

Divisions: Banbury Calthorpe, Banbury
Ruscote, Bloxham and Easington, Leys,
and Wolvercote and Summertown

CABINET MEMBER FOR ENVIRONMENT– 15 JANUARY 2015

PROPOSED DISABLED PERSONS PARKING PLACES CHERWELL DISTRICT AND OXFORD CITY

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 and Oxford.

Background

2. New DPPPs have been requested in Little Green in Bloxham; Marlborough Avenue, Kidlington; Orchard Way and West Bar Street in Banbury; Pennywell Drive and Sawpit Road in Oxford – these locations are shown in **Annexes 1 – 6**. These proposed bays have been requested by disabled residents in the above roads, except in the case of West Bar Street where the proposed bay has been requested by the Doctors Surgery to assist disabled patients (and would be a day-time only bay during the week). 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.

Formal Consultation

3. 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 15th October 2014. 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, Blackbird Leys, Kidlington, and Summertown 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.
4. Five objections have been received in respect of the proposal in Little Green, Bloxham; two objections have been received in respect of the proposal in Marlborough Avenue, Kidlington; the proposals in Orchard

Way and West Bar Street, Banbury each have one objection; five objections have been received to the proposal in Pennywell Drive; one objection has been received to the proposal in Sawpit Road. These are summarised in **Annex 7**, together with Officer responses.

5. 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.

Financial and Staff Implications (including Revenue)

6. 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.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

December 2014

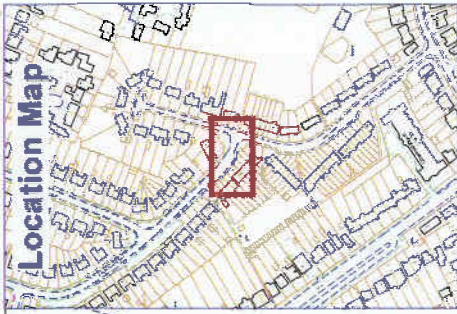
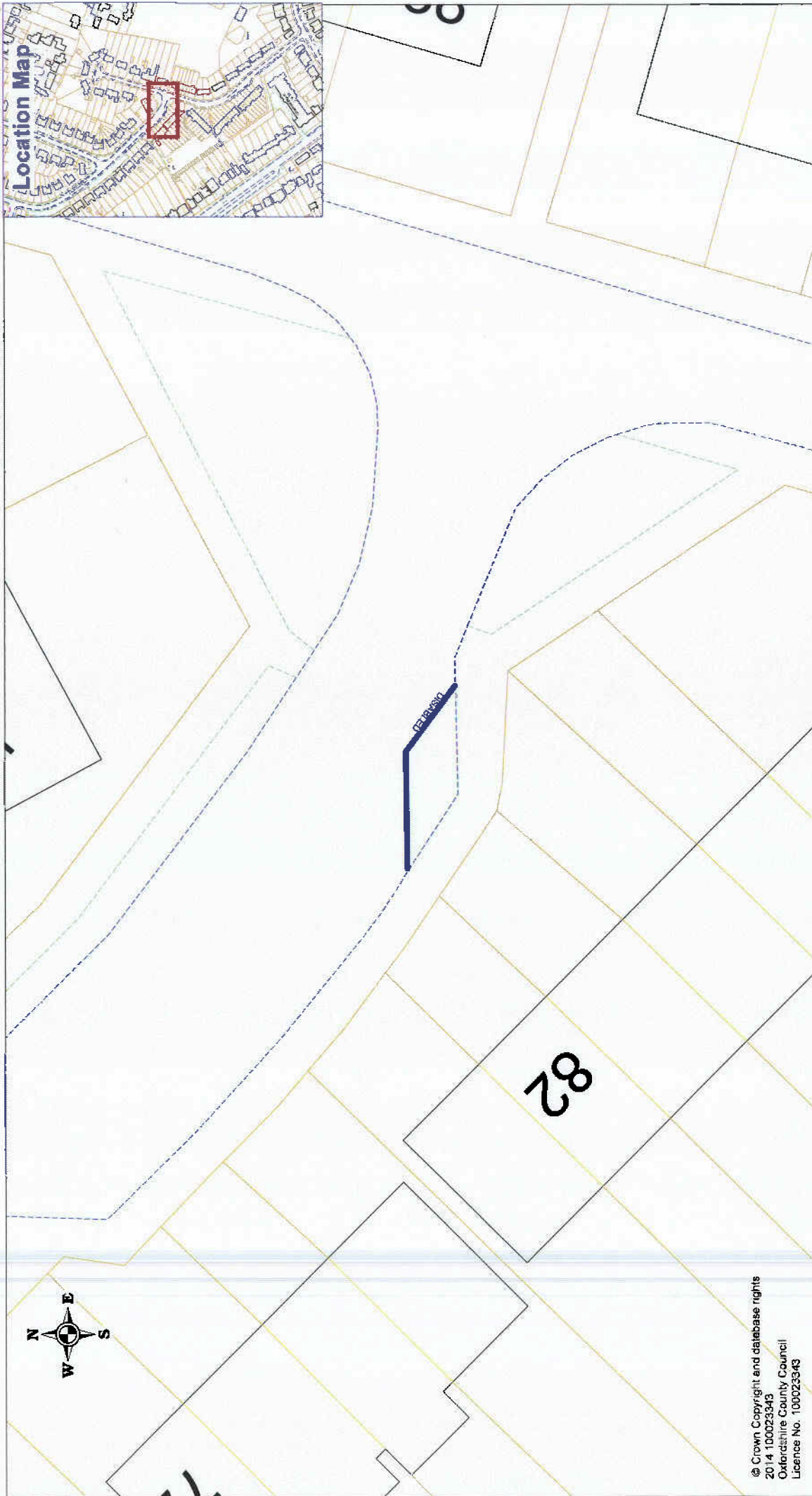


