

Divisions affected: *Various in Cherwell & West Oxfordshire Districts*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**20 JUNE 2024**

### **CHERWELL & WEST DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES**

Report by Corporate Director for Environment and Place

#### **Recommendation**

The Cabinet Member is **RECOMMENDED** to

Approve the following:

- a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Abbey Road, Banbury; Middleton Road, Banbury; Portway, Banbury; Westbeech Court, Banbury; Western Crescent, Banbury; Woodgreen Avenue, Banbury; Lancaster Close, Bicester; Mallards Way (outside No's 72 & 74), Bicester; Cherry Tree Way, Carterton; Dovetrees, Carterton; The Slade, Charlbury; Walterbush Road, Chipping Norton; Knott Oaks, Combe; Horse Fair, Deddington; The Elms (outside No. 29), Langford; Kent Banks, Long Hanborough; Corn Street, Witney; New Road, Woodstock.
- b) the proposed removal of Disabled Persons Parking Places (DPPP) at: Landells, Bampton; Villiers Road, Bicester; Kestrel Close, Carterton.
- c) defer approval of the proposals at the following locations pending further investigations: Mallards Way (opposite No 91), Bicester; Kytes Place, Kirtlington; The Elms (outside No. 20) Langford; The Village Close, Upper Arcott and Bourton Close, Witney.
- d) defer approval of the removal of DPPP at the following locations: Hudson Street, Deddington.

#### **Executive Summary**

1. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

2. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts
3. The proposals have been put forward following requests from residents, including – where a new place has been requested – an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 23** provide plans of the locations for which objections have been received or concerns raised.

### **Financial Implications**

4. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

### **Legal Implications**

5. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

### **Equality and Inclusion Implications**

6. The provision of disabled persons parking places assists those with a mobility impairment.

### **Sustainability Implications**

7. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

### **Formal Consultation**

8. The formal consultation on the proposal was carried out between 18 April and 17 May 2024. A notice was placed in the Banbury Guardian and Bicester Gazette newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, West Oxfordshire District Council, the local County Councillors and Parish Councils.

9. Notices were placed on site, and letters also sent directly to properties in the immediate vicinity, adjacent to the proposals.
10. Sixty-eight responses were received from members of the public during the course of the consultation (two other members of the public gave general online support for every proposal, which are not included in this report) and these are summarised in the table below:

<b>Town</b>	<b>Location</b>	<b>Support</b>	<b>Object</b>	<b>Concerns</b>
Bampton	Landells (removal)	1		
Banbury	Abbey Road	1		1
	Middleton Road	1		
	Portway	1		
	Westbeech Court		1	1
	Western Crescent		2	
	Woodgreen Avenue	1	1	2
Bicester	Lancaster Close		1	
	Mallards Way outside No's 72 & 74	1		
	Mallards Way opposite No. 91		1	1
	Villiers Road (removal)	1		
Carterton	Cherry Tree Way		1	1
	Dovetrees		1	
	Kestrel Close (removal)	1		
Charlbury	The Slade			1
Chipping Norton	Walterbush Road	1	1	1
Combe	Knott Oaks	1		2
Deddington	Horse Fair	2		
	Hudson Street (removal)	1		
Kirtlington	Kytes Place	1	7	1
Langford	The Elms opposite No. 20		2	3
	The Elms outside No. 29		1	1
Long Hanborough	Kents Bank		1	
Upper Arncott	The Village Close		7	4
Witney	Bourton Close		3	1
	Corn Street		1	

Woodstock	New Road		2	3
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11. Thames Valley Police responded expressing no objection.
12. Deddington Parish Council objected to the bay removal in Hudson Street, and Kirtlington Parish Council objected to the Kytes Place proposals.
13. Cllr Broad (Cherwell District, Bicester West ward) supported the proposals for outside No's 72 & 74 Mallards Way in Bicester, but objected to those opposite No. 91. Cllr Williams (Cherwell District, Deddington ward) objected to the removal in Hudson Street, Deddington.
14. The responses are recorded in **Annex 24**, and copies of the full responses are available for inspection by County Councillors

### **Officer response to objections/concerns**

15. Comments and recommendations are provided in response to the concerns and objections as given in **Annex 24** in respect of each of the proposed sites in the following paragraphs.
16. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
17. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should report it to the department for work and pensions (DWP) or the county council's blue badge team.

Bampton – Landells: proposed removal of DPPP

18. One expressions of support was received; it is recommended to approve the removal of the disabled parking place.

Banbury – Abbey Road: proposed new DPPP

19. One expression of concern and one expression of support was received; several blue badge holders are living in the area and would benefit from the disabled parking; it is recommended to approve the disabled parking place.

Banbury – Middleton Road: proposed new DPPP

20. One expression of support was received; it is recommended to approve the disabled parking place.

Banbury – Portway: proposed new DPPP

21. One expression of support was received; it is recommended to approve the disabled parking place.

Banbury – Westbeech Court: proposed new DPPP

22. One expression of concern and one objection was received; parking concerns were raised; it is recommended to approve the disabled parking place given that the applicant already parks in this area.

Banbury – Western Crescent: proposed new DPPP

23. Two objections were received; parking concerns have been raised, non residents i.e. commuters use the road to park. Residents only parking requested ; it is recommended to approve the disabled parking place given that the applicant is a local resident who already parks in the road.

Banbury – Woodgreen Avenue: proposed new DPPP

24. One objection, two expressions of concern and one expression of support was received; parking concerns were raised, two further disabled parking places in Woodgreen remain unused; it is recommended to approve this disabled parking place and consult on the removal of the existing disabled parking places.

Bicester – Lancaster Way: proposed new DPPP

25. One expression of concern was received; parking concerns were raised; given that the applicant already parks in the road, it is recommended to approve the disabled parking place.

Bicester – Mallards Way outside No's 72 & 74: proposed two new DPPP's

26. One expression of support was received; it is recommended to approve both disabled parking places.

Bicester – Mallards Way opposite No. 91: proposed new DPPP

27. One objection and one expression of concern was received; concerns were raised over the location of the proposed disabled parking place restricting visibility to the nearby access which is adjacent to a sharp bend, further observations were raised that the applicant has adequate parking in front of their house; it is recommended not to approve the disabled parking place at this location.

Bicester – Villiers Road: proposed removal of a DPPP

28. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Carterton – Cherry Tree Way: proposed new DPPP

29. One objection and one expression of concern was received; parking concerns were raised; given that the applicant already parks at this location, it is recommended to approve the disabled parking place.

Carterton – Dovetrees: proposed new DPPP

30. One objection was received; concerns over the location of the disabled parking place were raised, during the site assessment it was considered that this would be the most suitable location for the applicant; it is recommended to approve the disabled parking place.

Carterton – Kestrel Close: proposed removal of a DPPP

31. One expression of support to the removal was received; it is recommended to approve the removal of the disabled parking place.

Charlbury – The Slade: proposed new DPPP

32. One expression of concern was received; concerns over the lack of parking places for residents; given that the applicant already parks in the area, it is recommended to approve this disabled parking place.

Chipping Norton – Walterbush Road: proposed new DPPP

33. One objection, one expression of support and one expression of concern was received; concerns were raised over the lack of parking places; given that the applicant already parks in the area, it is recommended to approve the disabled parking place.

Combe – Knott Oaks: proposed new DPPP

34. One expression of support and two expressions of concern was received; concerns were raised over the lack of parking for residents living in this area; given that the applicant already lives and parks at this location, it is recommended to approve the disabled parking place.

Deddington – Horse Fair: proposed new DPPP

35. Two expressions of support were received; it is recommended to approve the disabled parking place.

Deddington – Hudson Street: proposed removal of a DPPP

36. One expression of support to the removal was received after the close of the consultation; residents have limited available parking on Hudson Street and the removal would give another space. Given the location of the existing disabled place (outside the pharmacy and near to the wellbeing centre) it is considered to be useful to retain the provision for blue badge holders, therefore it is

recommended not to approve the removal of the disabled parking place at this current time.

Kirtlington – Kytes Place: proposed new DPPP

37. Seven objections, one expression of support and two expressions of concern was received; during the consultation it was highlighted that the proposed location was in fact on unadopted highway; it is therefore recommended to not approve the disabled parking place.

Langford – The Elms opposite No. 20: proposed new DPPP

38. Two objections and three expressions of concern was received; concerns were raised over the large number of vehicles in the area – which often obscure accessways. Further concerns were also raised over the location of the disabled place causing access difficulties to adjacent properties; it is recommended not to approve the disabled parking place.

Langford – The Elms outside No. 29: proposed new DPPP

39. One objection and one expression of concern was received; the applicant is unable to use their driveway due to their disability, it is recommended to approve the disabled parking place.

Long Hanborough – Kents Bank: proposed new DPPP

40. One objection was received; concerns were raised over the location of the proposed disabled place, obstructing access to the opposite property and the walkway; a site assessment was carried out, the location of the DPPP will not obstruct the opposite property or the walkway, it is recommended to approve the disabled parking place.

Upper Arcott – The Village Close: proposed new DPPP

41. Eight objections and four expressions of concern were received; concerns were received to the location of the proposed DPPP causing obstruction to other vehicles and could potentially impede access for emergency vehicles, the road is narrow and cars already struggle to pass each other. A request was received to provide a hardstanding area on the grass verge for the DPPP, but this would prove too costly; due to the restricted width of the road it is recommended to defer the disabled parking place.


Witney – Bourton Close: proposed new DPPP

42. Three objections and one expression of concern was received; the applicant has adequate parking to the rear of the property; it is recommended not to approve the disabled parking place.

Witney – Corn Street: proposed new DPPP





**Key**  
 Proposed removal of Disabled Persons Parking Place

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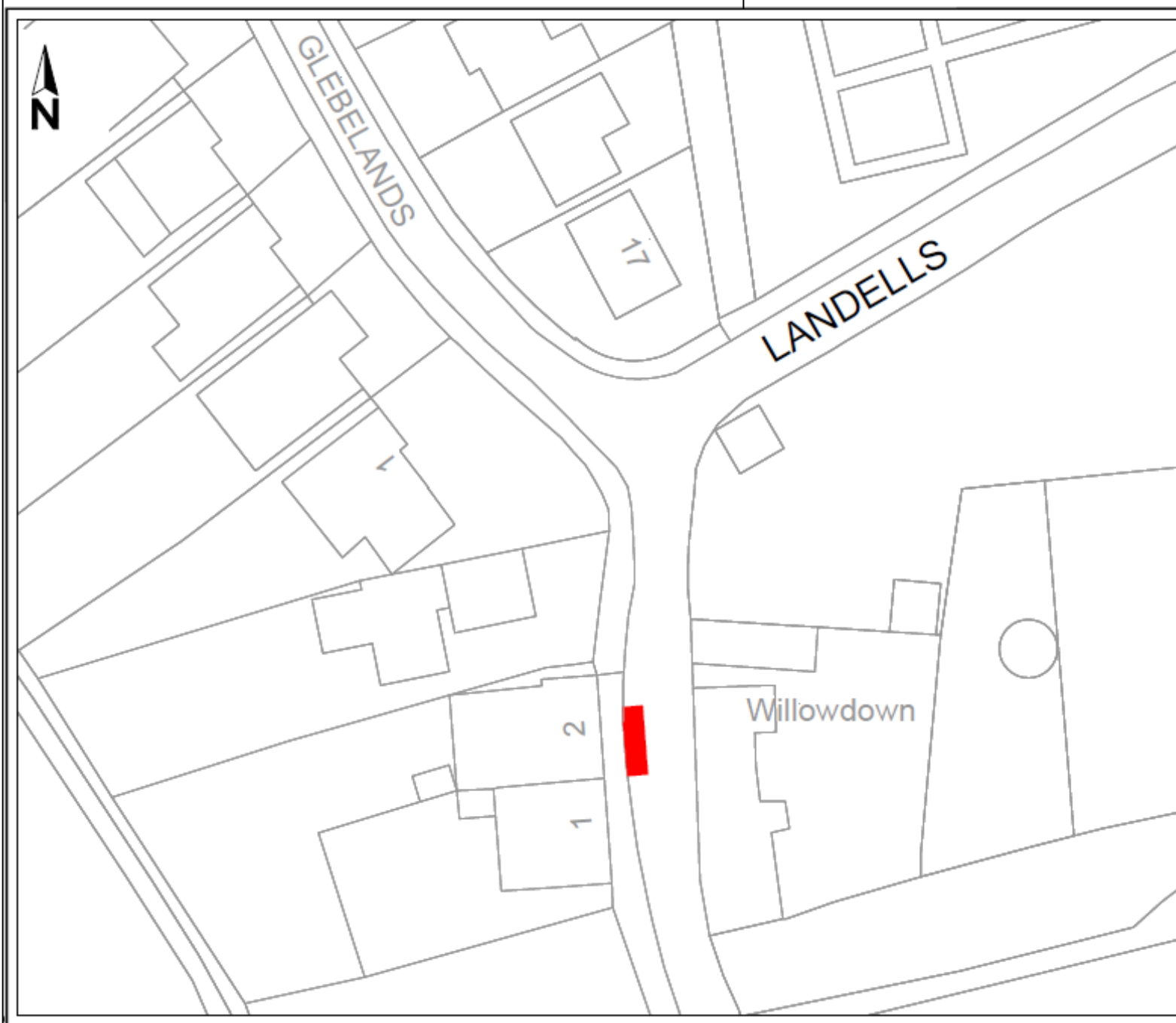
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Project title  
**PROPOSED REMOVAL OF  
 DISABLED PERSONS PARKING  
 PLACES**

Drawing title  
**BAMPTON  
 LANDELLS**

Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	
Date drawn	Date checked	Date approved	
03/2024			



**Key**  
 Proposed Disabled Persons Parking Place

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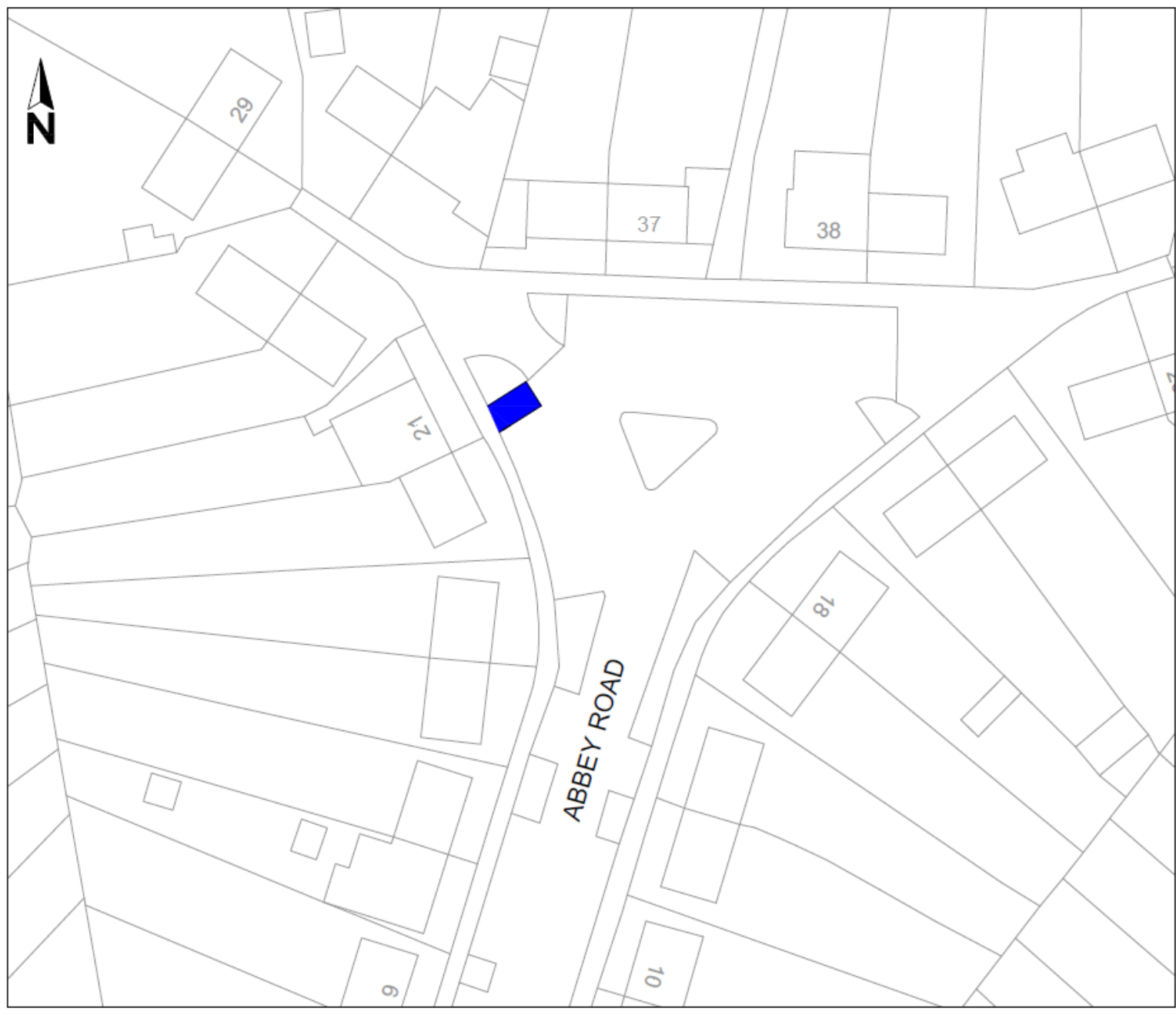
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Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

Drawing title  
**BANBURY ABBEY ROAD**

Drawing Status  
**CONSULTATION**

Scale @ A4 <b>1:500</b>	Drawn by A.C Date drawn 07.02.24	Checked by Date checked	Approved by Date approved
Oxfordshire Project No. & File Ref. P0134		Revision 0	



**Key**  
 Proposed Disabled Persons Parking Place

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**PROPOSED DISABLED PERSONS PARKING PLACES**

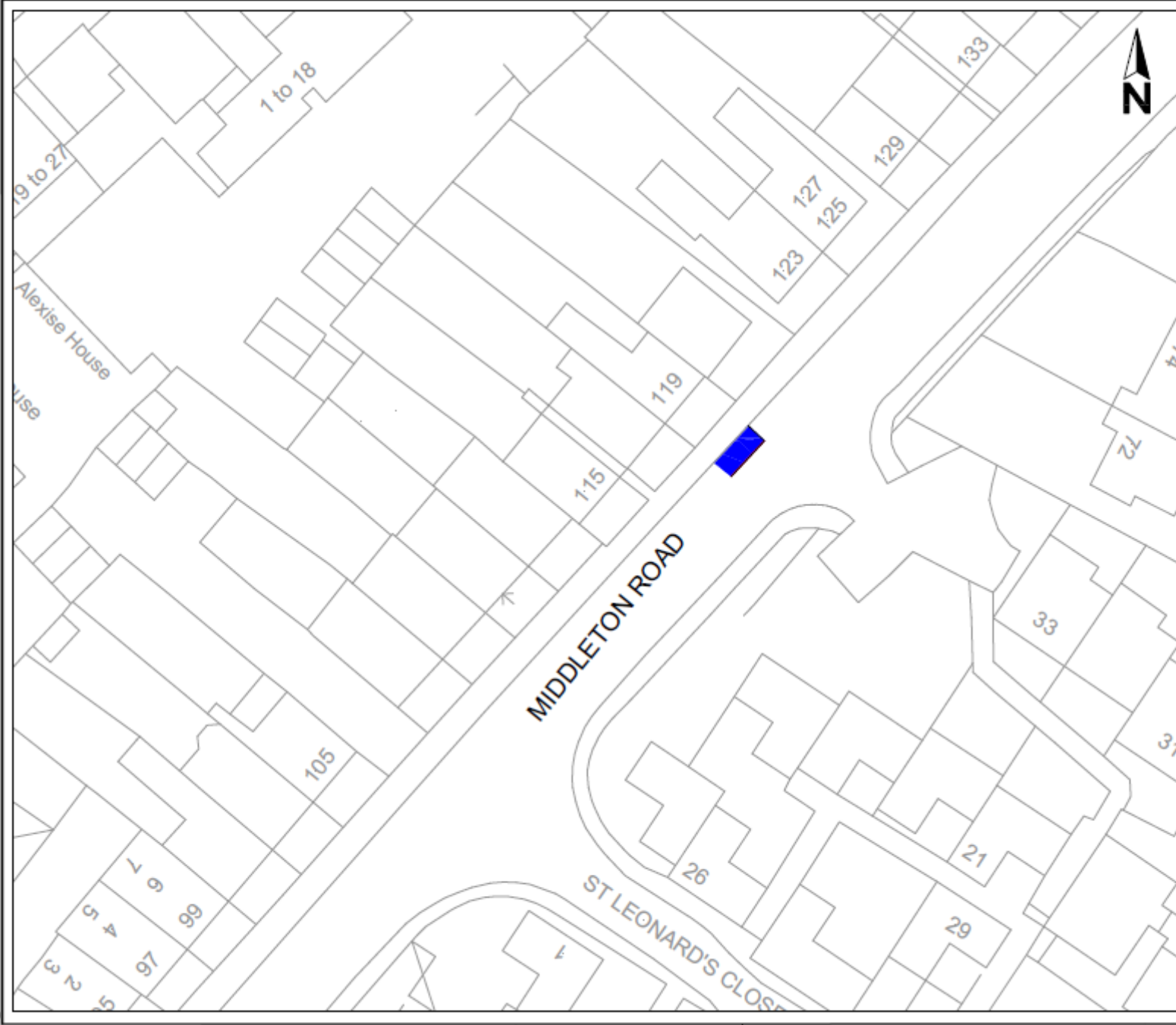
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**BANBURY MIDDLETON ROAD**


Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
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Date drawn	Date checked	Date approval
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Oxfordshire Project No. & File Ref: **P0134**  
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**PROPOSED DISABLED PERSONS PARKING PLACES**

