

CITY OF PLYMOUTH



Scrutiny Report

Disabled Car Parking on the Hoe Promenade

Health and Social Well-being Scrutiny Committee

December 2003

'Overview and scrutiny is potentially the most exciting and powerful element of the entire local Government modernisation process. It places members at the heart of policy-making and at the heart of the way in which Councils respond to the demands of modernisation. In addition, overview and scrutiny is the mechanism by which Councils can achieve active community leadership, good governance and by which Councillors can become powerful and influential politicians.'

Office of the Deputy Prime Minister: 'The Development of Overview and Scrutiny in Local Government', September 2002

Portfolio and Holder: Transport, Environment and Street Services
Councillor Wheeler

CMT Member: Head of Policy and Performance

Subject: Disabled Car Parking on the Hoe Promenade

Committee: Overview and Scrutiny Commission
Cabinet

Date: 15th January, 2004
January-February 2004

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Part: I

Executive Summary:

The purpose of this report is to report back to the Portfolio Holders for Transport, Environment and Street Services and for Housing Services on the outcome of scrutiny work conducted by the Health and Social Well-being Scrutiny Select Committee into disabled parking, including proposed new improved arrangements, on the Hoe Promenade.

The reasons for the proposed new improved arrangements included that –

- a recent history of “near misses” involving vehicles and pedestrians within the existing parking area;
- there had been a reduced ability of the Parks Services to staff the parking area following cuts to the Park Ranger budget in the Council’s 2003/04 budget. (Parks staff carry out parking duties in the area and their early intervention had prevented a number of incidents involving vehicle traffic potentially coming into contact with vulnerable users on the Promenade i.e. children, mobility impaired and elderly persons;
- Interim safety management systems developed and implemented in January 2001 to effectively manage the inherent hazards and reduce the associated risk did not comply with Health and Safety Executive legislation;
- the improvements would assist the Council in discharging its statutory duties under existing legislation.

Strategic Choices:

This report and the associated issues link to the delivery of the corporate priorities defined in Strategic Choices, in particular-

1. improving the health, social well-being and safety of local people;
2. continuing to improve the City's built and natural environment;
3. Customer Focus – service delivery improves and meets the needs and interests of the community.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land:

1. The implementation costs for relocating the parking and installing an automatic barrier at the **western** end of the Hoe Promenade are estimated at £6000, and would be covered by the Parks Services revenue budget.
2. Costs have been estimated at £75,000.00 for the provision of a new disabled toilet facility at the **western** end of the Hoe Promenade. There is no budget provision for this proposal.

Other Implications: e.g. Section 17 Community Safety, Health and Safety etc.

- The Health and Safety at Works Act 1974;
- The Management of Health and Safety at Work Regulations 1999;
- Workplace (Health, Safety and Welfare) 1992
- The Local Authorities (Function and Responsibilities)(England) Regulations 2000
- Disability Discrimination Act 1995
- Parking bay standards - Department for Transport Traffic Advisory Leaflet 5/95
BS 8300 – “ Design of buildings and their approaches to meet the needs of disabled people Code of Practice”.

Recommendations and Reasons for recommended action:

The Portfolio Holder for Transport, Environment and Street Services and the Cabinet are asked to consider the contents of this report and its recommendations –

1. That they ensure the Council's policy retains parking for the disabled on the Hoe Promenade, and preferably at the **eastern** end of the Promenade;
2. That further to recommendation 1, they request Council Officers to report on the cost of putting in appropriate safety control measures, signage and segregation measures such as bollards and chains at the **eastern** end of the Promenade parking area that would enable the Council to comply with its statutory obligations;
3. That they consider setting aside the decision allowing people over 75 years of age with a Valid Plymcard to park at the **eastern** end of the Hoe Promenade, and subject to available funding and planning permission, consider establishing a parking area for this group at the **western** end of the Hoe Promenade;
4. That they note the Committee's concerns that the proposed option to move the disabled parking area permanently to the **western** end of the Hoe Promenade and/or build toilet facilities may not gain planning approval;
5. That they consider, as part of the 2004/05 budget setting process, reinstating a Parks Ranger service to supervise the disabled parking area on the Hoe Promenade.

Alternative options considered and Reasons for Recommended action:

Options outlined in attached scrutiny report.