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Proposed DPPP Little Green, Bloxham

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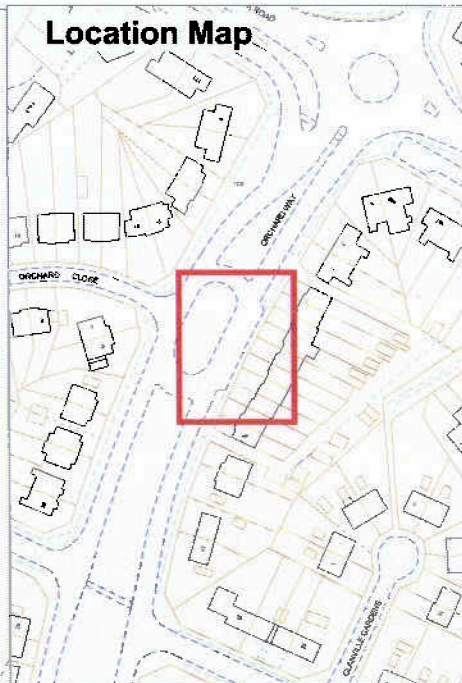


Proposed DPPP Marlborough Avenue, Kidlington

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Location Map



DISABLED

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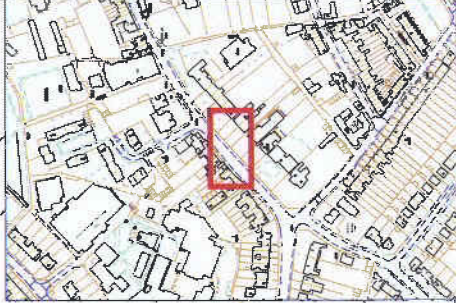
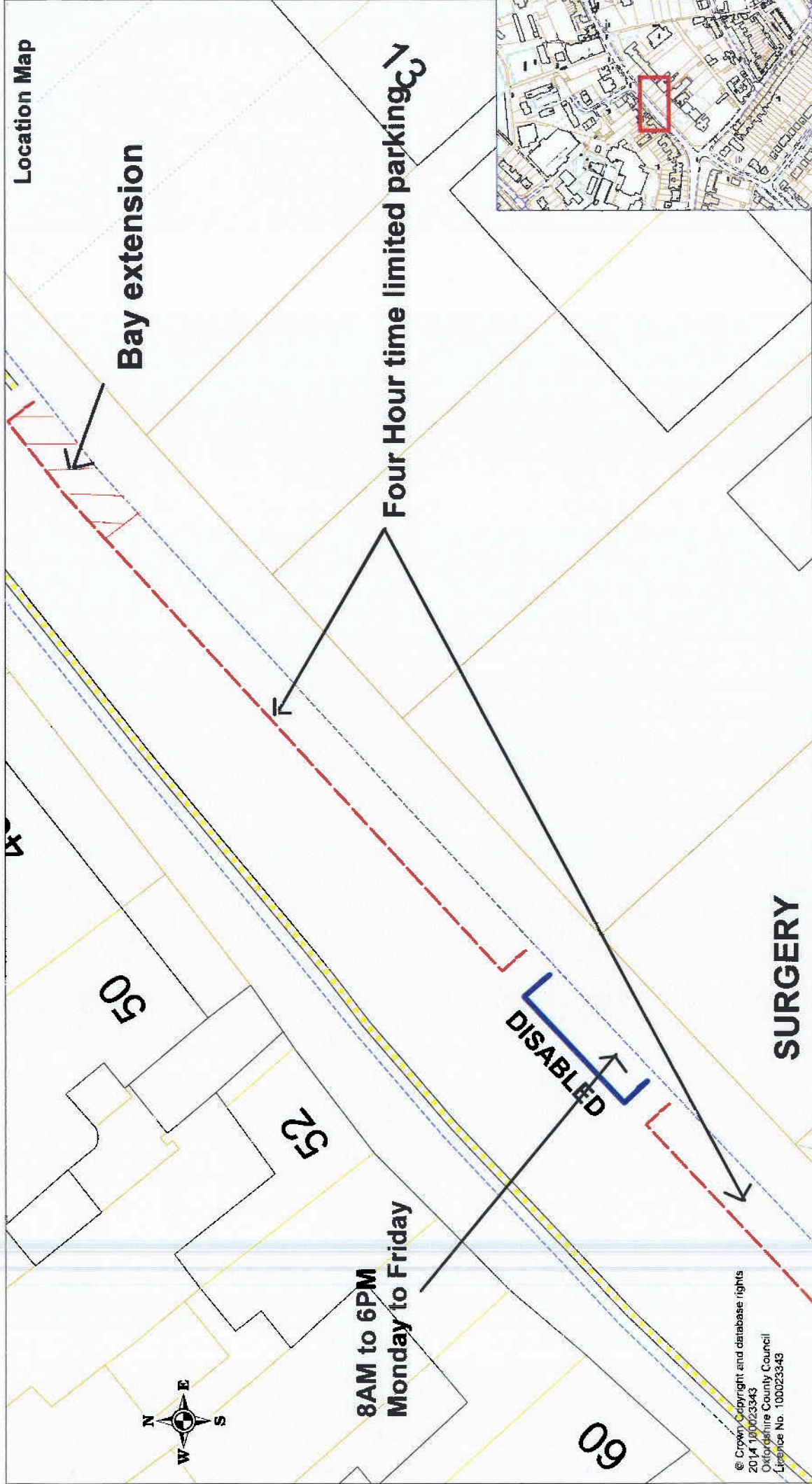


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Proposed DPPP Orchard Way in lay-by Banbury