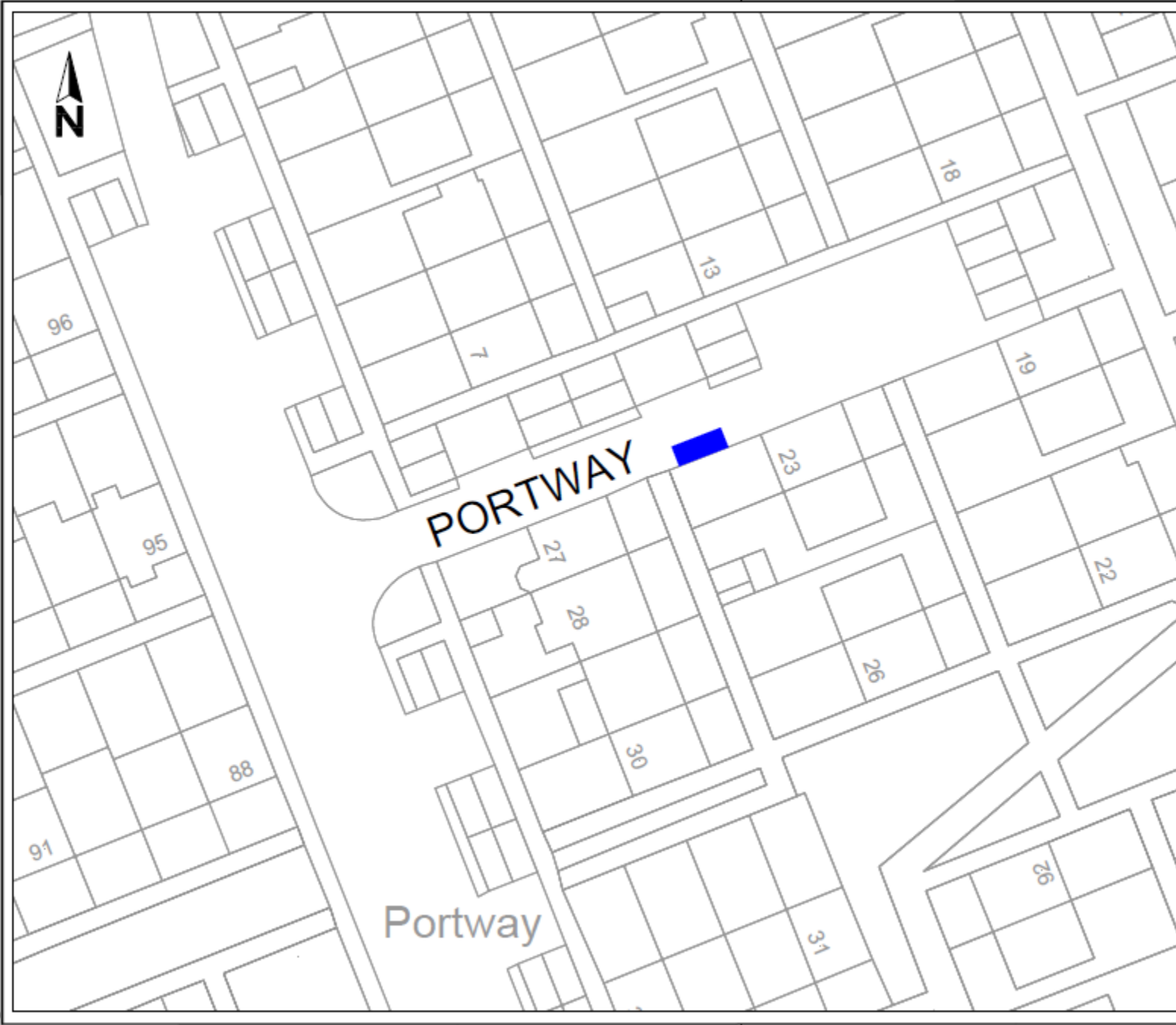
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Drawing Status  
**CONSULTATION**

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Date drawn	Date checked	Date approved
03.24		

Oxfordshire Project No. & File Ref: **PD134**  
 Drawing No. **DPPP/2024/034** Revision: **0**



**Key**

Proposed Disabled Persons Parking Place

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Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

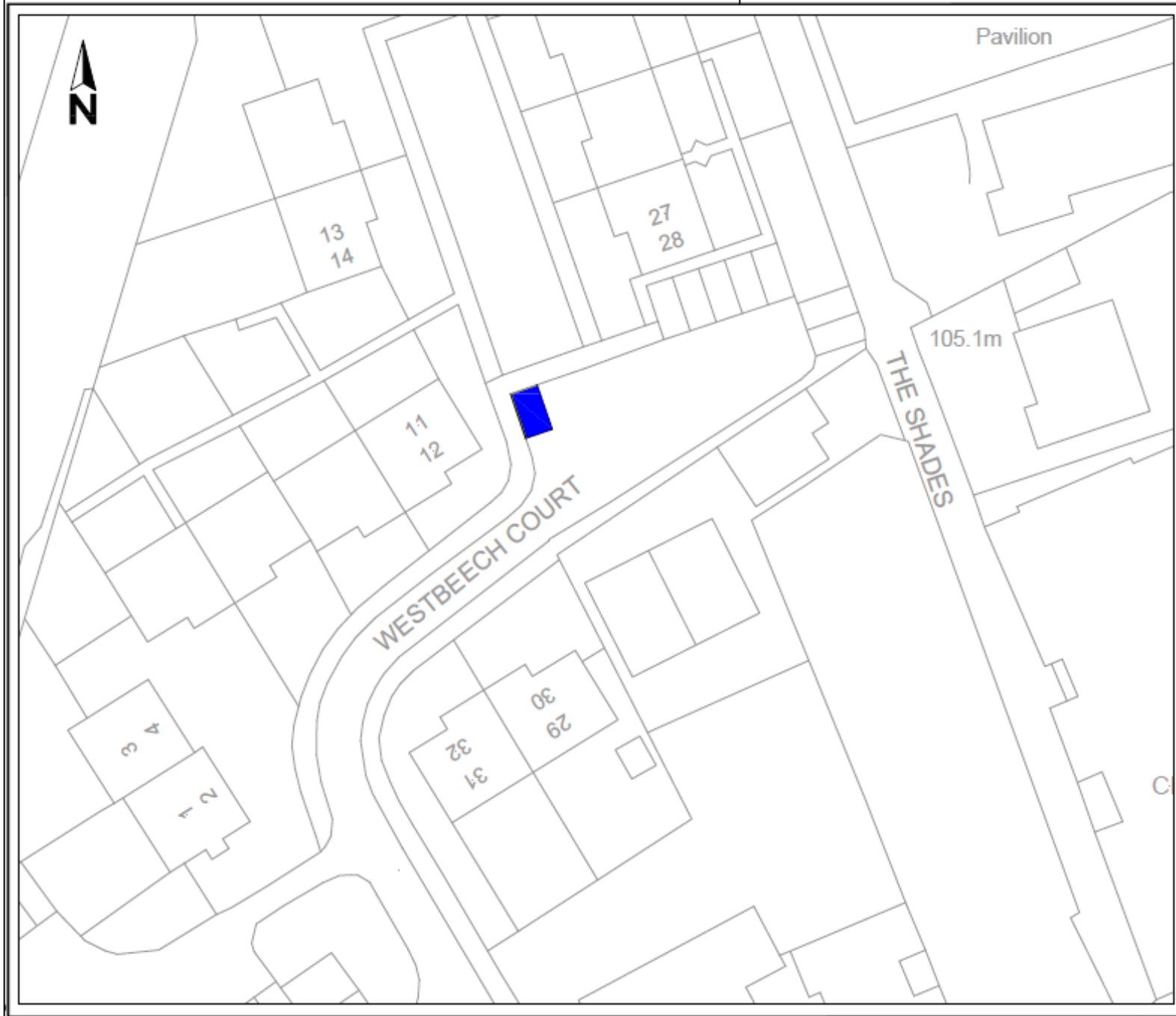
Drawing title  
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Drawing Status


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Oxfordshire Project No. & File Ref: **P0134**

Drawing No: DPPP/2024/031 Revision: **0**



**Key**

 Proposed Disabled Persons Parking Place

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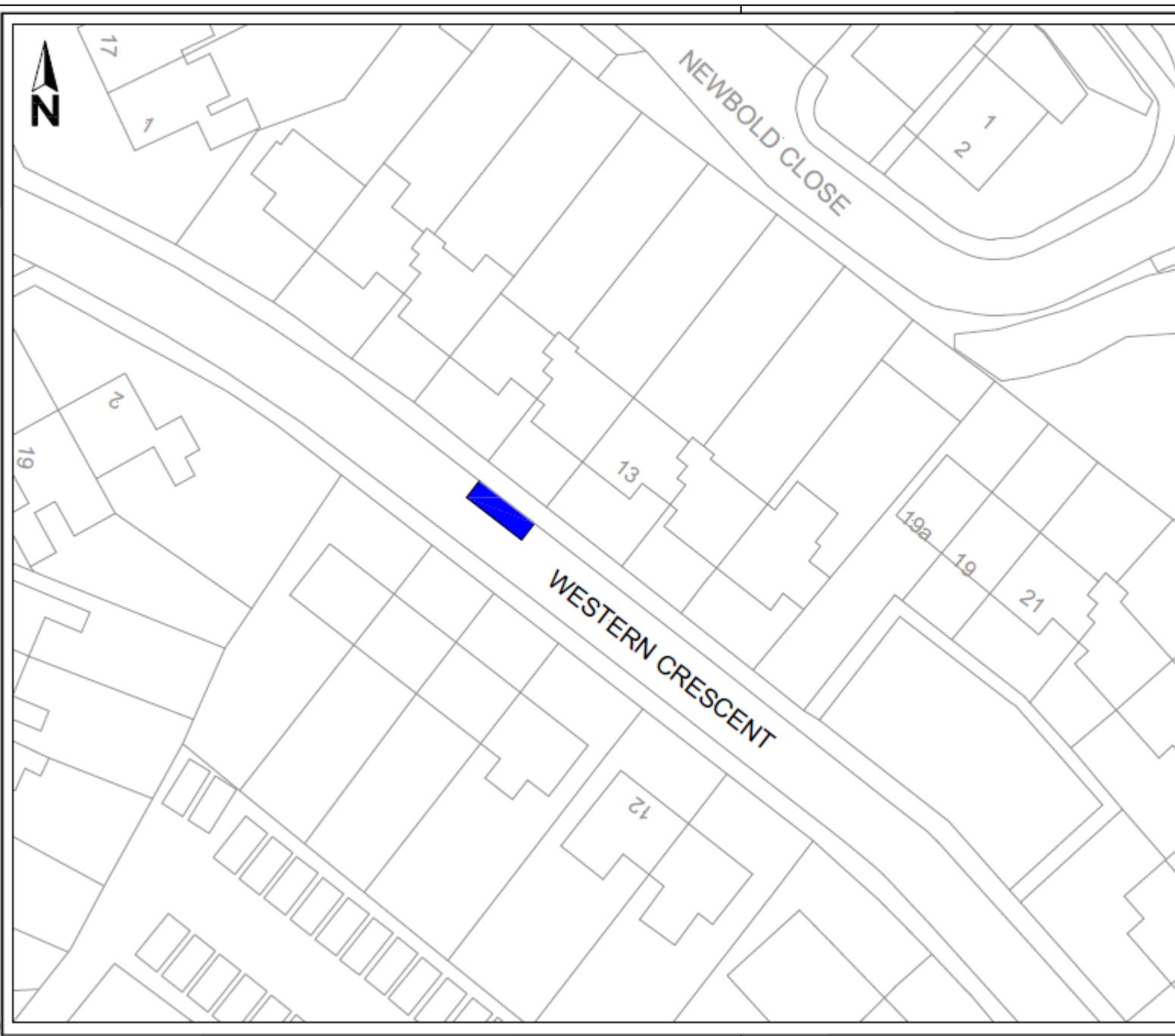
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Project title  
**PROPOSED DISABLED PERSONS PARKING PLACE**


Drawing title  
**BANBURY WESTERN CRESCENT**

Drawing Status  
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 Proposed Disabled Persons Parking Place

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**PROPOSED DISABLED PERSONS PARKING PLACES**

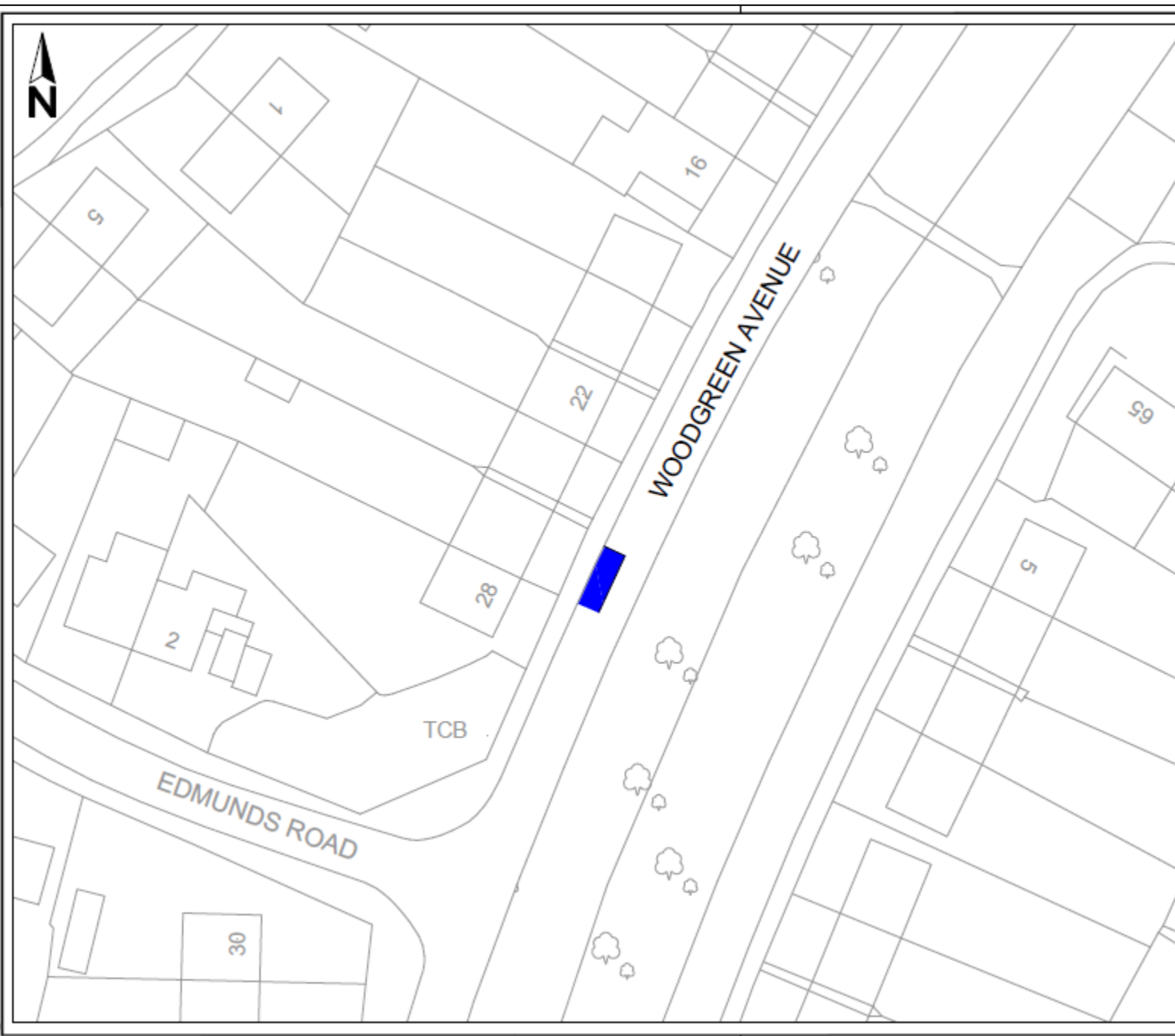
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**Drawing Status**


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	07.02.24		

Oxfordshire Project No. & File Ref: **PD134**

Drawing No. **DPPP/2024/027** Revision: **0**



**Key**

 **Proposed Disabled Persons Parking Place**

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**PROPOSED DISABLED PERSONS PARKING PLACES**

**Drawing title**  
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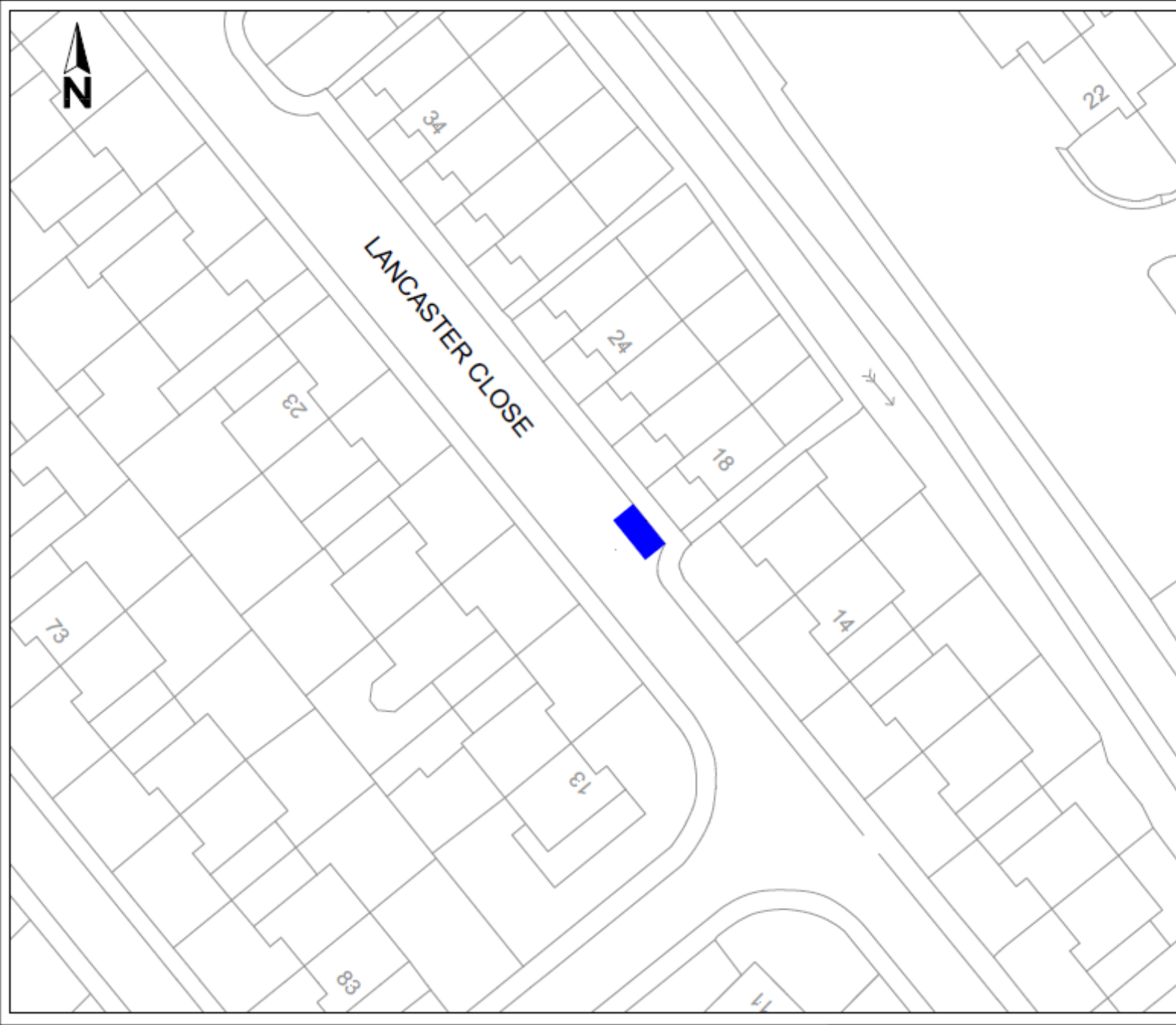
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**CONSULTATION**

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Date check	Date approval
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Oxfordshire Project No. & File Ref: **PD134**

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**Key**

Proposed Disabled Persons Parking Places

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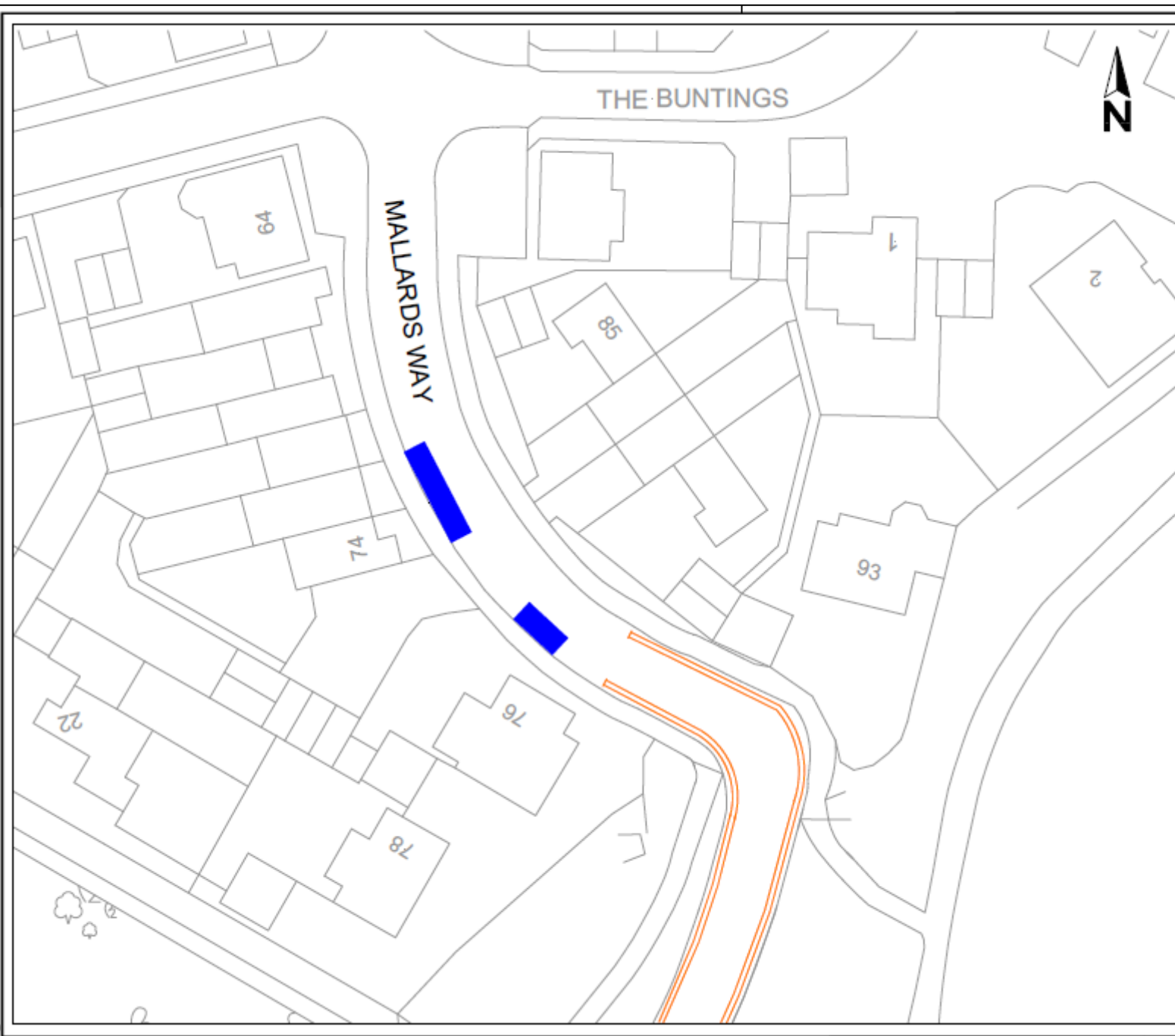
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Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

