travel long distances if a space near to their property is not available. Having a disabled persons parking bay near to the applicant's property can therefore play an important role in maintaining the applicant's independence. I do also appreciate that a disabled persons parking space is larger than a 'standard' parking space (to enable the user room to enter/exit the vehicle and allow extra room to be able to access and or remove any additional mobility equipment from the vehicle) however as the disabled persons parking bay outside of number 21 Burnsfield Street has been removed and given that the resident at number 19 Burnsfield Street parks outside or nearby their property when they can the proposed disabled persons parking bay would not cause a significant loss of on street parking space and apart from the disabled persons parking bay outside of number 11 Burnsfield Street the rest of the street will remain unrestricted.</p> <p>Although disabled persons parking spaces can be used by anyone with a valid blue badge in residential areas such as this the bay is likely to mostly be used by the applicant who applied for the bay. The applicant of this bay would have been able to use the disabled persons parking bay that was installed outside of number 21 Burnsfield Street as it was likely to be available at most times due to the original applicant at number 21 moving away, however in order expedite the sale of the property (and at the request of the buyer) the seller applied to remove the bay (at their own expense).</p> <p>When considering applications for disabled parking bays we would look at capacity, on street parking pressures and if there were</p>
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		<p>already disabled parking bays nearby, in this case there is one existing bay outside of number 11 Burnsfield Street that is in frequent use and therefore it is not felt that 2 disabled persons parking bays in a street of 28 dwellings is over saturation.</p> <p>All applications for disabled persons parking bays must meet Cambridgeshire County Council's criteria before they are considered for a bay and in this case the criteria has been met.</p>