

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020
SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS
- VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS
PARKING PLACES

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Lyford Way, Abingdon; Preston Road, Abingdon (bay to remain); Crisp Road, Henley on Thames; Luker Avenue, Henley on Thames; Duffield Place, Marcham and Pages Orchard, Sonning Common

But to defer approval of the proposals at the following locations pending further investigations: Lydalls Road, Didcot and Fleetwood Way, Thame.

Executive summary

2. 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.

Introduction

3. This report presents comments and objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts

Background

4. The above 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 of such parking places. Annex 1 to Annex 7 show those locations where objections have been received or concerns raised.

Consultation

5. Formal consultation on the proposals was carried out between 29 July and 28 August 2020. A notice was placed in the Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council and the Vale of the White Horse District Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
6. Thames Valley Police, South Oxfordshire District Council, Thame Town Council and Abingdon Town Council have not objected.
7. Fifteen responses were received from members of the public. These are summarised in the tables below:

Town	Location	Support	Object	Concerns
Abingdon	Lyford Way	1		
	Preston Rd (Removal)	1	1	
Didcot	Lydalls Road		2	
Henley on Thames	Crisp Road			1
	Luker Avenue		1	
Marcham	Duffield Place	1		
Sonning Common	Pages Orchard			2
Thame	Fleetwood Way		1	3
Wantage	Orchard Way			1

8. Responses are recorded at Annex 8. Copies of the full responses are available for inspection by County Councillors

Response to objections and other comments

9. Comments and recommendations are provided in response to the concerns and objections as given at Annex 8 in respect of each of the proposed sites in the following paragraphs.

Abingdon – Lyford Way – proposed DPPP

10. One expression of support was received and it is recommended that this proposal is approved.

Abingdon – Preston Road – proposed removal of DPPP

11. One objection and one expression of support has been received. As the applicant has confirmed that he still uses the space it is recommended that it be retained.

Didcot – Lydalls Road – proposed DPPP

12. The disabled person does not drive and so the space would be used by a visitor to the applicant. Two objections have been received stating that the bay would take up a valuable parking space and pointing out that the 2 hour parking zone where the bay would be located has not been observed in years and is not enforced. (The disabled applicant is 103 years old and cannot walk far so needs a family member to take her to appointments etc.). It is recommended to defer a decision on this application.

Henley on Thames – Crisp Road – proposed DPPP

13. A concern was raised that the location of proposed bay could cause obstruction to other vehicles. In response to this the bay will be slightly repositioned so as to minimise the risk of any obstruction and officers recommend it is approved.

Henley on Thames – Luker Avenue – proposed DPPP

14. One objection was received on the grounds that the DPPP is not needed; officers have however established that this is not the case, and officers recommend this proposal is approved.

Marcham – Duffield Place – proposed DPPP

15. One expression of support received and it is recommended that the proposal is approved.

Sonning Common – Pages Orchard – proposed DPPP

16. Two concerns raised. Parking is very difficult and another disabled bay would make the situation worse. A different location should be considered. It is nevertheless recommended to approve this DPPP given the need of the applicant.

Thame – Fleetwood Way – proposed DPPP

17. One objection and three concerns received. The location of the proposed disabled bay would take up valuable parking. The bay should be located on Edgehill in front of no. 12 Fleetwood Way, where the infrequently used adapted vehicle is always parked. Recommended that a decision is deferred while a further assessment is carried out.

Wantage – Orchard Way – proposed DPPP

18. One concern raised that the location of the bay in a narrow road is not ideal so should be on the west side of the road where all the other cars are parked. The bay will be positioned so as to cause minimum inconvenience to other residents and road users and it is recommended that this proposal is approved..

Sustainability implications

19. The proposals would assist the mobility of disabled persons.

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

JASON RUSSELL

Interim Director of Community Operations

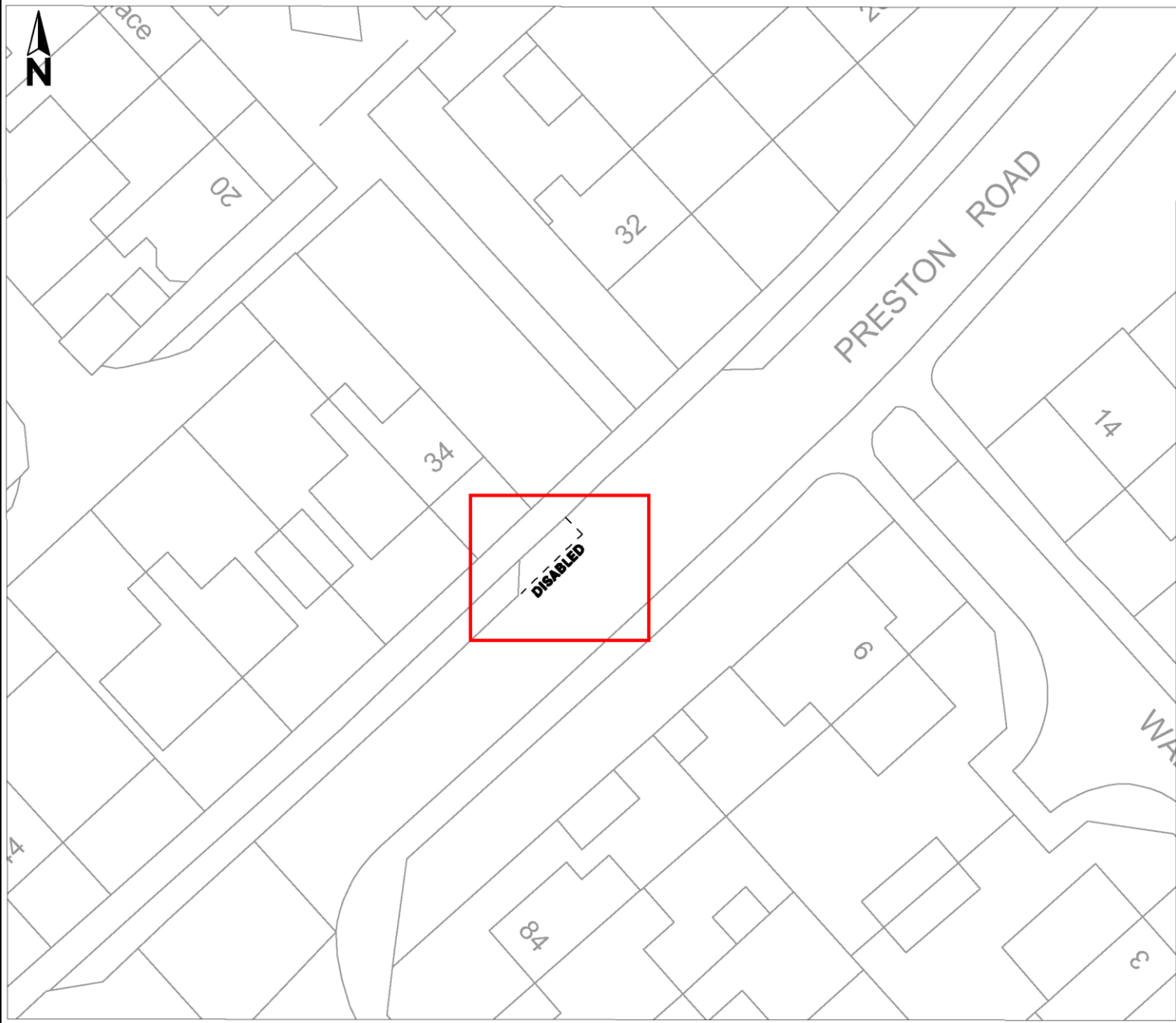
Background papers: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November