Drawing title  
**BICESTER MALLARDS WAY**

Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
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Date drawn	Date checked	Date checked	Date approved
07.02.24			
Oxfordshire Project No. & File Ref.	P0134		
Drawing No.	DPPP/2024/036	Revision	0



**Key**  
 Proposed removal of Disabled Persons Parking Place

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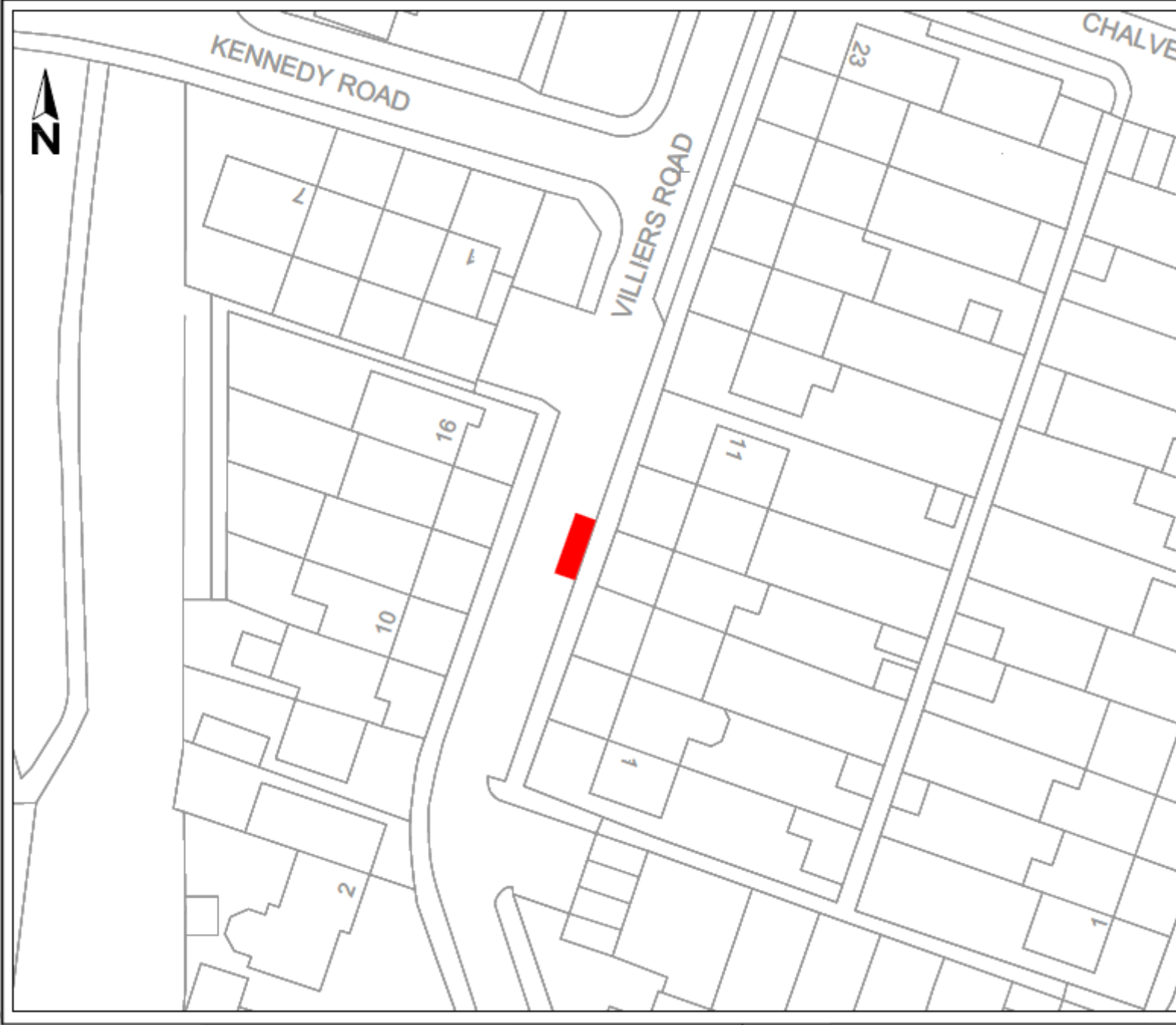
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 PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE

**Drawing title**  
 BICESTER VILLIERS ROAD

**Drawing Status**  
 CONSULTATION

Scale @ A4	Drawn by	Checked by	Drawn by	Approved by
1:500	Date drawn: 03/24	Date checked:	Date approved:	

Oxfordshire Project No. & File Ref: P0134  
 Drawing No: DPPP/2024/041 Revision: 0



**Key**

Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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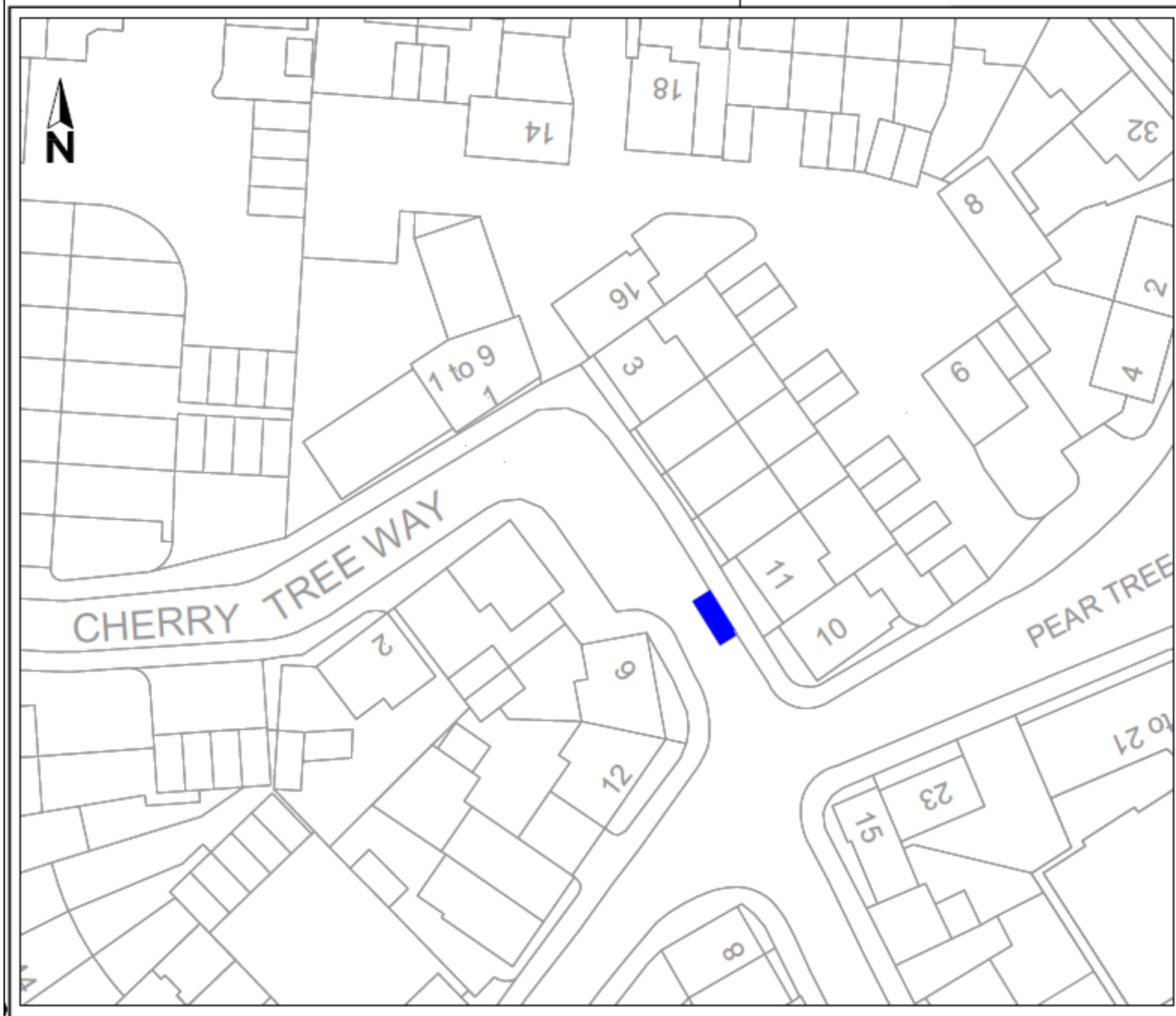
Bill Cotton  
Corporate Director for  
Environment and Place  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 250 1111

Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**


Drawing title  
**CARTERTON CHERRY TREE WAY**

Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	J&C	J&C	
	Date drawn	Date checked	Date approved
	03/2024		
Oxfordshire Project No. & File Ref.	P0134		
Drawing No.	DPPP/2024/049	Revision	0



**Key**

 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

REGARDING TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK SET OUT ON THESE DRAWINGS, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER NONE IF APPLICABLE)

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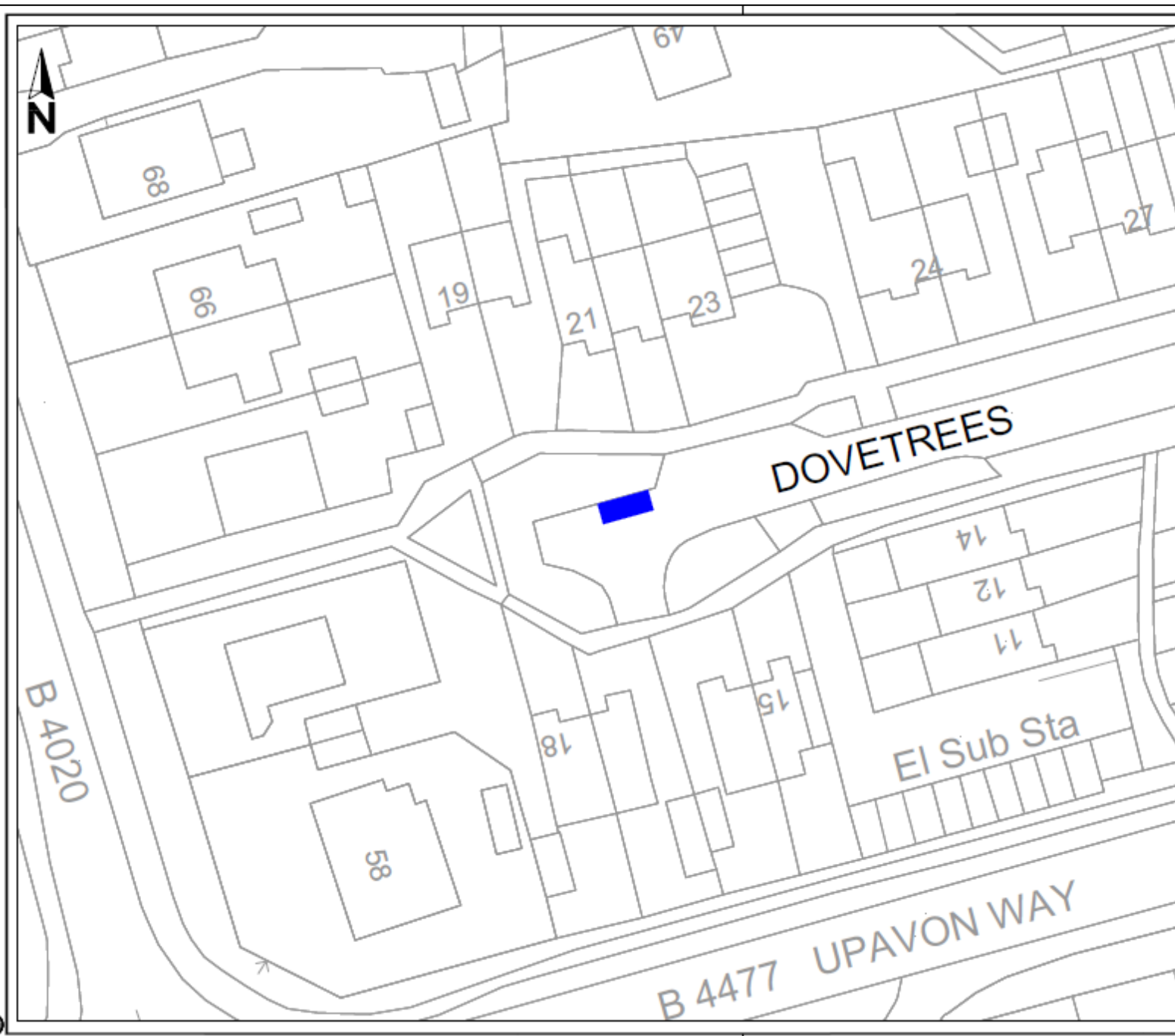
Bill Cotton  
Corporate Director for  
Environment and Place  
Committee  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 210 1111


Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

Drawing title  
**CARTERTON DOVETREES**

Drawing Status

<b>CONSULTATION</b>			
Scale: GA4	Drawn by: JwC	Checked by:	Approved by:
1:500	Date drawn: 03.2024	Date checked:	Date approved:



**Key**  
 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

PLEASE REFER TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

**CONSTRUCTION**  
 (ENTER NONE IF APPLICABLE)

**MAINTENANCE/CLEANING**  
 (ENTER NONE IF APPLICABLE)

**USE**  
 (ENTER NONE IF APPLICABLE)

**DECOMMISSIONING/DEMOLITION**  
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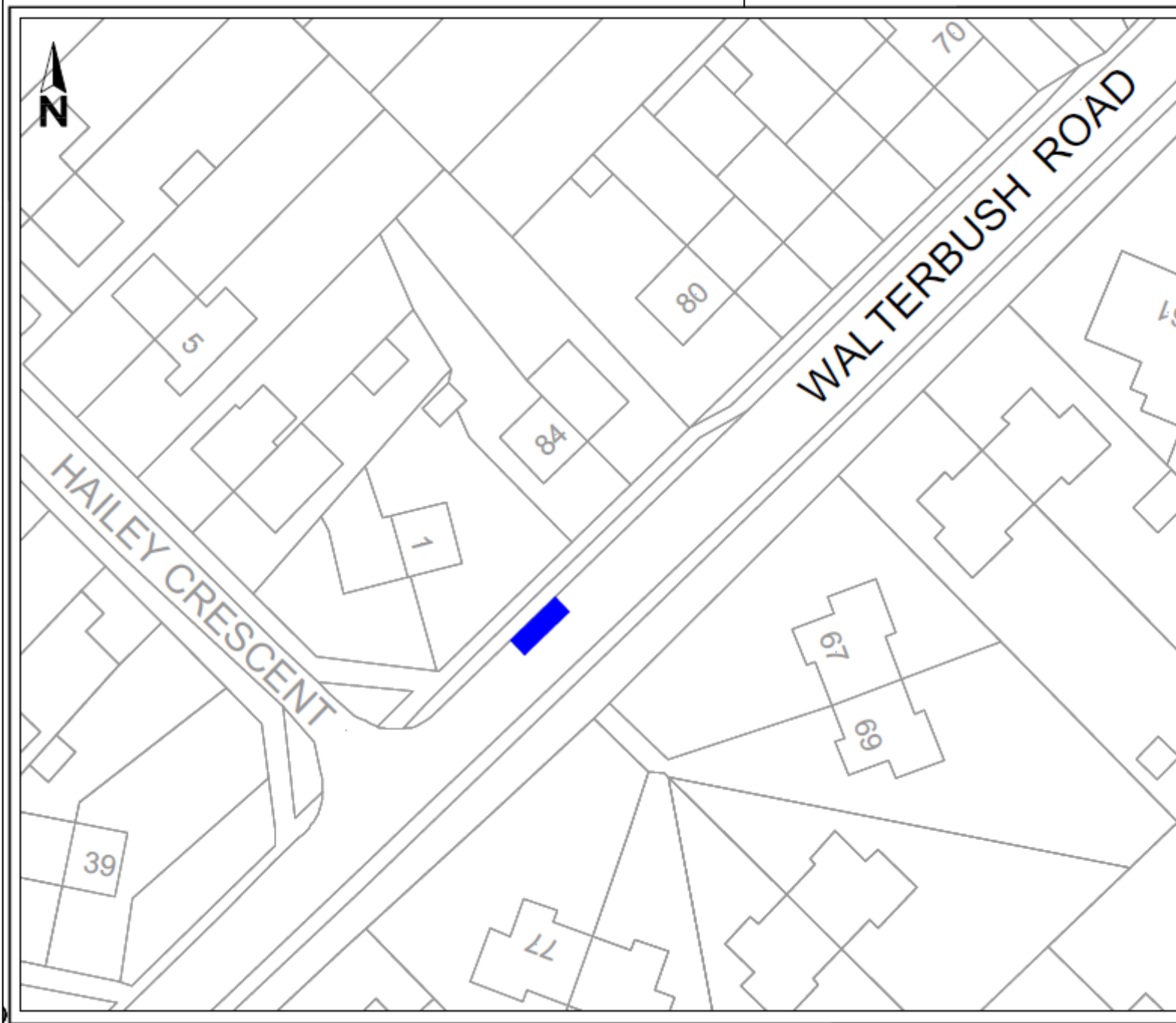
**Project title**  
 PROPOSED DISABLED PERSONS PARKING PLACES

**Drawing title**  
 CHIPPING NORTON  
 WALTERBUSH ROAD

**Drawing Status**  
 CONSULTATION

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC		

Date check	Date checked	Date approved
03/2024		



**Key**  
 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ACCORDANCE WITH THE HAZARD IDENTIFICATION NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:  
 CONSTRUCTION  
 (ENTER NONE IF APPLICABLE)  
 MAINTENANCE/CLEANING  
 (ENTER NONE IF APPLICABLE)  
 USE  
 (ENTER NONE IF APPLICABLE)  
 DECOMMISSIONING/DEMOLITION  
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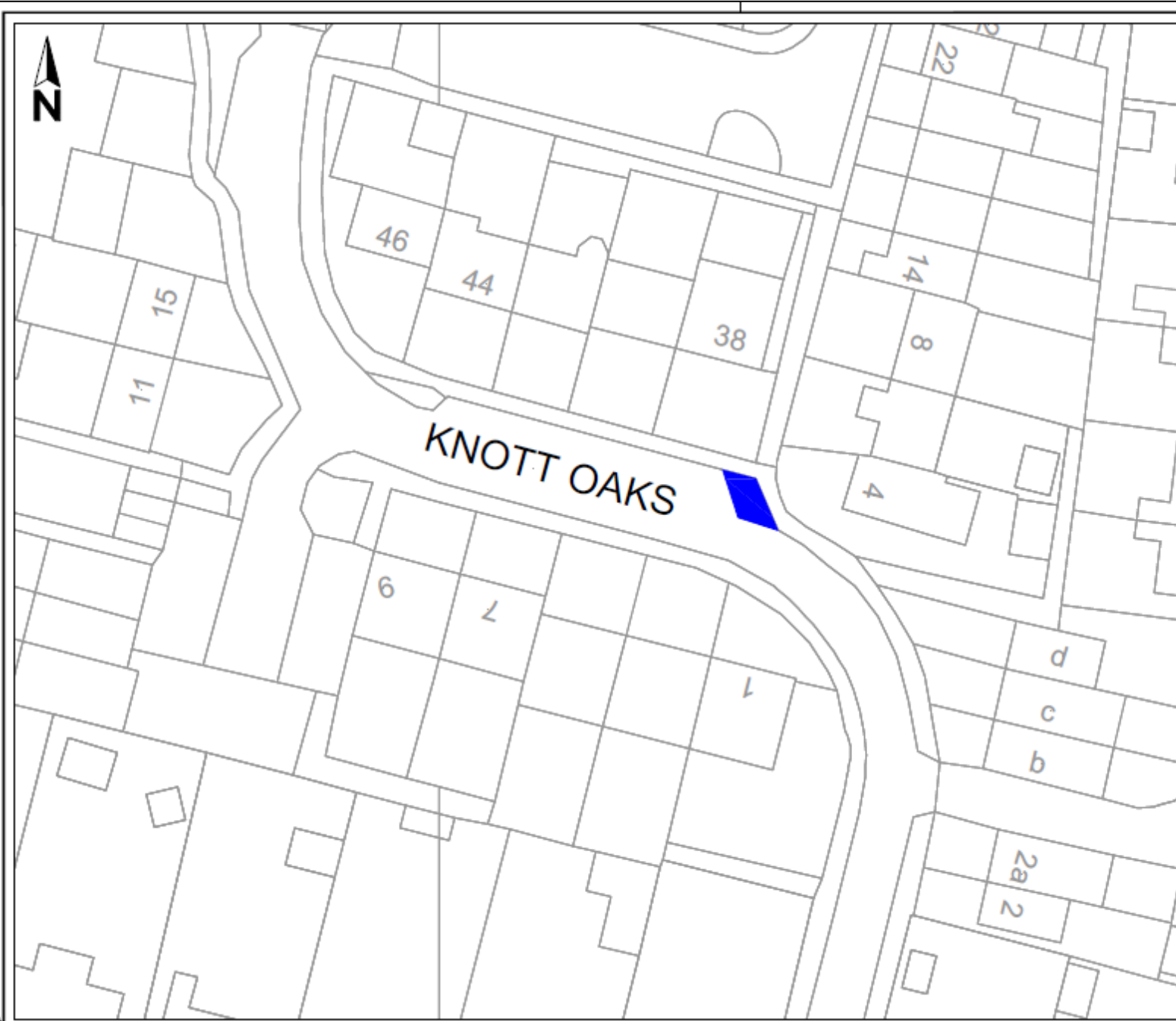
**Project title:**  
 PROPOSED DISABLED PERSONS PARKING PLACE


