

Divisions: Benson & Cholsey,  
Wallingford, Thame, Faringdon,  
Sutton Courtenay & Marcham,  
Jericho & Osney, Iffley Fields & St  
Mary's

## **CABINET MEMBER FOR ENVIRONMENT– 9 JUNE 2016**

### **PROPOSED DISABLED PERSONS PARKING PLACES SOUTH OXFORDSHIRE, VALE OF WHITE HORSE AND OXFORD CITY**

#### **Report by Deputy Director for Environment & Economy (Commercial)**

##### **Introduction**

1. This report considers objections received to a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in South Oxfordshire, The Vale, and Oxford.

##### **Background**

2. New DPPPs have been requested in Station Road, Cholsey; Meriden Court, Wallingford; Church Street Faringdon; Tyrells Way, Sutton Courtenay; and Becket Street and Magdalen Road, Oxford. One DPPP removal has been requested in Horton Avenue, Thame as it is no longer required. All these locations are shown on the plans at Annex 1. The proposed new bays have been requested by disabled people resident in the above roads. The 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 31 March 2016. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and the South and Vale Council Offices. They were also deposited at local libraries and are available for inspection in the Members' Resource Centre. At the same

## CMDE7

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. Two objections have been received to the proposal in Station Road, Cholsey; one objection has been received in respect of the proposed removal in Horton Avenue, Thame; and 10 objections have been received in respect of the proposal in Meriden Court, Wallingford. Five objections have been received in respect of the proposal in Church Street, Faringdon; and six objections have been received to the proposal in Tyrells Way, Sutton Courtenay. Finally one objection has been received in respect of the proposal in Becket Street, Oxford; and two objections have been received in respect of the proposal in Magdalen Street, Oxford. These are summarised at Annex 2 together with Officer responses; Local County Councillors have indicated their support for all the proposals in their Divisions, except in the case of Becket Street.
5. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are at a greater disadvantage, it is suggested that the proposals proceed as advertised. In the case of Horton Avenue, Thame, it is suggested that the DPPP is removed but the double yellow lines are retained to continue to protect residents' drives.

### **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.**

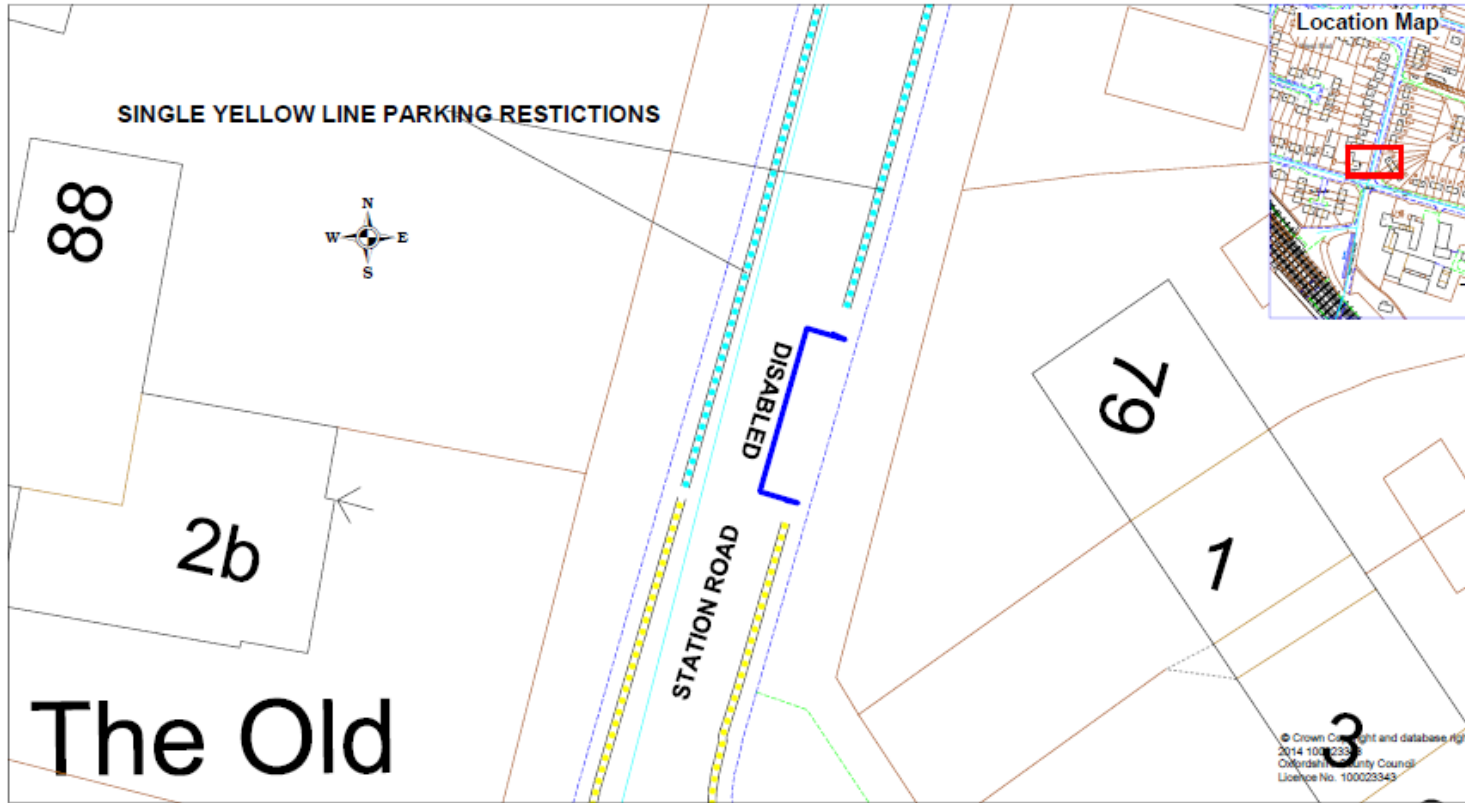
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