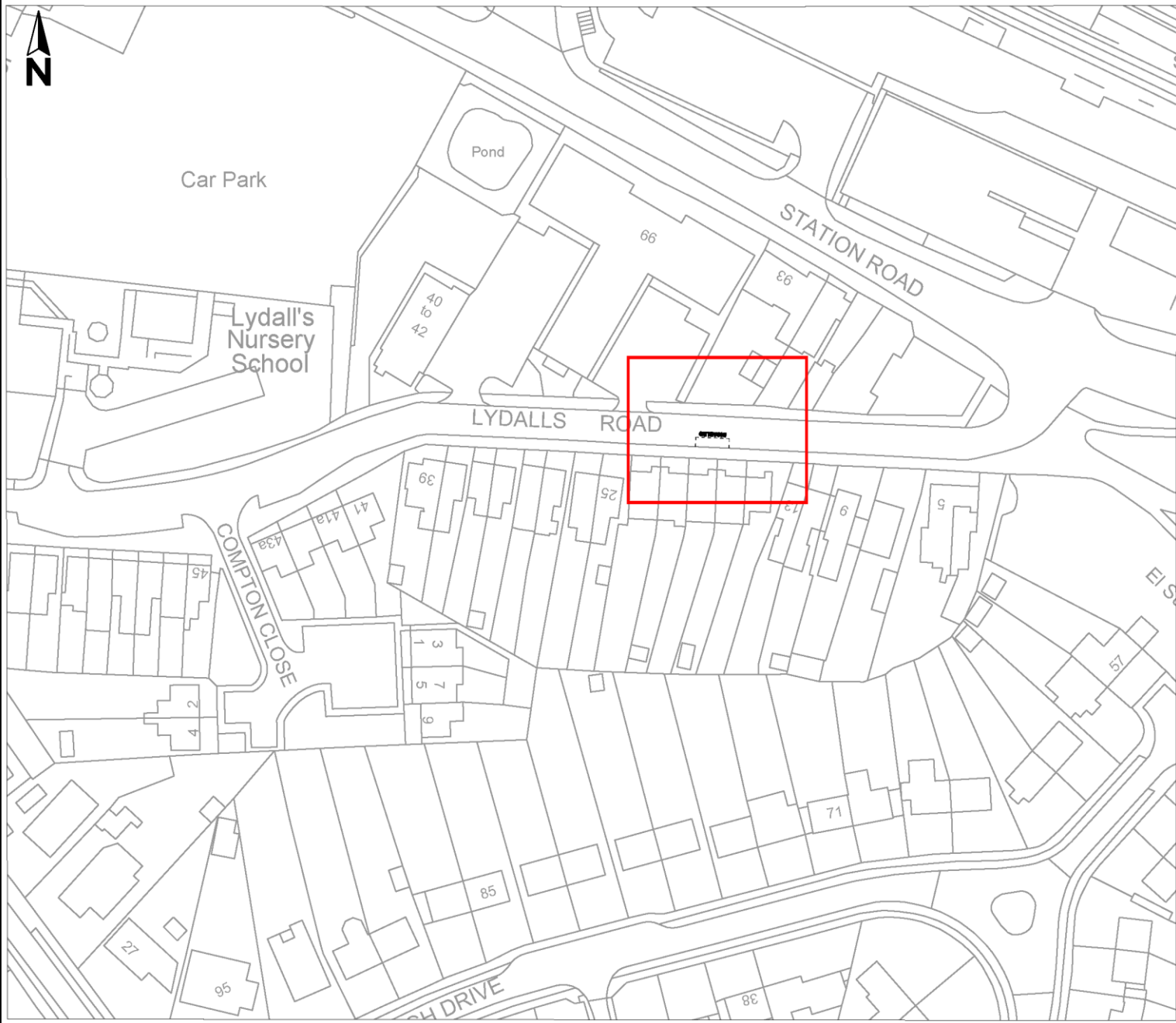
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Key					
Proposed Removal of Disabled Parking Bay					
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Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE					
Drawing title					
ABINGDON PRESTON ROAD					
ANNEX 1					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	07/20	Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0

