

Report Title: Objections associated with the proposed installation of an advisory disabled persons parking bay in Thistle Green, Swavesey

To: Cambridgeshire County Council's Traffic Manager and the Local Member(s) representing electoral division below.

Meeting Date: 8<sup>th</sup> June 2022

From: Executive Director: Place & Economy

Electoral division(s): Local Member representing Papworth and Swavesey

Key decision: No

Outcome: To determine objections received to the proposed installation of an advisory disabled persons parking bay in Thistle Green, Swavesey.

Recommendation: a) It is recommended that the proposed advisory disabled persons parking bay be installed as shown in the plan at appendix 2.  
b) Inform the objectors and interested parties accordingly.

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## 1. Background

- 1.1 Applications are submitted to Cambridgeshire County Council as County Highway Authority for the installation of disabled persons parking bays near the home of the applicant providing applicants meet the criteria set out on Cambridgeshire County Council's website.
- 1.2 An application for a disabled persons parking bay was received by Cambridgeshire County Council from a resident in Thistle Green, Swavesey. The carriageway at the location of the proposed disabled persons parking bay is approximately 6.8 metres wide.
- 1.3 To be considered for a disabled persons parking bay applicants must have no access to off street parking facilities such as a garage or driveway, have a valid blue badge, be regularly unable to park conveniently near to their home due to heavy on street parking, be the driver of the vehicle or the driver of the vehicle must reside at the same address as the applicant and a suitable location for the disabled parking bay can be found that is acceptable in terms of achieving a balance of parking provision.
- 1.4 There are two different types of disabled persons parking bays that can be installed, these are mandatory disabled persons parking bays and advisory disabled persons parking bays. Mandatory DPPBs require the making of a Traffic Regulation Order (TRO) and the misuse of such bays can be enforced. Advisory DPPBs are installed without the legislative upright sign and although these are non-enforceable they are generally well respected by other road users. As advisory bays do not require the making of a TRO they are more cost effective to install. Cambridgeshire County Council assesses each application for DPPBs before deciding which type of bay to install.
- 1.5 Disabled persons parking bays allow users to park near to their residence as an aid to mobility and can play an important role in helping maintain independence. Once installed DPPBs can be used by any road users in possession of a valid blue badge.
- 1.6 It has been proposed to install an advisory disabled persons parking bay in the vicinity of number 25 Thistle Green, Swavesey. The location of the proposed disabled persons parking bays can be seen at Appendix 1.
- 1.7 Following consideration of comments made during the consultation period it has been proposed to make a small amendment to the position of the proposed bay to that shown in appendix 2.

## 2. Main Issues

- 2.1 Consultation was carried out with interested parties (local Council's, Councillors and local residents) regarding the proposed disabled persons parking bay.
- 2.2 The consultation resulted in 2 objections and 3 comments to the proposed disabled persons parking bay. The objections and comments are summarised in the table in appendix 4.

### 3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone  
Disabled Persons Parking Bays can have an important role in maintaining the applicant's independence, furthermore once installed these bays can be used by anyone holding a valid blue badge.
- 3.2 Thriving places for people to live  
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children  
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050  
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 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications for this priority.
- 4.3 Statutory, Legal and Risk Implications  
The statutory process for this proposal has been followed.
- 4.4 Equality and Diversity Implications  
The design and implementation, if approved, would comply with all relevant regulations, standards and other accepted practises. Once installed the dimensions of the bay markings of a Disabled persons parking bays provide the user with sufficient space to safely enter and exit their vehicle and provide sufficient space to safely access and use any mobility aids the user may have. Blue badge holders may not be able to walk/travel long distances if a parking space is not available near to their home address and can feel anxious about going out in their vehicle in case a parking space is not available when they return. Therefore having a disabled persons parking bay near to the applicant's property can play an important role in maintaining the applicant's independence.
- 4.5 Engagement and Communications Implications  
Residents living in the vicinity were individually consulted by letter. Email consultation was sent to local Councils and local Councillors.
- 4.6 Localism and Local Member Involvement  
The County Councillor and District Councillors were consulted, no comments were received from the County Councillor or District Councillors. Swavesey Parish Council have objected to the proposal.