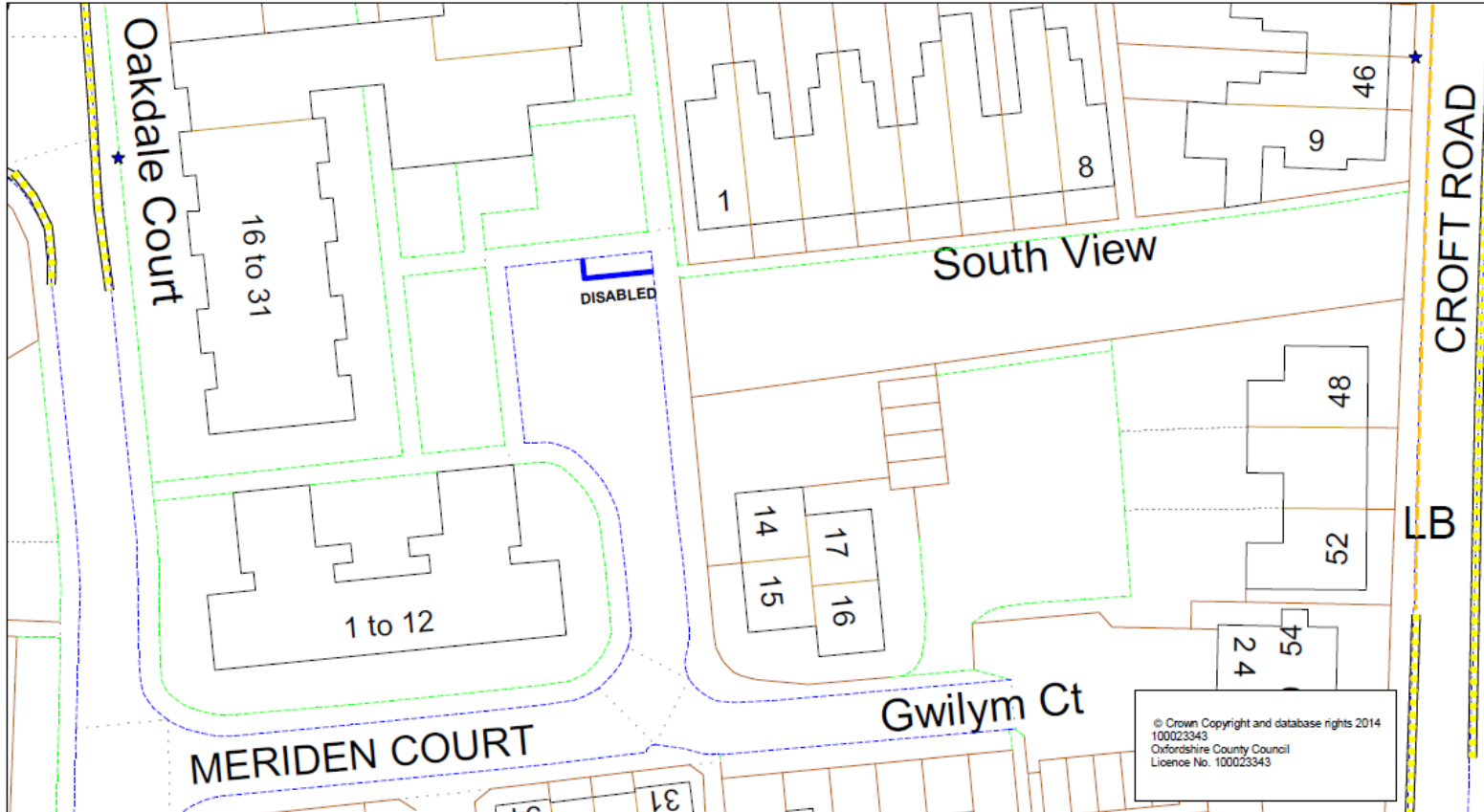
Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

June 2016



 <b>OXFORDSHIRE COUNTY COUNCIL</b> ENVIRONMENT & ECONOMY <a href="http://www.oxfordshire.gov.uk">www.oxfordshire.gov.uk</a>		<b>Proposed DPPP Station Road, Cholsey</b>		SCALE	NTS
				DATE	28/04/2015
		DRAWING No.			
		DRAWN BY			