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Drawing No. Revision 0

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Proposed Disabled Parking Bay

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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

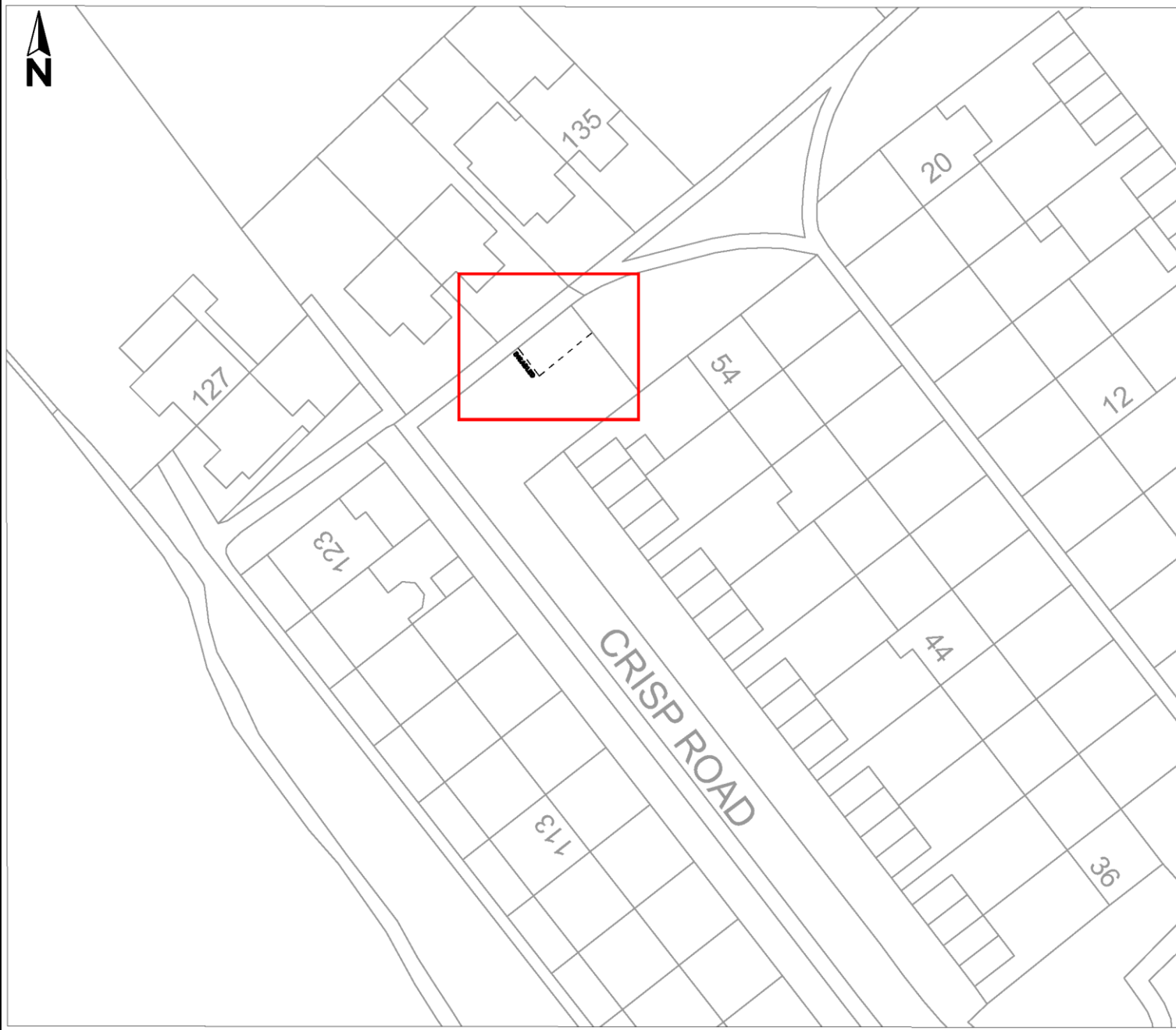
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DIDCOT LYDALLS ROAD

Drawing Status **ANNEX 2**

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	Date drawn 07/20	Date checked	Date approved