**Drawing title:**  
 COMBE  
 KNOTT OAKS

**Drawing Status:**  
 CONSULTATION

Scale @ A4	Drawn by	Checked by	Drawn by	Checked by	Approved by
1:500		Ju/C			

Oxfordshire Project No. & File Ref: PD134  
 Drawing No: DPPP/2024/060  
 Revision: 0



**Key**  
 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

(IN ADDITION TO THE HAZARD/RISK/NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS)

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



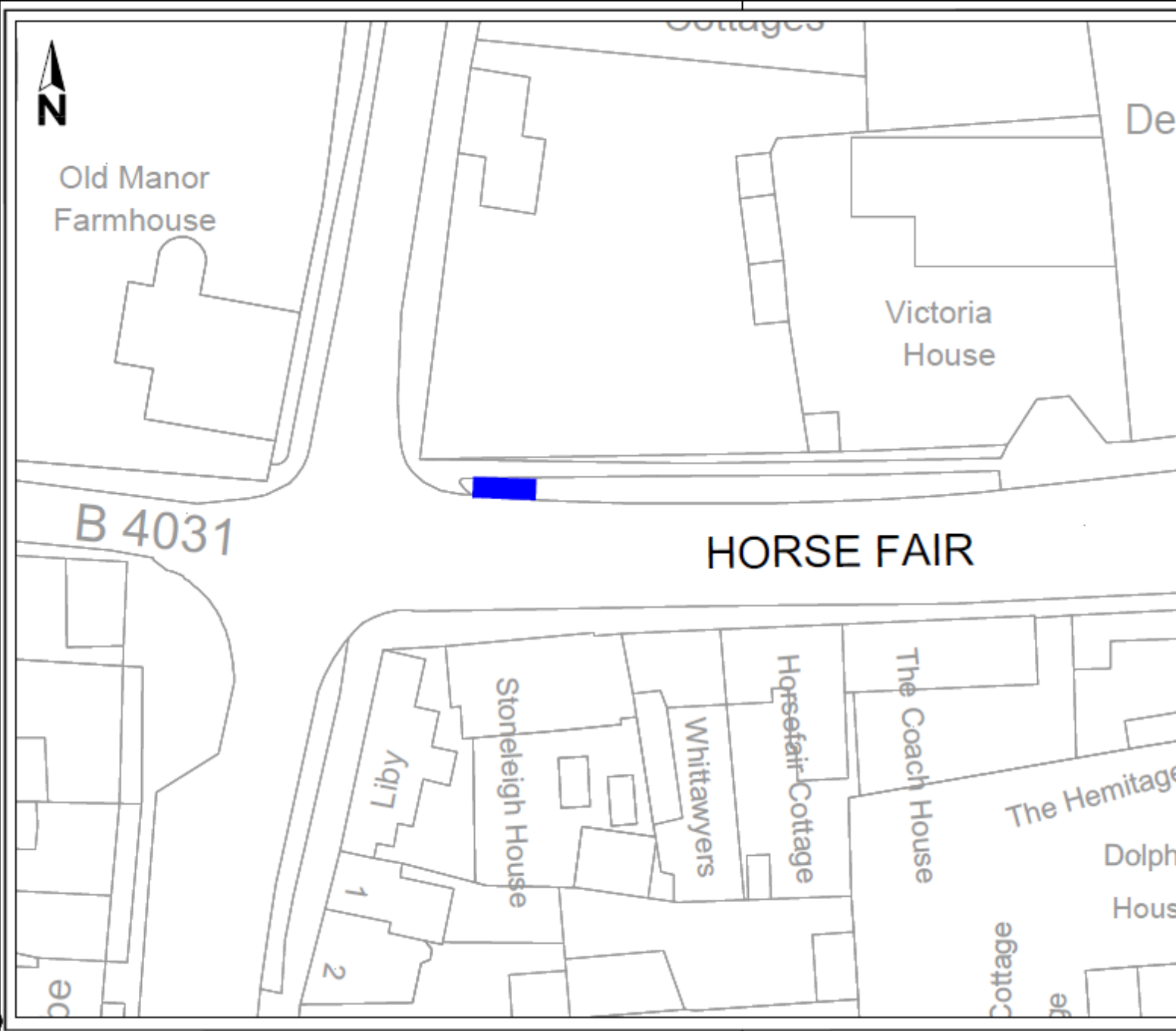
Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

Drawing title  
**DEDDINGTON HORSE FAIR**


Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	JwC

Date drawn: 03/2024  
 Date checked:   
 Date approved:   
 Oxfordshire Project No. & File Ref: **PD134**  
 Drawing No. **DPPP/2024/043**      Revision: **0**



**Key**

 Proposed removal of Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

(IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK SET OUT ON THESE DRAWINGS, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS)

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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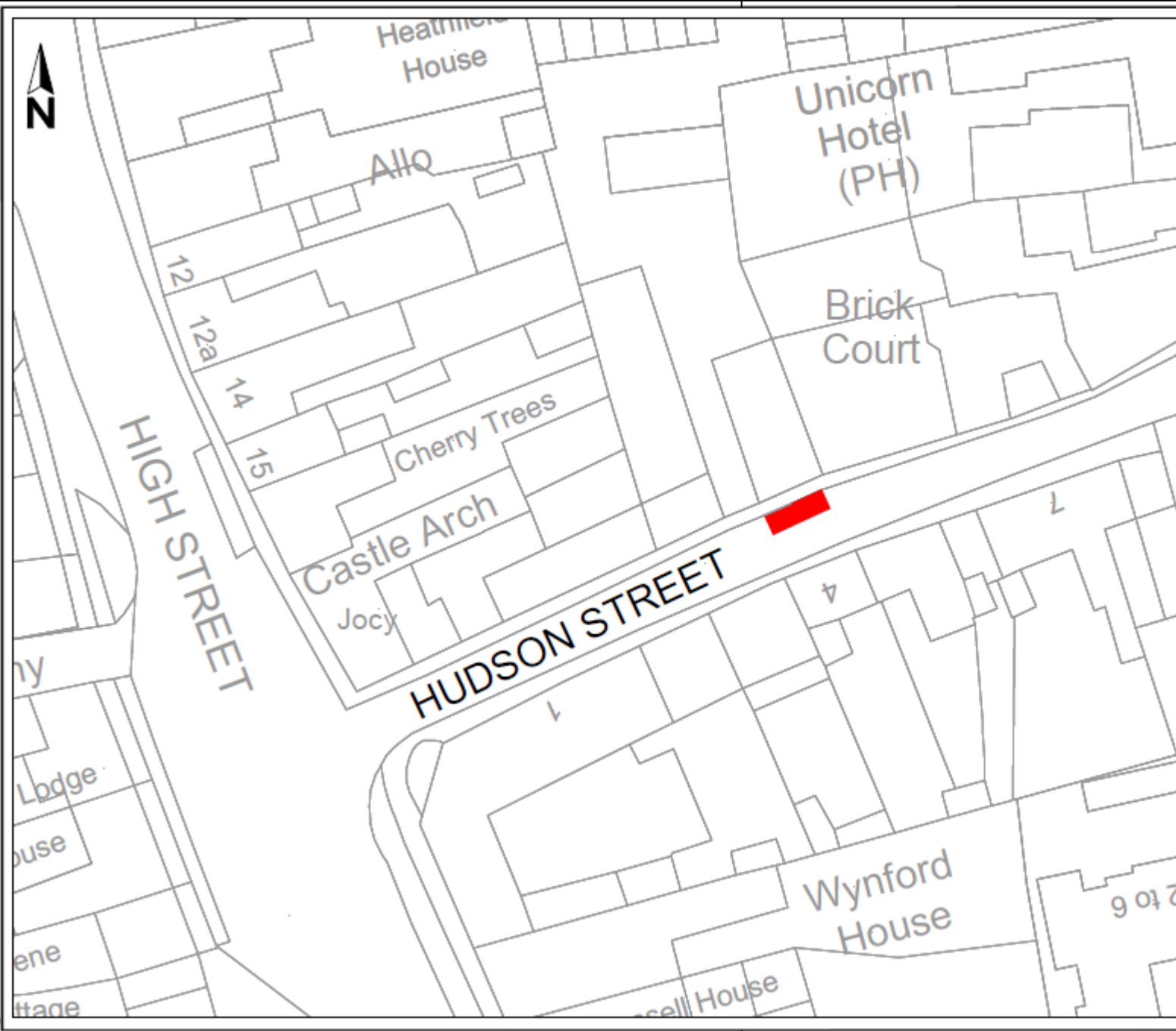
Bill Cotton  
Corporate Director for  
Environment and Place  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 210 1111

Project title  
**PROPOSED REMOVAL OF  
DISABLED PERSONS PARKING  
PLACES**


Drawing title  
**DEDDINGTON  
HUDSON STREET**

Drawing Status

<b>CONSULTATION</b>			
Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	
Date issue	Date check	Date approval	
03/2024			





**Key**  
 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARD/RISK/RATE NORMALLY ASSOCIATED WITH THE TYPE OF WORK  
 SPECIFIED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARD/RISK:  
 CONSTRUCTION: (ENTER NOTE IF APPLICABLE)  
 MAINTENANCE/CLEANING: (ENTER NOTE IF APPLICABLE)  
 USE: (ENTER NOTE IF APPLICABLE)  
 DECOMMISSIONING/DEMOLITION: (ENTER NOTE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

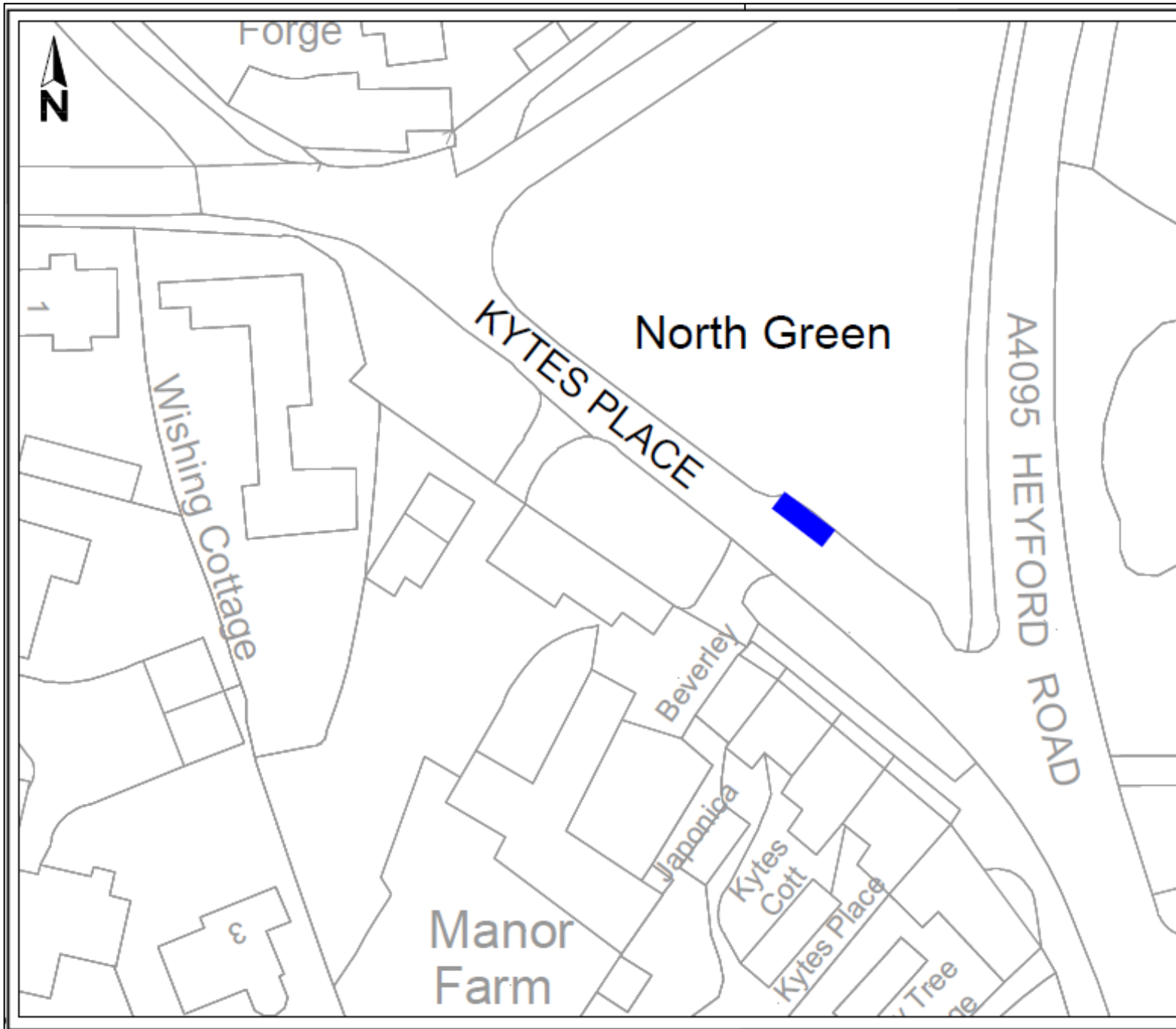


**Project title**  
 PROPOSED DISABLED  
 PERSONS PARKING  
 PLACES

**Drawing title**  
 KIRTLINGTON  
 KYTES PLACE  
 NORTH GREEN

**Drawing Status**  
 CONSULTATION

Scale @ A4	Drawn by	JaC	Checked by	Approved by
1:500	Date drawn	03.2024	Date checked	Date approved
Oxfordshire Project No. & File Ref.	P0134			Revision
Drawing No	DPPP/2024/048			0



**Key**

- Proposed Disabled Persons Parking Places

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

PLEASE REFER TO THE HAZARD/RISK/NORMALLY ASSOCIATED WITH THE TYPE OF WORK SET OUT IN THESE DRAWINGS, NOT THE FOLLOWING INFORMATION FOR THE WORK.

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of Revision	Drawn	Checked	Approved



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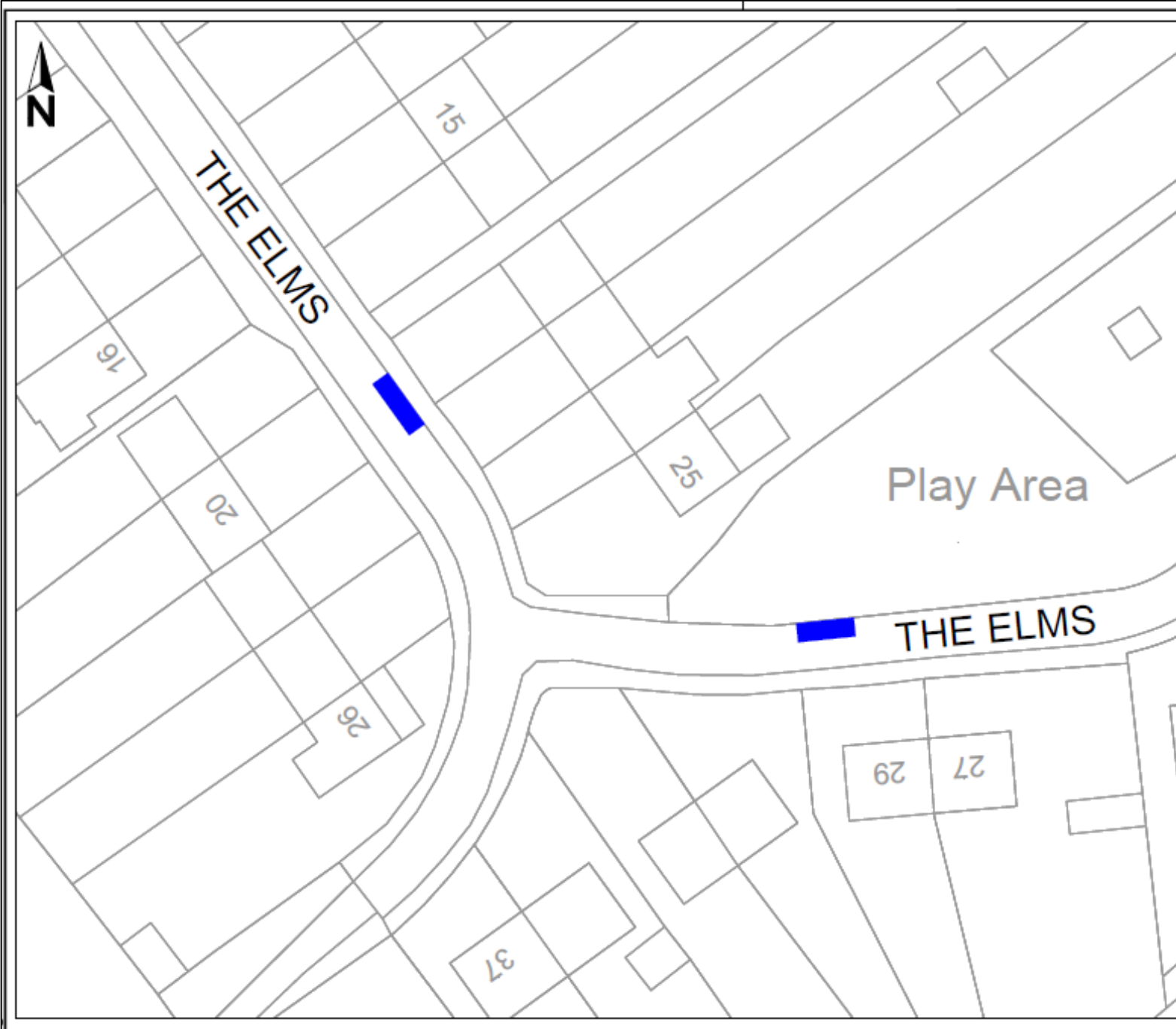
Bill Cotton  
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Oxfordshire County Council  
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Project Title  
**PROPOSED DISABLED PERSONS PARKING PLACES**


Drawing Title  
**LANGFORD THE ELMS**

Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	J&C		
Date drawn	Date checked	Date approved	
03/2024			
Oxfordshire Project No. & File Ref.	P0134		
Drawing No.	DPPP/2024/055	Revision	0



**Key**

 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RELEVANT RISKS:

**CONSTRUCTION**  
 (ENTER NONE IF APPLICABLE)  
**MAINTENANCE/CLEANING**  
 (ENTER NONE IF APPLICABLE)  
**USE**  
 (ENTER NONE IF APPLICABLE)  
**DECOMMISSIONING/DEMOLITION**  
 (ENTER NONE IF APPLICABLE)

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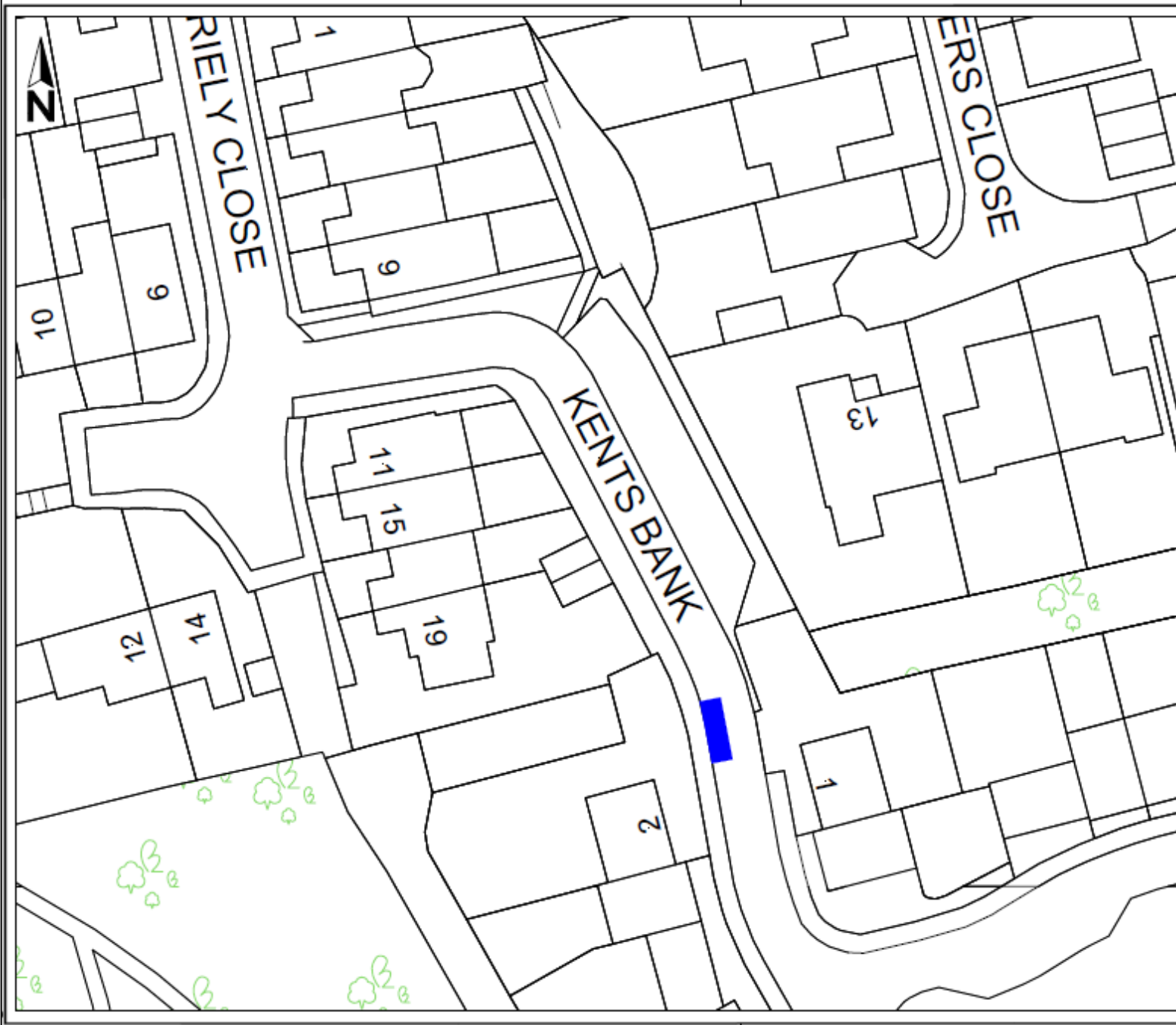
**Project title:**  
 PROPOSED DISABLED PERSONS PARKING PLACES