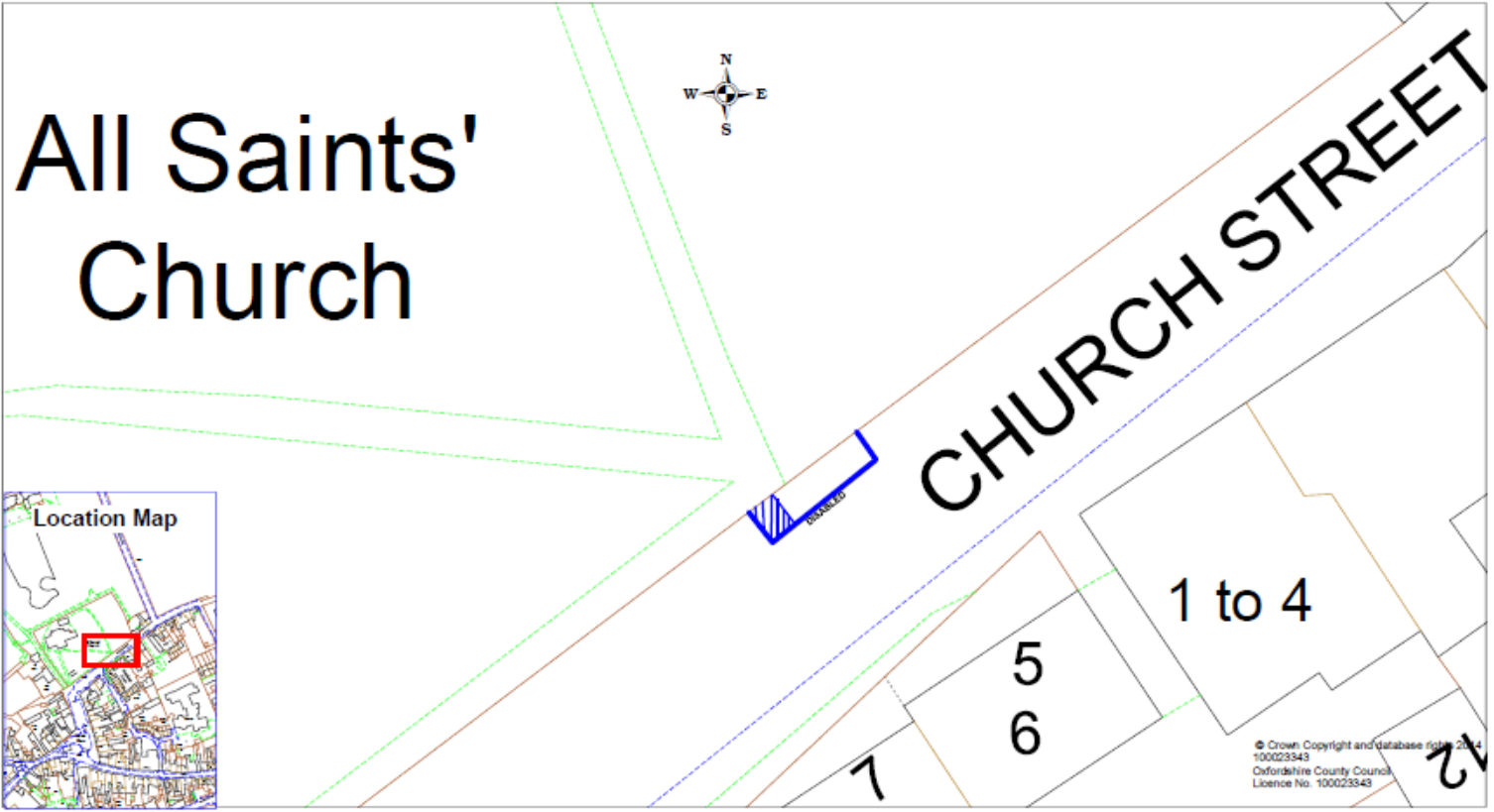


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**Proposed DPPP Meriden Court, Wallingford**

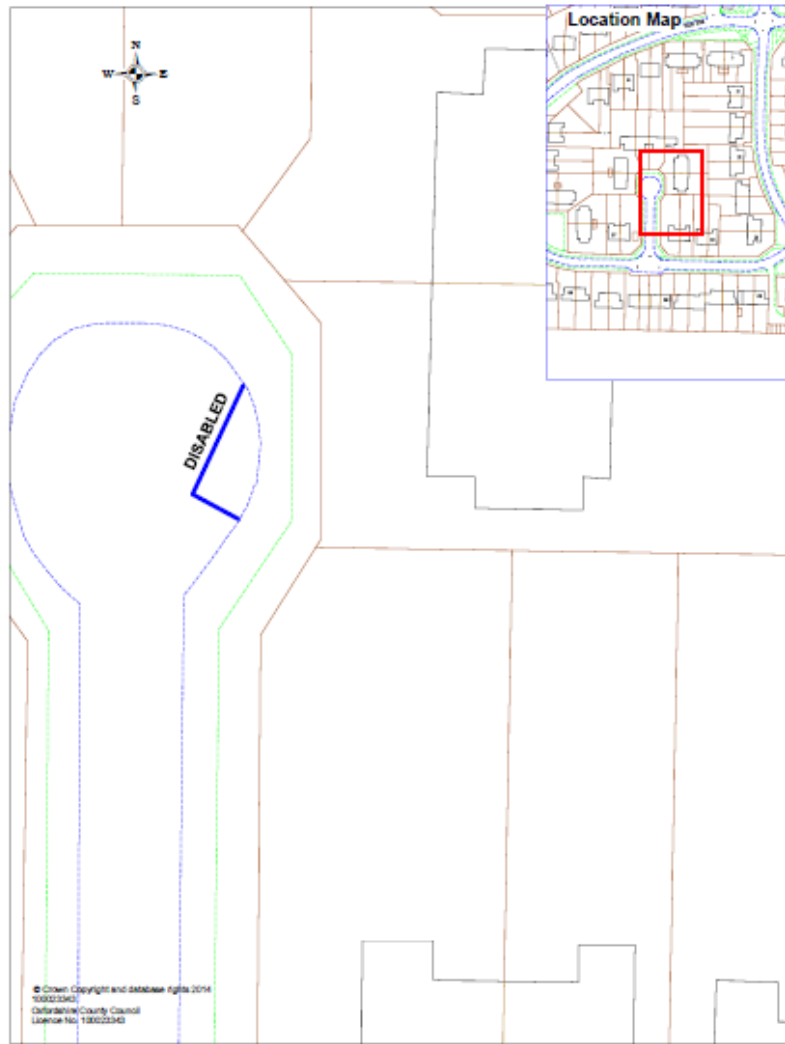
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DRAWING No.	
DRAWN BY	