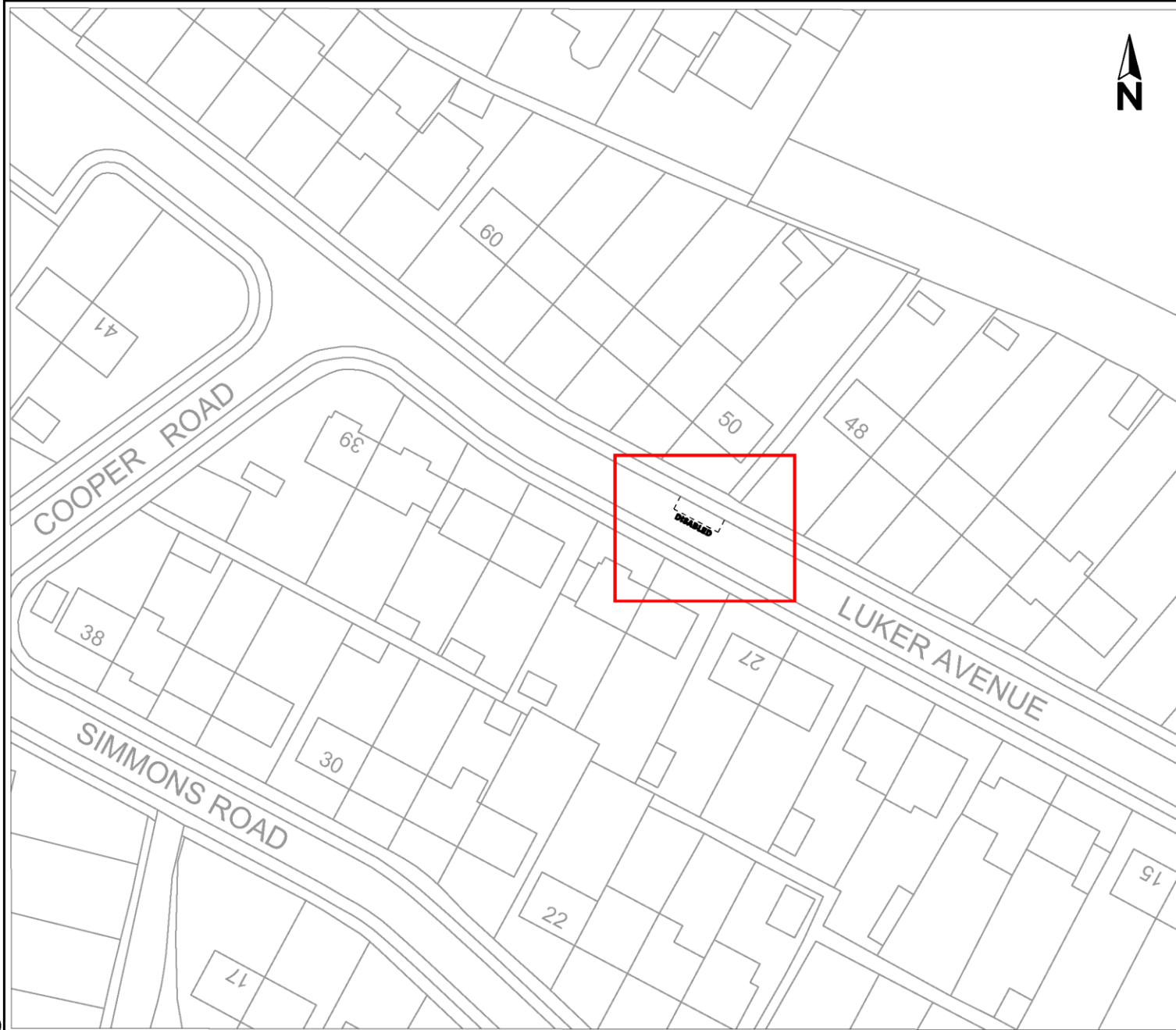
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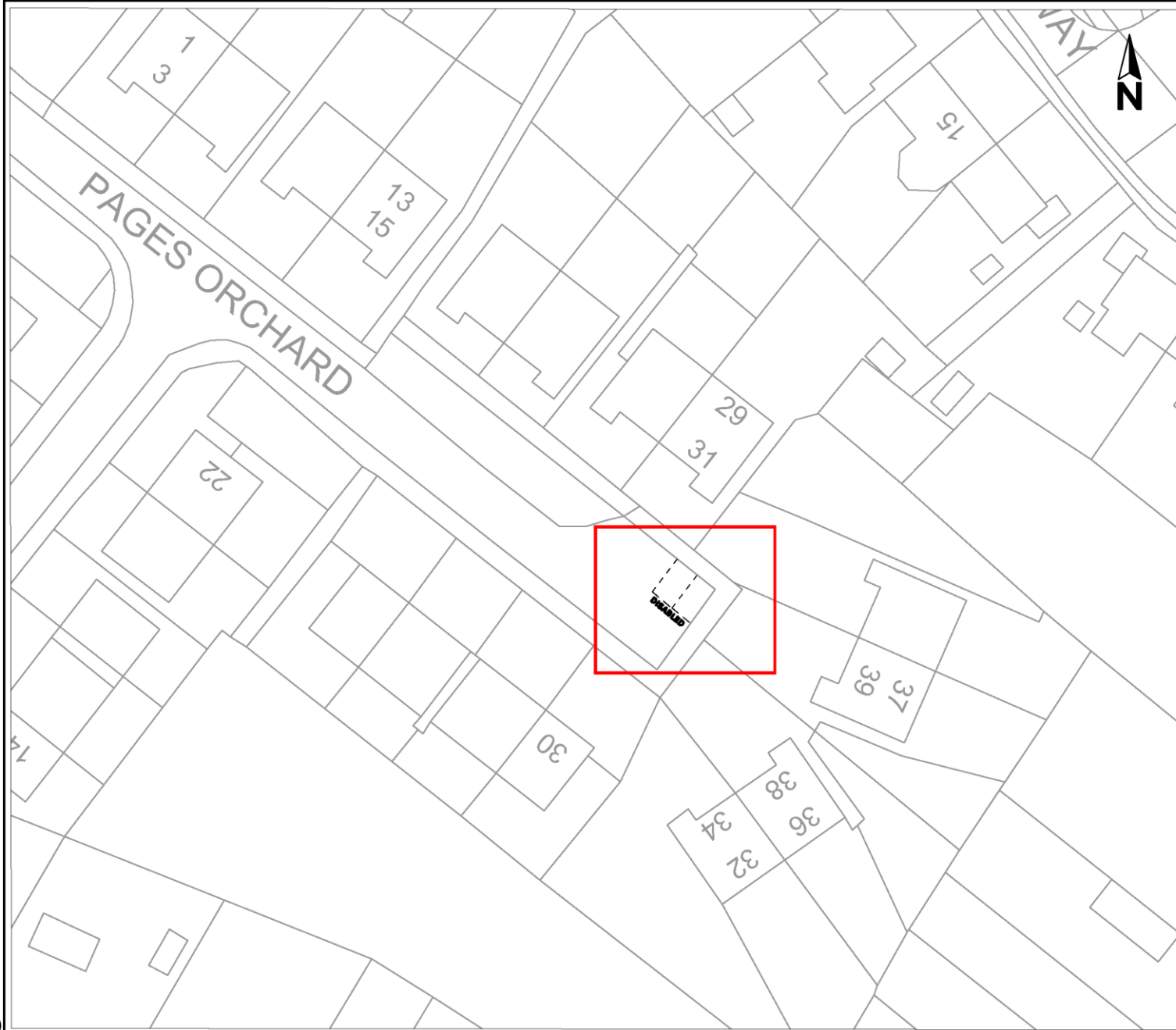
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<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div>									
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HENLEY ON THAMES CRISP ROAD									