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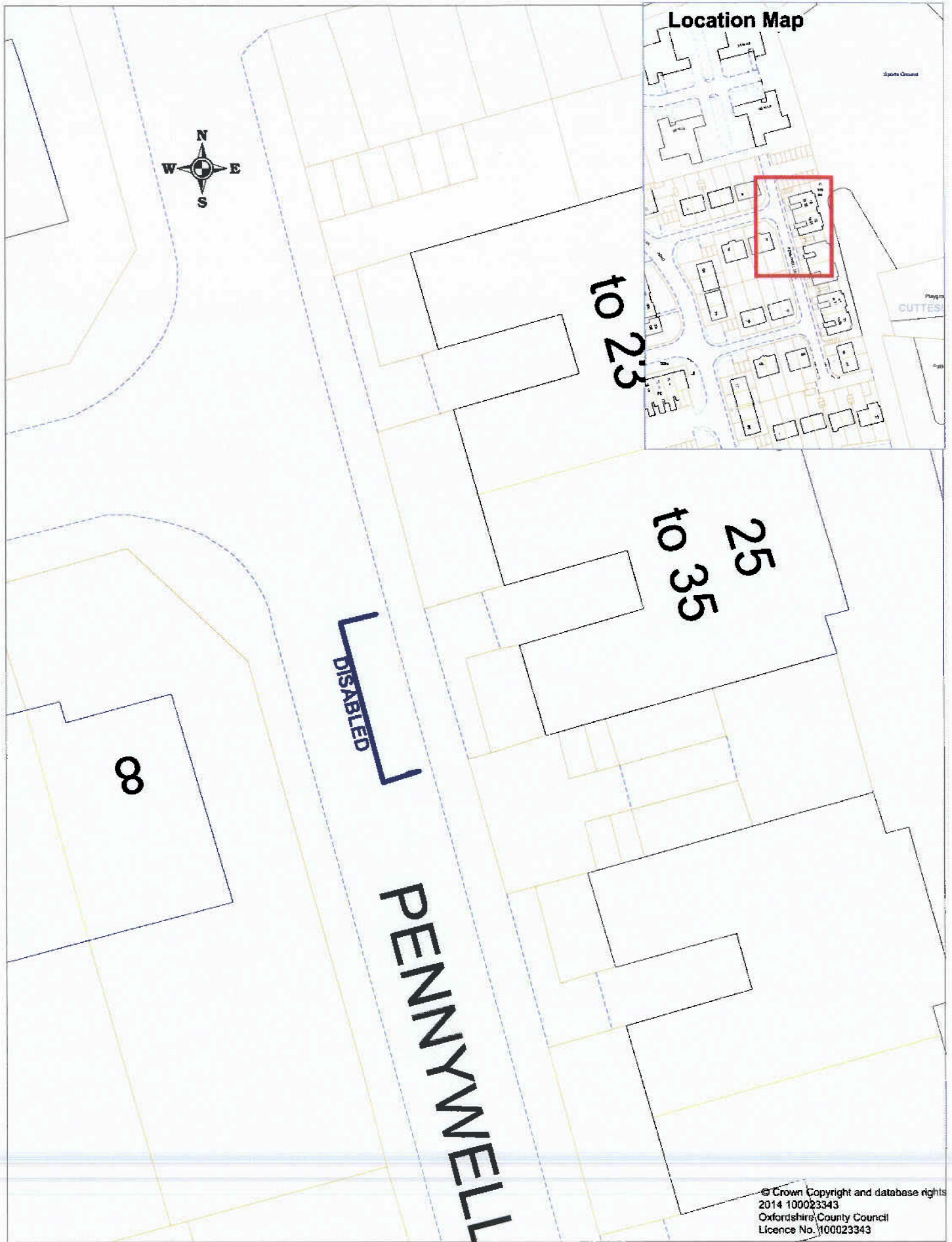
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Proposed DPPP and separate bay extension West Bar Street, Banbury



