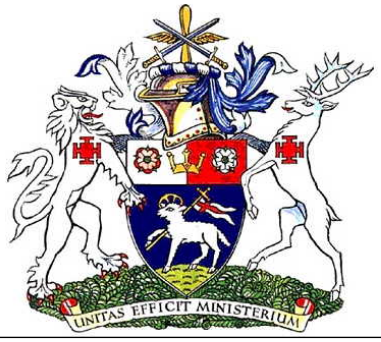	**ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER**
Title	**Objections received following a statutory consultation on a proposal to implement a Disabled Parking Bay in St Stephens Road EN5**
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Enclosures	Drawing no. SCR166-2
Officer Contact Details	Susan Fuller – Engineer (Parking) Traffic and Development Highways.correspondence@barnet.gov.uk

Summary

Statutory consultation has been carried out regarding the proposed introduction of a designated disabled parking space, in St Stephens Road.

This report summarises the objections received to the proposal and determines whether the proposal should be introduced or not, and if so, with or without modification.

Decisions

To authorise officers to implement the proposed measure as shown on drawing no. SCR166-2 through to the making of the relevant Traffic Management Order.

1. WHY THIS REPORT IS NEEDED

1.1 Following receipt of an application to provide a disabled parking bay within close proximity of No.5 St Stephens Road, which met the Council's criteria, a proposal was developed to provide a disabled parking space.

1.2 As part of the statutory consultation process, the proposal was advertised by way of notices in the local press newspapers and in the London Gazette. In addition, similar notices were erected on-street in the vicinity of the affected road and letters and plans outlining the proposal were delivered to premises in close proximity to the proposal.

1.3 In response to the statutory consultation, we received one objection to the proposed disabled bay on the basis that:

1.4 There is currently a designated blue bade parking space in this road and another will only reduce the available limited spaces for other residents.

1.5 Parking for residents is becoming ever more stressful. Rather than a blue badge proposal, the road should be designated to the residents of St Stephens Road only, through the introduction of a permit scheme.

1.6 Officer comments to the objections are as follows:

1.7 Disabled bays are located as close as possible to the applicant's home to assist the mobility needs of the applicants. A designated disabled bay would guarantee a suitable parking space at all times

1.8 It is highly likely that a dedicated disabled bay would be incorporated in any CPZ proposal. A controlled parking zone would prohibit non-permit holders from parking; however, individuals would not be guaranteed a parking space directly in front of their property.

1.9 *Having considered the content of the objections received to the proposal, it is considered that the proposed designated disabled parking bay outside of 5 St Stephen's Road should proceed.*

2. REASONS FOR RECOMMENDATIONS

It is considered that the measures are required to accommodate the provision of a disabled person's parking, and allow a resident to park as close as possible to their home to assist their mobility needs.

2.1 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

2.2 Alternative options could be to not introduce a designated disabled bay; however, it is considered that the proposed way forward is more suitable,

having considered the content of the objection received and the demand for parking spaces as well as the impact on the disabled applicant.

3. POST DECISION IMPLEMENTATION

3.1 The introduction of the designated disabled bay, if approved, will require the requestor and objector to be written to, to advise of the outcome, the relevant road markings and signage to be introduced, and the making of the relevant Traffic Management Order (TMO).

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

4.1.1 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

4.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

4.2.1 The introduction of the proposed measures will require no amendments to existing Traffic Management Orders (TMO).

4.2.2 The costs of amending the restrictions would be met from the 2018/19 Local Implementation Plan (LIP) allocation for Disabled Parking Provision. The allocation is £75k as set out in the LIP report agreed by Environment Committee in March.

4.2.3 The approximate implementation cost for the disabled bay is £230.

4.2.4 The works will be carried out under the existing LOHAC term maintenance contractual arrangements.

4.3 Social Value

4.3.1 The potential social benefits of making the proposed amendment would include an improved accessibility for a disabled resident to parking in their street.

4.4 Legal and Constitutional References

4.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on Highway Authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

4.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders (TMO's) under the Road Traffic Regulation Act 1984.

4.4.3 Statutory consultation has been carried out with all affected frontages, Ward councillors and relevant stakeholders in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

4.4.4 Article 9 of the Council's Constitution states that Chief Officers have the delegated powers;

'to make decisions and approve expenditure relating to their functions and the functions of their Department… providing (1) that the sum expended is within the approved budget for the Department and/or relevant portfolio, and (2) the amount in relation to any single matter does not exceed £181,302.'

4.5 **Risk Management**

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures have a specific purpose and benefit which has been outlined within the consultation material.

5.5.2 It is considered that the issues involved in proposing or introducing the measures may lead to some level of public concern from local residents who feel that they do not wish for the measure to be introduced, or from residents/motorists in the area concerned about parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment in the statutory consultation on the proposed measure which have been considered within this report.

5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups

5.6.2 The proposals in this report are designed to improve access for a person with a protected characteristic.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 A statutory consultation has been carried out with the local community, and relevant stakeholders.

5.9 **Insight**

5.9.1 Not applicable in the context of this report.

6. BACKGROUND PAPERS

6.1 None

7. DECISION TAKER'S STATEMENT

7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision-making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations. The decision is compliant with the principles of decision making in Article 10 of the constitution.*

Chief Officer: Jamie Blake

Signed: Jamie Blake
Dated: 30th July 2018