



Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 20 October 2022

Subject: TRO 130B/2022: Old Farm Way - Disabled Persons Parking Places

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Drayton & Farlington

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed disabled bays in locations in Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 130/2022

Appendix B: Public views submitted

Appendix C: Confirmation of communications (statutory and non-statutory)

2. Recommendations

In relation to the proposals promoted under TRO 130B/2022, it is recommended that:

- 2.1** The Disabled Persons' Parking Bay in Old Farm Way (outside No 53) is implemented;
- 2.2** It is noted that the remainder of TRO 130/2022 came into operation under TRO 130A/2022 on 15 August 2022, due to no objections being received to those proposals. Therefore, any proposal approved following this report will be brought into operation under TRO 130B/2022.



3. Background

- 3.1** Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. TRO 130/2022 advertised the installation of 8 disabled parking bays.
- 3.2** In order for a disabled parking bay to be considered, the applicant has to hold a valid Blue Badge, a vehicle has to be registered to the address, they must not have any usable off-street parking and there should be pressure on parking in the area.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 130/2022 took place between 28 June 2022 - 19 July 2022.
- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.
- 4.3** In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations.
- 4.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

- 5.1** 10 representations were received objecting to the installation of the disabled bay in Old Farm Way. These are outlined in appendix B of this report.

6. Reasons for the recommendation

- 6.1 Old Farm Way, Drayton & Farlington:** An application for a disabled bay was received from a blue badge holder who lives on the northern side of Old Farm Way. There are no parking restrictions in that section of Old Farm Way and parking currently takes place on both sides of the road, with the north side parking partly on the pavement and partly on the road and the south side parking fully on the road. Along Old Farm Way where parking is unrestricted on both sides, vehicles tend to park fully on one side and then partially on the footway on the other. The side on which vehicles park fully on the road varies and in some parts it



is the north side that parks fully on the road. Footway parking occurs in many parts of the city. Vehicles obstructing the footway could receive a fixed penalty from the police. The government is considering providing local authorities with new powers to deal with vehicles parking on the footway but we do not currently have these powers.

- 6.2** A number of properties in this road have converted their front gardens into parking spaces and have had dropped kerbs installed, including one opposite to where the disabled bay is being proposed. Vehicles which currently park fully on the road on the south side will still be able to park on the south side, but they may decide to park partly on the pavement in order to do so instead of fully on the road. The resident associated with the disabled bay is currently parking in the road so there is little effect on the availability of parking space. The bay will enable the resident to park closer to their home and the way in which it occurs may change because of the presence of the disabled bay. Alternatives that have been considered are the installation of a hardstanding, funded through Adult Social Care, which would be very costly compared to the installation of an on-street disabled bay and would not pay for the kerb to be dropped as this is outside the property boundary. Installation of double yellow lines on one side of the road would reduce the available parking even further and are usually installed for road safety reasons, not as a means to stop parking.
- 6.3** An objection has been received from a resident concerned that it will obstruct access to their drive. A disabled bay can be marked at 1.8 metres wide in locations where the road width is very narrow, although normally where they are installed parallel to the kerb they are usually marked at 2 metres wide. The road width in that section is 5.9 metres leaving just under 4 metres clearance from the edge of the disabled bay to the dropped kerb opposite if a 2 metre wide bay was marked out, and not across the majority of the road as depicted in pictures provided by the resident. In that location we would recommend a bay width of 1.8 metres. They also suggested that the bay would obstruct the flow of traffic and cause problems for emergency service and waste/recycling lorries. No concerns have been raised by the emergency services or from the waste collection service.
- 6.4** An objection from a resident living on the same side of the road as the applicant has been received and refers to vehicles on their side of the road mounting the pavement to park and making it difficult for them, as the entrance to their property is often blocked by cars. The installation of the bay fully on the road could result in vehicles parking opposite deciding to partly use the pavement to park rather than vehicles parked on their side of the road, which should make it easier for them to access their property. They were also concerned at the problems it would cause vehicles owned by residents living opposite and expressed concern at emergency service and waste/recycling vehicles and asking if they had been consulted. The emergency services are consulted.
- 6.5** A second objection from a resident living on the same side of the road as the applicant has been received, suggesting that installing a disabled bay would cause



the road to be blocked and neighbouring properties being unable to access their drive and expressing concern at emergency service vehicles.

