

Response to Planning for People with Disabilities objection & alternative suggestions

The Planning for People with Disabilities group makes the observation that the proposed arrangement of 3 bays in a single length of 15m does not conform to BS8300.

This has been checked with the parking team, who explain that “British standards are not relevant here, local authorities work to “The Traffic Signs Regulations and General Directions 2002 (TSRGD)” which is published by the Department of Transport. The relevant extract from the DfT document is copied below:

WAITING RESTRICTIONS

“Large or slow vehicles only”, 660.4 (“Loading only”), 661A (“Disabled badge holders only”), 661.1, 786 (“PARK HERE AND USE PHONE AT CROSSING”), 801 (when used with 804.1), or 969. The bay is white in colour and may be accompanied by the legend BUSES, DISABLED, LARGE OR SLOW VEHICLES ONLY or LOADING ONLY, marked outside the bay. It may be placed at the road edge or in the centre of the road. When marking a space for disabled users, the word DISABLED may be omitted, e.g. in streets with block paving, although use of the legend will help badge holders identify parking places more easily. It is recommended that all disabled bays in a locality are treated in the same way to avoid confusion. The bay may be extended to any length to accord with

the traffic order. The legend should be repeated at intervals of about 12 m and marked on both sides when used in the centre of the road. If the road is too narrow to permit traffic (especially fire engines) to pass a 2700 mm wide DISABLED bay, the bay width may be reduced, subject to an absolute minimum of 1800 mm. When the width is 2700 mm or less, the transverse marking will be as in diagram 1028.4.

20.14 The LARGE OR SLOW VEHICLES ONLY variant of diagram 1028.3 may be used with the sign to diagram 660, similarly varied, at level crossings where drivers are required to stop and telephone before crossing. It may also be used to designate places for large vehicles awaiting police escort.

