

Divisions: Barton, Sandhills and Risinghurst; Headington & Quarry
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## **CABINET MEMBER FOR ENVIRONMENT– 11 FEBRUARY 2016**

### **PROPOSED DISABLED PERSONS PARKING PLACES, VARIOUS LOCATIONS, OXFORD PLUS REMOVAL OF AN EXISTING PARKING BAY IN WINDMILL ROAD, HEADINGTON**

**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 Oxford City. Also considered is a proposal to replace a permit bay with double yellow lines in Windmill Road, Headington to allow vehicular access to off-street parking.

#### **Background**

2. New DPPPs have been requested in Malford Road, and Quarry High Street, Oxford - these locations are shown at Annexes 1 & 2. These proposed bays have been requested in the first location by a disabled resident and in the second by Cornerstone Church. This report considers the outcome of the formal consultation held on these proposals. Other proposals for DPPPs advertised at the same time and which were unopposed have been dealt with under my delegated authority to avoid unnecessary delays to applicants. Separately a request has been received from a resident of Windmill Road whose recently-constructed off-street parking space is compromised by the permit holders parking bay outside No. 72 and is seeking its removal.

#### **Formal Consultation**

3. Oxfordshire County Council sent a copy of the draft traffic regulation orders, statement of reasons, and a copy of the public notices appearing in the local press, containing the proposed parking place changes to formal consultees on 9 December 2015. These documents, together with supporting documentation as required and plans of the proposed DPPPs, were deposited for public inspection at County Hall and local libraries. These are also 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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4. One objection has been received in respect of each of the proposed DPPP's in Malford Road and Quarry High Street and three objections in respect of the bay removal in Windmill Road. These are summarised at Annex 3, together with Officer's responses.

### **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 proposed that the proposal in Malford Road proceeds as advertised. It is also proposed that the bay removal in Windmill Road proceeds to allow access at all times to the hard-standing at Windmill Road. However, in respect of the proposed DPPP in Quarry High Street it is suggested that this is deferred to allow further efforts to reach a compromise solution.

### **Financial and Staff Implications (including Revenue)**

6. The cost of the proposed work under consultation, including that described in this report, will be met by developer funding, and that of the DPPP's from the fund set up for this purpose.

### **RECOMMENDATION**

12. **The Cabinet Member for Environment is RECOMMENDED to**
  - (a) **approve implementation of the proposed new DPPP in Malford Road, and the removal of the permit bay in Windmill Road as advertised;**
  - (b) **defer implementation of the bay in Quarry High street to allow further consultation in order to reach a compromise solution.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