Background papers:

- (1) Report of the Director for Direct Services and Head of Street Services: 'Disabled Parking on the Hoe Promenade', submitted to the Health and Social Well-being Scrutiny Select Committee on 25th November 2003
- (2) Plymouth City Council (Direct Services Department) Risk Assessment: Hoe Car Parking – Pedestrian and Vehicular Traffic Segregation, 19th June 2003
- (3) Portfolio Holder for Housing: Report of Action taken under Delegated Decision HMSS 12 2003/04 relating to 'Hoe Car Parking, 25th June 2003
- (4) Statutory responsibilities (as contained in the legislation indicated in 'Other Implications' above)
- (5) The Local Authorities (Functions and Responsibilities) (England) Regulations 2000

- (6) The Management of Health and Safety at Work Regulations 1999
- (7) The Workplace (Health, Safety and Welfare) Regulations 1992
- (8) Health and Safety at Work etc. Act 1974

REPORT OF THE HEALTH AND SOCIAL WELL-BEING SCRUTINY COMMITTEE

DISABLED CARPARKING ON THE HOE PROMENADE

1.0 Background

- 1.1 The disabled parking facility has been present on the Hoe Promenade for a number of years and currently provides 25 parking spaces adjacent to the Café at the **eastern end** of the Promenade. Parking space is set aside for disabled 'Blue Badge Holders' and people over 75 years of age¹ with a valid Plymcard. Accessible public toilets are also located next to this Café.
- 1.2 The existing disabled parking facility is opened between 9 a.m. to 4 p.m. through the summer months and between 9 a.m. and 3.30 p.m. through the winter months.
- 1.3 It is important to note that during all events held on the Promenade, the parking is moved to the **western end**, with access off Elliott Street. This occurs on at least 20 occasions per season, with some moves lasting for one week.
- 1.3 The duty of administering the parking facility was transferred from Parks and Amenities, Leisure Services to Parks Services, Direct Services Department (DSD) in September 2000. DSD staff currently operate the facility² and as a result the Parks Services budgets will be exceeded³.
- 1.4 In January 2001, Parks Services managers introduced new interim safety procedures that included the positioning of high visibility cones, with Parks attendants supervising vehicle access. The Guide Friday bus was also removed following consultation with City Bus. Despite this, the existing disabled parking spaces do not comply with current Health and Safety legislation.
- 1.5 Over the period from summer 2001 to present Parks Services managers and staff have reported on a number of occasions "near misses" involving vehicles and pedestrians within the existing parking area. These incidents involved vehicle traffic potentially coming into contact with vulnerable users on the Promenade e.g. children, mobility impaired and elderly persons.
- 1.6 On 19 June 2003, Parks Services management and the DSD Health and Safety Officer undertook a risk assessment pertaining to pedestrian and vehicular traffic segregation on the Hoe Promenade, adjacent to the eastern access ramp.

¹ The concession for over 75's parking was introduced in December 2002 following recommendations made to Leisure Services by Councillor Pengelly.

² This involves setting out marker cones, monitoring of the validity of badge/cardholders and numbers using the available spaces.

³ In March 2003 the Park Ranger Budget, which directly relates to the staffing of the Hoe Promenade, was cut by £100,000 as part of the Council's 2003/04 budget.

The purpose of the risk assessment was to identify hazards and risks associated with the existing disabled parking facility and propose control measures to effectively eliminate or manage those hazards and risks.

- 1.7 The risk assessment was circulated for comment to relevant Council Service Units to identify whether the proposal would impact upon their service delivery and were conducive to supporting the objectives of their own service plans and aspirations for the Hoe.
- 1.8 On 25 June 2003, the Portfolio Holder for Housing Management and Street Services considered a 'Report of Action taken under Delegated Decisions'⁴ and following considerations of the proposals of the report decided –
 - to approve changes to the car parking on the Hoe namely:
 - the siting of 22 disabled parking bays, to current minimum standard, located around the perimeter of the tarmac surfacing;
 - all year round access with time restrictions as agreed in consultation with elected Members, service users and stakeholders;
 - access control with an automated barrier operated by an agreed secure activating system;
 - to move the disabled car parking to the Elliott Terrace end of the Hoe Promenade and reduce hazards and risks⁵ associated with vehicular traffic and pedestrians.
- 1.9 The implementation costs for relocating the parking and installing an automatic barrier are estimated at £6000 and can be met from within the existing Parks Services revenue budget. However, the costs of providing a new disabled toilet facility at the **western** end of the Hoe Promenade have been estimated at £75,000. There is no budget provision for this proposal.
- 1.10 The development of detailed proposals for moving the disabled parking were drawn up in consultation with Access Officers regarding the use and activation of automatic barriers. Investigations were also made into types of disabled toilets following the proposal for this facility to be included. The final proposals have not yet been agreed.
- 1.11 Following feedback from the Delegated Decision, the Council's Administration and Direct Services Department received a number of representations from users of the car parking facilities on the Hoe Promenade regarding the proposed charges. As part of the process to review car parking on the Hoe Promenade, in July 2003 the Portfolio Holder for Housing Management and Street Services requested that the Health and Social Well-being Scrutiny Committee scrutinise and report back to him on this issue.