- 6.6** Two objections from residents living in the road have expressed concern that it will make the driving pattern for vehicles into a chicane and explaining that several vehicles have already been hit in the road by inconsiderate speeding drivers. The presence of parked vehicles often acts an effective form of traffic calming as they slow vehicles down as vehicles have to drive according to how vehicles are parked and not just in a straight line. As a result it should slow vehicles down and reduce the likelihood of accidents. This is not a through road and ends in a cul de sac in Denville Close so vehicles should not be travelling at excessive speed.
- 6.7** Two objections have been received from family members of a resident and referred to difficulties they have in parking when visiting and expressing concern at the difficulty that the resident will have in accessing their drive.
- 6.8** Three objections have been received from residents of Denville Close which is accessed from Old Farm Way, expressing concern at accessing their properties and causing issues for emergency vehicles and refuse collections. Two of these objections also suggested installing double yellow lines on one side of the road but noted that this would reduce parking even further. They also suggested the installation of a dropped kerb and hardstanding, these suggestions have been covered in 6.3.
- 6.9** The location for the bay was recommended as it can be installed directly outside the applicants property and thereby reducing the distance the applicant has to walk after parking their vehicle. Blue badges are issued to applicants who have an enduring and substantial disability which causes them, during the course of a journey, to be unable to walk or experience very considerable difficulty whilst walking and priority should be given to providing a parking space as close as possible to where they live. No concerns have been raised by the emergency services or waste collection companies.
- 6.10** Any fixed parking bay on the road will affect the parking around it. There has previously been a disabled bay marked on the carriageway outside no 45. This is likely to have caused similar impact to the one proposed outside no 53 on parking in the street but none of the problems highlighted were raised.
- 6.11** The alternative options are:
- (a) **Not to provide parking** - this is not recommended as the resident is a blue badge holder and badge holders with a vehicle at their property are eligible for a bay. An assessment by an Occupational Therapist has recommended that parking nearby is provided.
 - (b) **Re-advertise and provide the bay on the other side of the road** - this is likely to cause similar issues and will be further from the property, require the badge holder to cross the road and take more time to implement.



(c) **Harden the pavement and have the bay partially on the footway** - this would be expensive, the car would block the footway and mean the car will be at an angle when parked which would make it difficult for the badge holder to get in and out.

(d) **Create a hardstanding and dropped kerb** - the applicant originally requested a grant to provide this, but this was not supported by Adult Social Care as the applicant could apply for an on-street bay which would meet the need. The creation of a hardstanding would cost thousands of pounds and is not normally done if a bay can be provided.

It is therefore recommended that the bay is implemented as originally proposed.

7. Integrated Impact Assessment

- 7.1** An integrated impact assessment has been completed and is published alongside this report.

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 8.3** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The costs of works to implement the disabled bay (including the TRO) will be met from the On-Street Parking budget.



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Signed by:

Tristan Samuels

Director of Regeneration

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
10 emails in response to the published proposals under TRO 130/2022	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report; anonymised)

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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 Signed by:
 Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 130/2022

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) (NO. 130) ORDER 2022

28 June 2022: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

Belgravia Road (outside no. 50)
Hollam Road (outside nos. 73/75)
Jersey Road (outside no. 19)
Malta Road (outside no. 19)

Meon Road (outside no. 72)
Old Farm Way (outside no. 53)
Stride Avenue (outside no. 68)
Twyford Avenue (outside nos. 152/154)

B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)

Algiers Road (outside no. 42)
Balfour Road (outside no. 31)
Collingwood Road (outside no. 40 & 51)
Dormington Road (outside no. 37)
Francis Avenue (outside no. 98)
Glasgow Road (outside no. 39)
Hewett Road (outside no. 41)
Leominster Road (outside nos. 181/183)
Lynton Grove (outside no. 27)
Mafeking Road (outside no. 46)

Malta Road (outside no. 16)
Norwich Road (outside no. 11a)
Perth Road (outside nos. 2/3)
Petworth Road (outside no. 13)
Pitcroft Road (outside no. 6)
Pretoria Road (outside no. 81)
Stamshaw Road (outside no. 104)
Tokio Road (outside no. 36)
Wainscott Road (outside no. 7)
Winstanley Road (outside no. 19)

Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 130/2022 within 21 days of the date of this Notice (i.e. by **19 July 2022**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)
Portsmouth City Council



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Appendix B: Public views

Old Farm Way Objections to proposed Disabled Bay

1. Resident, Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022. This email outlays my reasons and representations.

Placing a disabled bay outside 53 Old Farm Way, opposite the entrance marking to my drive, will obstruct access to my drive. I will not be able to manoeuvre onto my drive. This is represented in the picture below.



I applied and was approved for my dropped kerb on 7th June 2018. I paid Colas Ltd £2659.64 on 5th July 2018. The dropped kerb was installed on 26th July 2018. If I can no longer access my drive via this dropped kerb please can you inform me if the dropped kerb will be extended free of charge or of the refund process for the dropped kerb.