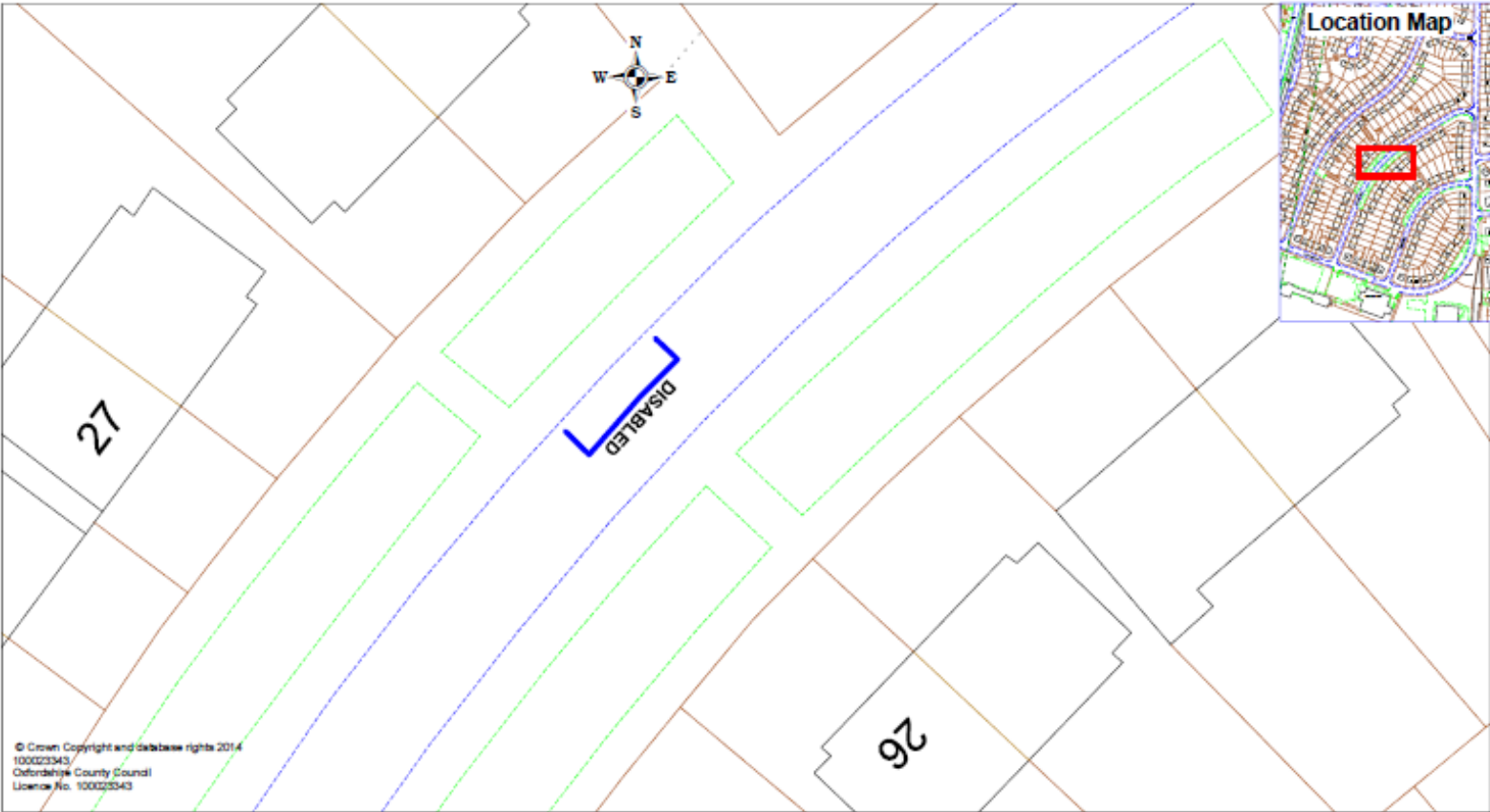
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February 2016

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**ANNEX 1**

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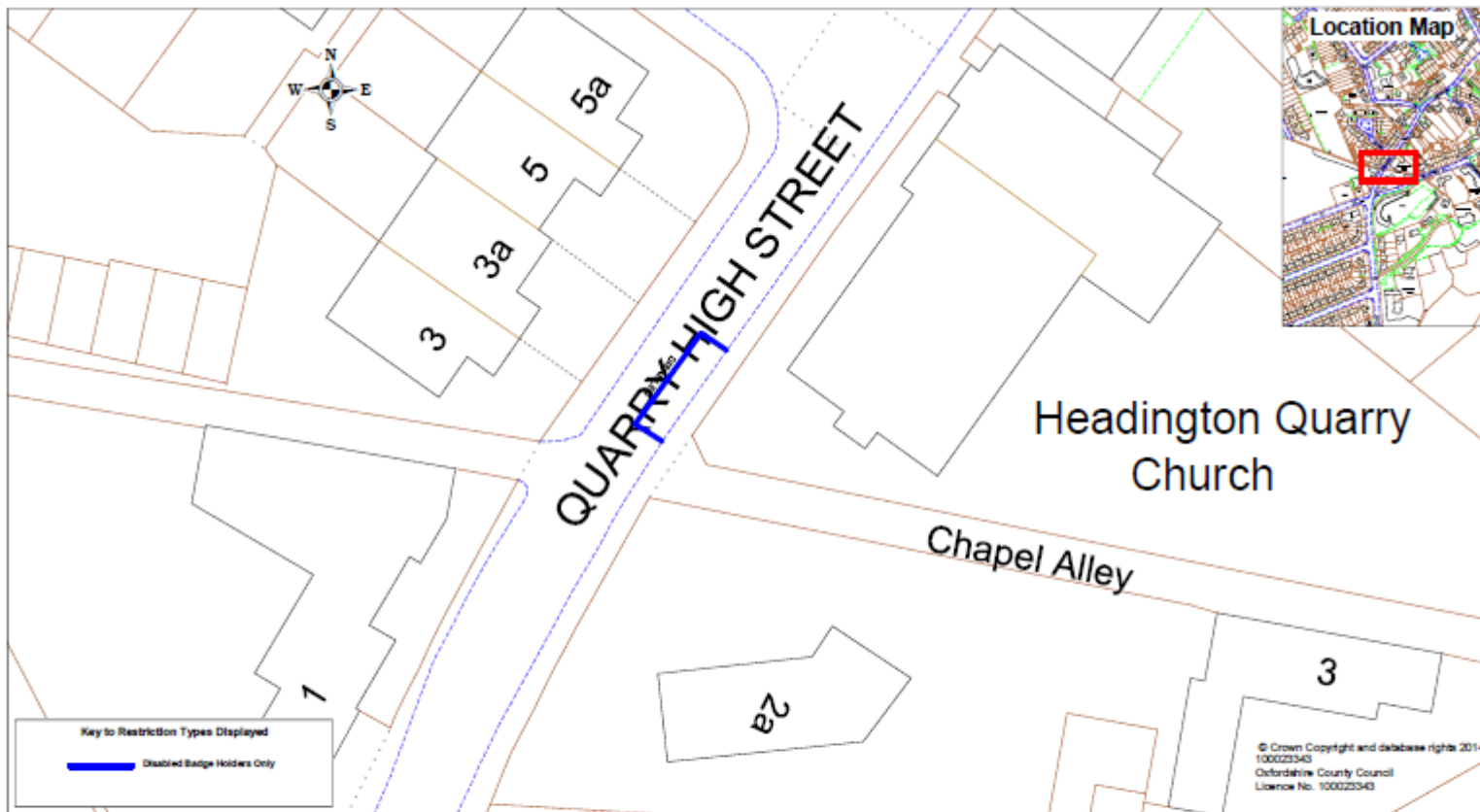