#### 4.7 Public Health Implications

There are no significant implications for this priority.

#### 4.8 Environment and Climate Change Implications on Priority Areas:

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: neutral

Explanation: There are no significant implications for this priority.

##### 4.8.2 Implication 2: Low carbon transport.

Status: neutral

Explanation: There are no significant implications for this priority.

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: neutral

Explanation: There are no significant implications for this priority.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: neutral

Explanation: There are no significant implications for this priority.

##### 4.8.5 Implication 5: Water use, availability and management:

Status: neutral

Explanation: There are no significant implications for this priority.

##### 4.8.6 Implication 6: Air Pollution.

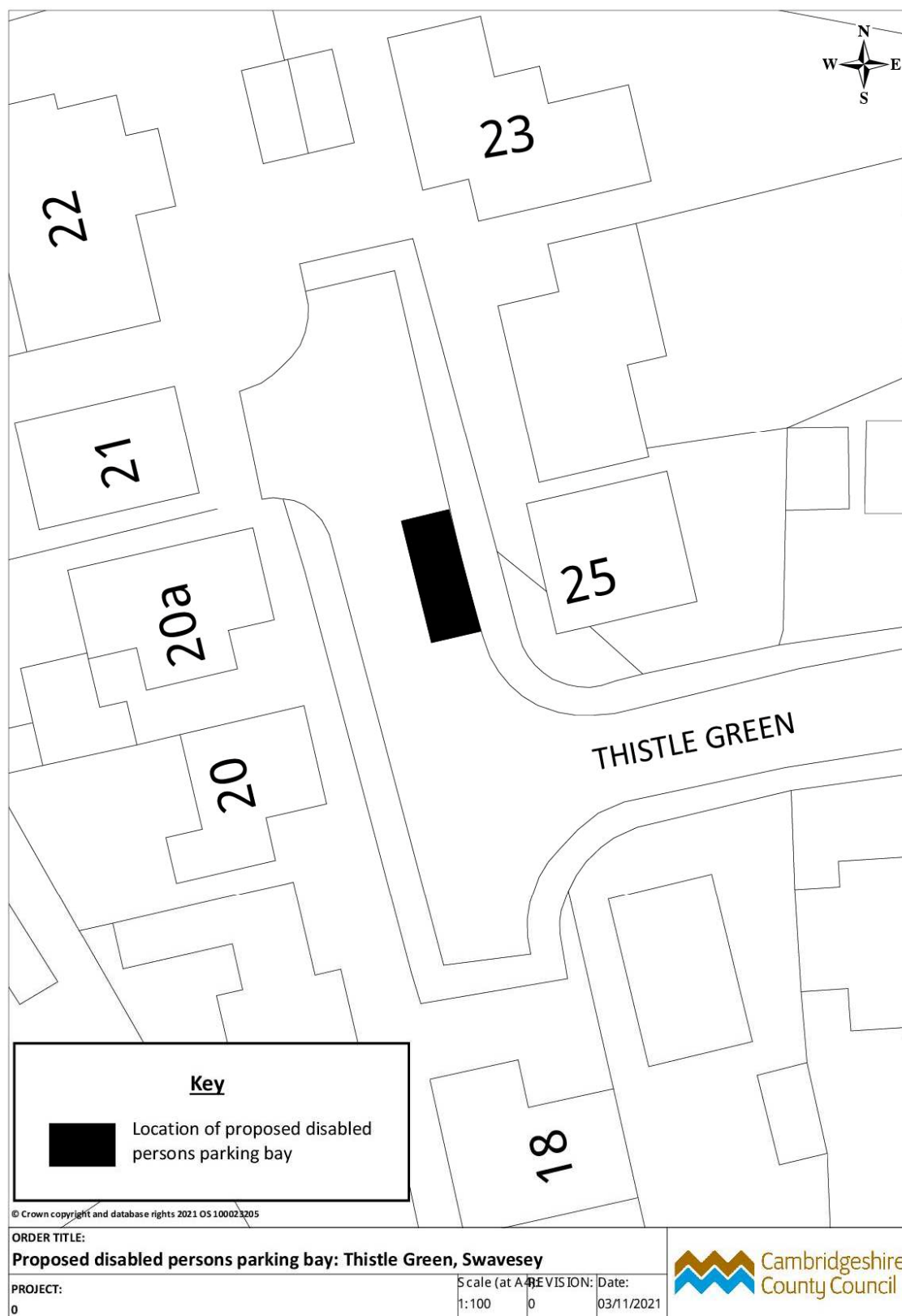
Status: neutral

Explanation: There are no significant implications for this priority.