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
HENLEY ON THAMES LUKER AVENUE			
Drawing Status ANNEX 4			
Scale @ A3	Drawn by	Checked by	Approved by
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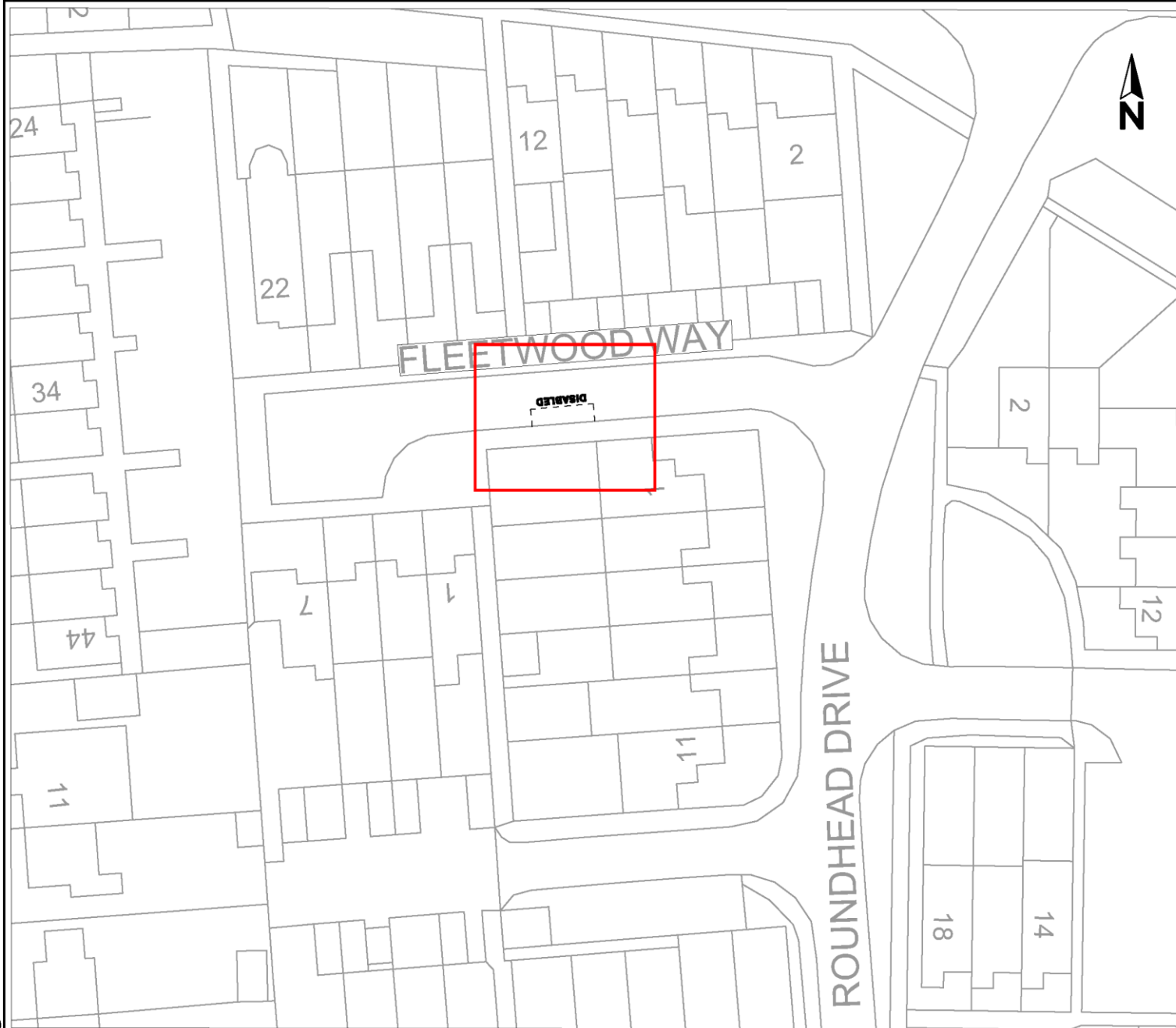
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ANNEX 5


