

Cabinet Member for City Services

3rd August 2022

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Director of Transportation and Highways

Ward(s) affected:

All

Title:

Policy Updates – Waiting & Loading Restrictions, Advisory Disabled Parking Bays & Access Protection Markings

Is this a key decision?

No - Although the matters within the report affect several wards in the city, it is not anticipated that the impact will be significant.

Executive Summary:

The City Council receives many requests, including petitions, for changes to existing/ new waiting restrictions. These requests are regularly reviewed and changes are proposed.

To make these changes requires a Traffic Regulation Order. To be more cost effective, the proposals are therefore considered in 'batches'. Recently, to try to address the large volume of outstanding requests, the number of waiting restrictions advertised in one review was substantial. However, in doing this, due to the volumes involved, it highlighted a number of issues relating to how requests are dealt with and prioritised. Therefore, a review has been undertaken and a policy developed for dealing with these requests.

As well as waiting restrictions, the City Council also receives many requests for access protection markings (also known as H-bar markings) and advisory disabled parking bays, both installed as part of Facilities for the Disabled works. There are approved application criteria for these requests. In addition, practices for their installation have evolved over time due to issues raised and experience gained. More requests are also being received from residents who do not meet the current criteria for an access protection marking, asking to be able to pay for a marking to be installed. Therefore, the existing policy and practices for installing these markings has been reviewed and a new policy developed for these types of requests.

This report sets out 3 proposed policy documents, for waiting restriction requests, disabled bays and access protection markings.

The cost of making changes to/introducing new waiting restrictions, installing disabled bays and access protection markings is funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

Recommendations:

Cabinet Member for City Services is recommended to:

- i) Approve and adopt the Waiting, Stopping & Loading Restrictions Policy 2022
- ii) Endorse that the existing Residents Parking Policy remains unchanged
- iii) Approve and adopt the Advisory Disabled Parking Bay Policy 2022
- iv) Approve and adopt the Access Protection Marking Policy 2022.

List of Appendices included:

Appendix A – Proposed Waiting, Stopping & Loading Restrictions Policy 2022
Appendix B – Proposed Advisory Disabled Parking Bay Policy 2022
Appendix C – Proposed Access Protection Marking Policy 2022

Background Papers

None

Other useful documents:

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Policy Updates – Waiting & Loading Restrictions, Advisory Disabled Parking Bay & Access Protection Markings

1. Context (or background)

- 1.1 The City Council receives many requests, including petitions, for changes to existing / new waiting restrictions. These requests are regularly reviewed and in response changes are proposed.
- 1.2 To make these changes requires a Traffic Regulation Order. To be more cost effective, the proposals are therefore considered in 'batches'. Recently, to try to address the large volume of outstanding requests, the number of waiting restrictions advertised in one review was substantial. However, in doing this, due to the volumes involved, it highlighted a number of issues relating to how requests are dealt with and prioritised. Therefore, a review has been undertaken and a policy developed for dealing with requests. The proposed policy does not include requests for residents' parking schemes, as these are considered in a separate policy approved at Cabinet on 3 January 2017.
- 1.3 The last waiting restriction review advertised on 10th June 2021 consisted of over 100 proposals, some proposals relating to multiple locations. Objections were received to 40 of the proposals. In addition to objections, 17 responses in support of proposals and 5 comments were received.
- 1.4 Currently if a request is received for double yellow lines at a junction due to concerns about parked vehicles, the request is progressed, although the police have the necessary powers to take action if a vehicle is parked in a dangerous or obstructive manner without the need for double yellow lines. The proposed response is typically in accordance with the Highway Code guidance, to not park within 10 metres of a junction, and therefore double yellow lines are proposed to cover this extent. However, many of these types of proposals from the last review were not supported by Ward Councillors. Therefore, in consideration of these issues the new policy has additional criteria that must be met for a request to be considered, such as either a request from the police, a record of personal injury collisions at a junction or the support of local ward councillors. The policy is detailed in Appendix A.
- 1.5 There are many different types of waiting restrictions and consideration has to be given to the most appropriate type to use, depending on the situation to be addressed.
- 1.6 The City Council also installs advisory disabled parking bays. These are located outside a resident's property, subject to eligibility criteria being met and no road safety concerns being identified. The existing policy has been in place for over 20 years and has therefore also been reviewed. There are no proposed changes to the eligibility criteria; however, due to issues encountered over the years, practices have changed and the revised policy set out when a bay will not be considered.
- 1.7 Access protection markings, also know as H-bar markings, are used to highlight the location of a vehicle dropped kerb, to help to prevent parking across the dropped kerb which would obstruct access. These markings are advisory and the same enforcement action can be undertaken whether they are present or not. In Coventry an applicant requesting an access protection marking must meet one of the following 3 eligibility criteria:
 - Be a Blue Badge holder
 - Have a driveway which exits within a marked parking bay
 - Apply on behalf of a commercial premises.

