

Divisions: Banbury Grimsbury & Castle, Kirtlington & Kidlington North, Deddington, Bloxham & Easington
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CABINET MEMBER FOR ENVIRONMENT– 12 NOVEMBER 2015

PROPOSED DISABLED PERSONS PARKING PLACES CHERWELL DISTRICT

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell.

Background

2. New DPPPs have been requested in Junction Road, Banbury; Rutters Close, Kidlington; and Wise Close, in Bodicote – these locations are shown in Annexes 1 – 3. These proposed bays have been requested by disabled residents in the above roads. This report considers the outcome of a formal consultation held on the proposals; other proposals advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.
3. A request for a DPPP in Little Green, Bloxham was considered at the meeting held in January 2015 (the site is shown on plan at Annex 4). In the light of representation received it was agreed to defer any decision pending further consultation – this has now taken place and thus the matter is brought back for conclusion.

Formal Consultation

4. Oxfordshire County Council sent a copy of the draft Traffic Regulation Orders, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 6th August 2015. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and Cherwell District Council Offices. They were also deposited at Banbury, Banbury Neithrop, Bodicote, Deddington, and Kidlington libraries and are available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate and in the Oxford Times.

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5. One objection has been received in respect of the proposal in Junction Road, Banbury; one objection has been received in respect of the proposal in Rutters Close, Kidlington; and two objections in respect the proposals in Wise Close, Bodicote. These are summarised in Annex 5, together with Officer's responses. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are often at a greater disadvantage, it is suggested that the proposals proceed as advertised.

Bloxham

6. The responses to the consultation carried out in autumn 2014 and reported to the January 2015 meeting focussed on two main points – uncertainty about the suitability of the proposed DPPP to meet the needs of the applicant, and the effect that the location of the proposed bay would have on parking capacity for others who park in the road. The minutes state that “the Cabinet Member was not yet convinced that the needs of residents would be best served by the proposed change and that having regard to the tabled photograph the most practical solution could possibly be retention of current arrangements. He asked officers to carry out further consultation.”
7. Since that meeting discussions have taken place with the applicant's mother who has confirmed that the proposed location of the DPPP next to the (recently-re-painted) Keep Clear marking is indeed the most appropriate for the disabled person. A narrow bay here would allow the Keep Clear area to be used to transfer to/from the car and maximise the space available for other residents.
8. This solution has the support of the local County Councillor and by the Parish Council but not from other local residents who are understood to remain unhappy with the proposal. It has been the practice that, in places where parking is congested (and therefore the disabled are often at a greater disadvantage) DPPPs are installed in the location preferred by the applicant; consequently it is suggested that the proposal proceeds as advertised.

Financial and Staff Implications (including Revenue)

9. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPPs as advertised.**

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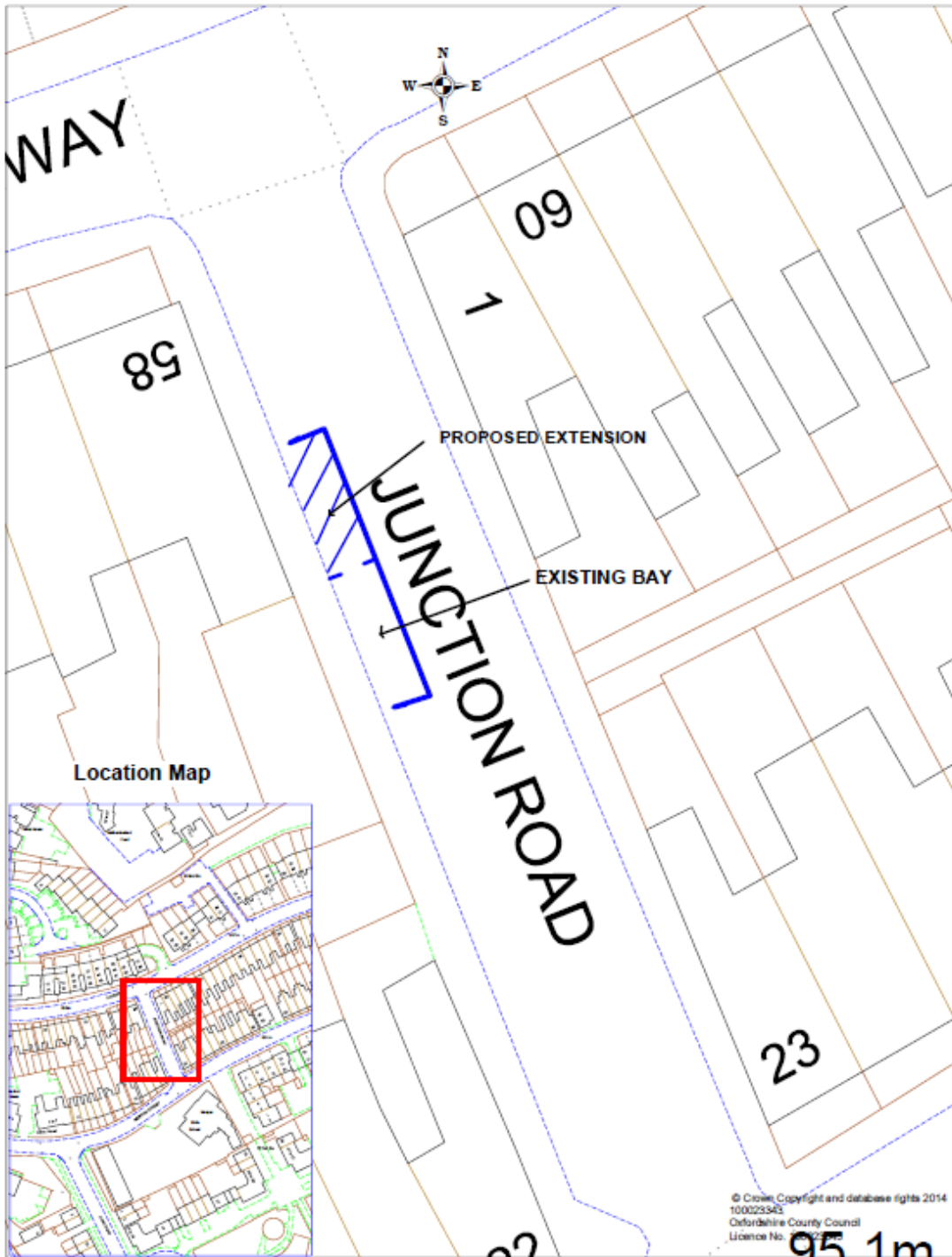
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation
Report to Cabinet Member Decisions Meeting 15th
January 2015 (and associated minutes)