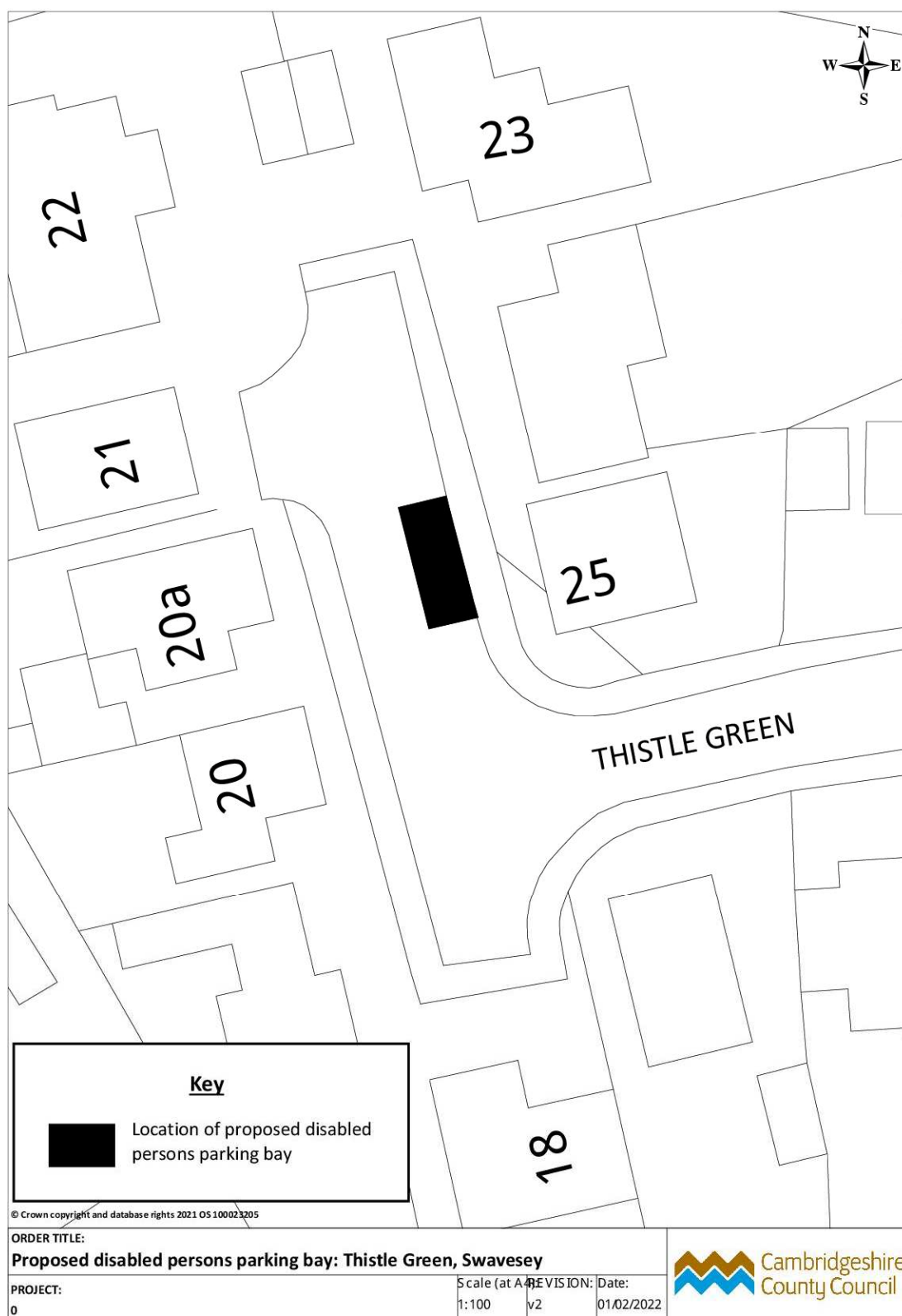
## 5. Source documents

Source Documents	Location
Copies of written representations (redacted) received during the consultation period.	<a href="mailto:policyandregulation@cambridgeshire.gov.uk">policyandregulation@cambridgeshire.gov.uk</a>

Appendix 1: Plan showing the location of the proposed disabled persons parking bay in Thistle Green, Sawston.



Appendix 2: Plan showing the amended location of the proposed disabled persons parking bay in Thistle Green, Sawston.



Appendix 3: Site photo of proposed bay location and applicant's off-street parking area



Appendix 4: Comments received during the consultation to the proposed installation of a disabled persons parking bay in Thistle Green, Swavesey

No.	Summary of Objection / Comments	Officer Response
1.	<p>Although accepting that the applicant will have an adapted vehicle, the Council cannot see that the criteria as laid out on the CCC website can be met, as the applicant has an off-road parking area and garage and the off-road parking area has access to the rear of the property. Also Thistle Green is not a main or busy road and the Council is not aware that there are any issues in being able to park close to the applicant's property.</p> <p>Further comments in response to the applicants comments;</p> <p>Swavesey Parish Council still considers the eligibility criteria as listed on the CCC website is not met and therefore maintains its previous comments and confirms that this is an objection. Thistle Green is not a busy road and there appears to be no difficulty in parking for local residents. To facilitate ease of access for a wheelchair user to/from the house and to/from the adapted vehicle, the Parish Council comments that alternative parking at the side of the property alongside the dropped kerb to the driveway, or in the driveway, would provide level access.