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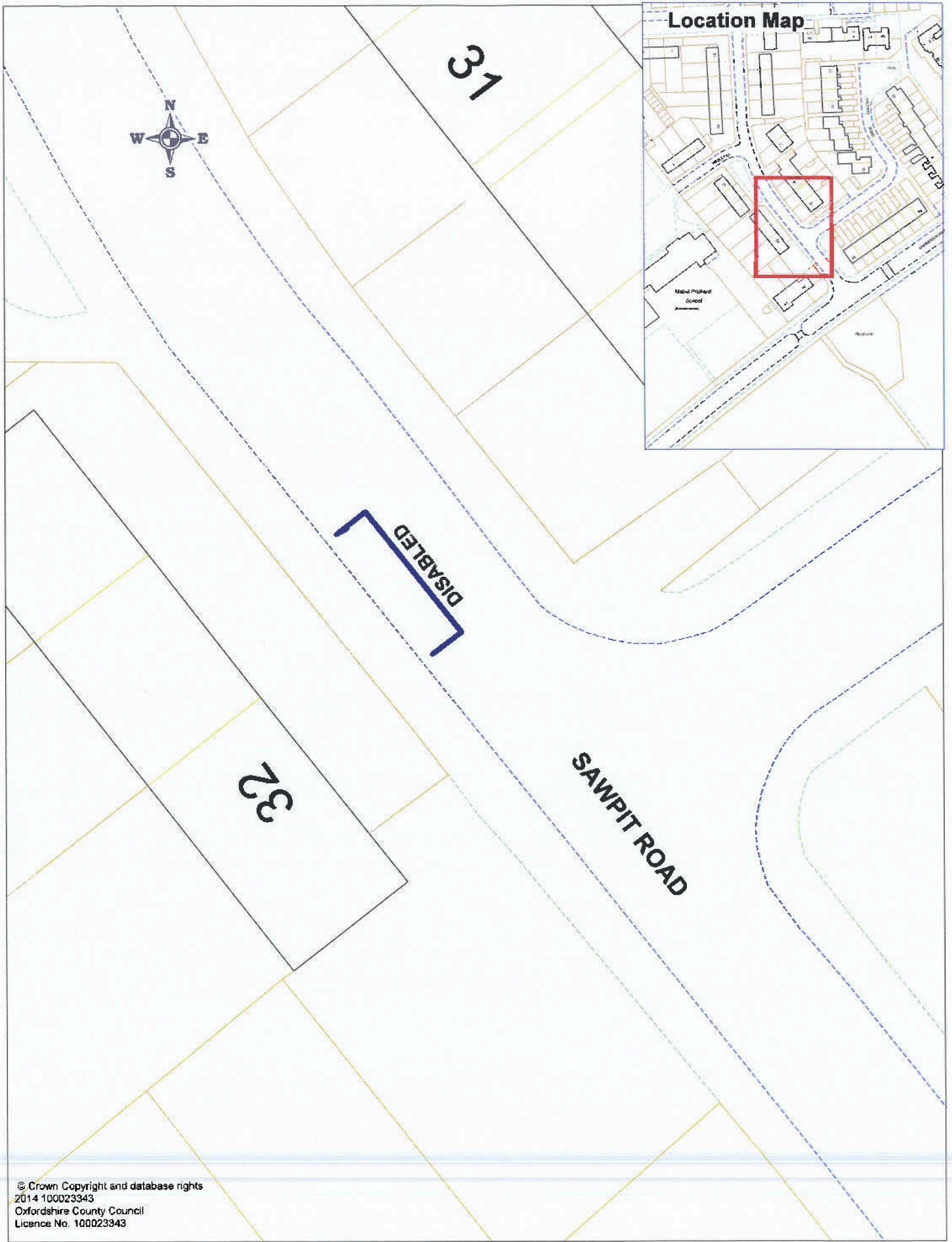


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**Proposed DPPP
 Pennywell Drive, Oxford**

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Proposed DPPP Sawpit Road Blackbird Leys