⁴ The Delegated Decision included the Risk Assessment and proposed control measure outlining various options to improve and safely manage the vehicular and pedestrian traffic, including to moving the disabled car parking to the Elliott Terrace end of the Hoe Promenade.

⁵ The move and improvement were proposed in order that the Council may discharge its statutory duties under the Health and Safety at Works Act 1974, the Management of Health and Safety at Work Regulations 1999 and the Workplace (Health, Safety and Welfare) 1992.

- 1.12 On 5 August 2003, the DSD Health and Safety Officer spent the day polling users of the parking facility. 63 people were interviewed of which 6 were tourists, 3 were over 75 years of age and 54 disabled blue badge holders.
- 1.13 Interviewees were asked for their thoughts on the current situation and the proposal. A summary of replies was as follows –
- the majority agreed that moving to the Elliott Terrace end of the promenade was a good thing because it provided a better view, would be permanent instead of being inconveniently moved for every event, and would result in better inclusion and access to events. A number requested increased seating close to the parking.
 - it would result in longer opening hours if an automated barrier was installed.
 - Respondents generally felt very positive about the move and were grateful for being asked.
- 1.14 During August and September 2003 Council Officers from Corporate Health and Safety and the Parks Services worked on issues relating to the new proposed car parking arrangements including –
- proposals for a disabled toilet facility at the **western** end of the Hoe Promenade;
 - liaising with the Planning Service regarding the disabled toilet facility;
 - consulting with disabled user groups regarding the the
- 1.15 On 25 September 2003 a presentation on the new parking proposals was given to the Disabled Access Network (D.A.N.), at which it was agreed that the questionnaire as detailed at Section 4.2 of this report be circulated to all members of the group for their comment.
- 1.16 The Health and Social Well-being Scrutiny Committee met on 25th November 2003 to scrutinise car parking on the Hoe Promenade (as set out in the Terms of Reference at Section 3 of this report) and to hear from a number of users of their experiences.
- 1.17 Having considered all the evidence, the Health and Social Well-being Scrutiny Committee compiled a report to be submitted to the Portfolio Holder for Transport, Environment and Street Services and the Cabinet asking them to consider the contents of the report and its recommendations.

2.0 Committee Structure

2.1 The Membership of the Scrutiny Committee was as follows –



Chair: Councillor Coleman

Members



**Councillor
Hiomeris**



**Councillor
Santillo**

2.2 Officers attending the Committee were as follows –

Nick Jones	Principal Parks Services Manager, Direct Services Department
Louise Turner	Corporate Health and Safety Officer Corporate Personnel
Brian Fossey	Parking Manager Development Department
Matt Coombe	Urban Designer Development Department

Democratic Support Officer – Craig Saunders

2.3 'Witnesses' attending the Committee were as follows –

Mrs. Kingdon	Service user
Mr. Abbott	Service user
Mr. Trendell	Service user

3.0 Terms of Reference

3.1 The Health and Social Well-being Scrutiny Committee held an initial planning meeting on the 14th August 2003 at which it was agreed that the Select Committee had the following aims for the scrutiny –

- what arrangements were currently in place;
- what improved arrangements were proposed, including the rationale for the proposals;
- to explore alternative arrangements, if any?;
- to explore what was the best service for disabled people accessing the Hoe Promenade, with a view to making recommendations to the Portfolio Holder and Cabinet.

3.2 The Select Committee resolved as part of their deliberations to –

- hear information from Officers of the Council's Direct Services and Development Departments;
- invite a number of service users who used the disabled parking facilities on the Hoe Promenade to attend the Committee and relate their experiences.