Contact Officers: Owen Jenkins 01865 323304

October 2015

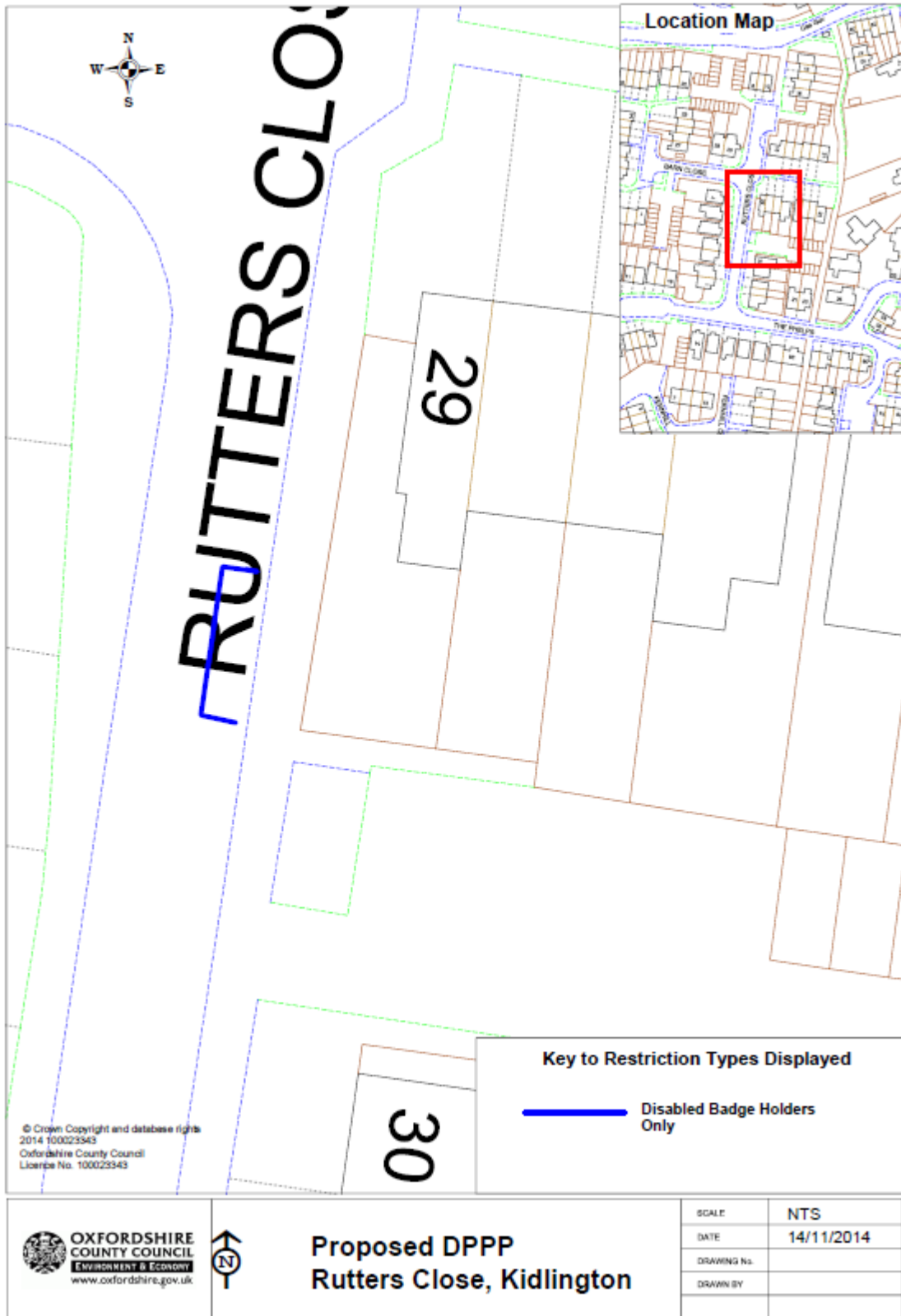


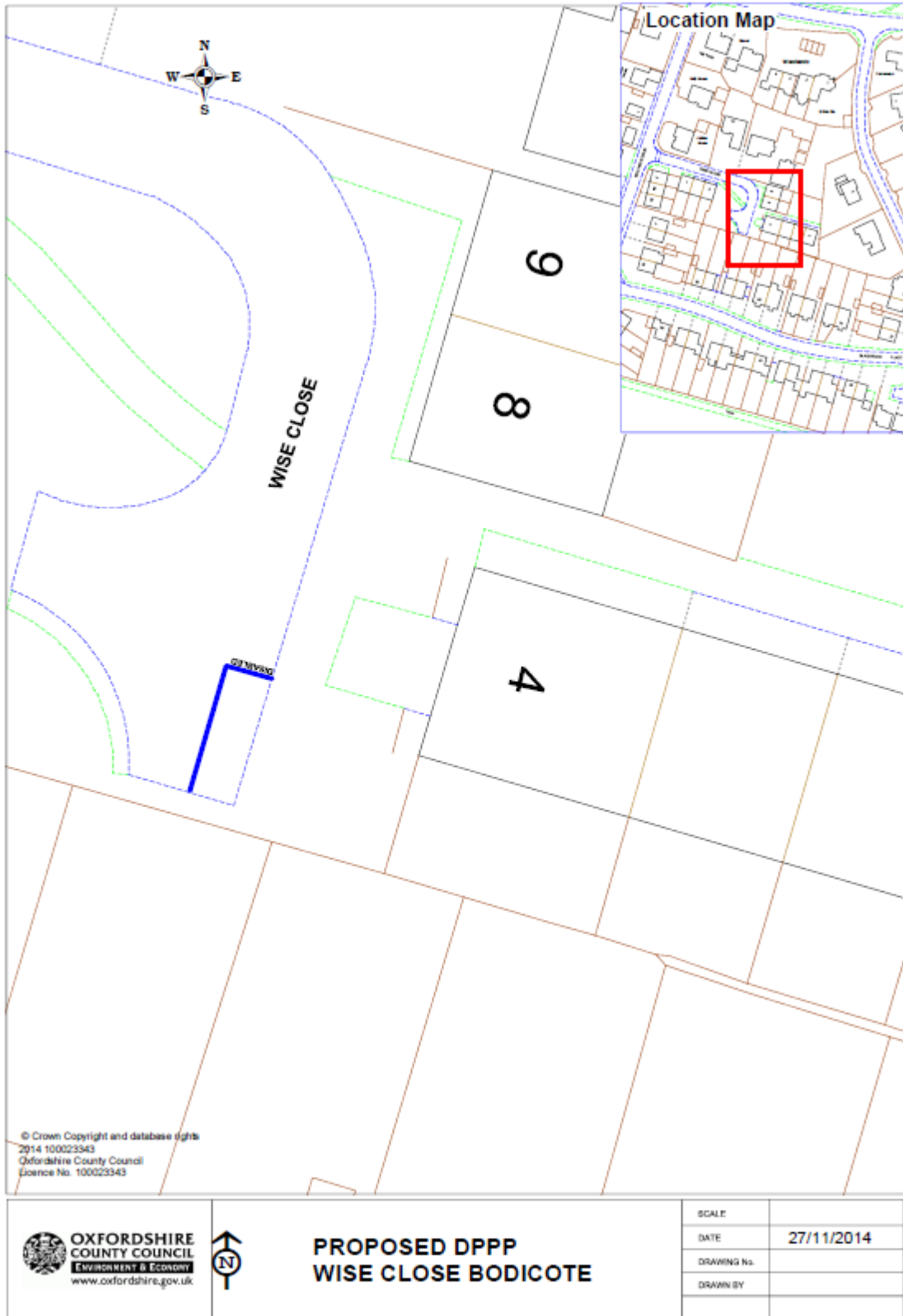
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**Proposed extension of DPPP
Junction Road, Banbury**

