

Division(s): Banbury Grimsbury and Castle, Banbury Neithrop, Banbury Ruscote, Bicester, Bloxham, Deddington, Kidlington and Yarnton

**ITEM CMDT8**

## **CABINET MEMBER FOR TRANSPORT – 6 OCTOBER 2006**

### **DISABLED PERSONS' PARKING PLACES – CHERWELL DISTRICT**

**Report by Head of Transport**

#### **Introduction**

1. This report considers the proposed provision of eight new Disabled Persons' Parking Places (DPPPs) and the formalisation of six existing "advisory" DPPPs in Cherwell District and follows the publication of the draft Order – the Oxfordshire County Council (Cherwell) (Disabled Persons' Parking Places) Order 20\*\*.

#### **Background**

2. The increasing demand for parking in Oxfordshire can lead to particular difficulties for disabled people who need to park close to their homes or places of work. The County Council may provide a DPPP on a public road where there is a need.
3. On 7 December 2004 the Executive agreed to rationalise policy with regard to disabled parking which included proposals to adopt a uniform approach to be implemented throughout the County. Previously, in Oxfordshire (as opposed to Oxford City) disabled parking was provided by the use of advisory bays. These bays are marked up on the ground but no disabled sign plate is provided and they do not appear in an Order so are therefore not enforceable. A review of these DPPPs is being carried out across Oxfordshire to ensure they are still required and those that are will be formalised. It will then be possible to enforce them.
4. A fact sheet listing the criteria required to qualify for a DPPP is available in the Members' Resource Centre. A primary condition for qualification is that the applicant has to be a Blue Badge holder. Applicants have to complete a detailed application form and provide a copy of their driving licence and vehicle registration documents to prove that both the driver and the vehicle are resident at the address where the DPPP is requested.
5. The site is then assessed by an Inspector to see if a DPPP is feasible. If it is, informal consultation is carried out with various authorities, such as the Emergency Services. If no comments are made, formal consultation is

commenced. This report considers comments received at the formal stage in respect of the DPPP's referred to in paragraph 1.

## **Formal Consultation**

6. The Directorate sent a copy of the draft Order, a Statement of Reasons for the Order and a copy of the Public Notice appearing in the local press to formal Consultees on 26 July 2006. These documents and plans of all the DPPP's, were deposited for public inspection at County Hall; Cherwell District Council, Bodicote and Banbury, Banbury Neithrop, Bicester, Deddington and Kidlington Libraries. They are also available for inspection in the Members' Resource Centre.
7. Separately, the Directorate wrote to local residents in each area where the proposed DPPP would be sited asking for their comments. In all approximately 226 letters were sent.
8. Comments were received in respect of the proposed DPPP's in Orchard Way, Banbury; Woodfield Road, Bicester; Victoria Terrace, Clifton and Brandon Close, Bicester. Comments were also received in respect of the proposed formalisation of the advisory DPPP's in Arundel Place and Junction Road, Banbury; Andover Close, Bicester; and Winters Way, Bloxham. Plans showing the location of the bays are attached at Annex 1.
9. Although two advisory DPPP's exist in Andover Close, Bicester, used by two disabled drivers, they are being abused by able-bodied drivers. One of them does not conform to DfT minimum DPPP dimensions and is in a turning area. The proposed solution is an extension to the other advisory bay in order for the two vehicles to park but still leaving enough room for turning.
10. An advisory DPPP exists in Woodfield Road, Bicester and is used by a disabled driver who is resident in the road. As a result of a request from another disabled driver and resident it is proposed is to formalise the existing DPPP and provide another next to it.
11. Since the commencement of formal consultation the disabled resident at 126 Bath Road, Bicester has moved and, in view of that and further comments from residents, the proposed formalisation of the advisory DPPP has been dropped and the bay will be removed.
12. A synopsis of each comment and officer response is set out at Annex 2. Copies of the responses can be viewed in the Members' Resource Centre.

## **Conclusion**

13. Following consideration of the comments in detail, I am satisfied that these concerns should not prevent installation of any of the DPPP's and recommend that the other proposals should go ahead.

## **How the project supports LTP2 objectives**

14. Provision of these DPPP's will help to deliver accessibility for disabled drivers by enabling them to park near to their homes.

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

15. There are no financial implications as the cost of installing the DPPP's, approximately £4,100, will be met from the revenue budget.

