

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 15 June 2016

Subject:

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REQUEST FOR AN EXCEPTION TO INFORMAL DISABLED PERSONS PARKING POLICY – GRANGE ROAD, BURLEY IN WHARFEDALE

Summary statement:

This report considers a request for an Informal Disabled Persons Parking Place (DPPP) where the applicant does not satisfy all the criteria laid down in the Council's approved policy, but still wishes to pursue the provision of a facility.

It is recommended that:

- **This Committee approves the relaxation of the criteria for the provision of a DPPP in this instance and that the usual consultation with Ward Councillors and neighbours be carried out.**

Ward 26 – Wharfedale

**Mike Cowlam
Strategic Director
(Regeneration)**

Portfolio:

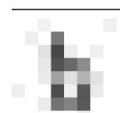
Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Environment and Waste Management

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1. SUMMARY

- 1.1 This report considers a request via Social Services to provide a Disabled Persons Parking Place (DPPP) for an applicant who does not satisfy all the criteria laid down in the Council's approved policy for the provision of an informal DPPP.
- 1.2 It is recommended that the criteria for the provision of an informal DPPP be relaxed in this instance and that the usual consultation with Ward Councillors and neighbours be carried out. The criteria for the provision of an informal DPPP are attached as Appendix 1 to this report.

2. BACKGROUND

- 2.1 A request has been received via Social Services for an Informal DPPP on Grange Road, Burley in Wharfedale. The applicant meets all the policy criteria with the exception of owning a car which is registered to his address. The applicant requires 24 hours a day, 7 days a week, assistance by a support worker who needs to transport him to various day services in their car. A summary of the criteria for the allocation of such spaces is attached as Appendix 1 to this report. The location of the site is shown on drawing no. TGD/THN/102137/28A, attached as Appendix 2 to this report.
- 2.2 Current policy recommends that any application not meeting the approved criteria should be referred to Social Services to ascertain whether there are exceptional circumstances that warrant further consideration. If such circumstances exist then the application, along with supporting documentation, should be referred to the relevant Committee for review.
- 2.3 Social Services have confirmed that the applicant is in receipt of the higher rate of attendance allowance and has been issued with a blue badge.

3. OTHER CONSIDERATIONS

Members will be aware that the provision of an Informal DPPP on a highway does not reserve the space for the applicant alone. The space would also be available for any disabled person blue badge holder to use.

4. OVERVIEW AND SECURITY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

5. OPTIONS

Members should be mindful that the policy is tailored towards providing Informal DPPP's for the most needy cases.

6. FINANCIAL AND RESOURCE APPRAISAL

6.1 Financial

The cost of implementing each DPPP is approximately £100. Finance has been allocated from the Integrated Transport Measures Capital Programme for the current financial year.

6.2 Resources

The introduction of DPPP's can be processed within existing staff resources.

7. RISK MANAGEMENT

The carers need to park close to the client's property in order to minimise potential road safety risks.

8. LEGAL APPRAISAL

Informal DPPP's in residential areas are not supported by Traffic Regulation Orders, making Council Warden intervention in disputes more problematical.

9. OTHER IMPLICATIONS

9.1 EQUALITY AND DIVERSITY

There are no Equal Rights implications.

9.2 SUSTAINABILITY IMPLICATIONS

There are no significant sustainability implications.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

9.4 COMMUNITY SAFETY IMPLICATIONS

The provision of an Informal DPPP at the location detailed within this report would not create any road safety hazards.

9.5 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

9.6 TRADE UNION

There are no Trade Union implications.

9.7 WARD IMPLICATIONS

None

10. NOT FOR PUBLICATION DOCUMENTS

None.

11. RECOMMENDATIONS

That the request for an Informal DPPP at Grange Road, be processed, and if there are no objections, a space should be installed. If there are objections, the request be referred back to Committee.

12. APPENDICES

Appendix 1 Current criteria for the provision of Disabled Persons Parking Places.

Appendix 2 Grange Road – Drawing no. TGD/THN/102137/28A.

13. BACKGROUND DOCUMENTS

Report 'Q' of the Transportation, Design and Planning Director to the meeting of the Shipley Area Committee held on 21 September 2005.

CRITERIA FOR INFORMAL DISABLED PERSONS PARKING PLACES IN RESIDENTIAL AREAS

a) Applicant Eligibility

- i). The applicant must be either the owner or driver of the vehicle, or a member of the household of the owner/driver.
- ii) The applicant must possess a disabled persons parking permit (blue badge).
- iii) The applicant must receive the higher rate of mobility component of the Disability Living Allowance.
- iv) The applicant must not have accessible off-street parking.

If any of the above criteria are not met, the application should be rejected.

b) Site Suitability

- i) Is the site on a junction (or within 5 metres)?
- ii) Is the site within a turning head where turning movements would be obstructed?
- iii) Is there already permit parking in place?
- iv) Are there existing waiting or loading restrictions in force?
- v) Is the road less than 4.8 metres wide?
- vi) Is the property frontage less than 5.0 metres long? (A minimum 5.0 metre long space is recommended).
- vii) Is the site on an unadopted road where the surface is poor, making it impossible to provide and maintain the markings?
- viii) Are there any other factors that would compromise road safety (i.e. on the inside of a bend)?