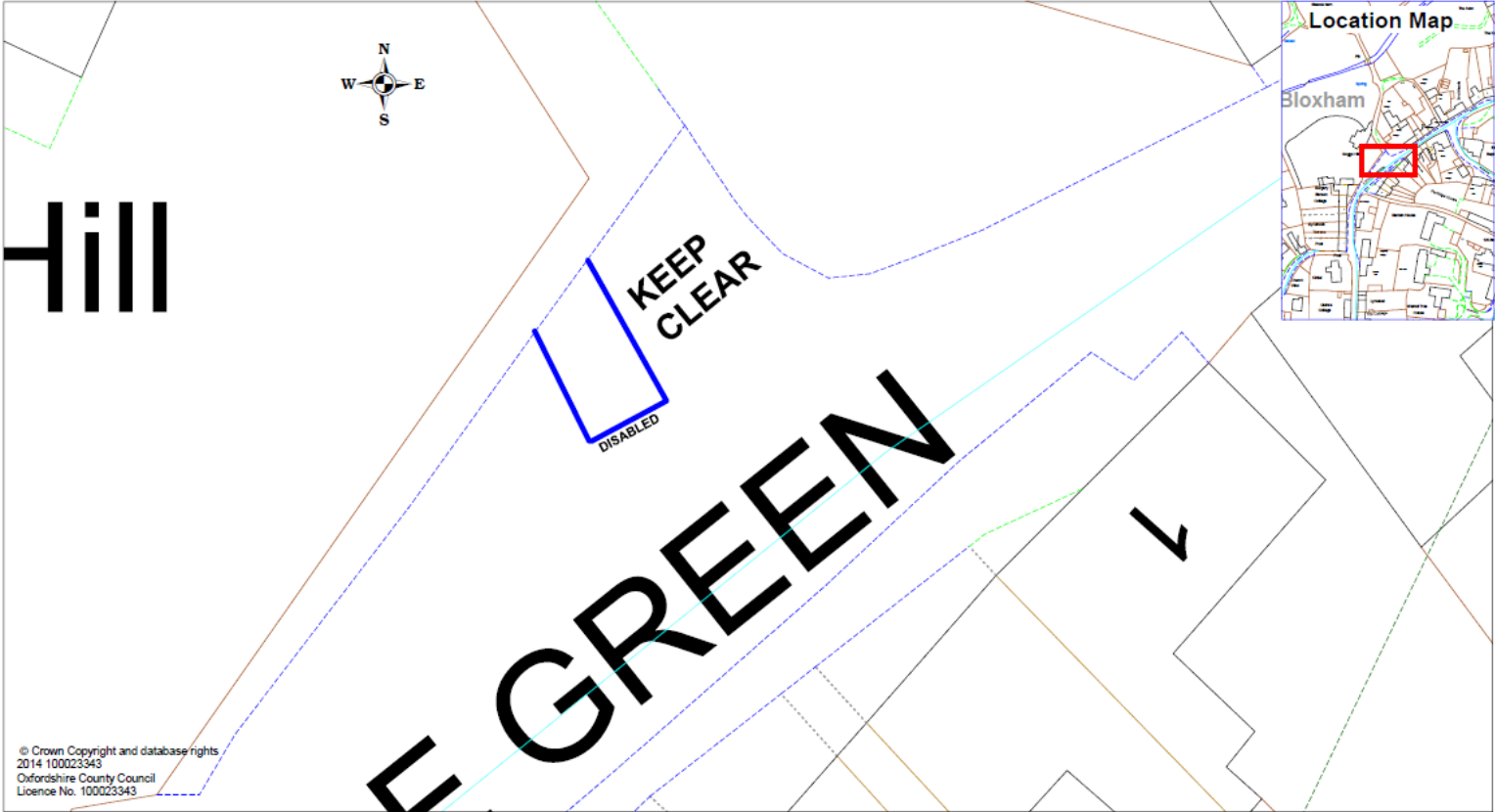
SCALE	NTS
DATE	17/07/2015
DRAWING No.	
DRAWN BY	





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ANNEX 4



 OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk		Proposed DPPP Little Green, Bloxham		SCALE	NTS
				DATE	11/08/2014
		DRAWING No.			
		DRAWN BY			

