

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 03 July 2026

Report Title

Proposed revocation of disabled residents' designated parking places at various locations, Rotherham

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Service Director Approving Submission of the Report

Simon Moss, Service Director, Planning, Regeneration & Transport

Report Author(s)

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Engineer

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Ward(s) Affected

Aston and Todwick

Aughton and Swallownest

Boston Castle

Greasbrough

Rawmarsh West

Wath

Wickersley North

Report Summary

To consider the proposed revocation of disabled residents' designated parking places at various locations in Rotherham.

Recommendations

That the Service Director of Planning, Regeneration & Transport exercises delegated powers to:

- Approve the revocation of the disabled residents' designated parking places listed in Appendix 1; and
- Authorise the Director of Legal Services to make the relevant Traffic Regulation Order.

List of Appendices Included

- Appendix 1 Designated Disabled Residents Parking Places to be revoked.
- Appendix 2 Initial Equality Screening Assessment
- Appendix 3 Part B Equality Analysis
- Appendix 4 Climate Impact Assessment CIA 658

Background Papers

Transport Capital Programme 2025/26 – entry of projects for Minor Works into the programme.

Cabinet Report, Transport Capital Programme Report, 17th March 2025

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 17 March 2025

Council Approval Required

No

Exempt from the Press and Public

No

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1. Background

- 1.1 Historically, the Transportation Infrastructure Service provided designated disabled persons' parking spaces free of charge for eligible residents. The primary requirement was that the resident held a valid Blue Badge and was the owner or driver of the vehicle to be parked in the bay. Exceptions were made where a live-in carer owned the vehicle.
- 1.2 During the early 2000's, increasing demand for residential disabled parking spaces was identified. Standard disabled parking bays did not fully address this issue, as they could be used by any Blue Badge holder. To resolve this, a decision was made to designate bays to specific vehicle registrations through a permit system administered and enforced by the Council's Parking Services team.
- 1.3 Bays were only provided after an assessment of need was undertaken by Adult Social Care, if there was no way to provide off street parking by way of a hardstanding then a referral would be made to the Transportation Infrastructure Service for a disabled bay to be provided. The cost of provision was met by the Transportation Infrastructure Service.

2. Key Issues

- 2.1 The residents previously assigned to the parking places listed in Appendix 1 no longer reside at those addresses. As a result, these bays cannot be used by other residents or Blue Badge holders.
- 2.2 Revocation of the parking places listed in Appendix 1 will increase on-street parking availability for other residents, their visitors, and, where applicable, visitors to local shops and amenities.
- 2.3 No representations were received following the consultation process.

3. Options considered and recommended proposal

- 3.1 Do nothing: not recommended.
Retaining the bays is not recommended. The designated parking places are no longer in use and cannot legally be used by other residents. Their continued presence reduces available on-street parking capacity.
- 3.2 Revoke Disabled Residents' Parking Places **Recommended:**
Revoke the disabled residents' designated parking places listed in Appendix 1.

4. Consultation on proposal

- 4.1 South Yorkshire Police have been formally consulted and raised no objections to the proposal.
- 4.2 Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy, requested clarification of the funding source (see paragraph 6.1) and enquired as to whether any parking spaces identified for revocation would free up an additional parking capacity in busy high street locations to support visitors to local shops/amenities.

A subsequent review of the parking places proposed for revocation did not identify any locations where this would be appropriate.

- 4.3 Councillors for all affected wards (Rother Vale, Aston and Todwick, Aughton and Swallownest, Boston Castle, Greasbrough, Rawmarsh West, Wath and Wickersley North) were consulted and raised no objections to the proposals.
- 4.4 The usual statutory consultations have been undertaken, and no representations were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Subject to approval of the recommendations, the proposals will be implemented in accordance with the locations contained in Appendix 1. The Traffic Regulation Order process will be completed, and all associated road markings and signage will be removed.

6. Financial and Procurement Advice and Implications

- 6.1 The costs associated with this proposal will be met from the Minor Works Programme 2025/26, as approved in the officer decision dated 9 June 2025. A budget of £8,000 has been allocated, this includes legal fees associated with revocation of the identified parking places, together with removal of the road markings and signs from site.
- 6.2 There are no direct procurement implications. Any required works will be delivered in accordance with the Council's Financial and Procurement Procedure Rules and relevant legislation (either the Public Contracts Regulations 2015 or the Procurement Act 2023 dependent upon the route to market identified).

7. Legal Advice and Implications

- 7.1 The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate parking and to improve the amenities of an area.
- 7.2 The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the

highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.

- 7.3 Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 The proposal is not expected to have any direct or adverse impact on children, young people, or vulnerable adults, as it relates solely to parking provision that is no longer required by its original users.

10. Equalities and Human Rights Advice and Implications

- 10.1 The proposal primarily relates to individuals with the protected characteristic of disability, as defined under the Equality Act 2010.
- 10.2 A Part A Initial Equality Screening (Appendix 2) and Part B Equality Analysis Form (Appendix 3) have been completed with the following findings:-
- 10.3 No direct adverse impacts have been identified, as the disabled residents' designated parking places proposed for revocation are no longer required by the original users.
- 10.4 There is the potential for indirect impacts relating to perception of reduced provision and future demand.

These impacts are considered proportionate and are mitigated through:

- A clear application and assessment process
- Ongoing monitoring of need
- The ability to introduce new provision where required

The proposal is therefore considered to meet the requirements of the Public Sector Equality Duty

11. Implications for CO2 Emissions and Climate Change

- 11.1 The proposal relates to the revocation of designated parking bays and will give rise only to minor emissions associated with contractor activity to remove existing road markings and signage. Any increase in emissions from these activities is expected to be minimal and temporary.
- 11.2 Overall, the impact is considered negligible in the context of total transport emissions within Rotherham and will not materially affect the Council's NZ2030 and NZ2040 targets or associated carbon budgets

12. Implications for Partners

- 12.1 There are no direct implications for partners. For new applications for disabled residents' designated parking places, Adult Social Care no longer carry out a medical assessment of the resident's needs.

13. Risks and Mitigation

- 13.1 There is a risk that the removal of disabled parking bays may create concern where it is perceived that provision is being reduced. However, ongoing monitoring of need and new provision can be introduced if required.

14. Accountable Officers

Simon Quarta, Engineer, Local Schemes and Road Safety
Andrew Lee Service Manager, Local Schemes and Road Safety

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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