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RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
<p>Proposed DPPP in Little Green, Bloxham</p> <p>2 residents, Unicorn Street</p>	<p>The DPPP should be outside applicant's house, parallel to kerb where it is normally parked. They believe applicant would prefer it there. Residents have longstanding informal parking practice and park echelon style in parking area pointing towards Kings Road. Proposed location will take up 2 parking spaces and make it more difficult for cars to park with this arrangement. Displaced vehicles will attempt to park in Unicorn Street and Kings Road which are already full and particularly narrow. The proposed location would hamper vehicles using the KEEP CLEAR to turn. They believe the applicant's car would be longer than the minimum 4.2 metres depth of the echelon bay proposed.</p>	<p>The applicant has clearly stated they would prefer to park where the proposed DPPP is located. If the DPPP was placed outside the applicant's home it would create an obstruction to the passage of the emergency services should longer vehicles park in echelon fashion (the normal practice) opposite in the parking area. The proposed DPPP has been planned to be next to the existing KEEP CLEAR to allow the applicant's vehicle the greatest space in which to turn around and drive back up Kings Road since it is too big to negotiate Unicorn Street. The length of the applicant's car is a maximum of 4.3 metres long which will not be a problem in installing the bay.</p>
<p>A resident, Little Green</p>	<p>A DPPP in proposed location would not be safe as applicant would have to walk/be guided across the road – bay should be outside the house where the vehicle normally parks. Little Green narrows towards Kings Road and residents informally park echelon style away from that end and can park 6/7 vehicles and still allow vehicles to park opposite. 10 properties currently park here and the proposed DPPP location would displace 3 cars which would park in Kings Road or Unicorn Street which are already full. Parking is difficult in Bloxham as the older parts were built before cars with narrow streets and footways. Does</p>	<p>As above. Speeds are very low in Little Green and generally the road is only used by local traffic, so crossing the road to/from the DPPP will not be an issue. Initially only all the residents Little Green were consulted but subsequently the consultation was extended by a week to allow those residents in Unicorn Street who hadn't already commented to have their say; no further responses were received. Similarly, separate consultation letters</p>

	not believe that enough residents were contacted so has passed on the consultation letter to other residents in the area to make their own comments.	were sent to residents in Sycamore Terrace, Kings Road; again no responses were received.
A resident, Unicorn Street	Parks in Little Green and residents try to accommodate each others parking needs. Believes that the best location for a DPPP is outside the applicant's home which gives the shortest access. Little Bridge Road is open again so there are 3 points of access to Little Green so the applicant's car can park with the passenger door next to the footway giving safe access.	As above
A resident, Unicorn Street	Says applicant objects to proposed location and prefers it outside their home. The residents have an informal arrangement to maximise the amount of vehicles that can park in Little Green and only small cars park in the parking area. The applicant would not be able to exit the proposed DPPP and drive towards Kings Road due to cars parked opposite. The respondent also parks in the area where the DPPP is proposed.	As above. Any vehicle of any size could informally park in the parking area.
A resident, Unicorn Street	The applicant wouldn't be able to open the passenger door in the proposed location because the space would be too narrow. The DPPP is at the wrong angle given they park the other way. The applicant's mother will continue to park outside her house leaving the proposed DPPP empty. The DPPP would take up 2 car spaces and the existing KEEP CLEAR is too large.	As above. The width of the proposed bay is sufficient to open the doors. The bay is planned next to the existing KEEP CLEAR so that no vehicles should park on that side of the DPPP. The KEEP CLEAR will give the badge holder's vehicle flexibility in accessing and leaving the DPPP.
Proposed DPPP in Marlborough Avenue, Kidlington		
RESPONDENT	COMMENT	RESPONSE
A resident, Marlborough Avenue	Does not believe the applicant has a physical problem with walking, let alone has a Blue Badge.	Applicant has a current Blue Badge and has a Motability vehicle.
A resident, Marlborough Avenue	Formally objects to proposal – applicant parks there anyway and parking space in the lay-by is insufficient for number of houses. The DPPP would make this worse. Applicant's household all	As above. Where parking is congested the disabled are at a greater disadvantage.