## **RECOMMENDATIONS**

16. **The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (Cherwell District) (Disabled Persons' Parking Places) Order 20\*\* as published in order to provide for:**
  - (a) **eight new DPPP proposals at Bretch Hill, Causeway, and Orchard Way, Banbury; Chalvey Road and Woodfield Road, Bicester; Victoria Terrace, Clifton and Brandon Close, Kidlington (two spaces); and**
  - (b) **the formalisation of five existing advisory DPPP's at Arundel Place and Junction Road, Banbury; Winters Way, Bloxham; Woodfield Road and Andover Close, Bicester;**

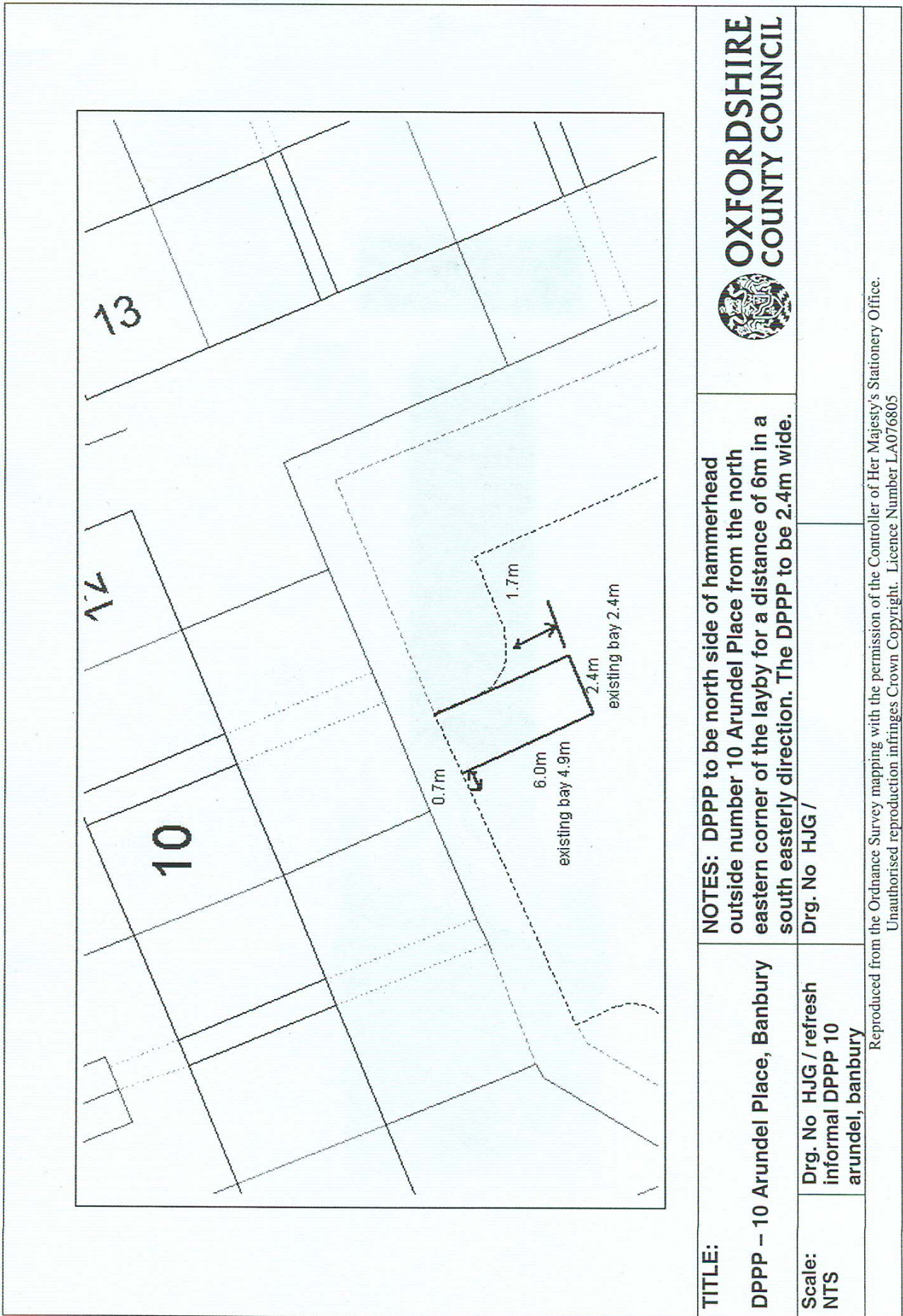
**as specified in this report.**

STEVE HOWELL  
Head of Transport

Background papers:           consultation documentation

Contact Officer:               Mike Ruse, Tel 01865 815978

September 2006



**NOTES:** DPPP to be north side of hammerhead outside number 10 Arundel Place from the north eastern corner of the layby for a distance of 6m in a south easterly direction. The DPPP to be 2.4m wide.