**Drawing title:**  
 LONG HANBOROUGH KENTS BANK

**Drawing Status:**  
 CONSULTATION

Scale @ A4	Drawn by	Checked by	Drawn by	Checked by	Approved by
1:500	Ju/C	Ju/C			

Oxfordshire Project No. & File Ref: P0134  
 Drawing No: DPPP/2024/056 Revision: 0



Drawing No. DPPPP/2024

# ANNEX 20

## Key

- Proposed Disabled Persons Parking Place

### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

(IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS)

CONSTRUCTION  
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER NONE IF APPLICABLE)

USE  
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
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 Oxford  
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 Tel: 0845 210 1111

Project title  
**PROPOSED DISABLED PERSONS PARKING PLACES**

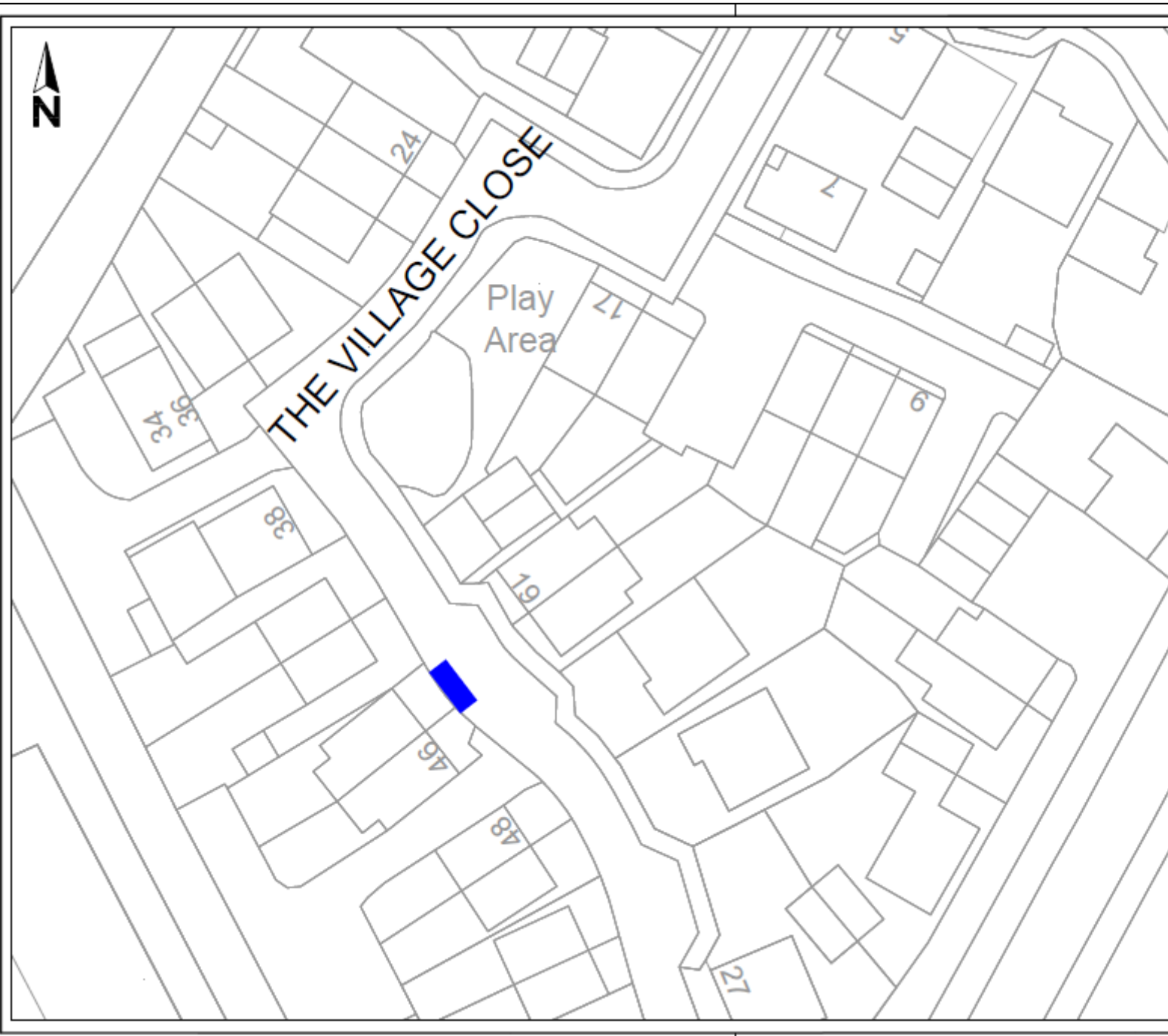
Drawing title  
**UPPER ARNCOTT THE VILLAGE CLOSE**

Drawing Status  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JwC	JwC	JwC

Deliverable Project No. & File Ref.	Revision
P0134	0

Drawing No. DPPPP/2024/049



**Key**

Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DEFINED ON THIS DRAWING, NOTE THE FOLLOWING SUBSEQUENT RISK/RATE

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DISMANTLING	(ENTER NONE IF APPLICABLE)

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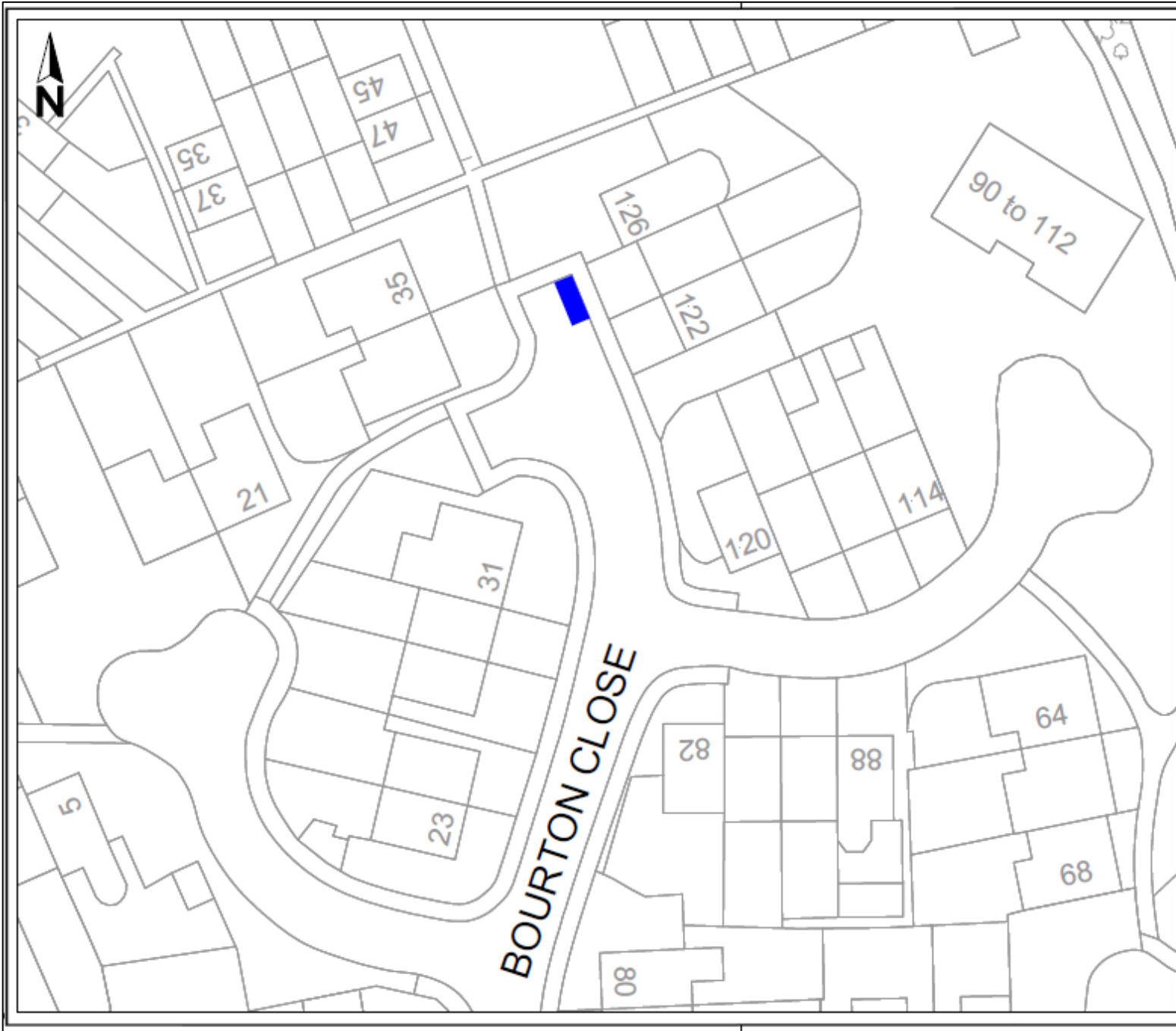
Project title:  
**PROPOSED DISABLED PERSONS PARKING PLACE**


Drawing title:  
**WITNEY BOURTON CLOSE**

Drawing Status:  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JWC		

Date drawn	Date checked	Date approved
03/2024		



**Key**  
 Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDING RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING IMPORTANT REMEDIAL RISK:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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 Oxford  
 OX1 1ND  
 Tel: 0845 210 1111

Project Title:  
**PROPOSED DISABLED PERSONS PARKING PLACE**

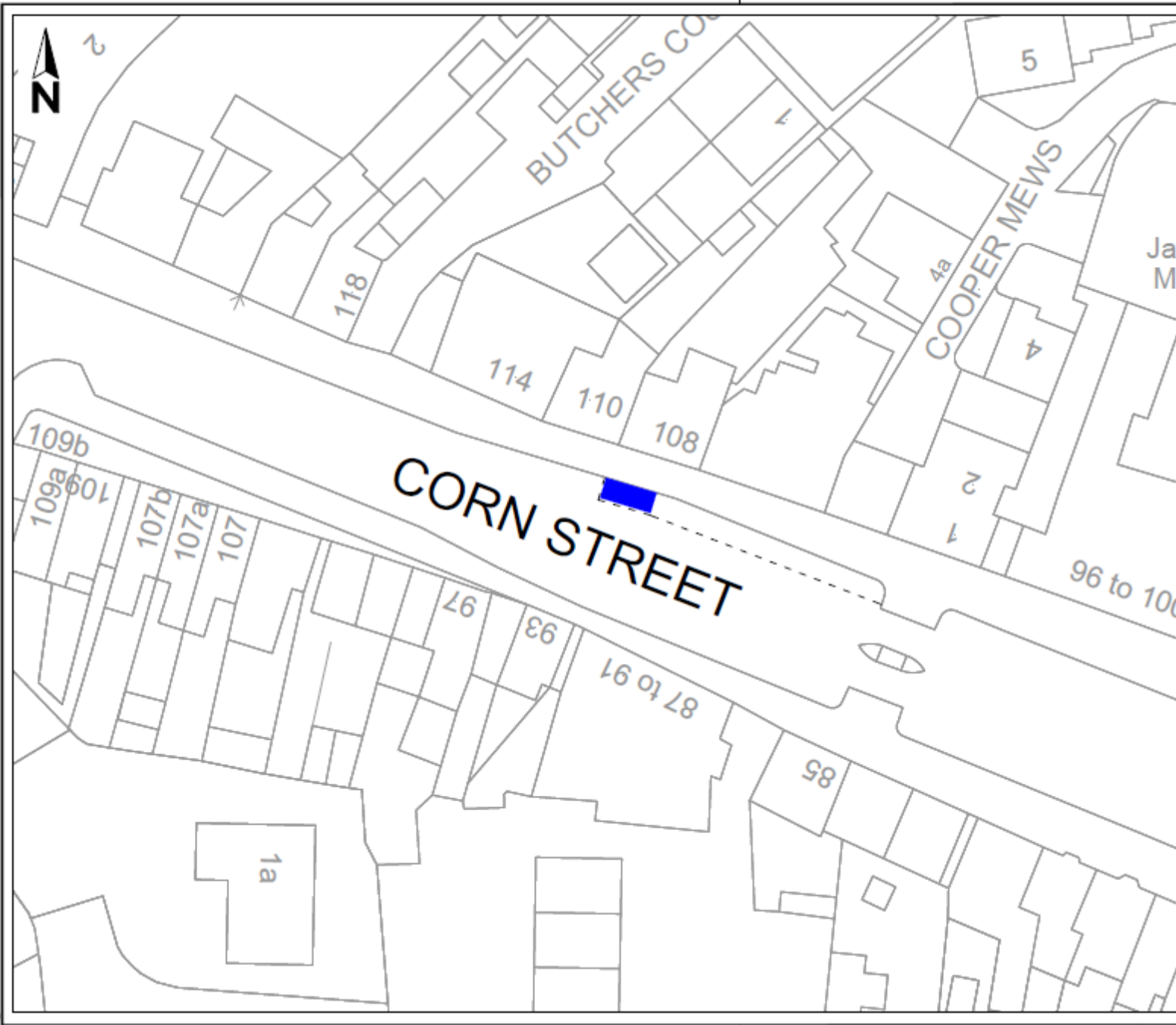
Drawing title:  
**WITNEY CORN STREET**

Drawing Status:  
**CONSULTATION**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	Ju/C	Ju/C	
Date issue	Date checked	Date approved	
03.2024			

Oxfordshire Project No. & File Ref: **PD134**

Drawing No: **DPPP/2024/059** Revision: **0**



**Key**

Proposed Disabled Persons Parking Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

PLEASE REFER TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING. NOTE THE FOLLOWING WORK-SPECIFIC HAZARDOUSNESS INFORMATION:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSION/DISMANTLEMENT	(ENTER NONE IF APPLICABLE)

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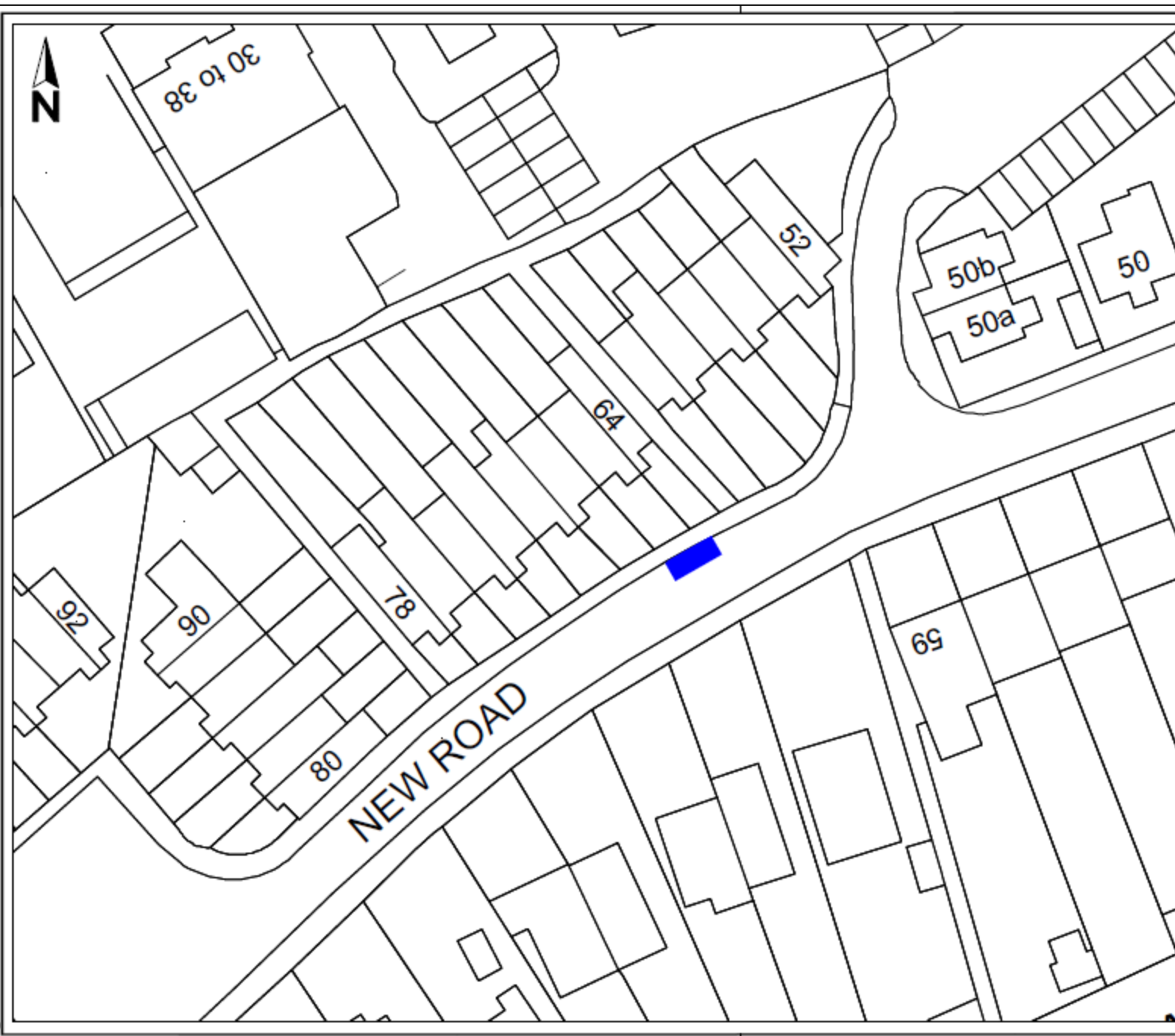
Bill Cotton  
Corporate Director for  
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Committee  
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Tel: 0845 210 1111

**Project title:**  
PROPOSED DISABLED PERSONS PARKING PLACE

**Drawing title:**  
WOODSTOCK NEW ROAD

**Drawing Status:**  
CONSULTATION

Scale: 1:500	Drawn by: JwC	Checked by:	Approved by:
Date drawn: 03/2024	Date checked:	Date approved:	



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
<i>Landels (Bampton) - Proposed removal of DPPP</i>	
(2) Local Resident, (Bampton)	<b>Support</b> (Landells) – My wife and I have no objection to the removal of the 'Disabled Persons Parking Place'
<i>Abbey Road (Banbury) - Proposed new DPPP</i>	
(3) Local Resident, (Banbury)	<b>Support</b> (Abbey Road) – I am writing to express my support for the proposed disabled person parking place in Abbey Road, Banbury. I believe that this is an excellent idea, as I have two disabled individuals at home, including my mother who uses a walking stick for short distances and a wheelchair for longer distances. Unfortunately, parking is a major issue in our area, with neighbours often parking their vans and even holiday caravans on the streets. This causes a significant problem with parking, especially in the evenings and on weekends. Cars are often parked in the middle of the street near a small, triangle-shaped lawn, and when vans are parked, it is very difficult to leave, especially since my car is larger due to the wheelchair. Therefore, I strongly support the provision of even more than one parking space for disabled people, as this would certainly make life easier for those who are disabled.
(4) Local Resident, (Banbury)	<b>Concerns</b> (Abbey Road) – I myself am disabled and this would hinder me a great deal. If I may make a suggestion that the parking spot outside number 35 which is a couple of meters away from the proposed spot and the couple at number 35 have 3 vehicles to the 2 people living there and neither have additional needs. Yes, I find walking extremely difficult at times, if I have a bag with me it makes it all a lot harder so parking near my house has helped me a great deal over the last 20 years.



	The reason I suggested the space outside number 35 is that it is relatively close to the proposed bay, and the 7m long mobile home is there over hanging the parking bay both front and over the path and back sticking into the road, it's there somewhere around 355 days a year.
<i>Middleton Road (Banbury) – Proposed DPPP</i>	
(5) Local Resident, (Banbury)	<b>Support</b> (Middleton Road) – I have no reason to object to this presumably needed DPPP.
<i>Portway (Banbury) - Proposed DPPP</i>	
(6) Local Resident, (Banbury)	<b>Support</b> (Portway) - I am supporting. Due to the limited number of spaces available in this part of Portway I think it imperative that this space be allocated as disabled for the sole use of the applicant, to hopefully limit any possibility if someone else using the space and therefore making it difficult for the applicants to access their car if further away due to very limited mobility.
<i>Westbeech Court (Banbury) - Proposed DPPP</i>	
(7) Local Resident, (Banbury)	<b>Objection</b> (Westbeech Court) – There are 28 maisonettes in Westbeech Court and only a small amount of parking spaces which causes absolute chaos. By removing another space for a Disabled Bay which is NOT needed you are creating more parking chaos!
(8) Local Resident, (Banbury)	<b>Concerns</b> (Westbeech Court) –. I'm writing regarding the proposal for disabled bay in Westbeach court. It is unnecessary because disabled badge holders can park in any permitted bay at any time. The parking here is extremely bad as it is, there's only 6 bays and 15 people trying to park in them few of them have been reported numerous times for parking without permit holder and nothing has been done about it. We've reported online, sent emails and nothing, no one comes to check so what are paying for?