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**Proposed DPPP**  
**Church Street, Faringdon**

SCALE	NTS
DATE	12/08/2015
DRAWING No.	
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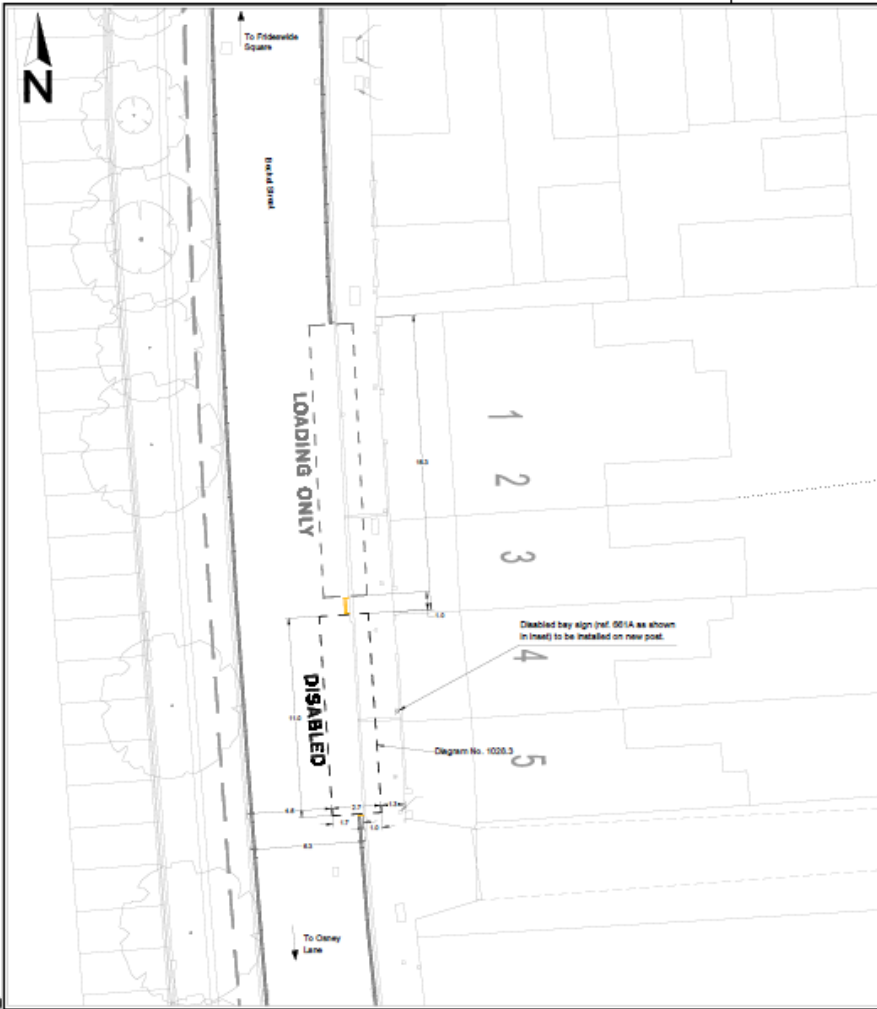


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**Proposed DPP**  
**Tyrells Way, Sutton Courtenay**

SCALE	NTS
DATE	01/03/2016
DRAWN BY	
CHECKED BY	



Scheme Ref:		Becket Street Disabled Bay	
Sign Ref:	061A	u-height:	200
Letter colour:	BLACK	SIGN FACE:	
Background:	WHITE	Width:	320mm
Border:	BLACK	Height:	250mm
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2-000122-IFC-100-012

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KEY

- Existing Road Markings
- Proposed Road Markings

NOTES

All dimensions are to centre unless stated otherwise

No.	Date	Revision / Action	Drawn	Checked	Author
01	12/01/2023	ISSUED FOR CONSULTATION	LHD	MG	APW