4.0 Planning / Hearings

4.1 The Committee met on 14th August 2003 to plan the review and agreed that –

- (i) Parks Services draw up proposals for a disabled toilet facility and forward to Scrutiny Sub Committee prior to formal consultation with Planning;
- (ii) Parks Services to formally liaise with Planning to identify the likelihood of acceptance of proposals prior to submission of a formal plan;
- (iii) Parks Services to submit formal plans to Planning for a decision;
- (iv) Councillor Coleman to contact Planning to discuss the proposal;
- (v) upon receipt of a formal decision from Planning, Parks Services to consult with disabled user groups;
- (vi) Councillor Coleman to also liaise with the Access Officer.

4.2 Subsequent to the August planning meeting, Council Officers actioned the above items, including sending out a questionnaire to members of the Disabled Access Network (D.A.N.) on 8th October 2003. The results of the questionnaire were as follows –

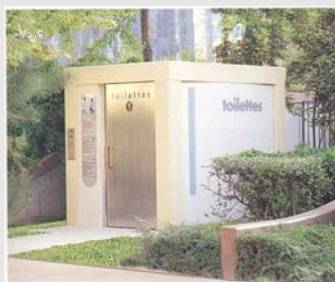
Approximately 60 were posted out by D.A.N. 36 were returned (60%)
Approximately 25 were emailed. 2 were returned as printouts

Questionnaires completed on the Hoe 23

Replies to the questionnaire and responses were as follows –

Question	Yes	No	Un-sure
1. Do you support the provision for allowing disabled parking on the Hoe?	95%	5%	-
2. Do you feel the design proposal meets the needs of the disabled?	62%	36%	2%

Question	Option Selected		
	1	2	3
3. Which of the 3 options for a disabled toilet do you most like?	78%	6%	6%
<u>Option 1</u> : Purpose built disabled unit (Sanispace®)	Unsure	None	No Pref.
<u>Option 2</u> : Portaloo® Premium Pacemaker Disabled Toilet	5%	2%	3%
<u>Option 3</u> : Temporary Hire Disabled Toilet			



Option 1



Option 2



Option 3

Individual comments completed and received on the questionnaire were included at Appendix 3 to the report of the Director for Direct Services and Head of Street Services: 'Disabled Parking on the Hoe Promenade', submitted to the Health and Social Well-being Scrutiny Select Committee on 25th November 2003.

4.3 On 25th November 2003, the Committee met to –

- hear from the Council's Officers (detailed at Section 2) and consider written material submitted by them;
- hear from the service user 'witnesses' as detailed at Section 2;
- agree further meetings to be held, if applicable, and the dates and times of start and finish of each meeting;
- determine the process for finalising the Committee's report to be submitted to the Health and Social Well-being Scrutiny Committee, Overview and Scrutiny Commission, Portfolio Holder and the Cabinet.

5.0 Council Officers' Report

5.1 The Principal Parks Services Manager and the Corporate Health and Safety Officer submitted the background material detailed in Section 8.0 and informed the Committee on 25th November 2003 –



Photograph C- Overall viewpoint of Hazards



Photograph F- Overall viewpoint of Hazards

- (i) that the existing 25 parking spaces provided for disabled (and over 75's) parking on the Hoe did not comply with current Health and Safety legislation;
- (ii) that the movement of Council vehicles to and from the Council Depot situated at the rear of the Café (via the ramp in Photograph C) was an additional risk to the safety of people accessing this area and the Council had a duty of care to these members of the public;
- (iii) on the operation of the ramp at Photograph C (left);
- (iv) on the problems of reversing and near misses at the current parking spaces at the western end of the Hoe Promenade (Photograph F at left);
- (v) on problems of people slipping on oil spills in the carpark;
- (vi) of the Portfolio Holders direction to Officers that the Hoe Promenade be kept accessible to people, and in the opinion of the Officers the best solution was to locate disabled carparking to the western end of the Hoe Promenade. As such, alternatives to this proposal had not been drawn up or consulted upon;
- (vii) that cones placed on the Hoe Promenade to segregate vehicular and pedestrian traffic had only served to attract skateboarders and this had presented a different problem;
- (viii) with respect to skateboarders using the Hoe Promenade –
 - staff endeavoured to move skateboarders using the carpark but this did not always work;
 - a ramp forum had been set up and had successfully obtained money for a large ramp in Central Park. There were 2 Plans in draft at the moment and Sport England had also put in funding in for this ramp;



