

Traffic Regulation Order Objections Associated with Proposed Disabled Persons Parking Bays in Edinburgh Road and Ross Street, Cambridge

- To: Cambridge Joint Area Committee
- Meeting Date: 18 December 2024
- From: Executive Director of Place and Sustainability
- Electoral division(s): County Council divisions within Cambridge:
Chesterton (Edinburgh Road), Romsey (Ross Street)
- City Council wards:
East Chesterton (Edinburgh Road), Romsey (Ross Street)
- Executive summary: The proposal is to install disabled persons parking bays in Edinburgh Road and Ross Street, Cambridge. The purpose of this report is to inform Members of the feedback received to the publication of these proposals and consider whether the proposed disabled persons parking bays should be installed.
- Recommendation: The Committee is asked to:
- a) Recommend that the County Council's Executive Director of Place and Sustainability, in consultation with the local Member, approve the proposed disabled persons parking bay in Edinburgh Road as published; and
 - b) Recommend that the County Council's Executive Director of Place and Sustainability, in consultation with the local Member, approve the proposed disabled persons parking bay in Ross Street as published.

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1. Background

- 1.1 Applications are submitted to the County Council as the local highway authority for the installation of disabled persons parking bays (DPPBs) near the home of the applicant, providing applicants meet the criteria set out on the Council's website.
- 1.2 Applications for DPPBs was received by the County Council from residents in Edinburgh Road and Ross Street, Cambridge.
- 1.3 To be considered for a DPPB, 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 DPPB can be found that is acceptable in terms of achieving a balance of parking provision.
- 1.4 DPPBs allow users to park near 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.
- 1.5 The applications for DPPBs in Edinburgh Road and Ross Street meet the Council's criteria to be considered for a bay. Consequently, the Council has published a proposal to install a DPPB in the vicinity of 2 Edinburgh Road and 35 Ross Street, Cambridge. The necessary proposed Traffic Regulation Order (TRO) was advertised as reference PR1063, and this proposed TRO was for the installation of a number of DPPBs across Cambridge City. No objections were received to the other DPPBs proposed by the TRO.
- 1.6 A plan showing the extent of the proposed DPPB in Edinburgh Road is attached at Appendix 1, while a plan showing the extent of the proposed DPPB in Ross Street is attached at Appendix 2.

2. Main Issues

- 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. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2 The required notice was published in the Cambridge News on 2 October 2024 and the statutory consultation period ran until 23 October 2024. Notice was also displayed in the locality of the proposed bays. Additional information was available on the Council's website and the public was able to access further information and submit feedback via the Council's online traffic consultation portal. Residents living near to the proposed DPPBs were individually consulted by letter. A copy of the press notice is attached at Appendix 3.

- 2.3 The statutory consultation resulted in one objection received for both proposed DPPBs in Edinburgh Road and Ross Street, which are summarised in the table attached at Appendix 4, along with officer responses.
- 2.4 Relevant County and City Councillors were given the opportunity to comment as part of the statutory process, and no objections to the proposals were received from the Councillors.
- 2.5 The proposed DPPBs would result in the loss of approximately one parking space in both locations, however, it is most likely to be used by the applicants who requested the bays, who already park their vehicles in the locality, so there is unlikely to be any net loss of on-street parking. Hence, it is recommended that Committee recommends that the proposed DPPBs are approved.

3. Significant Implications

3.1 Finance Implications

The required statutory process and highway works will be funded by the County Council's accessibility budget.

3.2.1 Legal Implications

The statutory processes relating to the requirement to publish and consult on such proposals have been followed.

3.3 Risk Implications

There are no significant implications for this category.

3.4 Equality and Diversity Implications

The following statement below set out details of significant implications identified by officers:

Disability. 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 DPPBs 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 DPPB near to the applicant's property can play an important role in maintaining the applicant's independence.

3.5 Climate Change and Environment Implications

There are no significant implications for this category.

4. Source Documents

4.1 None