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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
THAME FLEETWOOD WAY			
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 Proposed Disabled Parking Bay

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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

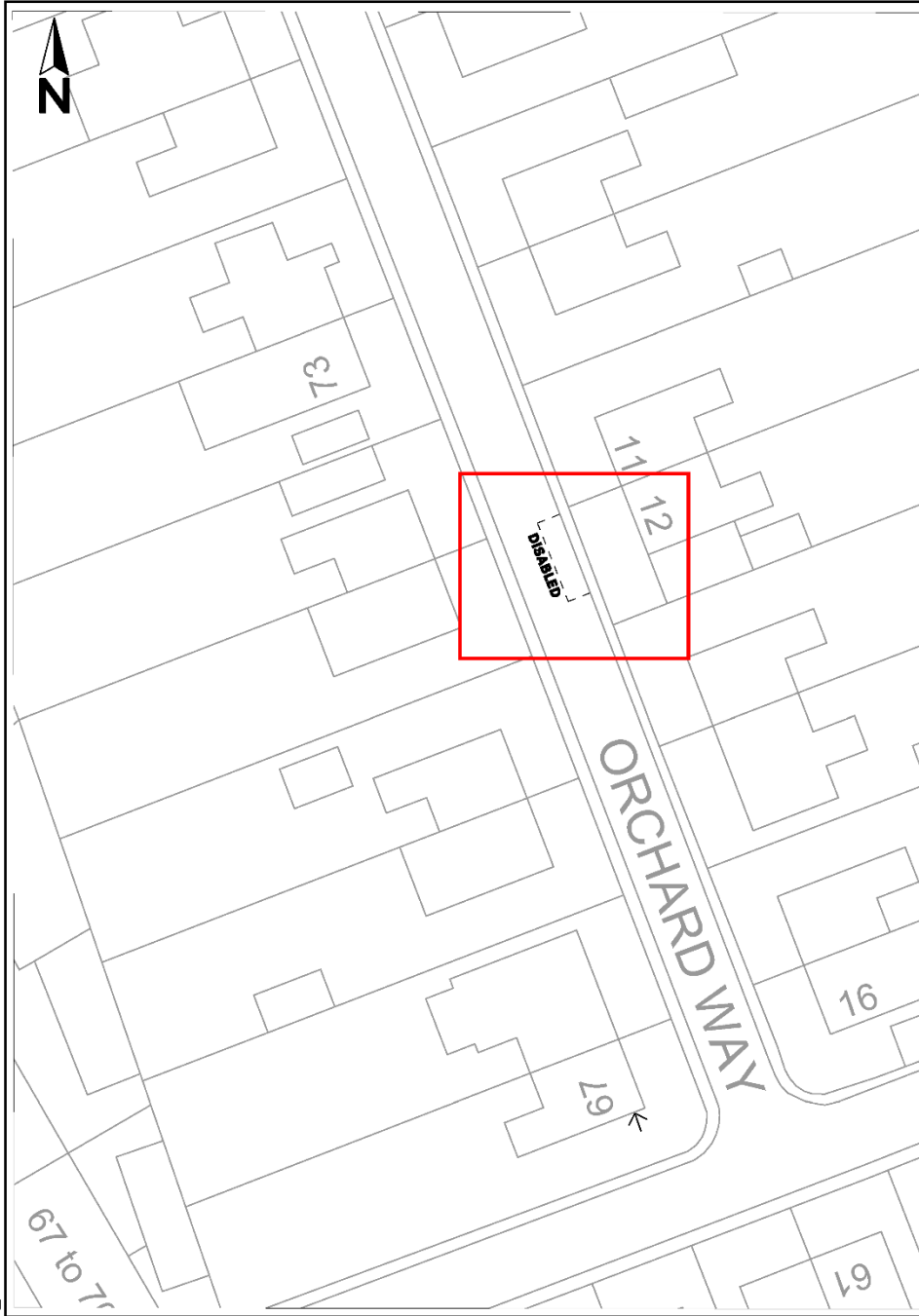
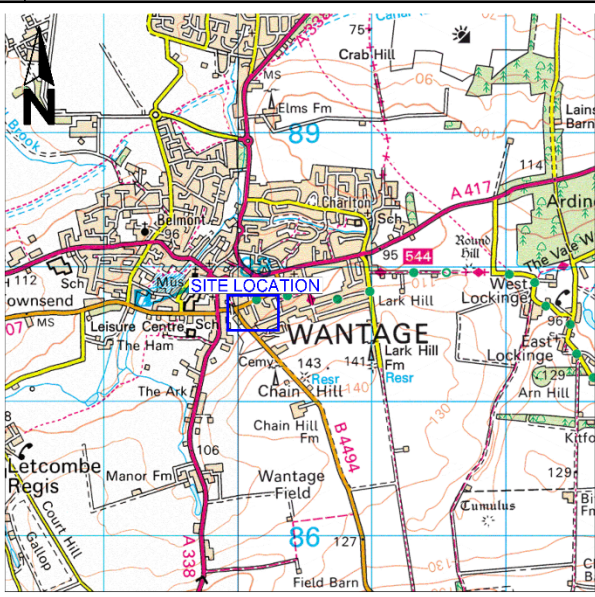
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) South Oxfordshire District Council	No objection
(3) Abingdon Town Council	No objection
<i>Lyford Way (Abingdon) - Proposed new DPPP</i>	
(1) Local Resident, (Abingdon)	Support (Lyford Way) – No issues from our side at all, however just a suggestion, given the volume of residents and spaces available to said residents, would it not make more sense to put a dropped kerb in at number 23 instead of a disabled persons parking space.
<i>Preston Road (Abingdon) – Proposed removal of DPPP</i>	
(2) Local Resident, (Abingdon)	Object (Preston Road – Removal) – I realise that you wish to remove the disabled bay, due to certain people moaning about it. There have been no end of problems with people who have done nothing but park in the bay. I noticed that the sign had been removed from the post now but don't see why disabled bay should be removed due to other peoples remarks.

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<p>(3) Local Resident, (Abingdon)</p>	<p>Support (Preston Road – Removal) - This space is very rarely used as by the blue badge holder or its intended use. It is only used when the applicant requires it for his personal needs. People have been fined for parking there and police have even come to my home for slightly overhanging my bumper in this bay. The police knocked my door asking me to move my car 6 inches forward as my bumper was overhanging the space threatening to fine me for this crime.</p> <p>I have included photos in the last few weeks of the private use of the blue badge holder in this space who has decided to use this space more since you have sent this letter. Every day he gets up in the morning takes his car from his garage and parks the car out the front, in the afternoon he then returns the car to his space in the garage obviously worried about your actions for removing this space pretending he uses it himself. I have been here for many years and I can count on my hands how many times he has used the space. He has garage space and a drive at the rear of the house. so therefore has no need for it. It prevents residents from parking outside their own houses and also causes a problem with neighbours because the space marked out is too large therefore reducing the amount of cars that could be parked out front. As a rule people usually park very selfishly out here not thinking of others so space is reduced even more in a popular parking spot held captive by the disabled bay</p>
<p><i>Lydalls Road (Didcot) - Proposed new DPPP</i></p>	
<p>(4) Local Resident, (Didcot)</p>	<p>Object (Lydalls Road) - I find it strange and unnecessary for a Disabled Bay for 21 Lydalls Rd. The resident of the property is a lovely lady who is fast approaching 103 years of age. The lady is not disabled does not drive and does not have a car, she is also the sole occupant of the property. The plan shows a bay marked across two properties number 17 and 19 ?</p> <p>The information also states this is going to be in a two hour controlled zone that in itself is a totally ridiculous statement, as there has been no control of this for many years leaving residents at the mercy of commuters who arrive early morning and returning late evening or even days later often leading to angry confrontations.</p>
<p>(5) Local Resident, (Didcot)</p>	<p>Object (Lydalls Road) - My objection is that a parking space will be lost to residents as they would leave the space vacant out of courtesy at peak parking times i.e evenings and weekends when all families in the street are home, I have reviewed your online application questionnaire for a disabled space and in my opinion no one in the lower part of Lydalls road meets the criteria, anyone in the street that would require a space does not drive, have a vehicle or anyone living at their addresses, surely if someone could only walk as far as the parking space, how would they get around at the end of their car journey? I believe this application is for someone who wishes to visit a disabled person in this street rather than for the disabled persons benefit.</p> <p>Lydalls road is a premium site for commuter parking for the rail station, in my 37 years as a resident a great percentage</p>