Photograph D- Overall viewpoint of Hazards

- long term issues were enforcement and design of barriers that did not attract skateboarders;
- although the building of a skateboarding park in Central Park would not stop skateboarders using the Hoe Promenade, it would help Police to move people on;

- (ix) a Risk Assessment on the carpark had not been undertaken until the Parks Service took over the service in 2001, and it should now be possible for control measures such as signage and barriers to be erected subject to planning permission;
- (x) Plymouth had 18,500 people aged over 75 years, and thus eligible to use the carparking on the Hoe Promenade, although they were not aware how many of these people had a current Plymcard;
- (xi) vehicle drivers arriving at the disabled parking area had the parking situation explained to them by staff;
- (xii) on aspects of the proposed carpark at the **western** end of the Hoe Promenade, including –
 - it was believed there were lower volumes of pedestrian traffic at the **western** end of the Hoe Promenade;
 - that with a barrier and an Access Officer, people would be able to access this carpark whenever they wanted, not just when it was staffed;
 - that Officers had spent time at this location talking to people, many of whom thought the view was better at this end;
 - that during special events held on the Promenade, the parking was moved to the **western end** with access off Elliott Street;
 - it may be possible to introduce a new licence to have some sort of catering at this end of the carpark;
 - although the proposal had been provisionally discussed with Planning, it had not been through the proper planning process or had agreement in principle, and this included the carparking, and any toilet and/or catering facilities;
- (xiii) on the results of the consultation (see Section 4.2);

- (xiv) the main aim of the Officers was to provide safe access for all users, including disabled, of the Hoe Promenade.

5.2 In addition to the information presented to the Committee at Section 5.1, the Parking Manager, Development Department, informed the Committee that –

- (i) the Parking Section supported the perspective to re-locate the disabled parking to the **western** end of the Hoe Promenade, with a Traffic Order placed on the parking and enforced by Parking Attendants;
- (ii) the option to limit the period of stay at disabled carparking to a maximum of 3 hours was a good idea and would reduce the need for toilet facilities.

5.3 In addition to the information presented to the Committee at Sections 5.1 and 5.2, the Urban Designer, Development Department, informed the Committee that –

- (i) whilst the Urban Design Team supported the option of retaining parking on the Hoe Promenade, it did not support the proposal to re-locate disabled carparking to the **western** end of the Promenade;
- (ii) the Hoe Promenade was one of the most historically attractive sites in Plymouth and it was important that any proposals built on its character and dignity;
- (iii) for planning and development purposes, there was a need to distinguish between the Hoe Promenade and the general area of the Hoe;
- (iv) an alternative option would be to retain the carparking at the **eastern** end of the Promenade as disabled parking only and allocate Plymcard over 75 years parking at the **western** end of the Promenade;
- (v) the initial work done by the consortium that included David Mackay indicated that –
 - their most desired location for disabled parking was on Hoe Road adjacent to the Promenade;
 - in the long-term, all Hoe parking should be perpendicular (facing) the sea.
- (vi) a desirable interim solution for carparking should include a Parks Ranger to assist with segregation of vehicular and pedestrian traffic.

6.0 Affect Users – ‘Evidence’ Session

6.1 The Committee heard from, or on behalf of, a number of people who used, the disabled parking facilities and was informed as follows –

- (i) Positive considerations and appreciation for –
 - the opportunity to park on a premium space with a beautiful view and do not want to lose this facility;
 - disabled people and their needs to be considered;
 - disabled people that they had been consulted;
 - the need for safety to be measured and acted upon;
- (ii) parking on the Promenade is of great benefit to people with limited walking ability and provided an opportunity for disabled people to access the leisure facilities available to others and integration into “normal” social life and improve their quality of life;
- (iii) there were a number of concerns within the disabled community including that –
 - the proposal to re-locate disabled parking was an ‘out of sight / out of mind’ option, and the move would isolate disabled people from the toilets and refreshments at the other end of the Promenade;
 - the proposed carpark would allow for fewer parking spaces directly facing the seafront;
 - Council Officers had attended a Disabled Access Network meeting to discuss the Hoe Promenade parking issue but only presented one relocation proposal and did not mention that if there were alternative options available;
 - proper consultation had not been followed including relating to a presumption in favour of openness, available other options and ensuring that the proposed action was proportional to the desired result;
 - there appeared to have been little communication between Council Departments to try and identify alternative options e.g. providing some disabled parking on Hoe Road;
 - it was not clear whether it was the over 75’s or disabled users who had been involved in the near misses on the Promenade.
- (iv) a suggested option was to have some disabled parking on Hoe Road (with access to disabled toilets and a maximum allowed parking period of 3 hours) and to have free off street parking on

the Hoe Promenade (with a maximum allowed parking period of 3 hours) after which people would pay a charge to park;