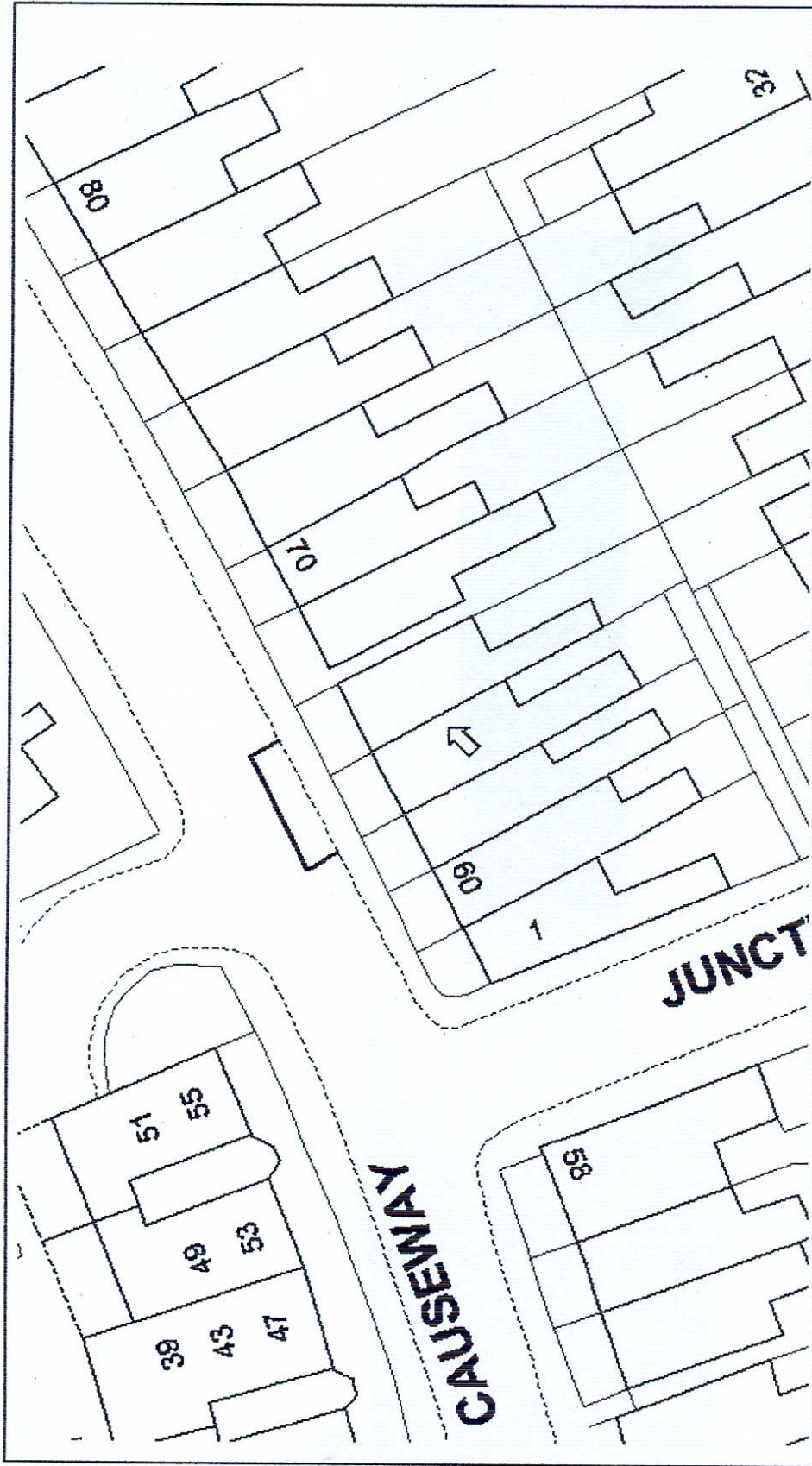
Drg. No HJG /

**TITLE:**  
DPPP – 10 Arundel Place, Banbury

**Scale:**  
NTS

Drg. No HJG / refresh  
informal DPPP 10  
arundel, banbury

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