

Division(s): Carterton South West,
Chipping Norton, Cowley & Littlemore,
East Oxford, Barton & Churchill

DEPUTY LEADER OF THE COUNCIL– 19 JULY 2012

DISABLED PERSONS' PARKING PLACES –WEST OXFORDSHIRE AND OXFORD CITY AND PERMIT ELIGIBILITY IN HEADINGTON CENTRAL CONTROLLED PARKING ZONE, OXFORD

Report by Interim Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report considers the proposed provision of new disabled persons' parking places (DPPP) in Lavender Place, Carterton; Middle Row, Chipping Norton, Champion Way, Junction Road and Howard Street, Oxford as well as revisions to permit eligibility for Holyoake Hall in Headington Central Controlled Parking Zone, Oxford. This follows the publication of the relevant draft Traffic Regulation Orders.

Background

2. During 2011, and early 2012, separate requests were made by residents in Champion Way, Howard Street, Junction Road, Oxford and Lavender Place, Carterton for a DPPP near their homes. Also a number of disabled residents in the Chipping Norton area requested a DPPP in the Middle Row area to accommodate regular visitors to Kingdom Hall and the shops and businesses on the west side of the A44. An advisory DPPP had existed in the adjacent car park previously but this had been removed for health and safety reasons because of the sloping surface of the car park. Site visits were made and plans and schedules drawn up.
3. The matter of permit eligibility for Holyoake Hall residents has been presented to this meeting on a number of occasions, most recently on 3 June 2010 (that report is available by accessing the attached link http://mycouncil.oxfordshire.gov.uk/documents/s2541/CMDT_JUN0310R08.pdf) when it was agreed to renew existing permits on a temporary basis pending further consideration of the deliberations of the City Council's Area Committee. In the absence of that information being provided, residents of Holyoake Hall have asked that the matter to be considered once more to reach a final decision on the compromise proposal to allow one permit per flat.
4. This report considers the outcome of a formal consultation held on the proposals. Other DPPP proposals and permit exclusion proposals advertised at the same time were unopposed, and have therefore been dealt with under officer delegated authority.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed DPPP changes to formal consultees on 10 May, 2012. These documents, together with supporting documentation as required, and plans of all the DPPPs were deposited for public inspection at County Hall, West Oxfordshire District Council Town Centre Shop Witney, Chipping Norton, Carterton, Witney, Woodstock, Blackbird Leys, Cowley, Headington and Littlemore libraries. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Council wrote to local residents in each area where the proposed new DPPPs would be sited asking for their comments. Public notices were displayed at each site and in the Oxford Times.

Lavender Place, Carterton

7. A number of comments were received in respect of the proposed DPPP in Lavender Place, Carterton. All but one were resolved by moving the position of the proposed bay to the end of the parking area. The comments which could not be resolved were from a local resident who objected to the proposed DPPP because the parking is so congested and garage facilities exist. In response it was pointed out that parking congestion creates a bigger problem for disabled residents and even if they could get their vehicles into one of the garages, they couldn't open the car doors wide enough to get in or out. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

Middle Row, Chipping Norton

8. Three responses were received in respect of the proposal:
 - (a) The local District and County Councillor on behalf of the District Council's Traffic Advisory Committee advised that they supported the proposal.
 - (b) A resident in Middle Row while agreeing that the position of the proposed DPPP was preferable to a previous proposal to site it outside Kingdom Hall, still felt it would remove much needed parking from the local residents of Middle Row. The resident also believed that the disabled users of Kingdom Hall would only use the bay two or three times a week. The resident did appreciate that it would make it easier for a wheelchair-bound member of the Hall's congregation. She did not believe that there would be any objection if the proposed bay were for a disabled resident and suggested that parking space could be reserved during set times to coincide with the meeting times at Kingdom Hall. The officer advised her that the proposed DPPP is intended to also cater for disabled people in the Chipping Norton Area

who want to use the shops and businesses at this end of Market Street and to replace an advisory bay in the car park, which had to be removed as it was on sloping ground. Whilst there is a pedestrian zone on the east side of Middle Row next to the A44 where disabled drivers may park this is too far from the shops and banks in Market Street. While it would be possible to provide a limited time DPPP, given the different users it was intended for, this wouldn't be practical. A copy of the letter together with the officer response are on deposit in the Members' Resource Centre.