	appear to walk unaided and both ride bicycles.	
Proposed DPPP in Orchard Way, Banbury		
RESPONDENT	COMMENT	RESPONSE
A resident, Orchard Way, Banbury	Objects to the proposal because the distance from applicant's back door to the garage is no further than the distance from the front door to the road. The applicant is able to mow the lawn, wheel the garden waste bin in and out of the garden, and maintain the back garden unaided. The applicant parks on the street to allow a neighbour/friend to park in the garage when there is nowhere else to park. Parking is heavily congested here, with people parking on yellow lines and grass verges. Believes this is an unnecessary use of Council money.	The applicant has a current Blue Badge and fulfils the eligibility criteria for a DPPP. Measured from a map, the distance from the back door to the applicant's garage is approximately 22 metres, whereas the distance from the front door to the proposed DPPP is approximately 9 metres. The applicant reports that they have difficulty driving into the garage and even greater difficulty getting out of and into the car in the garage.
Proposed week day/day-time only DPPP in West Bar Street, Banbury and extension to existing parking bay to compensate		
RESPONDENT	COMMENT	RESPONSE
A resident, West Bar Street, Banbury	The Surgery has an existing car park at the rear, and believes they are seeking a cheaper option than putting a DPPP there. Residents in the street do not have off-street parking and have to use this parking bay. Wants residents only parking with enforcement and individual spaces marked to prevent selfish parking. If this were done they would support the proposal.	The Surgery has steps at the rear and a ramp at the side. Both are unsuitable for disabled patients to use. The cost of adapting either for the disabled would be huge. Marked out parking spaces are impractical legally and given the different lengths of vehicles and are not viable. Since the proposal includes an extension of the existing parking bay, no space will be lost to the residents.
The Surgery	Although they have ample parking at the rear and thus don't create pressure on the parking on the street, the car park is at the top of a flight of stairs which is not accessible for disabled patients. They have already agreed to compromise on their original request for two DPPPs to accommodate the residents and hope that the proposal will be approved.	Noted
Proposed DPPP in Pennywell Drive, Cutteslowe, Oxford		
RESPONDENT	COMMENT	RESPONSE
A resident,	Objects to the proposal. He is a blue badge holder and the	Only the applicant had applied for a DPPP and

Pennywell Drive	proposed DPPP would be outside his flat where he has always parked his car. The applicant already considers this bit of road their own parking space and other residents in the flats are afraid to park there.	has a current Blue Badge and fulfils the eligibility criteria. The respondent as a blue badge holder can use the bay. If the location of the proposed DPPP was changed there is no guarantee that the applicant would use it in preference to where they usually park.
Daughter of the above resident	Her father and mother are in their 80's, and she believes the applicant and her husband are intimidating all the residents in the flat block over parking and this would continue if a DPPP was installed outside her parent's window. Says her father would be scared to use the DPPP and wants a space for him (this application is being dealt with separately).	As above. The respondent has now applied for a DPPP and this is being processed.
A resident, Pennywell Drive	The applicant and her husband have already caused hassle and annoyance to residents over parking and believes will consider the proposed DPPP their own personal parking space if it goes ahead. The DPPP would be directly outside another disabled resident's flat who has always used this space in the past. When the applicant goes out, her disabled scooter is left in the vacant space so nobody else can park there. Respondent believes this would continue if a DPPP was installed and the other Badge holder would be prevented from parking in it.	As above. Respondent advised to contact NSL (the Council's parking enforcement contractor) and Thames Valley Police about use of Mobility Scooter to block parking space.
A resident, Pennywell Drive	He has no objection to proposed DPPP but is concerned about the way it would be used. Currently when the applicant goes out, the mobility scooter is left in the vacant space to prevent other residents from parking there and this would continue if a DPPP was installed. He asks whether all Badge holders could use the DPPP including the other disabled resident.	As above.
A resident, Pennywell Drive	Is annoyed that the applicant leaves her Mobility Scooter in the road when they go out preventing other residents from parking there. When the respondent returns he has to park on corners. If he parks near the applicants window they ring his buzzer and	As above.

	ask him to move	
Proposed DPPP in Sawpit Road, Blackbird Leys, Oxford		
RESPONDENT	COMMENT	RESPONSE
A resident, Sawpit Road	Is not happy with the proposal because the DPPP would take away the one available on-street parking spot outside his home meaning his visitors will have to park a considerable distance away. His father-in-law has trouble walking. The respondent believes the applicant has never had any problems parking opposite her home. Generally the parking situation has not been helped by the applicant in the past renting out rooms to lodgers. Could not the applicant apply to have a hard-standing in her garden and have the kerb dropped – apparently the applicant has previously been told that a dropped kerb would not be allowed?	The DPPP was planned where the applicant likes to park adjacent to the respondent's private hard-standing. There is a space just a little further up road where the respondent's visitors could park. The applicant (or landlord, if applicable) could apply to convert the garden into a vehicle hard-standing and have the kerb dropped but that would be at the applicant's expense, and would have to be considered in line with existing Council policy on such matters.