

Report to:	CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE
Relevant Officer:	Ian Large Head of Highway and Traffic Management Services
Date of meeting:	7 February 2024

INTRODUCTION OF NON-ENFORCEABLE DISABLED PARKING BAYS FOR USE IN RESIDENTIAL STREETS

1.0 Purpose of the report

- 1.1 To consider the scope of a proposal for the introduction of non-enforceable disabled parking bays and outline the eligibility criteria for potential applicants who may find value in applying for this facility.

2.0 Recommendation(s)

- 2.1 To support the proposal and the introduction of non-enforceable disabled parking bays in residential streets
- 2.2 To support the eligibility criteria, the highway use criteria and the fee payable by the applicant.
- 2.3 The Committee to identify any areas for additional scrutiny.

3.0 Reason for recommendation(s)

- 3.1 To address the recognised need and fulfil the requests made by residents with disabilities.
- 3.2 Is the recommendation contrary to a plan or strategy approved by the Council? No
- 3.3 Is the recommendation in accordance with the Council's approved budget? Yes

4.0 Other alternative options to be considered

- 4.1 Not to consider the criteria, eligibility factors and the associated fees for this initiative.
- 4.2 To refrain from creating non-enforceable disabled bays for residents who meet the specified criteria.

5.0 Council priority

5.1 The relevant Council priority is:

- 'The economy: Maximising growth and opportunity across Blackpool'
- 'Communities: Creating stronger communities and increasing resilience'

6.0 Background and key information

6.1 Over time, Highway and Traffic Management Services have observed a rise in requests for assistance from residents with disabilities regarding parking and the availability of parking spaces near their property.

6.2 The examination of legislation, assessment of practical constraints in implementing and installing non-enforceable disabled bays, and a benchmarking exercise have all been conducted.

6.3 An assessment on how other Highway Authorities provide non-enforceable disabled parking bays has also taken place.

6.4 Does the information submitted include any exempt information? No

7.0 List of appendices

7.1 Appendix 11(a): Process document

8.0 Financial considerations

8.1 The cost associated with the process of site audits/consideration, officer time and the installation of the bay markings are contained in the fee charged

9.0 Legal considerations

9.1 The non-enforceable, advisory bays have no legal standing.

10.0 Risk management considerations

Implementing non-enforceable disabled bays involves various risk management considerations to ensure the effectiveness and safety of the scheme.

Key considerations:

Communication and Education

Risk: Lack of awareness or understanding.

Mitigation: Develop a comprehensive communication plan to inform residents,

neighbours, and the community about the purpose and limitations of non-enforceable disabled bays.

Neighbourhood Support

Risk: Opposition or lack of cooperation from neighbours.

Mitigation: Engage with the community early in the process, address concerns, and ensure that neighbouring residents understand the importance of keeping the space clear for the intended user.

Compliance and Unauthorised Use

Risk: Able-bodied drivers using the bays.

Mitigation: Communicate that these bays are advisory and lack legal standing. Use appropriate road markings and signage to indicate their purpose. Educate the community about the importance of respecting these spaces.

Parking Abuse

Risk: Continued abuse of the advisory bays.

Mitigation: Regularly monitor the usage of these bays. Encourage residents to report violations. Consider implementing periodic reviews to assess the ongoing need and effectiveness of the bays.

Public Relations

Risk: Negative public perception.

Mitigation: Maintain open communication with the public. Address concerns transparently and provide regular updates on the success and impact of the non-enforceable disabled bays. Highlight positive outcomes and improvements for residents.

Evaluation and Adaptation

Risk: Ineffectiveness of the scheme.

Mitigation: Establish a system for ongoing evaluation and feedback. Periodically assess the impact of the non-enforceable disabled bays, and be prepared to adapt the scheme based on changing circumstances or community needs.

By addressing these risk management considerations, Highways and Traffic Management Services can enhance the success and acceptance of non-enforceable disabled bays within the community.

11.0 Equalities considerations and the impact of this decision for our children and young people

The introduction of non-enforceable disabled bays should be approached with careful consideration of equality and the potential impact on children and young people.

Equal Access for All

Consideration: Ensure that the decision to implement non-enforceable disabled bays

aligns with the principles of equal access for all residents, including children and young people with disabilities.

Inclusive Design

Consideration: Assess the placement of non-enforceable disabled bays to promote inclusivity. Consider the needs of children and young people with disabilities.

Communication and Awareness

Consideration: Implement a comprehensive communication strategy to raise awareness about the purpose of non-enforceable disabled bays and how they may impact children and young people with disabilities.

Safe Transportation Options

Consideration: Assess how the introduction of non-enforceable disabled bays may impact safe transportation options for children and young people with disabilities. Ensure that accessible drop-off and pick-up areas are maintained and accessible.

By proactively addressing these equality considerations, Highways and Traffic Management Services can make informed decisions about the implementation of non-enforceable disabled bays, promoting accessibility and inclusivity for all members of the community, including children and young people with disabilities.

12.0 Sustainability, climate change and environmental considerations

12.1 To ensure sustainable and environmentally conscious parking bay management, we will choose current and available environmentally friendly materials, and ensure the work is carried out with minimum visits to site and vehicle movements.

13.0 Internal/external consultation undertaken

13.1 The details of the criteria and requirements needed to apply for a Non-enforceable disabled bay will be placed on our website and the information made available to our customer first team.

14.0 Background papers

None