If any of the above site suitability tests are not met, the application should be rejected.

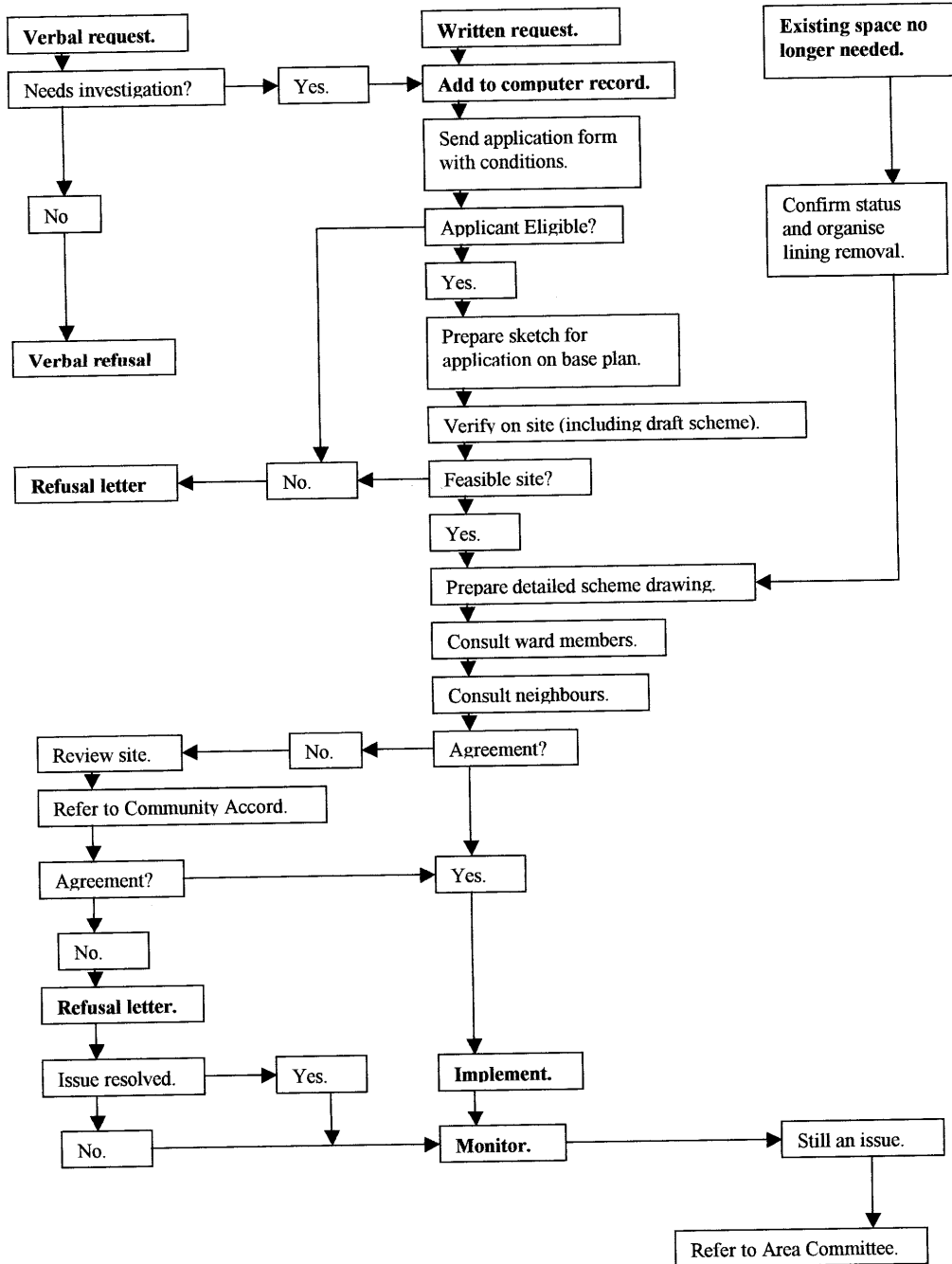
c) Associated Issues

- i) If the applicant does not have a car, but otherwise meets the criteria in (a), and is regularly transported by access bus or ambulance (e.g. a number of times per week), then a "Keep Clear" marking could be provided if obstruction by the transport vehicle is a road safety problem (i.e. on busy A, B or C classified roads where the vehicle cannot pull into the kerb due to parked cars).
- ii) If "Keep Clear" markings are requested across a driveway to aid egress, the application should be refused if the problem is a neighbour dispute and no outside influences apply. An exception may be considered if the site is close to shops or other similar outside influences.
- iii) If an application does not meet the above criteria, (a) or (b) but it is considered that exceptional circumstances exist, then the matter should be referred to the appropriate Area Committee.