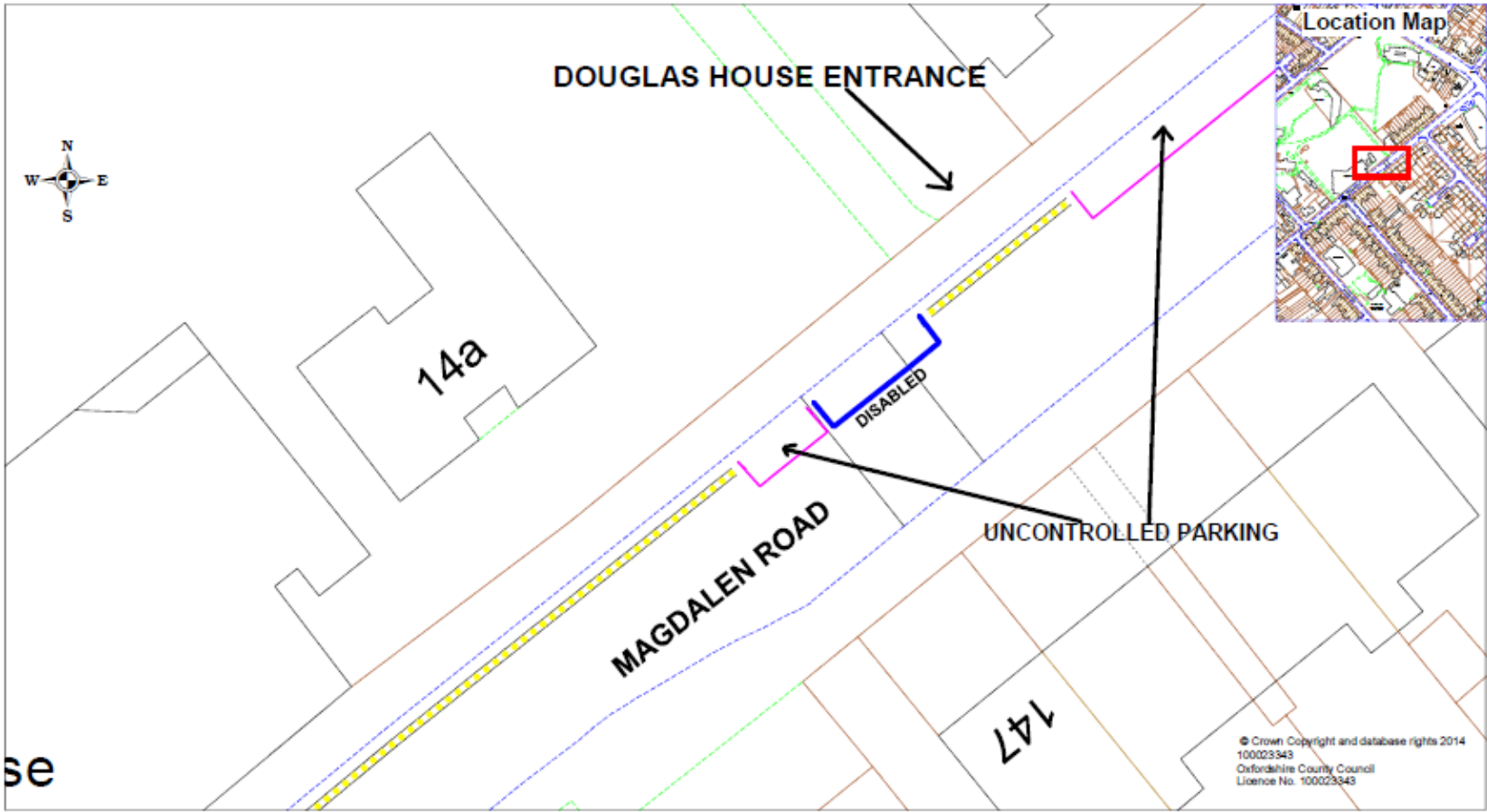
OXFORD

ISSUED FOR CONSULTATION

DATE	BY	REVISION
12/01/2023	LHD	MG
12/01/2023	MG	APW

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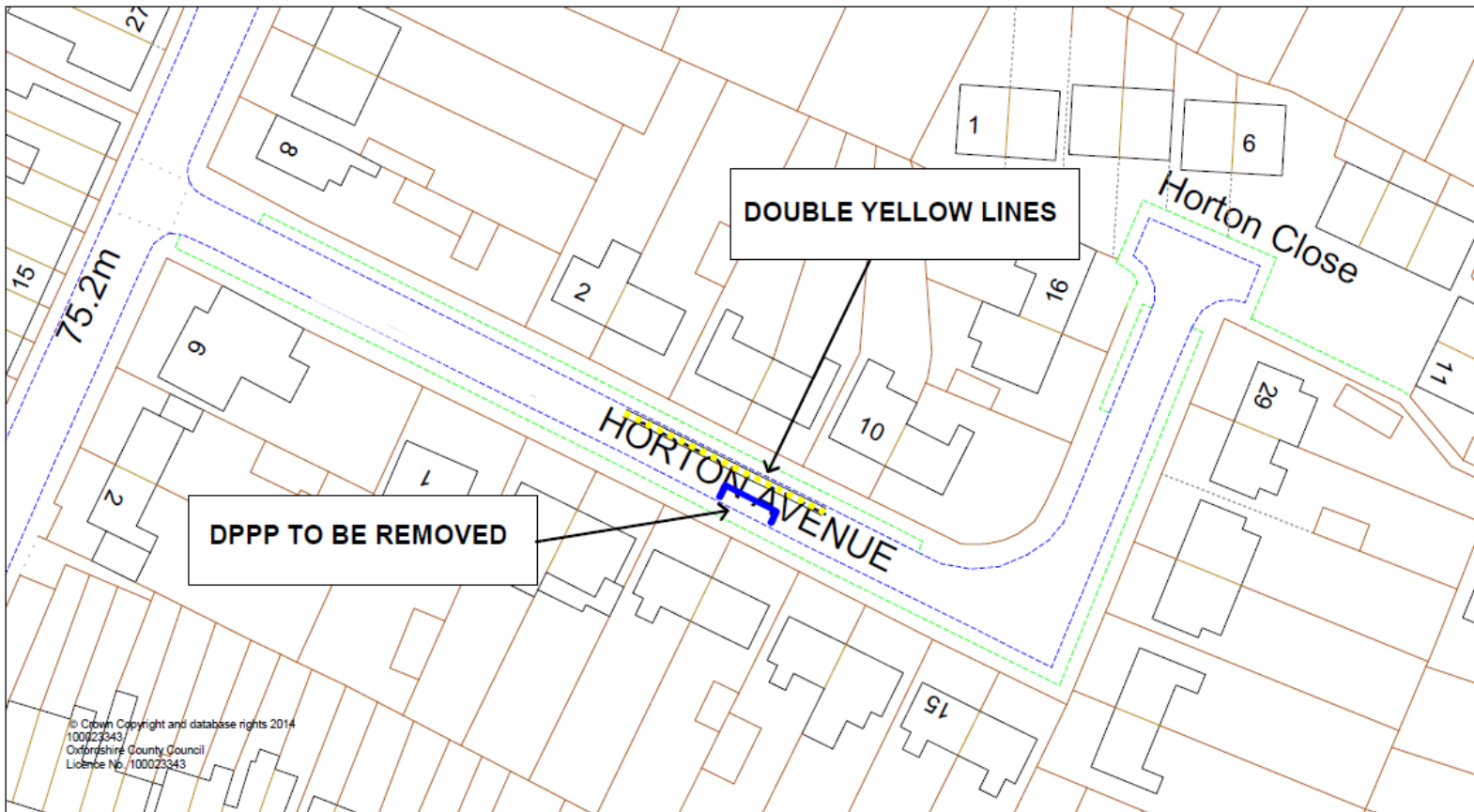
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# Proposed DPPP Magdalen Road