Placing a disabled bay outside 53 Old Farm Way will obstruct the flow of traffic through Old Farm Way and into Denville Close. Cars will not be able to drive to the end of the road and turn around and this is vital in a no through road. Waste and recycling lorries already have difficulty accessing the road and turning around, this is witnessed weekly. The proposal of the disabled bay will fully obstruct waste and recycling lorries accessing the road. Emergency services also already have difficulty accessing the road. On 19th September 2021 an ambulance needed to attend my home to provide emergency care and transfer me to hospital and the ambulance had to park in the middle of the road many doors away. The proposal of the disabled bay will fully obstruct emergency services accessing the road.

Placing a disabled bay outside 53 Old Farm Way will drastically limit already restricted residential parking. Many of the surrounding houses to 53 Old Farm Way all have access to

two vehicles. There are roughly 15 plus residential cars that park between 68-76 Old Farm Way. Many of these cars mount the kerb on both sides of the road in order to fully enable all residents to be able to park their cars. The proposal of one disabled bay will diminish several residential parking spaces.



I hope that my reasons and representations for objecting are seriously taken into consideration. I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking during the weekend which is the busiest time. If the proposal of the disabled bay is approved, I strongly recommend that Portsmouth City Council address the residential parking issues that this will cause. Conclusively I hope the location of the disabled bay proposal is re-considered.

2. Resident, Old Farm Way

I am writing to express my objection with regards to the proposed disabled parking space outside of 53 Old Farm Way, Farlington, (reference number above). I am raising this objection for a number of reasons, which I have outlined below.

Old Farm Way is a very difficult place for parking and, due to the proposed location of this bay, will only be made worse if this parking space is approved. Currently those who park near and around 53 Old Farm Way have to mount the pavement to park, due to cars parked opposite. Therefore, if this space is approved, vehicles in the houses opposite will have significant difficulties entering and exiting their parking area, as the disabled space car will be fully on the road. If cars are parked on both sides of the road, it will also mean that other vehicles will be unable to get past, which will affect those who live in Denville Close. The entrance to my property, is often blocked by cars, and I often struggle to negotiate my way past the vehicles when entering and exiting my house. If the

bay is approved, and parking is made more difficult, I can only envision this getting worse.

Emergency vehicles already have great difficulty negotiating the cars parked at the end of Old Farm Way. Often they are forced to remain stationary in the middle of the road, blocking other vehicles. Visiting care workers and nurses face similar issues.

I would ask whether any representatives from the emergency services have been consulted about this proposed bay? If access is further blocked, this could have catastrophic consequences for those needing emergency care on the street and the surrounding area. I mention this, as a few years ago my late husband was delayed getting to hospital whilst the ambulance attempted to turn at the end of the road.

Similarly, utility vehicles, such as refuse collections, can struggle to navigate the street. I have at times found it difficult to put out my bins, due to cars parked, and the collection drivers can't always see my bins. At one time, my bins were not collected due to this issue.

Members of my family regularly visit to support me with shopping and medical appointments and, as I have some mobility issues, I am concerned about the effect of additional parking problems.

I think that the street should be visited at various times of the day/night, on various days, and a full review of the road parking undertaken, to appreciate the residents' concerns regarding parking.

I hope you will take my concerns into consideration. I'd also appreciate it if my details are kept confidential.

3. Resident - Old Farm Way

Reference to the above ref number TRO 130/2022 I wish to appeal this and say it can not happen the road is already crowded and putting a disabled bay in outside the property which is in question it would cause the road to be blocked and the neighbouring property won't be able to get onto their drive which would then cause more problems into which is already a busy road.

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> How are emergency's services going to get down here especially if it's an ambulance or another emergency service it will take them more time to get through which would cost someone's life.

4. Resident - Old Farm Way

The road is clearly not wide enough for the proposed bay. It will make the driving pattern into a chicane. Several cars have already been hit in the road by inconsiderate speeding drivers, including the car belonging to No. 53.

The majority of vehicles park on the opposite side of the road including at least one drop kerb and relevant markings. At least three, possibly four vehicles would need to find alternate places to park in an already over crowded residential road.

Our own vehicle would be at one end of the chicane and as such, put into unnecessary risk. Additionally our vehicles have overnight Bluetooth movement alarms which require them to be within a 20 meter range. We use one vehicle to block the other in as most vehicle theft is at night.

The close is also used quite heavily at weekends by families taking their children to play on the football pitches.

This is clearly not the solution. A better solution would be off street parking of some sort, as quite a few residence have already invested in.

We look forward to your feedback and solutions..

PHOTOS SENT IN SHOULD I INCLUDE?

5. Resident - Denville Close

I'm writing to raise concerns about the proposed disabled parking bay outside 53 Old Farm Way, Farlington. In the mornings, evenings and weekends, parking space on Old Farm Way and Denville Close is extremely limited, because most homes do not have offroad parking and the road itself is very narrow (not to mention in terrible condition and in desperate need of resurfacing). There is often barely enough space to drive down the road as it is, with cars parked up on the kerb on both sides of the road (which is itself a problem).