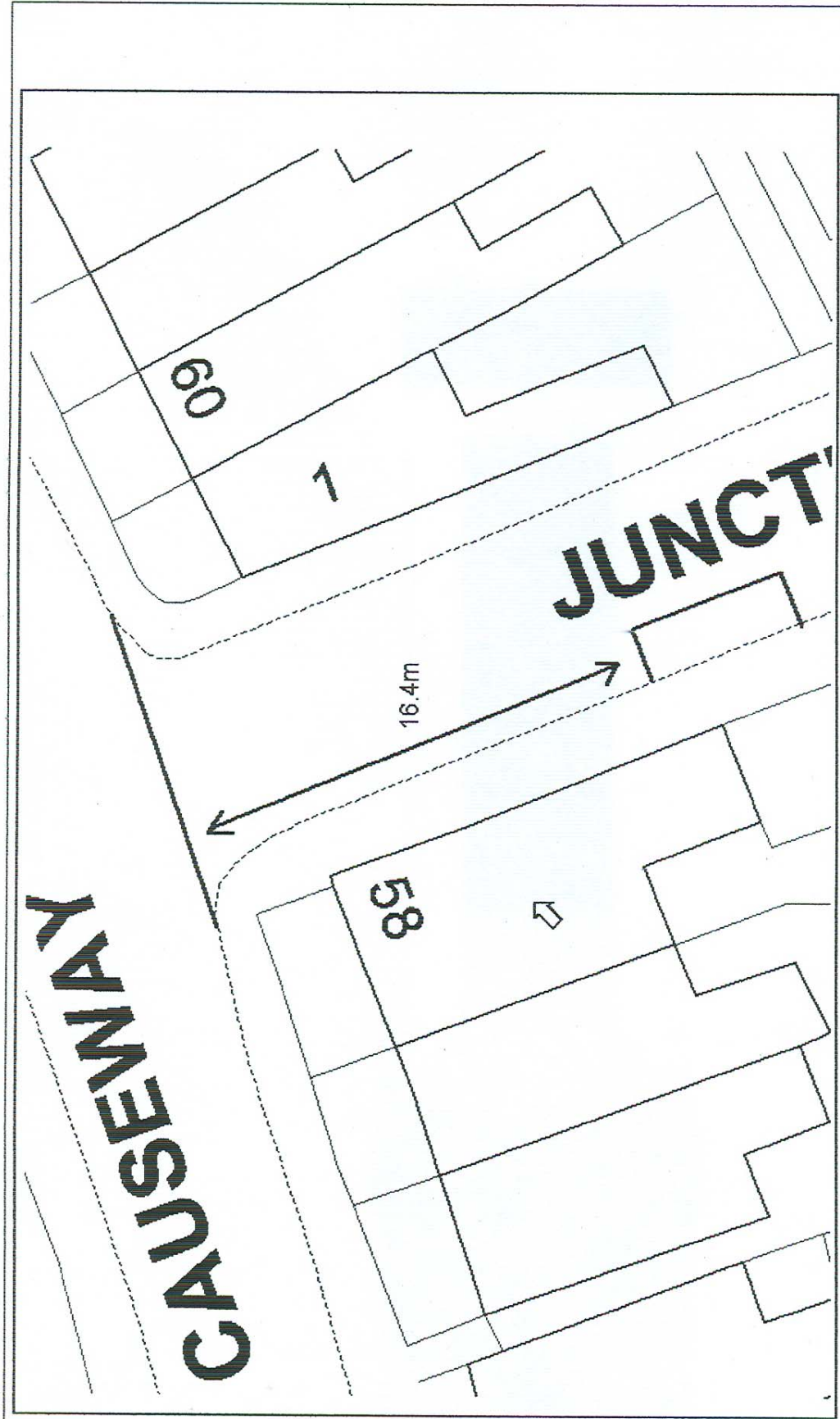
**NOTES:** DPPP to be located from a point at the boundary between numbers 62 and 64 Causeway on the south side of Causeway for a distance of 6m in an easterly direction. DPPP to be 2.2m wide.