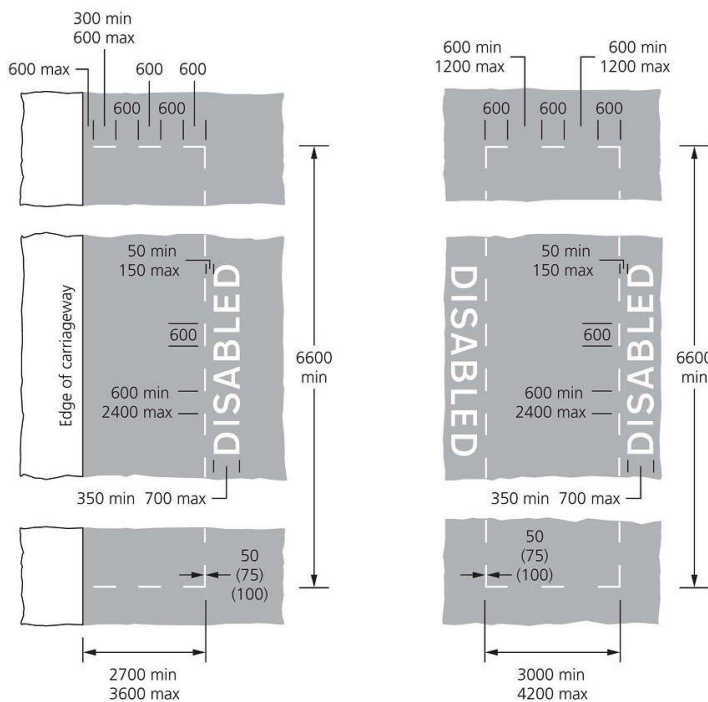


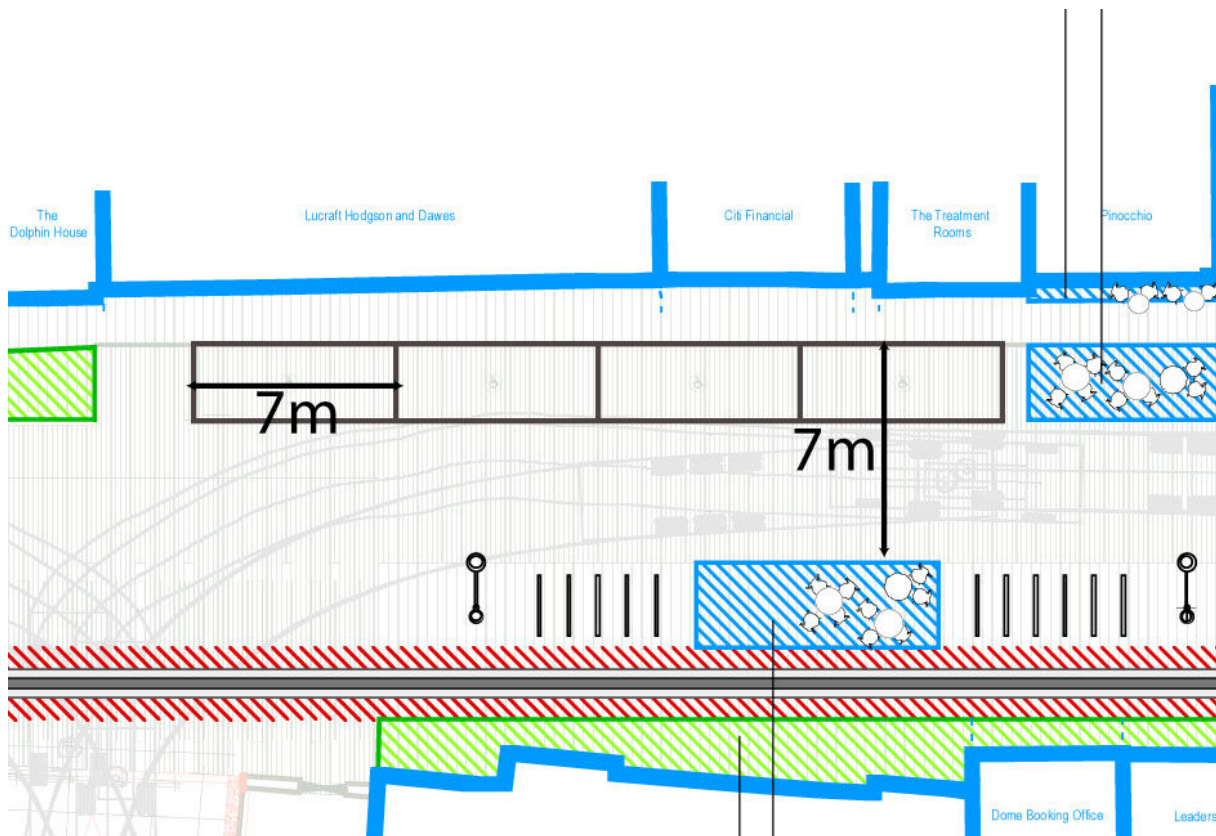
Diagram 1028.3

Figure 20-3

The group go on to suggest alternative locations for two Disabled Parking Bays. These are unsuitable for the following reasons:

Suggestion 1 – End on parking in the current location. The current design of New Road features provision of a clear, straight area for vehicular access through the centre of the street. This was carefully targeted during the design of the scheme, and realized through location of street furniture and parking arrangements. Altering this layout – by measures such as changing disabled parking arrangements and effectively leaving parked vehicles ‘sticking out’ into the central area of the street - would require other vehicles to chicane around the parked cars, potentially hitting furniture on the other side of the road.

The diagram below shows that there is not adequate room to rotate the existing 7 meter bays by 90 degrees – this would effectively block the street to all other users.



Even if space could be found to rotate bays and leave adequate clearance for vehicles to pass, and the risk of this causing vehicles to strike street furniture on the eastern side of the road (or cars parked on the western side) was ignored, safety implications of this option would include effectively squashing vehicles, pedestrians and cyclists into any narrow space that remained. There would also be potential risk to people accessing the rear of cars parked in the realigned arrangement.

In addition, other issues with this option include the cost of effectively removing and relaying around 100 square meters of granite surface, and the detrimental visual impact of such a measure.

Suggestion 2 – Immediately opposite on the other side of the road between the cycle racks. Critically, the area suggested is already licensed to the Dome for outdoor seating, and so is unavailable. In addition the area also incorporates the Dome’s fire escape, and placing parked vehicles in this area may impact on evacuation procedures.

(In addition it should be clarified that, because of construction methods in New Road, 'minimal cost' of any relocation works is likely to start at around £20,000. Granite needs to be sourced, lifted and cut into the existing module pattern).

Suggestion 3 - Putting the bays at either side of the Dome grounds. Large vehicles with large turning circles regularly access the Dome yard. An area of space has been left to accommodate this movement - one of the reasons for the bollard that the representation suggests moving is to protect street furniture from turning vehicles. Vehicles parked in the suggested locations would likely obstruct Dome vehicles and could end up being hit by lorries turning into or out of the Dome service area. In addition, placing a disabled parking bay to the south of the Dome service yard would obstruct views of the entrance to the Pavilion Gardens (one of the objectives of the original project was to improve links between the Gardens and New Road). Also this is a place for people to congregate (the upright wooden structures are 'leaning walls' which people do use). Even if the other obstacles to this suggestion did not apply, giving this area over to a disabled parking bay would mean taking space from people who want to mingle in the street without having to use one of the restaurants cafes.

Suggestion 4 – positioning all four disabled bays to the other side of the road. This option incorporates the barriers explained in the response to Suggestion 2. In addition, the proposal is likely to face objection from businesses other than the Dome (the Council turned down a historic request from one of the estate agents to remove cycle parking so they could have tables and chairs outside their property). The option would also necessitate the relocation of cycle parking, and there are no alternative locations in the street.