With a disabled bay providing guaranteed parking on the road outside number 53, I suspect access will at times become impossible for cars, let alone emergency vehicles such as fire engines and ambulances, along with refuse collection lorries and delivery vehicles. I live in Denville Close, and I have been trapped in my road on numerous occasions when a large vehicle such as an ambulance has been parked outside number 53. I fear this would become a much more regular occurrence if the proposed disabled bay goes ahead.

I fully appreciate and respect the fact that access is required for whoever needs this parking bay, but providing the bay on its own with no other changes is going to cause serious access problems, for them and everyone else. One solution would be to paint double yellow lines on the opposite side of the road to ensure that cars can only park on one side, but this will of course cause problems for those people who currently park their cars there. Another solution would be to provide a new dropped kerb and off-road parking at number 53 and/or other properties.

I urge you to actually come and look at the road in the early morning or late evening one day, or at the weekend, especially on a Saturday or Sunday morning when junior football matches/training are taking place on East Lodge playing field, to see for yourself the impact the proposed parking bay will have.

6. Resident - Denville Close

We wish to lodge a very strong objection to the above planning application, for the following reasons:

We live in Denville close, Farlington.

It is a residential address along with three other properties. All the residents own vehicles and the only access is via Old Farm way.

Access to Denville close is required at all times as one of us is a key worker, working a shift pattern with early start times and a late finish.

If a disabled bay is permitted outside of 53 Old Farm way, it could block access to Denville close for residents, visitors, emergency vehicles , bin collection and delivery drivers.

The solution to stop this could be double yellow lines across the road from 53 Old Farm way, but this could cause congestion along Old Farm way into Denville Close.
Double yellow lines would potentially take out 2 further parking spaces along Old Farm way as well. One space is already taken with a dropped kerb, with parking already happening on the pavements most evenings this could add to the issue.

Could consideration be given to a dropped kerb be put in 53 Old Farm ways front garden instead, to allow the resident access to their front garden?

We've noticed the front garden isn't maintained to the standard it used to be, so this could possibly remedy that issue.

If this is still a local authority property then community charge payers would be picking up the cost of the rubbish removal once present occupiers move out, where as a drive would be an asset to the property.

We haven't noticed anyone living in the property using a wheelchair or mobility aid as of yet. We are aware of hidden disabilities though.

7. Resident - Denville Close

I would like to object to the proposal above.

I feel it will block an already very busy and difficult corner. It will cause further parking issues, obstructing other vehicles especially emergency services & refuse collections

It will have a negative impact to both old farm way and Denville close

The council house in question could have a driveway for two cars and this should be the solution

8. Resident - address not given

I am writing to you to object to a disabled persons parking bay being situated outside No 53 Old Farm Way, Farlington. Po611a.

The parking situation isn't great at the best of times with most houses having at least 2 cars and a drive, I do not, but with a separate bay put in, this is essentially taking away 3 parking spaces which really won't help other residents and therefore making the situation worse! By putting this bay on the opposite side to where most parking takes place will cause a slalom effect, most cars don't seem to be able to drive in a straight line down this road as it is - those without drives have scratches on our cars to prove it, including my son who had over £600 worth of damage to his! Just showing that the road really isn't wide enough for spaces jutting out on the opposite side. On the side of No. 53 everyone parks on the pavement and most cars opposite park on the pavement as well (as it's a tight squeeze through for traffic) which isn't that ideal but it can make the flow easier whereas the positioning of the intended space will totally disrupt the flow of traffic and cause more parking problems.

I hope you will consider these points very carefully and thank you for taking the time to read through.

9. Family Member of Resident - Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022.

The flow of traffic through Old Farm Way will be blocked if the disabled bay is placed outside No. 53. Cars will not be able to drive to the end of the road and turn around which is a must in a no through road.

I am a family member of the resident who lives in the property opposite the proposed disabled bay location. When I visit my family member, usually on the weekends, trying to find a parking space is very difficult. I believe putting a disabled bay outside no. 53 will restrict parking and make it even more difficult to park.

My family member has a dropped kerb and drive and by placing the disabled bay outside no 53 will block her accessing her drive. If she can't access her drive she will also need to park on the road causing further parking problems.

I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking on a weekend and that the location of the disabled parking bay proposal is re-considered.

10. Family Member of Resident - Old Farm Way

I would like to object to the proposal of a disabled parking bay being placed outside 53 Old Farm Way. Reference: TRO 130/2022.

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My family member has a dropped kerb and drive and by placing the disabled bay outside no 53 will block her accessing her drive. If she can't access her drive she will also need to park on the road causing further parking problems.

I hope that Portsmouth City Council take the time to assess the flow of traffic and restricted parking on a weekend and that the location of the disabled parking bay proposal is re-considered.

(End of report)