**Drq. No HJG / DPPP 64 causeway**

**TITLE:**  
DPPP – 64 CAUSEWAY, BANBURY

**Date:** 05/06      **Scale:** NTS

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**TITLE:**

**DPPP - 58 CAUSEWAY, BANBURY**

**Date: 05/06**

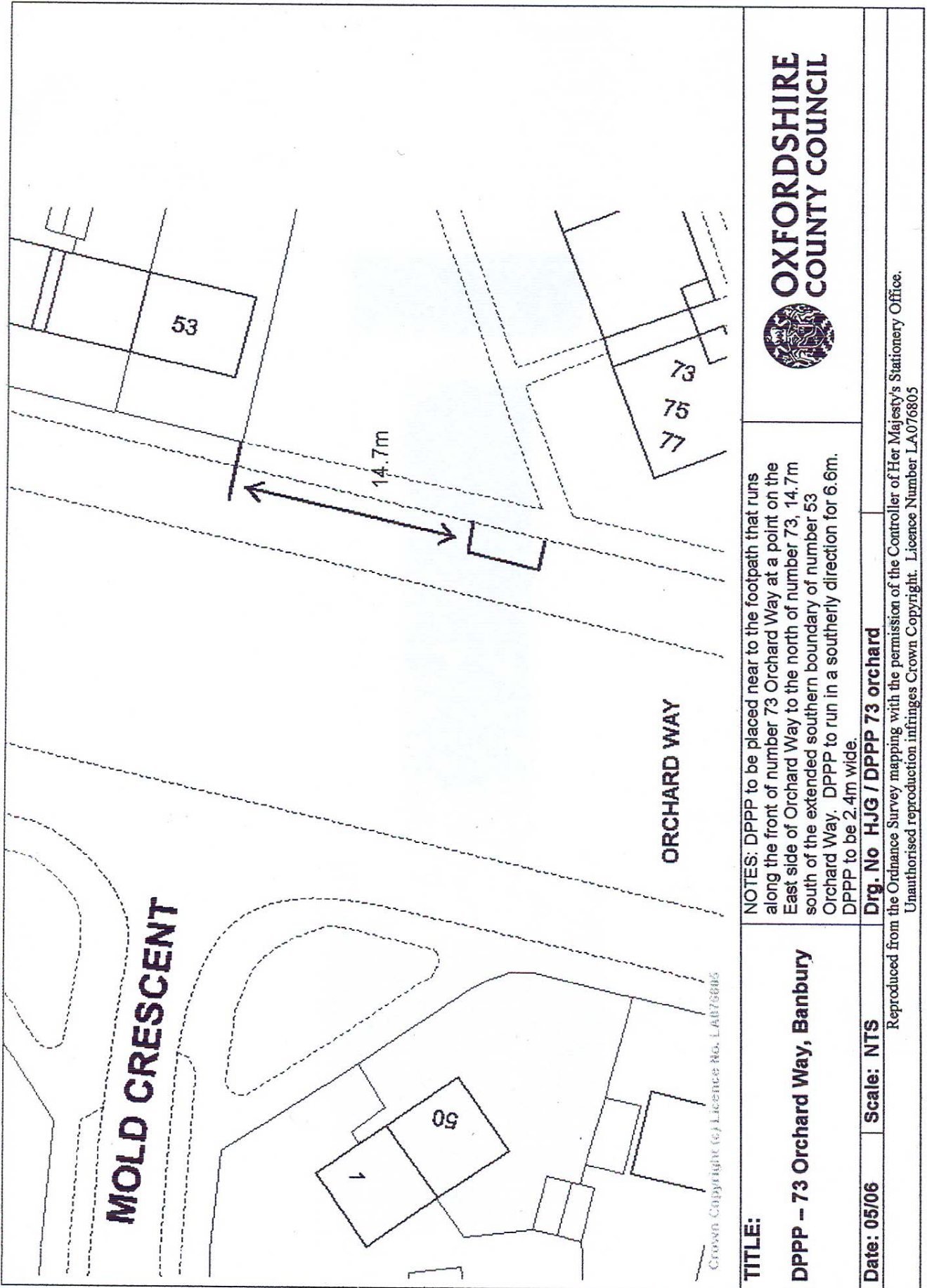
**Scale: NTS**

**Drg. No HJG / DPPP 58 causeway**

**NOTES: DPPP to be located west side of Junction Rd 16.4m from its junction with the southern kerway of Causeway for a distance of 6m. DPPP to be 2.2m wide.**