</p>	<p>Applicant's response to points raised by Swavesey Parish Council; (shown in italics);</p> <p><i>Our application is solely based around the need to ensure there will always be sufficient space to safely load and unload our daughter into the adapted vehicle at the place of residence in a practical manner.</i></p> <ul style="list-style-type: none"> <li><i>Unfortunately we can't use our garage as there's no room for a car. My partner uses the driveway for his car as its not practical to park our motability car in the driveway as it's hard to push/pull my daughter's adapted buggy/wheelchair over the gravel driveway. My daughter, has a blue badge and is in receipt of high rate DLA. She is 5, 6 in March and cannot stand, walk or communicate. At present we are continuing to have to lift our daughter into the car (parked in front of the house) from the front door which is becoming increasingly difficult as she gets heavier and more wriggly. We have put a deposit down on a wheelchair accessible vehicle (WAV), but unfortunately due to the current shortages of chips, we have no idea when we will get our vehicle. We wouldn't be able to park the WAV in the driveway as its very narrow and we need space at the back for the ramp. We need space at the back of the WAV for the ramp to enable us to wheel our daughter in and out of the vehicle. We need enough space for the ramp too, which is why having our car parked directly outside our property is especially important. We have enough space at the front of our property for the vehicle and ramp. We don't want to be having to park down the road or blocking someone's driveway or parking on the bend or generally being in the way of the other residents. Please see scale plan views (attached) of the available off road parking with the adapted vehicle shown, both in a forward and reverse parked positions. While the property does have off-road parking we</i></li> </ul>