SCALE	NTS
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**Proposed removal of DPPP Horton Avenue, Thame**

SCALE	1 : 500
DATE	11/2015
DRAWING No.	
DRAWN BY	

## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
<b>Proposed DPPP in Station Road , Cholsey</b>		
A resident, Station Road	Supports the proposal but advises enforcement of existing adjacent yellow lines is virtually non-existent with cars parking all day making it difficult for the disabled resident. Would like bay moved slightly more towards Papist Way to allow easier access to drive opposite.	Noted  Can do so subject to final approval.
A resident , Papist Way	Believes disabled resident won't be driving much longer and rarely goes out in car now so proposed bay would be a waste of money. Will bay be removed once no longer needed?	OCC policy is to provide these bays where residents qualify for them. DPPPs are removed when no longer required. Disabled residents are often reluctant to go out in their cars in case they can't park when they return.
A resident, Papist Way	Doesn't object to DPPP but wants more detail as to location and size. Including the disabled resident, 7 cars park on street in the area with room for 3 cars outside No 79. Applicant rarely drives his car. Will bay be removed when no longer required?	OCC policy is to provide these bays where residents qualify for them. DPPPs are removed when no longer required. Disabled residents are often reluctant to go out in their cars in case they can't park when they return.
<b>Proposed DPPP in Meriden Court, Wallingford</b>		
Residents, South View	They agree the bay is needed but the proposed location is where all the residents of South View need to load and unload. They suspect a number of businesses use the car taking up at least 8 of the spaces. They would agree to the proposal if these vehicles were removed. They would prefer it if the bay is located in the opposite corner of the car park or in Croft Road.	The proposed site is closest to the applicant's home and where she requested it.  The parking of business vehicles on public highway is not an offence under highway law.

Residents, South View	<p>The proposed DPPP is located next to the intersection of 4 footways busy with pedestrians and small children on scooters, cyclists, and a regular mobility scooter user. If a disabled person was unloading a wheelchair from the back of car onto the footway it could cause a safety hazard. They believe there are always spaces during the working day to park in Meriden Court and when there isn't there is space on Croft Road. Another disabled resident and a regular disabled visitor have never expressed the need for a DPPP here. As parents they believe it would be discriminatory to provide a DPPP and not a "parent and child space." More suitable locations for the DPPP would be either the opposite side of the car park, or in Croft Road.</p>	<p>The proposed site is closest to the applicant's home and where she requested it next to footway and to maximise space for the other car park users.</p> <p>"Parent and child" bays are not permitted on the public highway,</p> <p>The option of putting the DPPP in Croft Road was considered but is felt to be too busy.</p>
A resident, South View	<p>The proposed DPPP location is where the other 8 properties in South View need to load and unload and would destroy the community spirit that exists amongst the residents in South View as regards parking. The DPPP would be next to a junction of 4 footways that are heavily used and it could prevent a hazard when a disabled user is leaving or accessing the vehicle. It would difficult for a disabled driver to access the space in its current proposed location. The required width of the DPPP would effectively mean the loss of two spaces on the side closest to South View. The best location for the DPPP would be on the opposite side of the car park opposite the proposed location. In recent months, Housing Association tenants have been parking multiple</p>	<p>As above.</p> <p>The width of the proposed bay is planned to be 2 metres and this should not mean the loss of any spaces, given the applicant already parks in the car park.</p>

	vehicles here and as a community they have taken this up with the Association. If this is resolved, there would be plenty of space to park and there would be no need for a DPPP.	
A resident, South View	Objects to the location of the proposed DPPP as this is the most convenient space for all the terraced houses in South View to load and unload. Could the bay not be sited on the opposite side of the car park or in Croft Road? Parking is difficult here because a taxi business is being run by one of the residents, and this has been reported to the Housing Association.	As above.
A resident, South View	Three individuals run businesses from Housing Association Property and have a number of vehicles. A vehicle recovery business, a taxi company, and a builder/decorator who also uses the car park to sell vehicles. The car park is too small for the number of vehicles which is why the DPPP is needed.	Noted.
Residents, South View	They object to the location of proposed DPPP and believe it should be sited on the opposite side of the car park. Thinks the proposed location is unsuitable for a disabled person as it requires a tight turn to get in and out. They believe the Housing Association plan to bollard of the grassed area which would further limit space. Four busy footpaths merge here and that could cause difficulty for a disabled person, especially with a wheelchair, as well as pedestrians on the footways. The proposed location is where South View residents load and unload their cars, some	As above. It is noted that some residents park on the grass presumably when no other space is available and bollards would prevent that.