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	<p>of interaction with the council has been regarding the lack of parking for residents, requests for residents permits etc. Many families in the street have pre school or young children and require the use of a car during the day, this becomes impossible due to commuter vehicles parking, when you leave you do not have anywhere to park when you return, some people end up having to double park or parking on pavements across the road as you will be aware this can be quite dangerous to the young people when you have children and several bags of shopping. In my opinion it would be better to sort the parking problems rather than adding to them.</p>
<p><i>Crisp Road (Henley on Thames) - Proposed new DPPP</i></p>	
<p>(6) Local Resident (Henley on Thames)</p>	<p>Concerns (Crisp Road) - I am in support of the resident having a designated disabled bay. However, I object to the proposed location. We have 2 cars in our household and have to park one behind the other. If the disabled bay is where it's currently proposed it would mean our cars being parked in the middle, which would make it very difficult for other car users to turn around in the cul-de-sac. It is already tricky for emergency vehicles and bin trucks to access the properties in Crisp Road, without causing further obstruction when it could be easily avoided. If the bay was to be placed next to the existing disabled bay (on the flat), used by another resident it would mean everyone could park without causing any obstructions.</p> <p>I also need access getting passengers in and out of the car seats safely. If I have to park elsewhere I would risk not being able to get safe access to those seats without potentially damaging my own and other vehicles due to having cars parked either side.</p>
<p><i>Luker Avenue (Henley on Thames) - Proposed new DPPP</i></p>	
<p>(7) Local Resident (Henley on Thames)</p>	<p>Object (Luker Avenue) - I am writing to object to the re-installation of a disabled bay outside number 50 Luker Avenue. I live directly opposite at number 29 and up until about Christmas of last year there was a disabled bay situated outside number 50. This had been installed about 7 years ago as the occupier of number 50 at that time applied for it. That occupier was moved on by the council about 3 years ago and a new tenant and his family with 3 small children are now the occupants. The bay was removed by the council with the agreement of Henley Town Council in or around Christmas of last year as it was no longer needed and none of the residents of Luker Avenue who live in the vicinity require it.</p> <p>I cannot believe that you now wish to put it back in again at great expense having just paid to remove it!. Indeed the bay has never been used since the old tenant left and it had caused and will again cause a serious lack of parking to residents in the area if it is reinstated. As it is, the occupants of the south side have had to use their front gardens to</p>

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	<p>provide parking (including myself) as parking is only available on the north side and is extremely limited by the fact that north side houses have driveways and, therefore, there is little available normal residential parking at this point. It is hard enough to find a space at any time for a visitor to park for any of the houses in the immediate area and deliveries to addresses and for workmen trying to find places to park it is a nightmare.</p> <p>I have no problems with a disabled bay being put in in Luker Avenue, but please put it somewhere where it will be needed. For example at the top of Luker Avenue there are flats with a number of elderly residents who I'm sure will really benefit from having a disabled bay put in outside. If you put it in outside number 50 you will be restricting the already limited residential parking there and the bay will not be used as has been evidenced over the past few years. Please find somewhere else more appropriate to site it.</p>
<p><i>Duffield Place (Marcham) - Proposed new DPPP</i></p>	
<p>(8) Local Resident (Marcham)</p>	<p>Support (Duffield Place) - Regarding the proposed disabled parking space at Duffield Place, this is much needed.</p>
<p><i>Pages Orchard (Sonning Common) - Proposed new DPPP</i></p>	
<p>(9) Local Resident (Sonning Common)</p>	<p>Concerns (Pages Orchard) - I am emailing in regards to the proposed plans of a new disabled parking place. I feel slightly indecisive about this matter for a couple of reasons,</p> <p>The parking spaces are at the end of the Orchard and parking can be difficult at the best of times. Whilst I understand that a disabled person may need this space and there must be someone else who requires one, I also understand that parking is not guaranteed along this road. However, the more spaces openly available to the public the better chance of receiving one.</p> <p>Secondly, there are 5 parking spots in the proposed parking bay, one being disabled. One parking space is currently taken up by a parked sports car belonging to another resident living along this road. I understand this may not usually be a problem however the majority of the time this car is covered up, and left there for long periods of time taking up a parking space my mother, visitors, and residents down the Orchard could use. I worry that if this car remains for a long period of time, alongside 2 disabled parking bays that parking spaces will become increasingly harder to find. I feel strongly that something would need to be done about parking being taken up unnecessarily before adding another restricted parking area.</p>