*believe is not of sufficient size for the safe loading and unloading of our daughter into the adapted vehicle, additionally space around vehicle is limited restricting passing and impacting vehicle manoeuvrability. Equally we believe the garage is not of sufficient size to accommodate the vehicle. When the vehicle is parked forward facing, access around the vehicle is restricted and the access ramp lowers blocking the footpath. During loading and unloading the wheelchair occupant will need to be left in the road while the chair restraints are retrieved from the vehicle and fitted to the front of the chair, then the chair has to be manoeuvred over and uneven (lowered curb and slopped path) surface onto the ramp. When the vehicle is reversed parked in the drive to achieve the required access to ramp the front of the vehicle would have to positioned such that the public foot path would be blocked and the nose of the vehicle protruding into the road.*

- *While generally the parking around Thistle Green does not cause an issue and we recognise it is not a main road (although the turning head on the corner of our property is frequently used), there has been a noticeable increase in additional cars parked on the road, these include but not limited to; parking at the side of our property impacting the use of the turning head, parking adjacent to the drive at house number 23 which limits access to our drive from a single direction, cars parked within the turning head near number 21, cars occasionally parking on the corner behind our current vehicle without giving the required access despite our car clearing displaying the need for access. Should the space identified not be allocated and pre-occupied; we are concerned we will be in the position where it will be necessary to load and unload my daughter directly in the centre of the road at her place of residence. We quite often have difficulty parking at the front of our property and its imperative that we are able to park at the front of our property. Whenever we go out we have to pack so much stuff, clothes, nappies, food, portable seat as highchair for*

		<i>meals, mobile hoist (which is very heavy) and buggy so need to be close to the house to enable us to transport the items required.</i>
2.	<p>Telephone objection received from nearby property owner:</p> <p>The position of the proposed bay will make exiting their driveway difficult especially if vehicles are parking outside of number 20 and behind the proposed bay.</p>	The position of the proposed bay has been amended to move it 1m north so that this resident is able to have clear access to their driveway.
3.	<p>We have no objection at all to this proposal.</p> <p>The only problem this may cause is the fact that the turning point outside No 21 is often use as a parking bay. We feel the turning head needs signage or yellow lines to indicate that it is not a private parking bay.</p>	<p>Regarding the parking in the turning head, turning areas such as this should be kept clear so that vehicles can manoeuvre to exit the cul-de-sac in a forward gear for road safety reasons. The only road markings that could be used to prevent parking in this area would be double yellow lines, these would require the making of a Traffic Regulation Order (TRO) to install. Before making a TRO the local Highway Authority (in this case Cambridgeshire County Council) is required to advertise the proposed TRO on site and in the local press and consult with all interested parties, statutory consultees and local residents with a three week consultation period whereby objections can be lodged. Cambridgeshire County Council does not have a standalone budget for installing double yellow lines (to cover the costs of advertising the press notice and costs of installing the road markings) so requests for parking restrictions such as these are made via the Local Highways Improvement Initiative (LHI) where local groups, Councils, or residents can submit an application for highway improvements with the applicant agreeing to make a percentage contribution to the cost of the scheme with the rest of the funding being provided by Cambridgeshire County Council. Alternatively applications can be submitted to privately fund schemes such as parking restrictions. It may be worth in the first instance discussing your concerns with your local Councillors.</p>
4.	No 25 Thistle Green does have a garage and a drive which would allow access to the rear of the property and their current vehicle will fit on this drive. If they had a longer	<ul style="list-style-type: none"> <li>The applicant has stated that their driveway is unsuitable for use with a wheelchair and too small to accommodate a specially adapted vehicle.</li> </ul>