	with infants and buggies. They co-operate with each other and a DPPP here would prevent this space from being used by none badge holders and lead to requests for a Parent and Child space. They believe the proposed DPPP should be located on the opposite side of the car park. .	
A resident, Meriden Court	Objects to the proposal. The DPPP would take up 2 spaces. Four other disabled residents could apply for their own DPPPs and park in the proposed space. The proposal would make the car park open to the general public. The car park is owned by Highways and is designated a turning circle and is therefore not authorised for parking. Who would enforce the DPPP since badge holders should only park in these spaces for 3 hours? Suggests the DPPP should be located on Croft Road.	As above. No other badge holder here has asked for a DPPP in the last 10 years and all applicants have to satisfy the eligibility criteria. The car park is public adopted highway and not a designated turning area as such. Badge holders can park in DPPPs for as long as they wish unless the sign plate indicates otherwise. Badge holders can park on double yellow lines for up to 3 hours provided they don't create an obstruction. Croft Road had been considered as a location but as the road is busy. a DPPP would not be suitable there.
A resident, Meriden Court	Objects because parking is congested with vehicles double-parked or on the grass. The proposal would take up two parking spaces. Four other disabled residents could apply for their own DPPPs and park in the proposed space. The proposal would make the car park open to the general public. The car park is owned by Highways and is designated a turning circle and is therefore not authorised for parking. Who would enforce the DPPP since badge holders should only park in these spaces for 3 hours?	As above.
A resident, Meriden Court	As a badge holder, does this mean he could apply for a DPPP? Believes parking should be on a first come first park basis. The car park is	As above.

	congested, with double parking, and parking on the grass, but most residents are able to park. The proposed DPPP would take up 2 spaces.	
A resident, Meriden Court	Would like to object to the proposal. Parking is so bad the resident often has to park elsewhere. The DPPP would take up more than a normal car space. The residents on that side of the car park already park on the grass and footways even though the Housing Association owns these areas.	As above
<b>Proposed DPPP in Church Street, Faringdon</b>		
A resident Church Street	Doesn't object to this proposal but should the DPPP be heavily used, would object to further DPPP provision.	Church Street is heavily parked as parking is only possible on one side. A further DPPP request here would have to be carefully considered on its own merits and be the subject of separate consultation..
A resident, Church Street	Doesn't believe the location is appropriate because there is no footpath on this side of the road for disabled users to use. He is not convinced the road is wide enough in view of DDA regulations. The gap in the stone wall leading to the Cemetery is narrow and uneven. The path to the church is not suitable for disabled users.	A resident, in conjunction with the Church, has specifically requested the DPPP at the entrance to the Cemetery. There is no requirement for a footway to exist with a DPPP. The road has sufficient width to allow a DPPP here in line with the current pattern of informal parking. The access into the cemetery is a matter for the church.
Daughter on behalf of a resident, Church Street	Her mother agrees with the proposal. Because the DPPP will be next to the churchyard wall the bay will need to be wider to allow car doors to be opened and shut on both sides and this will project into the highway.	There is sufficient road width to do this. No waiting 8am until 6pm Mondays to Saturdays restrictions apply opposite.
A resident, Church Street	If the proposed DPPP is intended to facilitate disabled access to the Church, is concerned by the location. The path entrance is narrow, uneven	As above. This side of the street is already heavily parked and the presence of a DPPP would not increase the possibility of traffic accidents here.

	and slippery when wet. It is rarely used by able-bodied people, and unsuitable for a wheelchair or walking stick user. There is no pavement and the road narrows here to one lane. Farm traffic uses the road and 3 collisions have been seen here in 2 years. A better location would be near to the main entrance to the Church.	
A resident, Church Street	Strongly objects to a DPPP on Church Street because there is so little parking already. While a bay would help one resident, it would work against the others. When the DPPP was empty – no other resident could use it. Believes that the resident has found other solutions. There is an existing bay opposite the entrance to the Church so why is another needed?	The bay has also been requested by the Church to allow access to the cemetery. When parking is congested, this affects disabled drivers more than able bodied drivers. There is an existing DPPP on the end of a row of parking bays opposite the entrance to the Church which is intended primarily for shoppers since is over 70 metres way from the Church itself. It is also over 80 metres away from the entrance to the Cemetery so is of limited use to disabled people who wish to go there.
<b>Proposed DPPP in Tyrells Way, Sutton Courtenay</b>		
A resident, Tyrell's Way	Unhappy with the proposal. The applicant walks to the bus stop and has an upstairs flat. If proposal is granted, other residents will ask for DPPPs, and parking is already not very good.	The applicant says she is reluctant to take her car out as there may be no parking spaces left when she returns. When parking is congested, disabled drivers are at more of a disadvantage.
A resident, Tyrell's Way	Objects because the disabled child can easily run around the cul-de-sac, so doesn't need priority. The family are rarely in so the space would be wasted when another 8 cars need to squeeze in.	The proposed DPPP was not requested by that family. The applicant does live in the cul-de-sac and already parks there.
A resident, Tyrell's Way	Would like to object to the proposal.  The applicant rarely uses her car but prefers the bus as she had a few minor accidents in her car.	As above.  The applicant has confirmed she will use her car more if a DPPP is installed as she will have somewhere to park when she returns.
A resident, Tyrell's Way	Objects to the proposal. The young child that has a badge can run around the cul-de-sac and the	Only one bay is proposed, for an adult. The bay would only use one car space. The applicant is reluctant to use the car often as