- (v) Plymouth Council had the opportunity to be a forerunner in showing 'Plymouth does Care' and 'People do Matter', particularly in their consideration for disabled people by providing state of the art facilities that could include –
- automatic doors to make entry easier than usually found on toilets for the disabled;
 - stone-faced building / slate-tiled roof with seats on the sea-facing side, sheltered beneath the slate roof overhand, as befits the prestigious, historic Hoe;
- (vi) continued access to disabled parking and improved leisure facilities on the Hoe could –
- draw much positive publicity for the Council;
 - attract disabled tourists (facilities for disabled people are promoted nationally and internationally);
 - attract additional sources of funding including from the Tourism Board/Leisure and Tourism, Chamber of Commerce, Disability/central Government, E.U., Social Inclusion partnership and from Disability Groups/Disability Funding;
- (vii) the moving of disabled parking to the Elliott Terrace (**western**) end of the Promenade for reasons of Health and Safety would mean –
- reducing more than half of the current places facing out to sea and increasing the number of sea-facing spaces would be greatly appreciated by those unable to leave their vehicles;
 - the distance to the current toilet and Café facilities at the Citadel end of the Promenade would cause a great deal of discomfort and pain for walking disabled and difficulties to wheelchair pushers of disabled people;
- (viii) with provision of new parking spaces would need to remember –
- ideally that sufficient space be allowed to enable a wheelchair to be hoisted out sideways;
 - the entrance would need to be sufficiently wide and any barrier sufficiently high to allow for the access of large vans e.g. minibuses with ramps and tail lifts;
 - the barrier needed to be accessible to disabled drivers – disability covers a wide range of impairments but those

- unable to get out of their cars or those with problems with the use of their arms this is a particular problem;
 - how would tourists operate this barrier?;
- (ix) with respect to the proposals for toilets at the **western** end of the Promenade (Section 4.2 above) –
 - wheelchairs required level entry and room to park alongside the toilet bowl as well as turning space;
 - automatic sliding doors would be a boon;
 - a flag bearing design to set a precedent, e.g. an exemplary landmark in disability awareness and facility provision;
- (x) consideration of making a gently curving / winding / snaking pathway to enable wheelchair users to access the seafront, Dome and swimming pool;
- (xi) the staff who supervised the disabled parking area on the Hoe Promenade could be overly officious at times and did not consider, or take into account, individual's circumstances;
- (xii) one 'witness' had conducted a poll of disabled users of parking on the Promenade which indicated that –
 - some users were concerned with the proposed move;
 - a majority of users didn't want to move;
 - there was a lot of resistance, and strong feeling, about losing access to toilet and refreshment facilities;
 - there was broad support to limiting the period of stay to 3 hours during the summer months but not enforcing this during the winter months;
 - the current situation where the Ladies Disabled toilet was located in the Mens toilet was unsatisfactory;
 - staff supervising the carpark should be First Aid trained.

7.0 Member Questions/Comments and Council Officer Responses

7.1 Having considered the report of the Officers and heard from service users, the Committee found/commented that –

- (i) the problem of oil spills had decreased since Citybus had stopped using the area, however, oil spillage and associated risks were a problem wherever carparks were located;

