

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 26 September, 2016**

### **Report of the Cabinet Member for Building Services, Highways and Transportation**

### **Spring Street, Barry - Proposed Disabled Person's Parking Place - Objection Report**

#### **Purpose of the Report**

1. To advise Members of objections received to the proposed installation of a disabled person's parking place in Spring Street, Barry and to propose appropriate action.

#### **Recommendations**

1. That Members reject the objections for the reasons contained in this report and that the disabled person's parking place is installed.
2. That the objectors are advised of this decision.

#### **Reasons for the Recommendations**

1. To allow the Traffic Regulation Order to be made and implemented.
2. To confirm the Council's position.

#### **Background**

2. The Authority received two separate requests for a disabled person's parking place from the disabled residents of 2a and 3a Cardiff Road, Barry. The applicants applied for the disabled person's parking places to be installed in Spring Street, Barry as they are unable to park their vehicles directly outside of their homes on Cardiff Road due to the existing parking restrictions and a pedestrian crossing facility on the adopted highway fronting their properties.
3. The applicants confirmed that Spring Street is the closest most convenient place for them to park their vehicles and they have undertaken this practice for a substantial period of time due to the ease of accessibility to this road.
4. The applicants meet the current criteria as detailed in Council Policy for disabled person's parking places.
5. Under delegated authority the Head of Visible Services and Transport, in consultation with the former Cabinet Member for Visible and Leisure Services gave approval to

undertake statutory consultations and to give public notice of the Council's intention to install a double disabled person's parking place in Spring Street, Barry. This approval was given on 15th April 2016.

6. A letter of objection was received which was signed by seven residents of Spring Street which is attached at [Appendix A](#) for consideration.
7. In addition, during the statutory consultation period an advert was placed in the local press objecting to the proposal which is attached at [Appendix B](#) for consideration.

### **Relevant Issues and Options**

8. Spring Street is a terrace street situated within a highly populated residential area of Barry, which suffers from extraneous parking from residents due to multi vehicle ownership and generally the high demand for parking from residents living in the locality.
9. Parking surveys have been undertaken at various times throughout the day, evening and weekend and observations have confirmed the excessive demand for on-street parking at this location.
10. As previously stated the applicants from 2a and 3a Cardiff Road requested that the disabled person's parking places be installed in Spring Street due to the existing highway infrastructure and the lack of available parking fronting their properties.
11. The main points raised by the objectors are detailed below, together with the traffic officer's response.
12. Concern 1:  
"Residents of Spring Street already find it difficult to park and regularly have to resort to parking away from the street. Further restricting parking to aid residents of other streets seems unfair."
13. Officer Response 1:  
Parking surveys undertaken at varying times of the day, evening and weekend have confirmed the high demand for parking space. Therefore, the installation of a disabled person's parking place would be of great benefit to not only the disabled applicants living in Cardiff Road but also to any disabled blue badge holder living in Spring Street and the locality. Once a disabled person's parking place is installed it is for the use of any disabled blue badge holder, on a first come first served basis.
14. Concern 2:  
"The position of the proposed disabled parking bay is unnecessary as it does not provide easy access to any property due to there being no property at the footpath of the proposed disabled parking bay."
15. Officer Response 2:  
The proposed location for the double disabled person's parking place was chosen to not induce any inconvenience to the residents of Spring Street. The location is adjacent to a large grass verge and footpath, with an existing dropped kerb nearby for ease of access for disabled wheelchair users. The location is not fronting any residential properties of Spring Street and is situated 10 metres back from the junction with Cardiff Road. This is the specified safe distance to park, as detailed in the Highway Code, to maintain adequate visibility at the junction for vehicles exiting and entering Spring Street.

16. Concern 3:

"To be using the proposed disabled parking bay, the residents of Cardiff Road must cross the wide entrance of Spring Street in order to get to their properties meaning a potentially dangerous situation for anybody that is not fully able."

17. Officer Response 3:

"The proposed bay commences on the opposite side of the carriageway between the common boundary of 1 and 3 Spring Street. There is an existing dropped kerb at this location and the carriageway narrows substantially at this point."

In addition, an assessment has been undertaken of road traffic collisions using data supplied by South Wales Police and I can confirm that in the past 10 years there have been no incidents involving pedestrians at this location, which shows a very high level of road safety is already being achieved.

Attached at [appendix D](#) is plan reference T/16/12/WS which shows the proposed location of the disabled person's parking place for information.

18. Concern 4:

"There is land assigned for off road parking for the residents of Cardiff Road bungalows, located in Gwenllian Street. This land has been left unmaintained and therefore overgrown so cannot be accessed currently."

19. Officer response 4:

The land referred to in Gwenllian Street is not an off road parking area as there are currently no dropped kerbs allowing vehicular access to this location. The land is not adopted highway and is therefore private which has been left to deteriorate over a long period of time as shown in the photographs at [appendix C](#) for information.

20. Concern 5:

"Parking to be assigned for disabled residents on Gwenllian Street would mean that they have to walk less distance to their properties."

21. Officer response 5:

The distance for the applicants to walk is an equal distance to both Gwenllian Street and Spring Street as the properties on Cardiff Road are positioned centrally between the two streets.

22. Concern 6:

"Parking in spaces provided on Gwenllian Street would not require crossing any road to safely access their property on Cardiff Road."

23. Officer response 6:

As previously advised it has been proved that a high level of road safety is already being achieved in Spring Street.

24. Concern 7:

"Utilizing the space already available on Gwenllian Street will create an additional 2 parking spaces such as those proposed on Spring Street, therefore allowing greater access for parking to the wider community."

25. Officer response 7:

As previously advised the land referred to in Gwenllian is not an off road parking area and is private land with no dropped kerbs to give vehicular access to this site.

## **Resource Implications (Financial and Employment)**

26. The cost of making the Traffic Regulation Order and implementing the scheme is estimated at £1500, which would be met from the Traffic Management's operational budget 2016 / 2017, and would utilise the Council's own resources.

## **Sustainability and Climate Change Implications**

27. There are no Sustainable and Climate Change Implications with regard to this report.

## **Legal Implications (to Include Human Rights Implications)**

28. The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.

29. There are no Human Rights Implications with regard to this report.

## **Crime and Disorder Implications**

30. This proposal will help prevent potential disorder arising from the demand for on street parking.

## **Equal Opportunities Implications (to include Welsh Language issues)**

31. The proposal will benefit all disabled blue badge holders living within the community.
32. Any signage associated with this project will adhere to the requirements of the Council's Welsh Language Scheme.

## **Corporate/Service Objectives**

33. To maintain and develop a safe and effective highway, which assists in achieving Corporate Wellbeing Outcome 2: An Environmental and Prosperous Vale and Objective 4: Promoting Sustainable Development and Protecting our Environment.

## **Policy Framework and Budget**

34. This is a matter for Executive Decision.

## **Consultation (including Ward Member Consultation)**

35. The Ward Members were consulted on the proposal prior to and during the statutory consultation period and no comments were received.

## **Relevant Scrutiny Committee**

36. Environment and Regeneration.

## **Background Papers**

None.

## **Contact Officer**

Wendy Smith - Senior Technician Traffic Management

## **Officers Consulted**

Legal Services - Committee Reports  
Accountant - Building and Visible Services

## **Responsible Officer:**

Miles Punter - Director of Environment and Housing Services