	<p>vehicle, it could still be accommodated but with some manoeuvring being required.</p> <p>The applicant's current vehicle is always parked in the spot that they wish to have designated as a bay and I am not aware of any issues of the space not being available.</p> <p>Their second vehicle is always parked on the drive.</p> <p>There is not a 'heavy on-street' parking problem at the end of the close.</p> <p>The bay could restrict access to the opposite property's driveway</p> <p>The front entrance of No.25 has steps up to front door, whereas the rear has easier access.</p> <p>Could the bay be to the positioned nearer the rear of No. 25 opposite No.16 and 17 as these properties have plenty of off-road parking? This is the parking space currently used by a minibus that collects and drops off the disabled person every school day.</p> <p>I do support all aspects of assistance for the disabled and their families but in this case, I believe the funding could be used for a better cause or the bay positioned in a more convenient position.</p>	<ul style="list-style-type: none"> <li>• Your comment regarding the existing on street parking provision is noted, because of limited mobility blue badge holders need to be able to park as close as possible to their address so the installation of a disabled persons parking bay reduces the anxiety of returning home and a space not being available (although if installed the bay could be used by anyone who has a valid blue badge).</li> <li>• I have tried to position the proposed bay so that it is in a convenient position for the applicant but also so that it allows the occupants of the house opposite room to be able to manoeuvre on and off their drive.</li> <li>• Consultation letters have been sent to all householders on this part of the cul-de-sac so any issues can be raised during the consultation period</li> <li>• I have spoken with the applicant previously and they have agreed that the proposed position of the disabled persons parking bay is the most convenient for them, however we will consider those comments received during consultation before we make a decision whether to install the bay and where to install it if we do.</li> </ul>
5.	<p>I am resident at ■■■ Thistle Green, Swavesey, and wish to comment on the above subject. My wife and I whole heartedly support the proposal for the disabled parking bay, knowing the challenges faced by the family at 25.</p> <p>However, this could raise problems existing with parking in the area ; the</p>	<p>Thank you for your email, your support for the proposed disabled persons parking bay outside of number 25 Thistle Green, Swavesey is noted.</p> <p>Regarding the parking in the turning head, turning areas such as this should be kept clear so that vehicles can manoeuvre to exit the cul-de-sac in a forward gear for road safety reasons. The only road markings that could be used to prevent parking in this area would be double yellow lines, these would</p>

<p>area in question is part of a small cul-de-sac where many of the house owners have more than one car, and all houses need to be accessed by transport.</p> <p>Because of the confines of the cul de sac, access and parking is very limited, and leaving the cul de sac can be difficult. We do have a dedicated turning space but unfortunately this is regularly used for long periods of time as a parking space. Because there is then nowhere to turn their vehicles, drivers of personal callers and delivery vans have to reverse down the cul de sac. Visibility is poor and there is an accident waiting to happen here as children regularly play out in what should be a safe place.</p> <p>Would it be possible to mark this turning space while you are marking the disabled parking bay? A "no parking" sign or writing on the road will hopefully re-instate the intended use for this space and make the whole cul de sac a safe place for vehicles and the residents who live here.</p>	<p>require the making of a Traffic Regulation Order (TRO) to install. Before making a TRO the local Highway Authority (in this case Cambridgeshire County Council) is required to advertise the proposed TRO on site and in the local press and consult with all interested parties, statutory consultees and local residents with a three week consultation period whereby objections can be lodged. Cambridgeshire County Council does not have a stand alone budget for installing double yellow lines (to cover the costs of advertising the press notice and costs of installing the road markings) so requests for parking restrictions such as these are made via the Local Highways Improvement Initiative (LHI) where local groups, Councils, or residents can submit an application for highway improvements with the applicant agreeing to make a percentage contribution to the cost of the scheme with the rest of the funding being provided by Cambridgeshire County Council. Alternatively applications can be submitted to private fund schemes such as parking restrictions.</p>
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