	<p>family are there often. The lady who has a badge never drives her car as she has crashed it so many times, and uses the bus. Two disabled bays would take up most of the cul-de-sac when 10 cars need to park here.</p>	<p>she is worried she won't be able to park when she returns.</p>
<p>Four residents, Tyrell's Way</p>	<p>Strongly object because cul-de-sac is increasingly crowded and residents struggle to park. And have to utilize the grass verges. The applicant lives in an upstairs flat and can clearly manage the stairs so why would she need a DPPP? Parking here needs to accommodate all residents so how does the Council suggest this is managed?</p> <p>The applicant does not have a regular parking spot – all residents park on a first come first served basis so the proposed bay will impact on all residents. The proposed DPPP will have to be wider than a car so residents will lose 2 car spaces with even more cars parking on the verges. It will also affect residents' vehicle insurance as they won't be parked outside their homes any longer if the proposal succeeds. Why hold a Consultation when OCC has clearly indicated that the proposal will go ahead regardless? How will the proposed DPPP be enforced and at what cost to tax-payers? Surely it would be more cost effective to lower all the kerbs and take away the grass verges which would make for a nicer surrounding.</p>	<p>The applicant fulfils the eligibility requirements and already parks here so the proposed DPPP should not make parking more difficult.</p> <p>DPPPs are normally sited as near to applicant's homes as possible and where they wish to park when practical. As the proposed DPPP will be next to the kerb, it will be small, and will not affect the ability of other residents to park, other than in this specific place. The purpose of the Consultation is to obtain written comments and respond to them. Where objections are received that cannot be resolved, proposals are taken to a Cabinet for Environment meeting and a decision will be made at that meeting. If the DPPP proposal is successful and it is installed, enforcement will be the responsibility of Thames Valley Police. OCC currently has funds to provide DPPPs for the disabled, because parking congestion affects them much more than able-bodied residents. However, it would cost far more to tarmac grassed areas and drop the kerbs in all areas around the County that need it, to provide general parking.</p>
<p>A resident,</p>	<p>He would like to know whether a DPPP outside a</p>	<p>Any badge holder, or those conveying a badge holder, can park</p>



Tyrell's Way	home can be used by any Blue Badge holder. Another badge holder in the street has said that if the bay is installed, she will also use it. Is this legal? The applicant rarely drives and her car DPPP will be stored in the bay.	in any DPPP provided the badge is correctly displayed in the vehicle. However, able-bodied users can only use the bay to take out or bring back badge holders. The applicant advises she will use her car more if the proposal is successful as she will have more certainty of being able to park when she returns. She accepts her neighbour with the disabled child would also be entitled to park in the DPPP as well.
<b>Proposed DPPP in Becket Street, Oxford</b>		
A resident, Becket Street	Has no issue with the proposal which is outside his home but concerned that it will be abused by customers and staff of the Dominos Pizza house further up the street, since they also abuse the current parking arrangements.	Parking enforcement has recently been stepped up in Becket Street due to this.
City of Oxford Licensed Taxi Association	The proposal would not affect them as they already have a temporary taxi rank in Becket Street.	Noted.
County Councillor, Jericho & Osney	Doesn't approve of DPPP's partially on the pavement. If it becomes much busier with a Bus Station here, what would happen then?	Parking bays partially on the footway are accepted by the DfT and this is the best solution in this location. The proposed DPPP has been requested by shops and businesses in the area following the Frideswide Square scheme..
<b>Proposed DPPP in Magdalen Road, Oxford</b>		
A resident Magdalen Road	Objects to the proposal because of lack of parking here. Enquired about getting a residents permit for St Mary's Road in the adjoining permit parking area but not eligible. While she applauds the work Helen & Douglas House do, it appears their own private parking areas are not sufficient for their needs hence the application for a DPPP.	The proposed DPPP has been requested by Helen & Douglas House, and while it would take up part of the existing un-controlled parking bay, it is also intended to partially lengthen this bay to compensate.
A Business, Magdalen Road	Strongly objects to proposal while acknowledging the work Helen & Douglas House do. Over recent years available parking has decreased and there	The DPPP has been requested by Helen & Douglas House to cater for a minibus which is used to take out patients of Douglas House. They have limited parking space on site which is used by

	is not enough room for residents and visitors to park. Their customers and staff are finding it increasingly difficult to park. They believe the Hospice has enough available land for an off-road solution.	visitors and staff, some who have to deal with patients on a “one to one” basis. They could only increase parking by removing part of the gardens which are there to benefit the patients.
<b>Proposed DPPP and double yellow lines removal in Horton Avenue, Thame</b>		
A resident, Horton Avenue	The DPPP is required by a resident living on the opposite side of road. .	The resident in question confirmed she has a drive and only parks in the DPPP sometimes in the evenings and weekends, allowing her daughter to park on the drive when she comes home from work etc. She is perfectly happy for DPPP to be removed because there is always parking available in the Avenue. She believes the double yellow lines opposite that protect the DPPP should remain to prevent another resident from parking across driveways.