*Western Crescent (Banbury) - Proposed DPPP*

<p>(9) Local Resident, (Banbury)</p>	<p><b>Objection</b> (Western Crescent) – I strongly oppose this proposal for many reasons:</p> <ol style="list-style-type: none"><li>1. Western Crescent has been built with houses and no parking. Some residents have been able to ease this pressure by building off street parking but only a small minority.</li><li>2. This is a crescent with no traffic flow and causes congestion on daily basis.</li><li>3. This road is already abused on a daily basis with non residents parking here for free when using the train, going into the town centre, the hospital, going on holiday and more recently residents who live on Hightown Road and who don't have a driveway themselves.</li></ol> <p>The disabled access space would not be required if OCC would be able to support residents with the abuse of parking this road receives. Removing space for residents off the road and giving priority access space just to one household is not justified or fair to ALL the residents suffering this problem of not being able to park at their home address. I would very much like to hear your response and thoughts on the above 3 points of frustration.</p> <p>I would also like to raise the serious safety concerns that the unsafe/free parking that is happening on a daily basis down Hightown Road. This used to occur along Bankside until OCC realised the danger it created and marked the road with double yellow lines but all this has done has shifted the problem around the corner. Quite often there are 5+ cars parked in a row heading down the hill and around the bend meaning you have to drive on the wrong side of the road with zero visibility of any oncoming cars. There is a serious accident waiting to happen</p>
<p>(10) Local Resident, (Banbury)</p>	<p><b>Objection</b> (Western Crescent) – I would like to object to the proposal to provide a disabled parking space in Western Crescent.</p> <p>It is difficult for residents to park in the street owing to other road users parking here and then going off to work etc. I do feel a more reasonable solution would be to make Western Crescent resident parking only and in this way we could all park closer to our homes.</p> <p>I would also point out that there is already a Disabled Parking spot at the bottom of the street and feel that having two in a short street is unreasonable.</p>

*Woodgreen Avenue (Banbury) - Proposed formalisation of two DPPP's*

(11) Local Resident  
(Banbury)

**Objection** (Woodgreen Avenue) - I am writing this email to object to the disabled person parking bay being put outside number 26 woodgreen avenue Banbury ox160ax for the reasons I will state below.

Objection 1:

I would like to object to the disabled parking bay outside the resident of 26 woodgreen avenue as we would all like to park our vehicles outside our homes but there is not enough space to do so. There isn't enough space as it is out there for people to park their cars. The household stated above has more than 1 vehicle to the household to which they ALL are able to park right outside their house.

Objection 2:

I'm also sending this objection to the proposed disabled bay as there is already TWO vacant disabled bay on this stretch of road which are not used by anyone else. This is an extremely busy street with most household having more than 1 vehicle and finding it impossible to park as it is. The proposed disable parking bay would further occupy a further 2 parking spaces (3 metres) if agreed and not only this would be a strain on the parking for other residents. On this note the address stated above is able to park outside the household everyday without fail even if the vehicle has gone when they arrive back the same space is still empty on arrival for them to park there vehicle right outside there front gate.

Objection 3:

The household in question for this disabled bay is more than capable of walking a distance, as we see the occupant walk to the local shop daily as well as walking to a family members on this note I don't feel like it would be appropriate for a disabled bay to be put in as the TWO vacant disabled bays on the road already would be more than appropriate for them to park in and walk the small distance to there house.

Not only this anybody that holds a blue badge is able to park in that space outside the home so the occupant would have to walk a distance to there home if the disabled bay is already being used by someone else, so why can't the TWO vacant bays already on the street be used for this occupant instead of causing more parking issues.

<p>(12) Local Resident (Banbury)</p>	<p><b>Concerns</b> (Woodgreen Avenue) - We already have 2 bays which are not used on this stretch of 14 houses another one would cause parking problems as there bigger than a size of a car. The lady in question would be able to use one of the bays that is already there.</p>
<p>(13) Local Resident (Banbury)</p>	<p><b>Concerns</b> (Woodgreen Avenue) - I don't believe it's necessary for a bay to be put outside as there is always parking space outside the occupants house, mainly taken by the 3 cars that belong to that one household, one being the owner of the house and the other two being her sons car and her daughters boyfriends car, there has been many occasions where the the "disabled" person has parked further down the street due to her household cars being parked outside her house which they could easily move their cars. Her neighbour at 28 has recently had a driveway built which has given that stretch an extra car parking space even know that occupant no longer has a car to park on the driveway, they are good friends and I'm sure she could park on her drive way if needed. There are already 2 disabled bays on this stretch of road that are not currently in use and she can park in them, from what I'm aware of there are a number of people on this road that do have a disabled badge and also have the right to park in "her" disabled bay if one was to be put in, which I'm sure people would also use for their benefit so it doesn't really help her in that instance as she would loose the opportunity more to park outside her own house when there is no issues with parking outside anyway.</p>
<p><i>Lancaster Close (Bicester) - Proposed DPPP</i></p>	
<p>(14) Local Resident (Bicester)</p>	<p><b>Object</b> (Lancaster Way) – My understanding when purchasing my house is that the parking spaces are available to any of the residents on this part of the road from house number 18-36. And that no resident has ownership over a space.</p> <p>Whilst I understand people have disability needs, there is already a massive strain on these parking spaces as some residents have more than one vehicle and it is very much "first come first served" with spaces.</p> <p>Additionally, if a permanent disabled parking space is made, what would happen if the disabled person moved house in the future. Are the remaining residents going to be stuck with a parking space that nobody else can use unless they are disabled?</p> <p>Therefore, I would be against this proposal. And would be in favour of permitting 1 car park space to each resident directly outside their house. - As the map you provided shows this is possible and would be more fair to the other residents.</p>

<i>Mallards Way (Bicester) - Proposed DPPP</i>	
(15) Local Resident (Bicester)	<b>Support</b> (Mallards Way outside No's 72 & 74) - I have no issues with the Disabled persons parking places outside houses 74 and 72
(16) Local Resident (Bicester)	<p><b>Concerns</b> (Mallards Way opposite No. 91) - I am confused as to why the third space has been requested as it's not outside any one's property and against a wall.</p> <p>I understand that this space has been proposed by the occupiers of 91 Mallards Way. If this is correct I'm confused to why they would request this space as they have only one car and their drive is situated directly outside their front door. For them to access the proposed disabled parking space would require them to walk across two drives and across a road which defeats the object of the parking space making things easier due to considerable difficulty over long distances.</p>
(17) Local Resident (Bicester)	<p><b>Object</b> (Mallards Way opposite No. 91) - We would like to advise that we want to make sure any parking does not obscure our view of traffic as we leave our drive way. At the moment we have to get almost into the middle of the road to see what's coming around the corner because people do park right up to our drive way &amp; this completely blocks our view.</p> <p>We are on a 90 degree bend - so cars that park outside our drive way do obscure our view and it makes leaving and arriving into our drive way sometimes quite hazardous as cars do travel quite fast upto the bend.</p> <p>Any van that parks directly outside the drive way totally obscures our view.</p> <p>So in light of this we would object to parking outside our house &amp; if you ignore this objection then the very least we would expect is that some height restriction is made.</p> <p>I am aware of neighbours that do need disabled parking, and I see this is being accommodated outside 74 Mallards</p>

	<p>Way where there is plenty of visibility.</p> <p>The 90 degree bend our house sits adjacent to is quite precarious at the best of times to see passing traffic, I do worry adding a disabled parking would mean there would always be a car parked in the way of our sight, where at the moment at least at some points in the day we can leave our drive way and actually see in both directions.</p>
(18) Local Resident (Bicester)	<b>Support</b> (Mallards Way outside No's 72 & 74) - I live at 74 and need use of a space for my wife who has Alzheimer's
<i>Villiers Road (Bicester) - Proposed removal of DPPP</i>	
(19) Local Resident (Bicester)	<p><b>Support</b> (Villiers Road) – Thank you so much for finally turning your attention to this matter.</p> <p>The disabled space has not been required for the past two years. Its removal cannot happen soon enough. Please go ahead and restore the space to its former general use immediately.</p>
<i>Cherry Tree Way (Carterton) - Proposed new DPPP</i>	
(20) Local Resident (Carterton)	<p><b>Object</b> (Cherry Tree Way) - I'm making it very clear I strongly oppose the idea. For the reasons as follows. The street is very limited on parking as it is for all with no house allocated on street parking.</p> <p>Even if the on street parking is in use there are surrounding streets within 10 metres of the proposed space which offer parking. I don't think they've looked at all the options and a parking space isn't the answer because they can't park their car where they want.</p>
(21) Local Resident (Carterton)	<p><b>Concerns</b> (Cherry Tree Way) - I would like to highlight some concerns about the proposed location of the parking space.</p> <p>As you can see from the attached photograph, the road is extremely narrow and only allows for parking on one side of the road. Cars have now started to park partly on the curb to enable through flow of traffic. If a car were to park on the</p>

	<p>opposite side of the road to the disabled bay, it would be unusable as traffic could not pass safely if cars are parked on both sides.</p> <p>In our time living here (in excess of 10 years) we have witnessed several accidents and near misses at the junction between Cherry Tree Way/ Pear Tree Walk due to restricted visibility of the driver &amp; cars that are required to drive on the wrong side of the road due to parked vehicles. This has been brought to the attention of local residents on a number of occasions, yet parking in this way continues. Adding a permanent parking space will further add to the risk of accidents occurring.</p> <p>Moreover, every property on Cherry Tree Way has two available parking spaces to the rear of their property - one off street and one in their garage. It is unfortunate that this address has chosen to convert their garage into a workshop, rather than using it for its intended purpose which is to house a car. Home owners should be encouraged to utilise their allocated parking (which this property does not) prior to requesting additional parking which is in no doubt to the detriment of other road users and their safety.</p>
<p><i>Dovetrees (Carterton) - Proposed DPPP</i></p>	
<p>(22) Local Resident (Carterton)</p>	<p><b>Object (Dovetrees)</b> - As I'm sure you are already aware, parking is a real difficulty at the bottom of Dovetrees. There is little available space for the needs of the street, with most residents having two cars and no driveway. Another difficulty is that the parking behind where you propose to add a disabled bay is directly under the trees, which leaves cars covered in tree sap (very difficult to get off your car) and splattered with bird excrement every time you park under it. We run a business where we have equipment that we need to get in and out of our car. The the space you are proposing is where we park our car, with our business car parked behind under the trees (not ideal but have no choice) as there is nowhere else to park. Our neighbours kindly respect that because it is nearest to our house that we typically park there; they all typically park outside their homes which we also respect.</p> <p>There are some cars that park in front of the garages and there is no more access to have additional cars in that area. Currently there are no residents living in number 19, however, when there are new residents living there, there's a good chance they will have 1-2 cars and then it will be almost impossible for everyone to park as there is NO room for anyone to park of an evening as it stands.</p> <p>Weekends are very difficult as there are often children/friends visiting neighbours who will park where we usually park meaning we have nowhere to park and end up half way up the road if we are lucky. This is far from ideal.</p>

	<p>Although we do understand that some neighbours would like disability parking, we feel it will put even more pressure on what is already a tricky parking situation and so therefore strongly oppose the idea.</p> <p>We propose a few ideas that could help with parking:  Remove the large bush and grassy area where you propose a bay and extend the cut-in bay both ends so there are more cars that can park diagonally along there.  A resident parks up on the grass opposite the cut in bays, remove this grassy area and put another cut in bay.  We're not sure how it will massively benefit the people who are requesting the disabled parking, since it is us that park there and assuming not the people asking for the disabled bay? Could the disabled bay not be marked outside the people who are requesting it? Just a thought!  We really do hope that you take on board our thoughts and understand that it is important to us that we have a close-by, safe place to park for the safety of our children. We would appreciate being kept up to date with anything relating this decision.</p>
<p><i>Kestrel Close (Carterton) - Proposed removal of DPPP</i></p>	
<p>(23) Local Resident (Carterton)</p>	<p><b>Support</b> (Kestrel Close) – It would free up a little more space in what is a busy parking area to begin with.</p>
<p><i>The Slade (Charlbury) - Proposed new DPPP</i></p>	
<p>(24) Local Resident (Charlbury)</p>	<p><b>Concerns</b> (The Slade) - This will limit parking, which is already an issue.</p>
<p><i>Walterbush Road (Chipping Norton) - Proposed new DPPP</i></p>	
<p>(25) Local Resident (Chipping Norton)</p>	<p><b>Object</b> (Walterbush Road) - The parking along this road. Is a complete nightmare already. With a number of people who would benefit disabled parking.</p>



	<p>A number of us have drives we can't use due to no drop curbs. There is a small amount of grass opposite the proposed parking space. That could be turned in to a number of parking spaces. For those who live along this road.</p> <p>I already 90 percent of the time to be able to park outside my own home.</p> <p>So sadly no I do not agree for a disabled parking for 1 person to be able to park thier car. Surely making more parking available would be a better choice for all residents. I would love to be able to park on my drive but unable to.</p>
<p>(26) Local Resident (Chipping Norton)</p>	<p><b>Concerns</b> (Walterbush Road) - A far easier solution to the time consuming and tax payer funded construction of a specialist parking space would be to merely contact your opposite number at Cottsway Housing and have them instruct their tenants at no 71 to find alternative provision for at least one of their vehicles. The residents are a couple, yet they have one large saloon car, a medium size hatchback and Transit van. Together they account for 4 spaces when parked.</p> <p>I fully appreciate that everyone needs to park their car (or maybe two) somewhere but parking was never an issue before this couple moved in. Now however, the disabled tenant who has parked in the street for many years without issue, has to resort to contacting the Council for a dedicated space. Go figure.</p> <p>Let's save everyone the hassle and expense of going through the process of building a dedicated disable parking space (and then policing it) by putting in a call to no. 71 and politely asking them to find somewhere else to park their Transit van.</p>
<p>(27) Local Resident (Chipping Norton)</p>	<p><b>Support</b> (Walterbush Road) - In answer to your recent letter outlining the proposed disabled parking bay in Walterbush Road, I am very much in favour of it.</p> <p>Currently my neighbour who is badly disabled, has to park partly in the bus bay and partly on yellow lines to get any where near the gate to his bungalow. He does not have a parking facility in the grounds of the bungalows. We can only park on one side of the road here because the road is narrow and a regular bus route. ( We appreciate having the bus service).</p> <p>I too am disabled, but because of the location of my bungalow, I was able, at my own expense to have an uncovered drive installed on the property.</p>

	<p>The grass verge outside these bungalows is also used by residents of these bungalows for parking, as do the care assistants, medics, and ambulances that call daily to tend to the residents in these four bungalows. I could suggest that turning the grass verge into a regular parking bay for bungalow residents would ease the bad feelings caused by vehicles being parked outside the properties opposite, who's tenants, owners, feel that they should be able to park outside their property.</p> <p>The proposal is a very good start on easing tensions caused by the parking problems in this corner of Walterbush Road.</p>
<p><i>Knott Oaks (Combe) - Proposed new DPPP</i></p>	
<p>(28) Local Resident (Combe)</p>	<p><b>Support</b> (Knott Oaks) - I would be interested to know whether this has been requested by someone living in Knott Oaks, close to this space? If so, I would have no objection.</p> <p>If it hasn't been requested and isn't needed, it will cause a problem.</p> <p>I have lived here for 14 years and parking has never been as bad as it is now. Lots of new people have moved in with multiple cars, which can't be helped. We have a van that never moves and is being used as a garage, and a caravan, that I know is allowed, but does create a problem for everyone.</p> <p>If this disabled space isn't required and no one is going to use it, it will exacerbate the problem.</p>
<p>(29) Local Resident (Combe)</p>	<p><b>Concerns</b> (Knott Oaks) - My question is where is the "local demand" originating from? If this is for a general increase across Oxfordshire or a truly "local" demand originating from within Knott Oaks? If it is the former, then I would suggest you truly consider the local demand for parking within this area (outlined below).</p> <p>Current demand for parking spaces is at a premium in the street frontage between no's 38 and 46 where the proposed parking space has been placed. I believe approximately 10 cars can be parked along this space. The addition of the proposed disabled space would remove 2 car spaces from this area.</p> <p>The current situation of those who park there is as follows (obviously this changes over time).</p>

No. 8 (us): 2 cars

No. 6: 1-2 cars

No. 38 and 38A: 1 car each (2 total)

No. 40: 2 cars

No. 42: unsure, however I believe there is a disabled person there (they have a ramp to their house).

No 44 and 46: unsure, however there are always cars parked in front.

As you can see, if all these cars are present (most often at night) then this space is generally full. However, it is quite empty during the day as most of us head to work.

Most other relative properties on the map (No. 2a-d, 4, 1, 3, 5, 7, 9) have their own parking area / driveway.

In addition, there are 2 disabled bays in the parking area adjoining No. 9 (marked on map) which are generally unused.

My questions and points are:

- If the “local” demand is from the resident at No. 42, then the spot be placed at the other end, closer to their house) and / or it should be ensured that they use it (currently, from my observations, they are able to park in front of their house for the majority of the time).
- To my knowledge, none of the other regular users, require a disabled permit.
- The 2 current spaces go unused for most of the time, and should be removed if the current proposal goes ahead.
- My fear is that if this proposal proceeds, the space will remain empty the majority of the time and create further pressure. Already there is one property who believe that the space in front of their house is for their “exclusive” use and you risk abuse or damage to your car if you park in front of their house (a sad situation, but unfortunately true! – my car has been keyed when parked there - reported to police, however no proof who the culprits were).

If the “local” demand is Oxfordshire wide, then I suggest this proposal be reconsidered based upon the actual “local” demand within Knott Oaks.

	<p>If there is true local demand (i.e. within Knott Oaks), then some further consideration is required due to the proposed placement, which will only create more pressure for those that currently use these spaces.</p>
<p>(30) Local Resident (Combe)</p>	<p><b>Concerns</b> (Knott Oaks) - They have two cars so if the proposed disabled parking goes ahead they will continue parking one of their cars on their lawn and their other car in the disabled space. I am sure that if one of our parking spaces is given over to them as disabled parking and their neighbours (myself included) complain to you with photos of their second car parked on their lawn (right outside their window) you or the council will just reply that there is nothing that can be done and that it is now a disabled parking space and they have a disabled badge.</p>
<p><i>Horse Fair (Deddington) - Proposed DPPP</i></p>	
<p>(31) Local Resident (Deddington)</p>	<p><b>Support</b> (Horse Fair) – We would be more than pleased to see this application granted.</p> <p>For several years we have watched a disabled person struggle greatly to walk to the Market Place in Deddington to park their car. Last year, we were incredibly disappointed to note a fine had been issued for car parking opposite their home whilst they struggled with shopping to and fro. The disabled space needed from the end of the bus stop in no way hinders the bus stopping. Historically, we believe when the bus stop was established, the yellow lines did not extend at all past the bus stop but were requested by a resident who did not want their view impaired by parked cars. We consider it would be grossly unfair to penalise a disabled persons parking space in Horsefair.</p> <p>The bus stop is somewhat of an anomaly to us as there is not an adjacent bus stop opposite, and we have always queried why this one is needed at all, especially considering there is another bus stop within a short distance in both directions. Indeed during the monthly Saturday Market and the Annual Deddington Fair, the bus bypasses the Market Place and Horsefair on the main road.</p> <p>We trust you will look favourably on this much needed application.</p>
<p>(32) Local Resident (Deddington)</p>	<p><b>Support</b> (Horse Fair) – I am pleased to hear this and have no objections.</p> <p>The public parking in Deddington is really bad and it may not be a bad idea to include public parking in the remainder of the pull in.</p>

<i>Hudson Street (Deddington) - Proposed removal of DPPP</i>	
(33) Local Resident (Deddington)	<p><b>Support</b> (Hudson Street) - A request has been made to remove the disabled parking bay on Hudson St Deddington following the passing of the resident that used it. The parish council have written to request that it remains to enable disabled customers of the pharmacy to park.</p> <p>I can confirm that customers park on the single yellow line directly outside the pharmacy (where there is space for 4 cars) and do not use the disabled bay.</p> <p>Parking for residents on Hudson St is extremely limited with many being forced to park on the market square and returning the disabled bay to normal parking would benefit the residents far more than an empty disabled bay.</p> <p>The view of the parish council has clearly been made upon an assumption rather than gathering evidence or consultation with residents.</p>
<i>Kytes Place (Kirtlington) - Proposed new DPPP</i>	
(34) Local Resident (Kirtlington)	<p><b>Support</b> (Kytes Place) - I have no objection to the above proposal because the most likely beneficiary will be myself as I hold a blue badge.</p>
(35) Local Resident (Kirtlington)	<p><b>Concerns</b> (Kytes Place) - There is no private land for the residents of Kytes Place to park on. We are terraced cottages and do not have a driveway or garage, meaning the only parking available is the lay-by out the front, or the other side of North Green. Many other properties around us do have their own driveways and garages but sometimes opt to not use them, meaning that lay-by is used by a number of different cars. It can be difficult as it fits around 4 cars in, (if parked correctly). Between numbers 4, 5 and 6 Kytes Place there are 6 cars that need to be parked at any given time, and so already it means that vehicles have to park on the other side of North Green, or sometimes on Mill Lane</p>