There is a charge to provide an access protection marking across an access to a commercial premises.

- 1.8 However, we are receiving many requests for this type of marking from residents who do not meet any of the current eligibility criteria and advise that they would pay for the marking to be installed.

2 Options considered and recommended proposal

2.1 The two options considered regarding requests for waiting restrictions are to:

continue with current practice, with no formal document detailing how requests are dealt with and no formally approved prioritisation criteria

or

adopt the proposed Waiting, Stopping & Loading Restrictions Policy 2022 which formalises the process and the steps necessary for a successful application for a change to existing, or the introduction of new waiting restrictions.

2.2 It is recommended that the proposed Waiting, Stopping & Loading Restrictions Policy 2022 is adopted, as it sets out a comprehensive framework for the effective management of waiting restrictions across Coventry. This framework will provide a consistent, transparent, and systematic way for Coventry City Council to consider, and potentially progress requests for all types of stopping, waiting, and loading restrictions. It should also address some of the issues that arose as part of the last waiting restriction review.

2.3 There are two options in regard to the disabled bay policy; continue as currently operating or provide a revised policy, which does not change the application criteria, but provides clarity regarding the reasons why an advisory disabled bay would not be installed.

2.4 It is recommended that the Advisory Disabled Parking Bay Policy 2022 is adopted, as it gives clarity to how frequent issues that are encountered are addressed.

2.5 The two options considered regarding the Access Protection Marking Policy are to:

continue with current policy, which does not permit private residents who do not meet one of the current eligibility criteria, to pay for an access protection marking

or

adopt the proposed Access Protection Marking Policy 2022 which permits residents who do not meet one of the eligibility criteria for a free access protection marking to pay for an access protection marking to be installed across a vehicle dropped kerb access.

2.6 It is recommended that the Access Protection Marking Policy 2022 is adopted, giving residents the option to pay for the installation of an access protection marking. This will give residents an option to address some of their access concerns.

2.7 The recommended proposal is to adopt the 3 policies as detailed in Appendices A, B & C:

- Proposed Waiting, Stopping & Loading Restrictions Policy 2022
- Proposed Advisory Disabled Parking Bay Policy 2022
- Proposed Access Protection Marking Policy 2022

3. Results of consultation undertaken

3.1 No consultation has been undertaken as the proposals build on existing practices and/or policy.

4. Timetable for implementing this decision

4.1 It is proposed, if approved, to adopt the policy immediately.

5 Comments from Director of Finance and Comments from the Director of Law and Governance

5.1 Financial implications

The cost of introducing disabled parking bays, access protection markings for Blue Badge holders and waiting and loading restrictions, will continue to be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan.

The cost of installing and maintaining access protection markings for commercial premises and private properties (where a resident does not meet the criteria to have it installed for free) would be funded by the applicant and not the Council.

The proposed fees for access protection markings (where a resident does not meet the criteria to have it installed for free) are set to recover the cost of officer time in processing the applications and the cost of labour and materials in installing and maintaining the markings. The non-refundable administration fee is paid where applicable (this covers all initial investigative works including a site assessment, and should the application be successful, the associated drawing). This fee will be £50, a further fee will be required to cover the cost of installing the access protection marking. The rates will be reviewed on an annual basis alongside existing fees and charges.

5.2 Legal implications

Any changes to existing parking and waiting restrictions require amendments to the Traffic Regulation Order. The process is governed by the Road Traffic Regulation Act 1984 and associated Procedural Regulations. Failure to adhere to the statutory processes could result in the restrictions being successfully challenged in the High Court.

6 Other implications

6.1 How will this contribute to the Council Plan

The proposed policy revisions will contribute to the City Council's aims of ensuring that citizens, especially children and young people, are safe and the objective of working for better pavements, streets and roads.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

The introduction of waiting restrictions reduces obstruction of the carriageway, therefore increasing safety for all road users.

The provision of advisory disabled parking bays assists Blue Badge holders.

6.5 Implications for (or impact on) Climate Change and the Environment

None

6.6 Implications for partner organisations?

None

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