

Planning for People with Disabilities objection & alternative suggestions



**Planning for People with Disabilities
(Brighton & Hove)**

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Proposed Traffic Regulation Order New Road (Disabled Parking)

Comments and Proposals regarding the reduction
of Disabled Parking Bays in New Road

Page 2 – Discussion of Dimensions

Page 3 – Suggestions of Alternative Replacement Bays

Planning for People with Disabilities

We are a new group comprising members of

- The Brighton and Hove Federation of Disabled People
- We consider planning applications from a Disabled Perspective
- We advise the City Council based upon our needs
- We also consider other matters and will advise accordingly

We support the Proposal, **but only if** additional Disabled Parking is provided in New Road to compensate for the loss proposed. Four suggestions are shown overleaf.

However we are most concerned that the text in the New Road Notice is misleading regarding the true extent of the space left if the Proposal goes ahead.

Quoting from mid-way through Paragraph 1 :

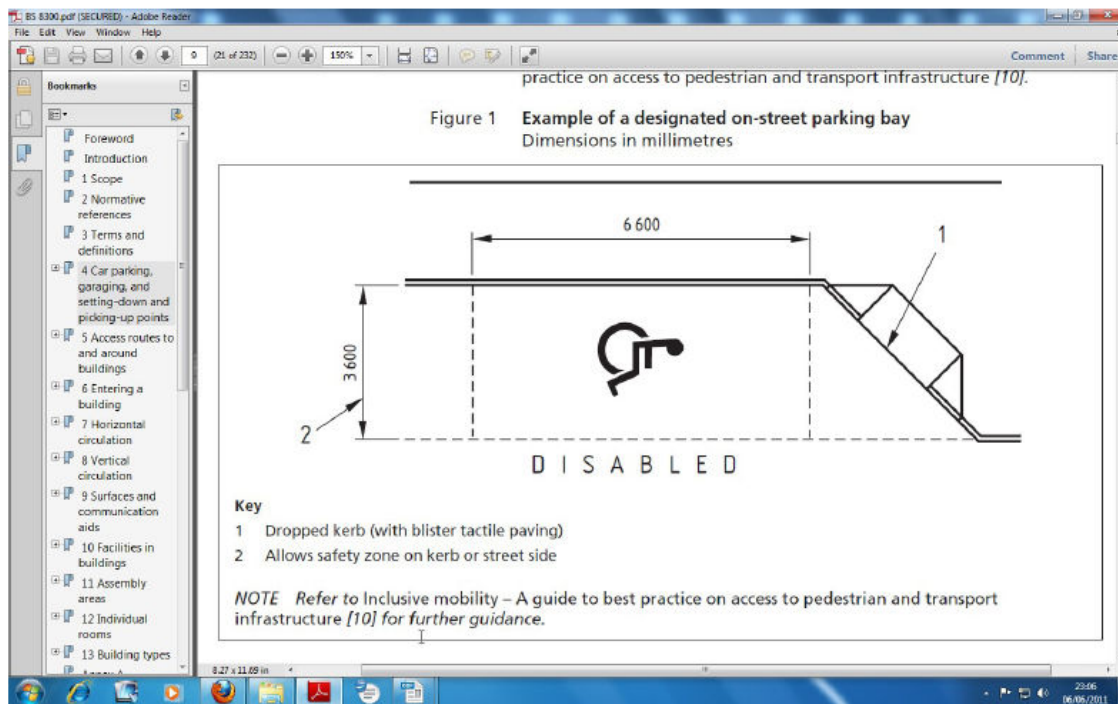
- “....which if it comes into force will amend the current Disabled Badge Holders Parking Place in New Road by reducing the length by 12 metres. The four individual bays that are currently marked will be replaced by a parking area that **should be able to accommodate three vehicles.**”
- *This will not be so for properly dimensioned Disabled Bays – only two will fit.*

Currently there are 4 bays in a length of 27m = 6.75 m/bay which conform to BS 8300. Proposed there will be 3 bays in a length of 15m = 5.00 m/bay **which do not conform.**

A five metre bay falls far short of the 6.6m length for parallel Disabled Bays contained within British Standard BS 8300:2009. In consequence only two cars will be able to park in the remaining length, and the Disabled Parking capacity of this road is halved.

Paragraph 4.1 of the British Standard states

- The dimensions of such parking bays, parallel to the kerb, should be as shown in Figure 1, to permit access to the rear of a vehicle to use a ramp or tail lift and to enable the driver or passenger to alight on the side where traffic might be passing.



- **At the initial Planning and Design of this Shared Surface project several years ago, Disabled Parking needs were addressed – reducing this by half is not acceptable.**
- **In consequence, we will only support the Proposal if two replacement Bays are provided.**
- Four suggestions for their positioning are shown overleaf, but more can be proposed if there are valid reasons why these proposals are deemed not suitable.

Suggested positions for the two replacement Disabled Bays

- 1 – The simplest solution would be for the bays to be 'end on' or perpendicular to the buildings.
 - The 15 metre remaining length would comfortably accommodate 4 Disabled Parking Bays – requiring only labour to reset some of the paving blocks to indicate the bays.
- 2 - Immediately opposite on the other side of the road are two cycle racks.
 - An alternative suggestion would be for two bays positioned between the current cycle racks, where the white car is illegally parked in the photograph.
 - This could be done at minimal cost, requiring only the Disabled Logo Flagstones to be removed and repositioned opposite, and grey paving blocks to mark the mid-point between the two bays.



- 3 – Another option is for two individual bays either side of the entrance to the Dome grounds.
 - This would possibly require the re-positioning, or removal of the concrete bollard.



- 4 - The final option would be to re-position all four Disabled Bays to the other side of the road.
 - Move the bicycle racks in the 15 metres that were to remain for the two Disabled Bays ...
 - or on either side of the entrance to the Dome grounds
 - It is however acknowledged that this would incur significant labour costs.

TR 7/11/2011