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Proposed extension of DPPP for two vehicles in Junction Road, Banbury		
A resident, Causeway	Strongly opposes the proposal. Current bay is misused by the applicant. A licensed taxi is parked in the bay with no visible badge. The owner has a garage and dropped kerb in Junction Road. Believes the extended bay will be used by other residents of the property illegally. Doesn't think both spaces would be occupied at the same time. Proposed bay should be located in the Causeway, perhaps the recently removed bay could be reinstated. The proposal will cause parking difficulties for other residents. Parking is congested and cars currently block the junction with the Causeway, blocking the dropped kerb.	Applicant's father is a Blue Badge holder and uses the existing bay with his own car. The applicant also has a Blue badge and works as a part time taxi driver. Neither of them can park in the garage as they cannot open the car doors wide enough inside. The entrance to the property is in Junction Road and a bay in Causeway would inconvenience neighbouring residents. Most frontages here are less than 5 metres wide and such a bay could affect several frontages. Thames Valley Police have powers to deal with obstruction of junctions by parked vehicles.
Proposed DPPP in Rutters Close, Kidlington		
A resident, Rutters Close	Supports the proposal. Increasingly difficult to park in the Close and the space will help the disabled resident. Not all of the dwellings here have parking close by. A path leads off from the lay-bys to blocks of housing on either side of the Close. Worried about the impact of the new station on parking.	While there are some communal car parks & garages in the Close, the disabled resident cannot get into or out of the car in the garage and the car park nearest to him is often full. The proposed DPPP is where he would normally park when he can. The impact of the new station on local parking issues is being monitored.
Residents, Rutters Close	Bewildered at the proposal which would cause disharmony in a once nice and wonderful community. Most residents here work and need convenient parking near their homes. Although most	Many residents have a garage and a drive which would accommodate 2 cars. When on-street parking is congested, disabled people are

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	residents have a garage, many have two or more cars. A DPPP would cause them to park further away from their homes.	disadvantaged.
Proposed DPPP in Wise Close, Bodicote		
Bodicote Parish Council	Following a site meeting with an officer of OCC the PC has no objection to the proposal.	Noted.
A resident, Wise Close	Following on from previous informal discussions on the subject, objects to the proposal. There is an off-street space close to the applicant's home owned by the Housing Association which could accommodate the DPPP. The nearest resident has no objection to a DPPP which would be next to her home. The turning area here is congested and a DPPP would make turning more difficult. This would create a precedent as more residents would request spaces. Although OCC installed Access Protection markings outside and opposite the drive to his and neighbouring properties, people are still blocking the drive and turning round on it. The solution is to insist the HA installs disabled parking on their property and OCC paints double yellow lines in front to prevent parking. No parking signs should be installed. Suggests the applicant does not expect to be driving much longer and uses an electric buggy most of the time. OCC will create a long term problem if the proposal goes ahead. Vans and trucks already reverse onto the paved area to turn around when vehicles are parked in the turning area. Asks whether OCC will stop other residents getting DPPPs.	The Housing Association (HA) cannot put a DPPP here because there is a Fire Door in the fence giving access to the back gardens of the row of bungalows, and it would block access. A DPPP in proposed location would not affect the ability of vehicles to turn and the applicant already parks here. It is OCC policy to provide bays for applicants that fulfil the eligibility criteria so the precedent has already been set. OCC cannot compel the Housing Association to install marked out bays and signs on their land. The applicant has no plans to give up driving. Each request for a DPPP is judged on its merits and currently there are only 3 car drivers in this part of the Close, of which the applicant is one. No other requests have been made to date.
A resident, Wise Close	Opposes the proposal. Each bungalow in this part of the road has an off-street parking space and the location of proposed DPPP will block two parking spaces. Difficult for vehicles to turn here and if the proposal goes ahead, other residents will request them such that the Close will be congested. Thinks bay should go on the Housing Association off-street parking spaces with	There is some parking space in front of the bungalows here but only one space for the block No's 4 to 7, given that the fire door mustn't be blocked. Respondent should approach Housing Association about marked out parking spaces on their land. The bay will make no difference to

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	<p>“signs” to prevent them being blocked by vehicles. The HA should mark out parking spaces on their land. If large vehicles cannot turn they will reverse out onto Molyneux Drive causing a traffic hazard.</p>	<p>vehicles turning here. Larger vehicles require an HGV licenced driver and they normally reverse into cul-de-sacs, to ensure full safety when pulling out again.</p>
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