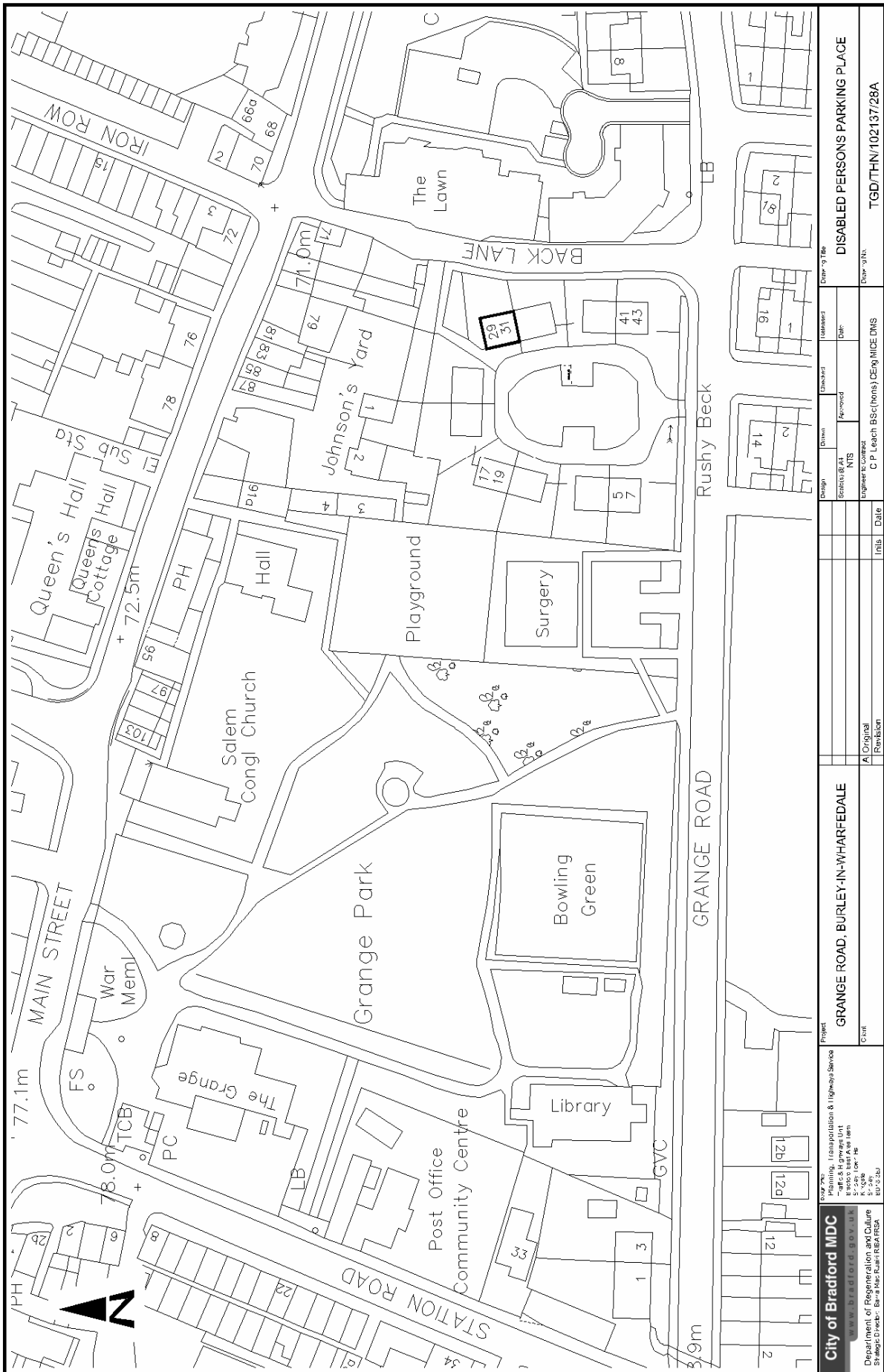
d) Process

- i) The process to be followed is shown in chart form on the “Informal Disabled Persons Parking Places In Residential Areas – Process Chart”.
- ii) Consult neighbours likely to be affected directly by the provision of the requested parking place. It is suggested that 3 properties to either side and those directly opposite should be consulted.

ADVISORY DISABLED PERSONS PARKING PLACES IN RESIDENTIAL AREAS - PROCESS CHART



APPENDIX 2



City of Bradford MDC Department of Regeneration and Culture Strategic Services - Design and Planning		Project: GRANGE ROAD, BURLEY-IN-WARFEDAILE Client:		Date of File: DISABLED PERSONS PARKING PLACE Date:	
Design: [] Engineer's Consent: [] Approved: [] Date: []		Design: [] Engineer's Consent: [] Approved: [] Date: []		Design: [] Engineer's Consent: [] Approved: [] Date: []	
A10/01/01 Revision:		C P Leach BSc(tons) CEEng MICE DMS TGD/THN/102137/28A		TGD/THN/102137/28A	