	<p>or Hayford Road. I appreciate the disabled bay only takes up one space, but equally that is one space less for households who already have difficulties parking.</p> <p>1. The space is not near any amenities in Kirtlington. I absolutely believe there should be access for everyone to everything, but I cannot see how a disabled space there is going to give anyone better access than what there already is. There is nothing near to Kytes Place that people would be visiting. In Kirtlington, there are very few attractions. The main ones are:</p> <ul style="list-style-type: none"> <li>○ The Village hall - This already has its own carpark, and therefore very accessible for everyone. It is also a fair walk away from Kytes Place with multiple road crossings needed to get there</li> <li>○ The Dashwood - They have their own carpark as well, and therefore should be accessible. There is also on the road parking that is closer and would be better access</li> <li>○ The Oxford Arms - As above, they have their own carpark, and are a further walk than the village hall, again with multiple road crossings to get there</li> <li>○ The Quarry - This is a kilometre down the road, and has multiple lay-by spaces already created right next to the quarry. A disabled bay next to the access with no steps would be perfect for anyone looking to get to the quarry or down to the lock.</li> </ul> <p>I fail to see what the benefit is to having a disabled person space there, as there are so many other more suitable places, that also wouldn't disrupt the residents given that it is already hard to park in this area. I suggested in my online survey that actually those lay-by spaces would do well to be marked up and made into permit parking for people on Kytes Place so each property can park one vehicle there. This would also be suitable for if the purpose of the disabled bay is for a resident on Kytes Place so they are always able to access their property easier. I appreciate parking is always a difficult topic, and we manage to make it work with what we have, but it would be frustrating to lose already limited space, and ultimately wouldn't be benefiting those it's intended for.</p> <p>I hope this makes sense, and would be happy to discuss further if needed. I would be more than happy to propose more suitable places for disabled person parking to be put into Kirtlington if required.</p>
<p>(36) Local Resident (Kirtlington)</p>	<p><b>Object</b> (Kytes Place) - Thank you for the opportunity to comment on this proposal which we strongly oppose.</p> <p>We are aware that accessible parking bays are essential for disabled motorists who need extra room to safely get into, and out of, their vehicles. As you will know, spaces are wider and longer than the average car parking space. Disabled parking bays should be at least 2.4m wide, 4.8m long with a 1.2m "access zone" around each side of the bay. The</p>

	<p>proposed disabled persons parking place would, therefore, using these measurements, protrude dangerously into a very busy road.</p> <p>As a point of interest, we understand that the proposed site is not a designated parking bay, but is an area of North Green worn away over the years by car parking. Kirtlington Parish Council has responsibility for decisions made affecting North Green and our local community - has Kirtlington Parish Council been consulted over this proposal? Also, has a survey of Kirtlington been conducted in order to explore suitable sites for a disabled persons parking space in the village? A survey would provide an essential opportunity to investigate the opinions of Kirtlington residents.</p> <p>In your letter seeking our views, you state that the proposal is being put forward in response to increased <b>local</b> demand for parking for those with a permanent or substantial disability. Any disabled parking bay must, of course, be made available for use by all members of the general public with a disability, not solely for the use of any one local individual.</p> <p>We would appreciate confirmation that our opposition to this proposal will be submitted as part of the statutory process.</p>
(37) Local Resident (Kirtlington)	<p><b>Object</b> (Kytes Place) - I wish to confirm that I object to this proposal on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Kytes Place is a narrow residential road where parking on both sides is not possible due to causing an obstruction, so vehicles cannot flow through, therefore we can only park on one side of the road at anyone time.</li> <li>2. On the map where it is proposed for the disabled bay to be sited this layby is 1800 wide which falls well short of the requirements for a disabled bay. To implement a disabled bay, I understand the recommended minimum dimensions are 2700 wide although this would mean the driver or passenger would be leaving their vehicle straight onto the narrow highway so with that said, the width should be 3300. To establish this width it would mean further works to the green i.e. excavation works at additional costs.</li> <li>3. According to the resident applicant's mandate for councillor and I quote 'I also love my sport and was able to train with the British Para Snow Sport team, becoming British champion in Slalom and Giant Slalom'. A fantastic milestone but does highlight their ability to be able to walk to their car, parked around the green. We all purchased our properties knowing that we did not have private parking and had on-street parking which is on a first come first serve basis.</li> </ol>

	<ol style="list-style-type: none"> <li>4. On a regular basis the resident applicant walks through the village to their parent's home, so it is my considered view that this person does not have difficulty walking and therefore does not necessitate a disabled parking bay outside their property.</li> <li>5. There are five houses within Kytes Place plus three further houses within the street. The three houses all have off-street parking, so the four current bays support parking for the five Kytes Place houses which works as two of the houses do have garages. To implement the disabled Bay this would mean we would lose two parking spaces which would put additional pressure on the ability to park our cars. We all use the other side of the green from time to time as we do have visitors to the area and walkers that park in this layby. Perhaps a better solution for all residents would be to have 'residential permits'.</li> <li>6. Another concern I have is that currently we have two school buses that pickup/drop off school children during term time, the two schools in question are; The Marlborough and Cokethorpe, extending the parking into the street will impact this service to local children.</li> </ol> <p>Please can you advise the date of the meeting in June and how will it be communicated to the residents of Kytes Place the outcome.</p>
<p>(38) Local Resident (Kirtlington)</p>	<p><b>Object</b> (Kytes Place) - The land that has been taken up with parking in the so called Lay-by is part of the Parish Council owned green space known as North Green and parking has been accepted there as part of village life in an unofficial capacity over the years.</p> <p>Parking has always been difficult around the Greens in Kirtlington and people who buy properties in these areas are fully aware that they have no priority for parking when purchasing their homes. This particular application would take over one third of the available parking area in the lay-by, consequently reducing the sought-after spaces for all other residents.</p> <p>As far as I am concerned the creation of a disabled space in this particular area of North Green would put all the local residents at a disadvantage where parking is very limited. There are many residents that use the spaces mentioned on a first come first serve basis with an over flow very close by on the far side of the green just a few feet away.</p> <p>There are many other appropriate places in Kirtlington where this parking area could be positioned. One of which is on the Heyford Road just a few steps away from Kytes place, it is a public highway and not part of the green space of North Green in Kirtlington.</p> <p>For these reasons I place my objection to the above application.</p>



(39) Local Resident  
(Kirtlington)

**Object** (Kytes Place) - We write to place on record our strong objections to the disabled person's parking place proposed (DPPP) for Kytes Place, North Green Kirtlington. for the reasons set out below.

Oxfordshire County Council clearly state in the document on their website titled Disabled parking places that "*there must be a suitable location for the parking place on a public road. We cannot provide places on private land or land owned by another authority*"

The area described in your notice as a lay bye was not and never had been constructed as a lay bye and does not conform to any design standards as such. Over many years the residents of the properties in Kytes Place parked their cars partly on North Green which gradually degraded the area of the Green on which the parking took place. This area is, therefore, owned by Kirtlington Parish Council and was finished with tarmac by OCC without the consent of the parish council when the highway surrounding the green was resurfaced. It does, however, remain in the ownership of Kirtlington Parish Council and as such is not a suitable or lawful location for a DPPP. In addition North Green is a registered village green with the increased protection offered by this status.

We have lived within sight of North Green for more than 50 years and can confirm that the information above is correct as can other neighbours living nearby.

In your email correspondence, which I have seen, you state incorrectly that Kirtlington Parish Council has been consulted on this proposal. We have been in direct communication with the acting Chair of the council who was surprised by this claim and confirmed that there had been no consultation. In addition we have seen no evidence of a site notice which should be displayed. Perhaps you can confirm the date when the notice was displayed and the site visit carried out?

North Green and the area surrounding it lies within the Kirtlington Conservation Area in which a serious attempt has been made to avoid the proliferation of unnecessary road markings and signage. The introduction of a marked DPPP with associated signage within this protected area would be harmful to the character of the conservation area.

Turning now to the question of the need for the DPPP, we do understand that the provision of a DPPP can be important if an applicant has mobility issues which impact on their ability to walk between their car and their house. However, in this case, we do not believe that a need has been adequately demonstrated. Whilst you, correctly, do not name the applicant for the DPPP it can reasonably be assumed that it is the occupier of Beverley to which the space most closely relates. This being the case it is clear from our own direct observations that they have no apparent difficulty in walking considerable distances unaided in the village. It should also be noted that this person was the

	<p>British Paralympic Alpine standing Grand Slalom and Slalom skiing national champion in 2018. A great achievement but one which which requires a high degree of mobility.</p> <p>Considering these factors we dot believe the provision of a DPPP in this location represents an appropriate use of OCC taxpayers' funds and the proposal should be withdrawn.</p>
(40) Local Resident (Kirtlington)	<p><b>Object</b> (Kytes Place) - My views on the proposal are the following.</p> <ol style="list-style-type: none"> <li>1. I disagree there is a demand for a disabled parking space in Kytes Place.</li> <li>2. There are no local amenities in the vicinity so why the need?</li> <li>3. All the current spaces are used mainly by residents all who can walk and physically active through their work or interests and hobbies. No persons living in Kytes places uses walking aids or equipment.</li> <li>4. The road does not lend itself to this kind of space due to the width, situation, and traffic throughfare for the purposed space also its position so close to the road junction. It would also reduce the current area from 4 spaces to 2 which In my opinion confirms the area specified is not suitable.</li> <li>5. There is plenty of close "Off street parking" in the North Green Area and the roadside outside the properties does not have any restrictions so unloading and drops off can be accommodated.</li> <li>6. Lastly all the properties opposite the proposed area without driveways or garages have been purchased in the past 2/3 years and we all were aware of the parking restrictions that came with them.</li> </ol> <p>I hope this helps in the non-discriminatory and mindful review of this proposal.</p>
(41) Local Resident (Kirtlington)	<p><b>Object</b> (Kytes Place) - There is already limited parking around Kytes Place and North Green, with none of the cottages on Kytes Place having any private parking, and so use the lay-by out the front which usually fits about 4 vehicles if parked correctly. The surrounding properties all have their own private land to park vehicles on, which they often don't use, meaning parking is limited for the 4 cottages on Kytes Place anyway. Introducing a disabled bay would make it more impossible to have vehicles close to properties, and create more parking issues around North Green and up Mill Lane. This lay-by is also not close to any of the amenities in Kirtlington, as the Quarry is still a fair walk away (around</p>

	<p>1km) and has closer parking, the village hall has it's own independent carpark, as do The Dashwood and Oxford Arms. I can't imagine what this Disabled bay would be used for that they can't already park closer to, and would take away from the residents of Kytes Place, who are already struggling with parking as it is. If anything, those four spaces in the lay-by should be marked out properly and made into permit parking, one of each of the properties on Kytes Place to stop other residents with driveways from using them.</p>
<p>(42) Local Resident (Kirtlington)</p>	<p><b>Object</b> (Kytes Place) - I live in one of the cottages on Kytes Place, at the moment the parking is very limited with a 'first come first served' deal. These spaces are often taken up during school pick up and drop off times meaning that there is no parking for the residents. These parking spaces are already short with no distinct boundaries meaning that unless residents park really close together, then there is not enough spaces for each house. A disabled bay located in this lay-by would cause further disruption and frustration to residents. The proposed location of the disabled bay also appears to be one of no research. The nearest shops, schools, cafes and nature reserves all have much closer and more appropriate places to put a disable Bay. I would suggest either Mill lane near the nature reserve, or utilising the Dashwood, the village hall or Oxford arms pre existing car parks that have ample room for a bay without disrupting other residents. They are also a considerable amount closer to these amenities.</p> <p>If this proposed Bay was in addition to the pre-existing bays and that we could have the Bays marked up for each house hold to at least have 1 bay each then I would consider the proposal more; however the underlying issue is still the proximity of the bay to the local establishments</p>
<p><i>The Elms (Langford) - Proposed new DPPP</i></p>	
<p>(43) Local Resident (Langford)</p>	<p><b>Object</b> (The Elms) - I am sorry top have to respond to you on this matter as I am and we are as a family very community driven but the proposed disabled parking space opposite No 20 The Elms is I am fairly confident due to one of the residents of No 20 having a prosthetic leg or injured leg in some way.</p> <p>These residents of The Elms literally have no means of disability need and really do play the system for everything they can receive. They regularly carryout mechanical work involving engine removals out of their vehicle with the help of family or friends. With the said gentleman with the substantial disability laying under cars and even standing on the wings of cars trying to remove the injectors with a scaffold tube. Even to the point of modifying a mobility scooter and racing it around the village and even on the main road to Carterton drinking larger whilst driving it and filming himself on a mobile phone on the wrong side of a road driving in the direction of oncoming traffic all of which was reported to</p>

the police. There are supposed to be a total I believe of 4 tenants in the property of a man his partner and a child or possibly two children. Having dealt with Cottsway many times on this matter there is clearly more in this property than permitted and not on one occasion of now and again it is regularly 8 to 10 people sleeping in this property and also the actual ones supposed to be living here also live in a caravan at the Wield in Bampton which is a travellers site and a van often picks two of the boys staying in No 20 from the travellers business called Creative Driveways.

Also parking is already a major issue along The Elms again repeatedly taken up with Cottsway but nothing ever done and this is always due to the best call them not official residents of No 20 staying there amounting to 5 vehicles each time. Blocking peoples driveways is a major hazard and even caused obstructions to bin collections and ambulances arriving trying to help in an emergency a patient at No 18.

There is zero need for this matter and maybe based on the number of complaints made to Cottsway housing they should be looking at the more safer and obvious option of to create the residents and all these people living in this house a dropped kerb and front driveway as this would remove all obstruction and obviously as important put the needs of the disabled tenant the priority ensuring he has a space outside his house every day rather than abandoning 1 of the 5 cars he decides to drive of which are very often not even insured, mot or taxed. It is a very very grey area and one not welcomed by any of the residents up this road and if someone where to come along the Elms and door knocked to ask this you would be given the same answers and some a lot worse than those I am informing you of.

It has been a problem since they took up the property and instead of improving it has got worse on a daily and if not weekly basis. To a point of many discussions with Cottsway Housing but they do absolutely nothing about the matter. Nothing at all apart from ask for a visit to the property to discuss the complaints with the tenants although they are very quick to ask others to provide evidence of the complaints to save them any kind of investigation process needing to be carried out by them.

If this is not an option or something prepared to be done by OCC then maybe a meeting with all the residents of the Elms is the answer or maybe someone from Cottsway actually doing there job and investigating claims made by others about tenants living in one of their properties and also allowing others to live there against the tenancy rules.

I doubt very much anyone at the council will take this email with any grounds reason not to give No 20 what they are clearly asking for but I am sorry this money would be far better used on another family that I am sure need some kind of assistance from the council or even like I have said Cottsway apply for the license and works to be carried out to provide these tenants with a drive way and a dropped kerb to ensure this tenant does not have to present a considerable difficulty in having to walk across the road to his house.

<p>(44) Local Resident (Langford)</p>	<p><b>Object</b> (The Elms) - With regards to the proposal for the 2 disabled parking places at The Elms, Langford. I was born at the Elms 69 year ago and have never known any need for disabled parking in the Elms, If any residents of the street had a disability they approached West Oxfordshire district council and now Cottsway for permission to install a drive into their property, of which they then paid for themselves, not sponging off of the local authority to make their life easier.</p> <p>The proposed spot opposite NO.20 the elms would block up the parking for other residents and only be used on the odd occasion,mainly for the residents of No.20 to repair their vehicles,of which can be up to 5 vehicles at any time. Since Monday 22nd April 2024 to date not a single car has been parked there with or without a disabled badge. I believe that instead of messing up the whole street for one family Cottsway should install a driveway into their property, this would be more beneficial to the whole community as it would free up the road for others.users.</p> <p>Why does there need to be a disabled parking place opposite property No29 the elms?. All of the properties along that stretch of the Elms already have driveway on their properties ,so therefore do not need to park on the road.</p> <p>I do not agree at all with this proposal as I think it will only be abused and be detrimental to the whole street.</p>
<p>(45) Local Resident (Langford)</p>	<p><b>Concerns</b> (The Elms) - Thank you for your letter for proposed disabled parking in the Elms Langford</p> <p>(1) Number twenty nine the elms has a driveway which she choose not to use for parking but will submit a proposal to have a disabled space on a very busy road for parking so that she can have a guaranteed parking space. She also appears to be a very abled person that appears to have no walking difficulties.</p> <p>( 2) the occupant's at number 20 The Elms has as many as five cars in there owner ship, again it seems to me that they also want a parking place just for there use. on a very busy stretch of road for parking. Again when they want to do maintenance on there vehicles they will park in there garden or they will all congregate on the road and stand around for up to two hours at a time when doing repairs to vehicles I have known them to spend all day doing repair work on there cars so to have a designated parking space is not required as the majority of the time they can park out side there home. With exceptions to not being able to park out side is perhaps twice a day when people drop of and collect children from the local School around the corner.</p>
<p>(46) Local Resident (Langford)</p>	<p><b>Concerns</b> (The Elms) - I am sorry to say but you are making a bad situation worse, by creating private parking spaces for the family at No 20. whomever they are, as the occupants seem to change on a frequent basis. The proposed disabled parking opposite No 20 will be used more for the repairing of their vehicles, than for just parking, at present</p>

	<p>the family have somewhere around 5 cars, one of which has been parked, opposite No 18 for a week with a run flat tyre on the rear not moved. another one was parked at the bottom of the elms for over a fortnight, it never moved. The residents at No 20 have not been here for over a week, this happens frequently. I have lived in the elms for 38 years. The most sensible solution for the persons living in No 20 is to put in a driveway like everyone else has done. The proposed disabled parking opposite No 29 is not needed as all the occupants along this part of the Elms have driveways into their properties.</p> <p>The big question is. Why were the occupants of wickets not given a copy of your letter as these occupants have as much right to know, as the occupants of the elms, as it will affect them as much as the Elms.</p>
<p>(47) Local Resident (Langford)</p>	<p><b>Concerns</b> (The Elms) - With a disabled parking space being outside number 19 this makes it difficult for me to get my car in and out of the driveway, it also stops number 19 from having a driveway put in.</p> <p>When cars are parked there at the moment it's extremely difficult for me to get in and out the road isn't very wide</p> <p>When my parents come to visit if there is a car parked there they cannot get their estate car on the drive my mother is disabled and has great difficulty in walking, also my neighbour cannot get his car onto our driveway when there is a car parked outside</p> <p>The front gardens of numbers 17 and 19, 20 and 21 are big enough to have a driveway put in and give them parking for 3 to 4 cars This would be a far better idea as it would also take away some of the parked cars on the Elms as I know other people also struggle to get in and out of their driveways</p>
<p><i>Kents Bank (Long Hanborough) - Proposed new DPPP</i></p>	
<p>(48) Local Resident (Long Hanborough)</p>	<p><b>Object</b> (Kents Bank) - I object to the request for a disabled parking space for the following reasons.</p> <p>1: The tenants of 2 Kents Bank have an off street parking area for two vehicles, close to their home, which can easily be used for their children to access their disability vehicle.</p> <p>2: Kents Bank is not a thoroughfare and if the tenants of Kent's Bank need to park outside their home for short periods to allow their vehicle to be accessed by their children, they can, as they do already, which is safe and possible as there are no yellow lines and no through traffic. They have been managing this for several years!</p> <p>3: The tenants of Kent's Bank will use this space to park their vehicle when it is not in use, which means that as a resident with some health needs, I will no longer be able to pull up and park momentarily at my home to unload</p>

shopping. I have to do this as my parking space is considerably further away than theirs is from my front door and my health needs mean that I am unable to carry shopping bags this far. I will no longer be able to park outside my own home if I chose to do so, if a disabled parking space is put in this position. As an employee of Oxfordshire County Council, I would like to know if there is a duty of care to me in respect of this issue.

4: The school bus which collects the children daily for school attends the area at a quiet time of day before peak traffic conditions, and is able to pull up safely outside number 2 to collect the children for school.

5: The location of the parking space appears to be blocking the pedestrian walkway.

My father is disabled and has a blue badge and when he visits, he parks immediately outside my front door as he cannot walk very far due to having muscular dystrophy.

Although I appreciate he would be able to use a disabled parking bay, the reality is he would not be able to walk to my house even from there, due to the distance and slope of the road. This would prevent him from able to visit as easily as now.

I fail to see why this is needed as the tenants have off road parking which they can use safely and easily to transport their children into their disability vehicle. It makes absolutely no difference to them having a space at the front of their house as they would still have to use the children's wheelchairs to transport them to the vehicle, wherever it is parked.

Without knowing the reasons behind their request, but I suspect it is more to do with having three parking spaces instead of the two they have now, as even though this space would not be 'theirs' they would likely treat it as so and use it for the family members different vehicles (this tends to be what happens now as the tenants park different family members vehicles regularly outside their home and in other parts of the close).

I feel this would be unfair to us if this space is allowed here, as it greatly affects our access to our home and is not really needed.