- (ii) with respect to who cleaned oil spills, staff had granule material to put on the spills and which absorbed the oil, with the granules then removed after a number of hours or by street sweepers cleaning the area;
- (iii) vehicles entering or leaving the disabled parking area at the **eastern** end of the Hoe Promenade by the ramp at Photograph C above –
 - did not face any signs on Hoe Road on the approaches to the disabled parking area informing people they were approaching a blind access point;
 - found it more difficult entering and leaving the disabled parking area because cars were allowed to park on Hoe Road opposite the ramp in Photograph C;
- (iv) with respect to skateboarders using the Hoe Promenade –
 - it was usual practice for staff to move on skateboarders using the Hoe Promenade;
 - plans were currently being progressed for a large skateboarding facility in Central Park;
 - long term issues were enforcement and design of barriers that don't attract skateboarders;
 - although the building of a skateboarding park in Central Park would not stop skateboarders using the Hoe Promenade, it would help Police to move on people;
- (v) Council vehicles accessed the Council Depot at the **eastern** end of the Hoe Promenade from 7.30am, although this was at no particular times;
- (vi) looking at Photograph F above, there was no signage in the Hoe Promenade carpark pointing out the dangers to families of using the carpark as a thoroughfare;
- (vii) with respect to what attempts had been made to ensure cars could not override onto verges, the Committee was informed that planning permission would be required to install bollards and chains at the carpark;
- (viii) if the parking spaces at the western end of the Hoe Promenade were widened to comply with legislation i.e. 3.3 metres wide, options to consider included –
 - using the same amount of carparking space as presently used and reducing the number of car spaces from 25 to approximately 15 spaces; or
 - retaining 25 carpark spaces, that would require more carparking space to be used;

- (ix) cars overriding car spaces had been identified as an issue in the Risk Assessment, although no signs or barriers had yet been erected;
- (x) the **western** end carpark access was on a bend in the road and potentially as dangerous as the **eastern** end carpark access;
- (xi) the **western** end carparking arrangements would mean that –
 - some cars would be parked and not facing towards the waterfront;
 - not all carparking places facing the waterfront afforded a good view of the Sound;
- (xii) the costs of £75,000 for a new disabled toilet and £6,000 for an access gate could equally be invested into the **eastern** end carpark to upgrade facilities, install control measures to assist with vehicular and pedestrian segregation and allow for a Park Ranger to be employed;
- (xiii) the costs of a new disabled toilet of £75,000 would need to be bid for from the Capital Programme;
- (xiv) food and drinks were all available and easily accessible at the Café at the **eastern** end, and many disabled people would not be able to access these if disabled parking was moved to the western end of the Hoe Promenade;
- (xv) it was proposed that access to the new toilets at the western end of the Hoe Promenade would be with a 'radar' key.

8.0 Background Material

8.1 The Select Committee considered the following background documents –

- (1) Report of the Director for Direct Services and Head of Street Services: 'Disabled Parking on the Hoe Promenade', submitted to the Health and Social Well-being Scrutiny Select Committee on 25th November 2003;
- (2) Plymouth City Council (Direct Services Department) Risk Assessment: Hoe Car Parking – Pedestrian and Vehicular Traffic Segregation, 19th June 2003;
- (3) Portfolio Holder for Housing: Report of Action taken under Delegated Decision HMSS 12 2003/04 relating to 'Hoe Car Parking, 25th June 2003;
- (4) Statutory responsibilities (as contained in the legislation indicated in 'Other Implications' above);

9.0 Resolutions and Recommendations

9.1 The Portfolio Holder for Transport, Environment and Street Services and the Cabinet are asked to consider the contents of this report and its recommendations –

1. That they ensure the Council policy retains parking for the disabled on the Hoe Promenade, and preferably at the **eastern** end of the Promenade;
2. That further to recommendation 1, they request Council Officers to report on the cost of putting in appropriate safety control measures, signage and segregation measures such as bollards and chains at the eastern end of the Promenade parking area that would enable the Council to comply with its statutory obligations;
3. That they consider setting aside the decision allowing people over 75 years of age with a Valid Plymcard to park at the **eastern** end of the Hoe Promenade, and subject to available funding and planning permission, consider establishing a parking area for this group at the **western** end of the Hoe Promenade;
4. That they note the Committee's concerns that the proposed option to move the disabled parking area permanently to the western end of the Promenade and/or build toilet facilities may not gain planning approval;
5. That they consider, as part of the 2004/05 budget setting process, reinstating a Parks Ranger service to supervise the disabled parking area on the Hoe Promenade.

10.0 Chair's Summary

10.1 The Chair, on behalf of the Committee, would like to –

- (a) confirm that the scrutiny of disabled access and carparking on the Hoe Promenade has been considered with conscientious and serious application;
- (b) thank the people, including representatives who had spoken on their behalf, for attending and describing their experiences relating to disabled carparking facilities on the Hoe Promenade;
- (c) thank Officers and Members concerned for their contributions to this Scrutiny Committee.