- (c) Finally, a local resident felt that while the proposal would reduce parking for residents, this was not an ideal location for a DPPP since Middle Row is narrow. Opening the car door to enter or exit would be a challenge for both disabled people and passing traffic. The resident also noted that disabled people can park on the double yellow lines for three hours (subject to the obstruction rules) and time limited parking areas with exemption from the limits and he thinks this gives them enough advantages. He noted that Blue Badge holders and others park on the bookshop side of Middle Row, just beyond the double yellow line restrictions making it difficult for passing traffic and on occasion Blue Badges are misused. The County Council officer response is that the proposed location for the DPPP was in the widest part of Middle Row. Furthermore, the Department for Transport have tightened up the issue of Blue Badges and it is easier to deal with misuse and the DPPP would mean it more likely that Badge Holders wouldn't need to park opposite. While Thames Valley Police and West Oxfordshire District Council are responsible for parking obstruction and parking enforcement, neither authority has the resources to deal with every incident. A copy of the letter together with the officer response is on deposit in the Members' Resource Centre

Champion Way, Oxford

9. A comment was received from a local disabled resident in respect of the proposed DPPP on Champion Way, Oxford. She disapproved of the proposal as she didn't feel the Badge holder was very disabled and the bay would take up limited parking space. The County Council Officer response was that Blue Badge holders are not just confined to those who are wheelchair bound. A copy of the letter together with the officer response can be found in the Members' Resource Centre.

Junction Road, Oxford

10. A comment was received from a resident in the road who did not believe that there was a disabled resident living in the road. The resident was also concerned that the proposed DPPP would take up much needed parking in a congested parking area. The officer explained the main criteria required to qualify for a Blue Badge, and reiterated that a Blue Badge holder lived nearby. The proposed DPPP was located as close to that resident as practical and was at the end of a run of parking bays so as not to use up any more of the parking space available than necessary, although it would extend over part of

the commentor's frontage. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

Howard Street, Oxford

11. Finally, a comment was received from a resident in Howard Street. He was concerned that the proposed DPPP was outside his home in an already congested parking area. He suggested that it could instead be located on the other side of the road nearer the junction with Iffley Road, either outside the Co-op store or adjacent to it. He asked why the applicant couldn't park in the existing DPPP which he estimated was 50 metres up the road which "often sits unused." The officer advised him that the location of the proposed DPPP was as near as possible to the applicant's home and was at the end of the existing run of parking to maximise the remaining spaces. Since the applicant's family already park in that part of the road only part of a car space would be lost due to the DPPP minimum length regulations imposed by the Department for Transport. The existing DPPP was provided for a disabled resident further up the road and is empty when he is out in his car. It is too far away from the applicant's home to be of use. Similarly a DPPP down by the Co-op store would be too far away. A copy of the letter and the officer response are on deposit in the Members' Resource Centre.

Eligibility for Permits – Holyoake Hall, Oxford

12. Responses to the original proposal (reported to Cabinet Member for Transport on 3 June 2010 see paragraph 3) to allow Holyoake Hall residents to have one permit per flat remain valid. Additional comments were received in response to the latest consultation (conducted between 10/05/12 and 08/06/12) from Holyoake Hall residents (all supporting the proposal). Since the preparation of the 2010 report nothing further has been received from the City Council regarding the Area Committee's views. Indeed that Committee no longer exists and no similar body has replaced it.
13. It is recognised that at the time of consideration of the planning application for Holyoake Hall the wishes of the Area Committee were for the development to be car-free. As explained in the 2010 report the planning consent did not include this requirement and the unilateral undertaking between the developer and the County Council was not acted upon until 2008 by which time a number of residents in the flats had had permits issued to them. It is also recognised that there are parking pressures in this area which require the principal of permit exclusion to continue to be applied to new developments through the planning process. However it is considered that in the peculiar circumstances applying to Holyoake Hall the compromise proposal – to allow residents only 1 permit per flat (whilst most other properties in the Headington Central CPZ can have unlimited permits) – would not be unreasonable.

How the Project supports LTP3 Objectives

14. Introduction of new DPPPs will help in delivering accessibility by enabling disabled people to park near to their homes or shops and businesses or places of worship etc; thus accessing a wider range of services.

Financial and Staff Implications (including Revenue)

15. The cost of the works described in this report is estimated to be approximately £1000 and will be met from the existing revenue budget provided for this.

RECOMMENDATION

16. **The Deputy Leader of the Council is RECOMMENDED to authorise variations to the Oxfordshire County Council - (West Oxfordshire District) (Disabled Persons' Parking Places) (Amendment No. 5*) Order 20** and the (Disabled Persons Parking Places - Oxford) (Variation No. 5*) Order 20** to:**
 - (a) **approve proposals to provide new DPPPs in Lavender Place, Carterton; Middle Row, Chipping Norton; and Champion Way, Junction Road, and Howard Street, Oxford as proposed in this report;**
 - (b) **approve the proposal to amend permit eligibility for Holyoake Hall as proposed in this report.**

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Background papers: Consultation documentation

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