*The Village Close (Upper Arcott) - Proposed new DPPP*

<p>(49) Local Resident (Upper Arccott)</p>	<p><b>Object</b> (The Village Close) - I am writing to express my strong opposition to the proposed installation of a disabled person parking place on our street, The Village Close, Upper Arccott. While I understand the importance of accommodating the needs of disabled individuals, I believe that this particular location is unsuitable for such a designation due to several reasons.</p> <p>Firstly, the street already faces challenges with flowing traffic, especially during peak hours. Adding a designated parking spot for disabled individuals would further exacerbate this issue by reducing available space for vehicles to maneuver, potentially causing congestion and safety hazards for both drivers and pedestrians. Furthermore, the area in question is frequently used by children for recreational activities such as biking and scootering. Introducing a designated parking space could pose significant risks to their safety, as it may impede their ability to navigate the street freely and safely.</p> <p>Additionally, I must highlight the behavior of one of the residents in our neighborhood who already occupies two parking spaces outside their home. This individual has displayed a lack of consideration for their neighbors and the community by monopolizing parking space, and granting them an additional designated spot would only further enable their inconsiderate behavior.</p> <p>Instead of allocating a new disabled person parking place on our street, I urge the council to explore alternative solutions that prioritize the safety and convenience of all residents. This may include identifying alternative locations for disabled parking that do not compromise traffic flow or endanger the safety of children. I appreciate the council's efforts to address the needs of disabled individuals within our community, but I believe that this particular proposal is not the appropriate solution for our street. Thank you for considering my concerns, and I trust that you will take them into account when making your decision.</p>
<p>(50) Local Resident (Upper Arccott)</p>	<p><b>Object</b> (The Village Close) - I am writing to voice my firm opposition to the proposed installation of a disabled person parking bay in Upper Arccott, The Village Close. I fully support initiatives to accommodate disabled persons needs, I believe that this particular proposal is ill-suited for our community for several reasons.</p> <p>Firstly, according to the Oxfordshire.gov.uk (<a href="http://Oxfordshire.gov.uk">http://Oxfordshire.gov.uk</a>) website the neighbour, for whom this parking bay is intended, is not eligible for a disabled parking place(please see attached). As per the eligibility criteria outlined by the relevant authorities, it is imperative that such accommodations are reserved for individuals who do not have access to off street parking, which this neighbour already has. Granting a parking bay to someone who does not meet these criteria would not only be unjust but would also set a concerning precedent.</p>



	<p>The proposed location of the parking bay is problematic. Placing it in our already congested zone would exacerbate traffic flow issues and create unnecessary obstacles for residents and visitors alike. In particular, it would impede the smooth movement of vehicles, potentially leading to traffic jams and delays. Moreover, the installation of a disabled parking bay in this area would encroach upon existing parking spaces, making it inconvenient for individuals to access the bays opposite, thereby compounding the parking woes in our neighborhood.</p> <p>As an alternative to introducing a disabled person parking bay in this location, I encourage the council to consider alternative solutions that would better serve the needs of disabled individuals without adversely affecting the broader community.</p> <p>In conclusion, while I am empathetic to the challenges faced by disabled individuals in accessing parking spaces, I believe that the proposed solution is not the most appropriate course of action for our neighbourhood. I respectfully request that the council reconsider the proposal in light of the concerns raised and explore alternative options that prioritise both accessibility and the broader community's interests.</p>
(51) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) - Please see listed below our reasons for the objection:</p> <ol style="list-style-type: none"> <li>1. The close has a high footfall of traffic from large HGV, delivery vans and cars during on and off peak times.</li> <li>2. The footfall is already being proven difficult for motorists to manoeuvre often using drive ways and the grass verges.</li> <li>3. Where the space is being proposed for is just too narrow if approved.</li> <li>4. The safety of children should be paramount, it's an enclosed close with one way in and out. The children and always using the close as a safe ish way for recreational activities such as trikes, bikes, football and scootering meaning the car parked in this spot poses as a risk.</li> <li>5. We've already heard by overhearing that the proposed property are already thinking about moving house as they do not have enough room for their 4 children. So providing a dedicated parking space would be a waste of council money and resources.</li> <li>6. We are already finding it difficult to get off and on our drive with the proposed properties cars , 2 in fact taking up multiple spaces and claiming the spaces in the close itself where parking is already allocated to them at the rear of their property.</li> </ol> <p>We highly recommend that the council finds an alternative solution to this issue immediately</p>

<p>(52) Local Resident (Upper Arncott)</p>	<p><b>Object</b> (The Village Close) - They already have two offsite parking bays and monopolise the rest of the visitor parking for their own gain, the positioning would make it dangerous for several cars attempting to park in near by drives and slip roads. The occupants have informed me that they plan to leave the house soon, what would be the purpose of the bay if they are moving out soon.</p>
<p>(53) Local Resident (Upper Arncott)</p>	<p><b>Object</b> (The Village Close) - Objection is due to the disabled parking space being on the road and opposite the parking bay (which is constantly in use). Due to this and how narrow the road is, it is already tight for two cars to pass each other at this location. If there was a car parked on the road this would make it difficult and tight for standard cars to pass and impossible for the emergency services to pass and reach properties and the end of the street putting lives at risk.</p>
<p>(54) Local Resident (Upper Arncott)</p>	<p><b>Object</b> (The Village Close) - While I understand the importance of accessible parking, I believe this specific location is unsuitable due to the following reasons:</p> <p>1. Limited Street Space: In order for the space to work, it would have to result in the loss of parking spaces in the layby opposite. Currently, there are three cars that use that layby, that would then have to find alternative parking on an already overcrowded narrow street. Parked cars in the layby and a disabled space in the proposed place that isn't built into the grass verge would not have enough space for traffic to pass through. Please can you confirm if you are proposing the loss of the layby in your plans.</p> <p>Our street is already overcrowded with parked cars on grass verges, making it difficult for residents to navigate and occasionally causing obstructions. Adding the disabled parking space in the suggested location would further restrict the already limited street space. This could potentially impede access for emergency vehicles and bin collection services.</p> <p>2. Alternative Off-Street Parking: I am aware that the resident requesting the disabled parking has access to two off-street parking spaces on their property - neither of which are currently used. Unless there's a compelling reason why these existing spaces cannot be utilised, allocating a public parking space on our street seems unnecessary.</p> <p>I urge you to reconsider this proposal and explore alternative solutions that ensure accessible parking without compromising the safety and convenience of all residents on The Village Close.</p>

<p>(55) Local Resident (Upper Arncott)</p>	<p><b>Object</b> (The Village Close) - I believe the proposed space will block access to the opposite lay-by. As if it is on the road, cars cannot also park in the lay-by (3 cars currently do so) and allow the flow of traffic through. There isn't enough space on the narrow road to do so.</p> <p>The current occupier has two off road spaces they have access to and do not use for either of their two cars.</p>
<p>(56) Local Resident (Upper Arncott)</p>	<p><b>Concerns</b> (The Village Close) - Although we wouldn't normally detest the need for a disabled car parking space for anyone that may need one .</p> <p>The Village Close, the road is just too narrow for where the space is being proposed for. The road itself is difficult to turn around also as it's not an end to end close , it's blocked off at the other end.</p> <p>We are already finding it difficult trying to get out of our own drive where the cars opposite the house and the other residents are too close to each other.</p> <p>Most of the residents are already using and ruining the grass verges in the close to find spaces.</p> <p>Could one of the actual bays that are currently there be turned into one rather than creating one?</p> <p>We don't feel it appropriate to block access to other residents who are already struggling with their parking</p> <p>The property the space is proposed for already has several parking spaces at the rear of their property that could be utilised fully and have full access to both front and back of the property.</p> <p>We assume someone from the council has been out already to have a look at the site have they ???</p> <p>Have Sanctuary Housing Association that run and maintain the close been informed of the proposal ???</p> <p>Please see attached photo from our property: The black box indicates where the proposed space will be put if approved , and the red line indicates how we would try to get out of our drive which is already proving difficult with the proposed properties car in the way on the grass verge as well as the other residents opposite. From this red line we would have already crashed into the parked cars deeming this to be unsafe and not practical . Also if it does go ahead how do you expect the residents at the other end of the</p>

	<p>close in the picture provided with my drawings to get passed such a large vehicle when it's a closed off close . We often have Lorry's and vans through here for deliveries.</p> <p>Then see second photo of what we have to do to get out of our drive currently as we can only drive on to and reverse off of it !</p>
(57) Local Resident (Upper Arncott)	<p><b>Concerns</b> (The Village Close) - I have included in this email some photos to show how this will restrict access to the road past this house if parking was on the road opposite the parking bay. As you can see there is not a lot of space for two cars to pass let alone the delivery van without the disabled parking. How could we expect a fire engine to be able to access the end of the street.</p>
(58) Local Resident (Upper Arncott)	<p><b>Concerns</b> (The Village Close) - I am writing to express my concern about the proposal to add a disabled parking space on The Village Close, Upper Arncott, OX25 1QU. While I understand the importance of accessible parking, I believe this specific location is unsuitable due to the following reasons:</p> <p>1. Limited Street Space: In order for the space to work, it would have to result in the loss of parking spaces in the layby opposite. Currently, there are three cars that use that layby, that would then have to find alternative parking on an already overcrowded narrow street. Parked cars in the layby and a disabled space in the proposed place that isn't built into the grass verge would not have enough space for traffic to pass through. Please can you confirm if you are proposing the loss of the layby in your plans.</p> <p>Our street is already overcrowded with parked cars on grass verges, making it difficult for residents to navigate and occasionally causing obstructions. Adding the disabled parking space in the suggested location would further restrict the already limited street space. This could potentially impede access for emergency vehicles and bin collection services.</p> <p>2. Alternative Off-Street Parking: I am aware that the resident requesting the disabled parking has access to two off-street parking spaces on their property - neither of which are currently used. Unless there's a compelling reason why these existing spaces cannot be utilised, allocating a public parking space on our street seems unnecessary.</p> <p>I urge you to reconsider this proposal and explore alternative solutions that ensure accessible parking without compromising the safety and convenience of all residents on The Village Close.</p>

<p>(59) Local Resident (Upper Arncott)</p>	<p><b>Concerns</b> (The Village Close) - I'm raising my concern about how much of the current road the proposed parking bay will occupy given the road is already quite narrow. Opposite the proposed parking place is already a parking bay, which when occupied, would not give much space for large vehicles (such as delivery trucks or refuse trucks) to pass by.</p> <p>It would make more sense to enforce a dedicated space in the current parking bay for this occupant which is only a few metres across the road.</p>
<p><i>Bourton Close (Witney) - Proposed new DPPP</i></p>	
<p>(60) Local Resident (Witney)</p>	<p><b>Object</b> (Bourton Close) - The parking for this property is allocated at the rear of the property and a disabled parking area would be more suitable for the safety of the occupants and their children whilst playing ball games as it is not intrusive for emergency or delivery vehicles.</p> <p>It is not clear on who exactly is disabled because the children play ball games and run around the area in question without any supervision or mobility aids.</p> <p>The distance from the front and back entrance is within a few feet for access. Myself and the other residents in the area firmly object to this proposal.</p> <p>To add to this the family at the proposed address have been looking to move on the exchange list so any work carried out for this would in fact be a waste of finances.</p>
<p>(61) Local Resident (Witney)</p>	<p><b>Object</b> (Bourton Close) - I object to a disabled space at 124 Bourton Close. I have seen The resident walking around fine, therefore don't understand why they are classed as disabled. Plus I visit the close and a disabled parking outside there property would cause problems for turning vehicles around.</p>
<p>(62) Local Resident (Witney)</p>	<p><b>Object</b> (Bourton Close) - Objecting to Bourton Close No.124 because</p> <ol style="list-style-type: none"> <li>1) the applicant/occupier and all observed visitors have been able-bodied individuals without disabilities (evidence available on request)</li> <li>2) the applicant/occupier has established a pattern of behaviour of appealing to authorities for special treatment</li> <li>3) the proposed parking space isn't adjacent to the applicant/occupier's property</li> <li>4) the proposed parking space is further away from the applicant/occupier's property than the existing space</li> <li>5) the parking space the applicant/occupier uses is adequate and sufficient</li> </ol>

	<p>6) I personally do not want a designated disabled parking space for applicant/occupier.</p> <p>7) the applicant/occupier has made effort NOT to get along with surrounding neighbours</p> <p>8) it is agreed by consensus that the applicant/occupier may have cause to make this application out of spite.</p>
(63) Local Resident (Witney)	<p><b>Concerns</b> (Bourton Close) - I feel the information you have received as regarding this Bay is totally unjust and a waste of taxpayers' money which could be better spent more wisely where needed.</p> <p>After a spate of break ins and burglaries . to which we were also a victim , with the direction of cottesway housing and also the police. We installed cctv 24h cameras overlooking the area of our cul-de-sac. At no point has there ever been an issue with parking, all houses on this estate have two designated parking spots to each property . And out of the 5 properties that are in this cul-de-sac only two house holds drive cars. 33 and 35 are both disabled people themselves so do not drive.</p> <p>I hope the photos i attach to this email highlight this in full. Also, I would like to bring to your attention the fact that number 124 also have two parking spaces at the rear of their house ,which can also be seen in photos supplied .</p> <p>I am also confused as to why a disabled parking spot is required in the first place, As all members of said household are abled bodied and have no mobility issues as all can walk run and jump and play football .</p>
<i>Corn Street (Witney) - Proposed new DPPP</i>	
(64) Local Resident (Witney)	<p><b>Object</b> (Corn Street) - The addition of a disable parking space here will reduce the number of space available unnecessarily and reduce flexibility. As the parking bays in question are time limited, blue badge holders may park in any of them without time restriction, or on the single yellow lines surrounding the bays provided they do not cause an obstruction. Perhaps a better plan would be to implement residents parking, for both disabled and able bodied to use. This would not provide 'sole occupancy' for a space that cannot be utilised when not being used by a blue badge holder.</p>
<i>New Street (Woodstock) - Proposed new DPPP</i>	
(65) Local Resident (Woodstock)	<p><b>Object</b> (New Street) - I strongly object to the proposed disabled parking space outside no 66 New Road for the following reasons :-</p>

	<p>1 - There are frequently no spaces for residents to park in New Road. The loss of one space will impact on the residents.</p> <p>2 - The proposed disabled bay will mean visitors and trades people will be unable to stop near to the property being visited.</p> <p>3 - At present Disabled badge holders, who are visitors or shoppers, can park anywhere within the residents parking zone using their disabled badge.</p> <p>4 - I would have thought the proposed disabled bay would have been placed at the end of New Road nearest to the town and shops and that part of the road is also not normally as congested as the mainly residential area where it is proposed.</p> <p>5 - As the tenants of No. 66 have often placed a traffic cone in the position of the proposed disabled parking bay whenever their vehicle is absent during working hours to reserve their "space" I wonder if it is coincidence that you are proposing a disabled bay in this very same position.</p> <p>6 - What will the position be should the tenants of No 66 leave New Road ? Will the bay be there in perpetuity ?</p> <p>7 - I assume disabled members of the public will have the benefit of using this proposed disabled bay? What will the position be if vehicles are left for long terms in this bay by non residents of New Road which frequently happened prior to the residents parking scheme being introduced ?</p> <p>8 - I have just paid £65 for the privilege of parking in New Road I do not want it to affect my ability to park.</p> <p>I think it is completely unnecessary and suggest it is not required.</p>
<p>(66) Local Resident (Woodstock)</p>	<p><b>Object</b> (New Street) - . I was very surprised to receive your letter as this is the first time I've heard of a need for a Disabled Person Parking Place (DPPP) outside of No. 66. Below is my feedback in response to your letter and accompanying plan, and I am very happy to discuss these with you.</p> <p>1) The plan is not accurate as the boundary between No. 64 and No. 66 is incorrect and differs from that shown on my Title Deeds. You will be aware the houses interlock with No. 64 being wider at the front and narrower at the back, and</p>

No. 66 being narrower at the front and wider at the back. Your plan incorrectly assumes No. 66 is wider at the front, and therefore doesn't show the full impact to the area.

2) The Draft Order states on Page 11 that the DPPP will be '... from the common property boundary of No's 64 & 66, south westwards for a distance of 5 metres.' Doesn't this mean the DPPP will be outside Nos. 66 and 68, as the starting point for it is the boundary between Nos. 64 and 66? This is different from the plan which clearly shows the Proposed DPPP located outside of No. 64 and No. 66. Please clarify.

3) Whilst I am an advocate of the Blue Badge scheme and DPPP, having seen first hand the benefits these bring to those in need of them, I am strongly against the installation of the Proposed Disabled Person Parking Place in this location for the following reasons:

- A. Restricts Access - As the houses are narrow, the Proposed fixed 5 metre DPPP would restrict access to other properties. For a narrow garden this is a significant amount, and would mean (i) a skip or heavy building/garden material would not be able to be deposited; (ii) vehicles providing maintenance or deliveries would be prevented from the opportunity to park; and (iii) the opportunity for me (as a paying permit holder) to be able to park in front of my property to drop off/collect heavy goods or for pet transport etc would be significantly reduced and hampered.
- B. Prevents Conversion of the neighbours front garden for Parking Purposes - The plan prevents future conversion (including planning permission) of the front garden for parking purposes, including for electric car charging (note that the garages in the nearby block do not have power). Since the start of the Parking Restrictions, at least two other households similar to mine (No. 76 and No. 80) park a car on their converted front gardens, one of which still allows for on-street parking in front.
- C. Potential Negative Impact on My Property Value - Due to the additional restrictions placed near to my property, this may well affect the value of my house and/or discourage potential purchasers should I intend to sell.

4) Although I understand that the gentleman (tenant) at No. 66 is a Blue Badge holder, I am strongly against the installation of the Proposed Disabled Person Parking Place in front of No. 66 for the following reasons:

- A. Mobility - I have seen the Blue Badge holder walk from No. 66 towards the town, and vice versa, and therefore I assume the DPPP does not need to be installed directly outside No. 66.
- B. Parking - Since the new Parking Restrictions were introduced a year ago into New Road (as part of the new WS area restrictions), I have seen the positive difference this has made. Since I received your letter, I have taken a series of photographs to show the parking situation at various times, and I would be happy to share these with you. Indeed, I assume the Traffic Wardens would also be able to provide input to this. Since the introduction a year ago, I have been able to park outside my house or near to it whenever needed, and I have also seen my (No. 66) car regularly parked outside their house or close by. My understanding is that a DPPP is installed



	<p>outside a home or on the street <u>if there are problems parking close by</u>, however I am not aware that there are problems with parking close by, and therefore I assume the DPPP does not need to be installed directly outside No. 66.</p> <p>C. Creates Unnecessary Congestion - As the fixed 5 metre DPPP is proposed to be installed in the middle of a row of narrow terraced houses, this would force all other vehicles (whether residents or delivery/maintenance vehicles) to park on either side of the DPPP, impeding flow of use of space, impacting other nearby residents and hampering maintenance/deliveries. The congestion caused by it being sited outside No. 66 is not warranted and it should be sited elsewhere.</p> <p>5) Maximising the DPPP through Siting it in a Different Location - A more suitable location would be opposite No. 71, which is at the side of No. 80 on your plan, for the following reasons:</p> <ol style="list-style-type: none"> <li>1. There is already a dropped curb in front of No. 80.</li> <li>2. The No. 80 DPPP would be along the side of No. 80, so not in front of narrow terraced properties.</li> <li>3. The No. 80 DPPP would be at the end of the road so easier for manoeuvring into/out of, and for accessing wheelchairs/mobility scooters.</li> <li>4. As per your letter, 'The proposals are being put forward in response to increased local demand for parking for those with a permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distances.' Locating a DPPP alongside No. 80 is closer to the town, closer to the function venue of the Masonic Lodge, closer to other residents in the 'square' (Nos. 80-122) and is within walking distance for the Blue Badge holder at No. 66.</li> </ol> <p>In conclusion, I strongly oppose the Proposed Disabled Person Parking Place in front of No. 66.</p>
(67) Local Resident (Woodstock)	<p><b>Concerns</b> (New Street) - I was very surprised and perplexed to receive the letter from OCC regarding a proposed Disabled parking space outside No 66 New Road Woodstock. Parking spaces in this area are very tight at the best of times and we already have 2 near neighbours at Nos 76 and 78 putting their cars on their front gardens; this excludes anyone else from parking in front of their houses. As I view the diagram as to where the proposed space would be I see it takes up at least quarter of No 64 where the occupant leaves her car.</p> <p>I would have thought a better place would have been opposite No 71 where there are no house frontages and cars have to turn there anyway. Either that or at the far end near the BT exchange where elderly people often park in order to walk through into Woodstock to do their shopping or visit the Masonic hall.</p> <p>It is also surprising that the occupant of No 66 has a Blue badge even though the Gentleman is able to walk round Blenheim park daily. It is normally his wife who uses the car and surely she could get a residents permit as only he has the authority to use the blue badge. There have been quite a few problems in the past when a traffic cone was placed</p>

	<p>outside their property to exclude anyone else from parking there which is often difficult if one is unloading shopping or has trades people working.</p> <p>Since the new parking restrictions have been placed in this area it has freed up a lot of spaces; I really think this particular idea is (a) In the wrong place , and (b) Quite unnecessary. The lady who lives in No 63 often has difficulty getting in and out of her drive with cars parked awkwardly outside No 66.</p> <p>To conclude I wonder why there isn't a Disabled parking space made permanently available outside the Community centre, where there are at least 6 ( 3 hour ) spaces. The elderly and disabled also use that facility in New Road on a regular basis.</p>
(68) Local Resident (Woodstock)	<p><b>Concerns</b> (New Street) - They have been most unhappy since the parking changes in Woodstock and this is despite being able to park every single day within 500 meters of their rented property. The reason they are upset is they believe they should be able to park directly outside their house ie at the end of their short path and they get very upset if they are not able to do so.They have never not been able to park within site of their house and I know this as I see the car each day when I leave for work at 7am and when I return from work around 5.30.</p> <p>The applicant is very physically able. They are frequently out and about walking and driving, wining and dining. There are no issues with mobility what so ever.</p> <p>This is just a case of they would like a dedicated space directly outside of their rented property. I am not opposed to Disabled Persons Parking places however I am averse to them when the person is not restricted physically in any way.</p> <p>I urge this matter to be reviewed and monitored, this is a case of someone playing the system to their own gain. Should they move out of their rented house which is entirely possible what they happens to this space, other residents of New Road will have lost a space. I can also confirm their are no other people on this side of the road (without drives) that are disabled so this would be a lost space. I also am fully aware that the person applying for the blue badge is applying on behalf of his wife as she wishes to park directly outside her house for ease. There is no other reason than this and as she is the primary user of the vehicle for community purposes I see no reason why this is grounds for a personalised space outside their rental property.</p>
(69) Local Resident (Woodstock)	<p><b>Concerns</b> (New Street) - I would be grateful if you could please let me know how this works in terms of setting a precedent for the rest of New Road / and for Woodstock as a whole?</p>

Currently I've not noticed marked disabled person parking spaces outside individuals houses in Woodstock, but would be interested to hear how this would be monitored and assessed, say if multiple people in the street wanted to apply? I would imagine this could be quite problematic as the space appears to be wider than just one property?

My suggestion would be to make a disabled space in the marked visitor spaces outside the Community Centre instead. This would then mean the resident could continue to park outside their house as they currently do, with a disabled person parking space not too far away from the house if required, but without putting it directly outside an individual's house. This would also mean the limited parking available for permit holders wouldn't be reduced either.