**Proposed DPPP  
Malford Road, Barton**

SCALE	NTS
DATE	09/09/2015
DRAWING No.	
DRAWN BY	

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ANNEX 2



### Proposed DPPP, Quarry High Street

SCALE	NTS
DATE	16/06/2015
DRAWING No.	
DRAWN BY	

## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
<b>Proposed DPPP in Malford Road, Oxford</b>		
Resident, Malford Road	<p>The Street notice is inaccurate.</p> <p>Objects to the proposal as it would affect the value of their property. Their neighbour's home at No 33 is council owned and the bay would be better outside there because No 33 has off-road parking. This would be nearer for the applicant to walk.</p>	<p>The initial street notice was inaccurate but was changed promptly once this was realised; the letters sent to residents was accurate.</p> <p>As Malford Road is an adopted highway the frontagers have no individual rights over it and the matter of property value is not relevant. The applicant lives opposite No. 33 but has a grass verge in front of her property. She uses a tarmac footway to reach the road which is directly opposite the location of the proposed bay and the closest for her. The road is too narrow for parking on both sides and cars park between the dropped kerbs opposite the applicant's home. The objector has off-road parking.</p>
<b>Proposed DPPP in Quarry High Street, Oxford for Cornerstone Church</b>		
Resident, Quarry High Street	<p>Proposed bay would be opposite his home. The proposed location is not the problem, but believes a DPPP is not necessary. The church would only use the bay for 2 hours on Sundays when parking is available. They put out cones anyway which seems to be successful. During the week, parking is congested as commuters to the hospitals who cannot park in the nearby permit zones park here as well as residents.</p>	<p>The church advises they have services every Sunday and less frequent meetings at other times. The traffic cones (which have no legal status) are not always successful because other motorists move them to park themselves.</p>

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<b>Proposed removal of permit holders only bay, Windmill Road, Headington</b>		
A business, Windmill Road	Opposes the proposal as customers need to park in the bay to load large items. Would like the bay converted to a limited time bay, together with a few more short stay spaces nearby for the benefit of his customers.	The proposed removal is to allow access to the hard-standing. Customers cannot legally park in the permit bay without permits. A limited time bay would still block the hard-standing. Customers could use the existing double yellow lines to load and unload only provided they were not causing an obstruction.
Resident, Windmill Road	Opposes the proposal. Advises the house is unoccupied and for sale. The proposed removal of the bay is not in the interests of other residents in an area with scarce on-street parking. If the proposal were successful, it would lead to other residents requesting dropped kerbs and the loss of other on-street parking bays.	Both present and future owners of the property would expect unencumbered use of the hard-standing which requires the removal of the bay. The draft proposals for changes to Windmill Lane within the Access to Headington project envisages the removal of all parking bays in the section of road, which may lead to additional off-street parking being created.
Resident Windmill Road	On-street parking is in short supply in Windmill Road. Non-permit holders park in the existing permit bays and enforcement of the bays is not evident. Suggests further parking outside No's 72A to 76.	As above. Enforcement is provided by NSL and they can be contacted about this.