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	<p>To conclude, I am unsure as of to whether another disabled parking space this end of the Orchard is suitable. I feel that maybe one of the other parking bays further up the road maybe be more accommodating, rather than minimising the 5 (4 normal) parking spaces in the North Side.</p>
<p>(10) Local Resident (Sonning Common)</p>	<p>Concerns (Pages Orchard) - Regarding the application I understand there is a demand for disabled parking but parking in Pages Orchard is very difficult so there is a greater demand for normal parking spaces. When people come home in the evening and at weekends you are lucky to be able to park so people have to park on pavements/ grass verges so putting a disabled bay will take up parking for around 1 1/2 cars, this also causes problems for emergency services getting through , I feel my comments need to be taken into account before this is granted.</p>
<p><i>Fleetwood Way (Thame) - Proposed new DPPP</i></p>	
<p>(11) Local Resident (Thame)</p>	<p>Concerns (Fleetwood Way) - I am aware that there is a blue badge holder. I don't how ever believe that any of the people who drive the vehicle adapted has a disability which would make a reserved space essential. There is already a private parking area at the rear of the blue badge holders property Both of the vehicles are most usually parked at the front of the property on the south side of Edge Hill (see Figure 1). This has more space and allows for parking on both sides. If it is preferred not to use the private parking area it is easy to drive the adapted vehicle from Edge Hill onto Fleetwood Way and position outside number 12 on the few occasions when this transport is needed.</p> <p>Fleetwood Way (see Figure 2) serves a total of 26 properties requiring access/parking both for the occupants and additionally various service/trade vehicles as and when required for building work, repairs and the like. The road is not wide and access has to be maintained to the parking bays and garages on the north side including numbers 2 -12 which face onto Edge Hill. Presumably an extra large space would be required (in the particular case referred to) if it is to accommodate the vehicle in use for the disabled person in order for the rear ramp to be extended and enable access into the rear of the vehicle.</p> <p>I consider that if the parking on the south side of Fleetwood Way is reduced by virtue of the provision of a large Disabled Parking Bay, this is likely to severely impact on the amenity of those other houses on Fleetwood Way and in particular those backing onto the street in this location.</p> <p>On this basis I believe that provision for a Disabled Person Parking Space if needed would be more appropriately</p>

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	<p>positioned on Edge Hill and not Fleetwood Way</p>
<p>(12) Local Resident (Thame)</p>	<p>Concerns (Fleetwood Way) - I appreciate that any blue badge holder needs parking facilities close to their home but the location chosen for this applicant is not ideal as a public disabled bay as it will effectively become a private parking space just for one vehicle if located in Fleetwood Way which is a cul de sac.</p> <p>The applicant disabled adapted vehicle and also their second vehicle are both currently parked in front of their property on a road called Edgehill. The disabled adapted vehicle stays parked for weeks on end and does not move very often. A case in point is In the past 10 days it has not moved once.</p> <p>The disabled adapted vehicle also displays a sign on the back asking to leave a 2m clearance to allow for the rear ramp to be used so this would effectively mean a loss of two parking spaces if a parking space was granted on Fleetwood Way. The applicant has both garage and a drive. Whilst the garage is not suitable for modern vehicles the drive has never been used in the 15 months I have lived here and parking of their vehicles has always been on Edgill not Fleetwood Way.</p> <p>As a cul de sac, most properties have at least two cars so parking is already a problem made worse by vehicles from Roundhead Drive also parking on it. A loss of 1 or 2 spaces will cause more parking problems and the larger vehicles which currently park in or near the proposed parking bay area would have to park further towards the junction and make reversing off my drive onto a narrow road very difficult. Already any building contractors/delivery vans etc which need to visit the houses or need access have difficulty parking on Fleetwood Way.</p> <p>Your own application guide states a vehicle and driver resides permanently at the address and the <u>vehicle is regularly used</u> . It also states applications can be refused if the address already has a drive or garage and if the drive is being blocked by others, police should be informed. As mentioned above, the disabled adapted vehicle is not regularly used and the applicant does have a drive.</p> <p>If after all considerations the proposed disabled parking bay goes ahead , resources would be better placed putting the disabled bay on Edgehill which is a long straight road serving several other estate households /roads and would benefit other disabled badge holders who use this area for parking either as a resident or a visitor as long as the applicants vehicle is not parked in it permanently, which wherever the bay get put will probably happen.</p>

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<p>(13) Local Resident (Thame)</p>	<p>Concerns (Fleetwood Way) - I am writing in connection with the proposed disabled parking space at 12 Fleetwood Way, Thame. I don't think this is necessary because the car is only used about three times a year and it would be taking up a valuable space for the other residents in the road. There isn't enough spaces as it is because most have two cars.. There is a space next to the garage itself which could be used or it could be left where it is at the front of the property where it has been since they got the car. If necessary, a disabled marked area could be where it is now. Their second car is parked at the front of the property immediately behind the disabled car. Taking up a valuable space on the south side is detrimental to the rest of the residents.</p>
<p>(14) Local Resident (Thame)</p>	<p>Object (Fleetwood Way) - The siting of the proposed parking space would be better served if placed opposite the front of no 12 in Edgehill where the vehicle has been kept since it was given to the occupants due to its infrequent use. Siting at the rear of no 12 would only add to the existing parking problems.</p>
<p><i>Orchard Way (Wantage) - Proposed new DPPP</i></p>	
<p>(15) Local Resident (Wantage)</p>	<p>Concerns (Orchard Way) - We would like to bring to your attention that the side of the road in which the proposed parking space is set to be located on (East), is the opposite side in which the entire road parks their cars. Our road is very narrow, and only allows for parking on one side of the road. Children use the road to play on their bikes and scooters, and having one car on the opposite side to the road to all other cars means that visibility is not clear down the whole street. This is dangerous for the children if they do not see a car approaching and if the driver cannot see the children playing. Additionally, when a car is parking on the east side of the road it makes turning into our drive almost impossible, due to the narrowness and tightness of the road, as previously mentioned. A multiple point turn is required to enter the drive. We are not opposed to the disabled parking space being allocated on the west side of Orchard Way, to be opposite 12 Orchard Way, and outside of 71 Orchard Way.</p>