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**TITLE:**

**DPPP – 73 Orchard Way, Banbury**

**Date: 05/06**

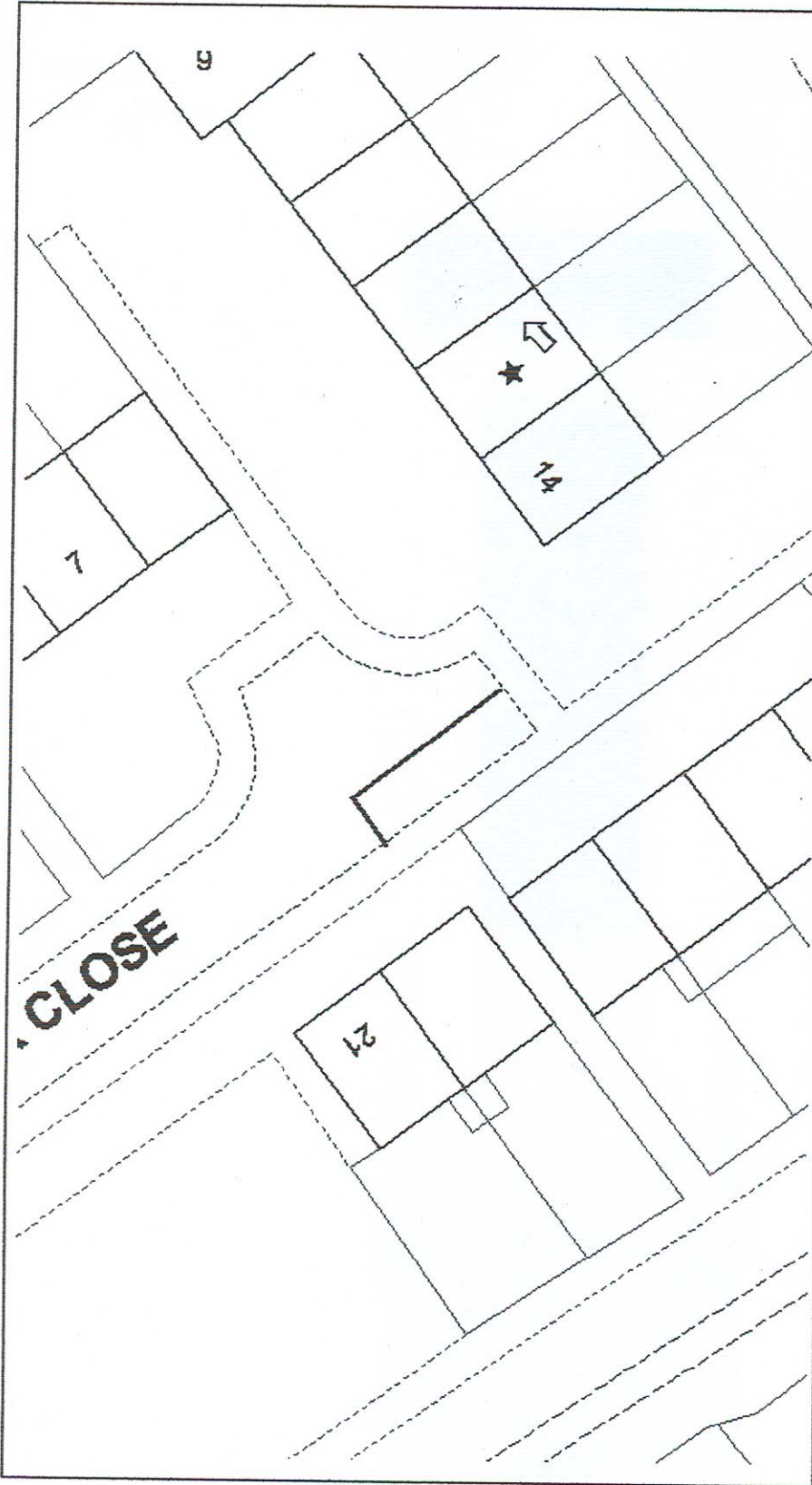
**Scale: NTS**

**NOTES:** DPPP to be placed near to the footpath that runs along the front of number 73 Orchard Way at a point on the East side of Orchard Way to the north of number 73, 14.7m south of the extended southern boundary of number 53 Orchard Way. DPPP to run in a southerly direction for 6.6m. DPPP to be 2.4m wide.

**Drg. No HJG / DPPP 73 orchard**



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**TITLE:**

**DPPP – 13 and 16 Andover Close,  
Bicester**

**Date: 05/06**

**Scale: NTS**

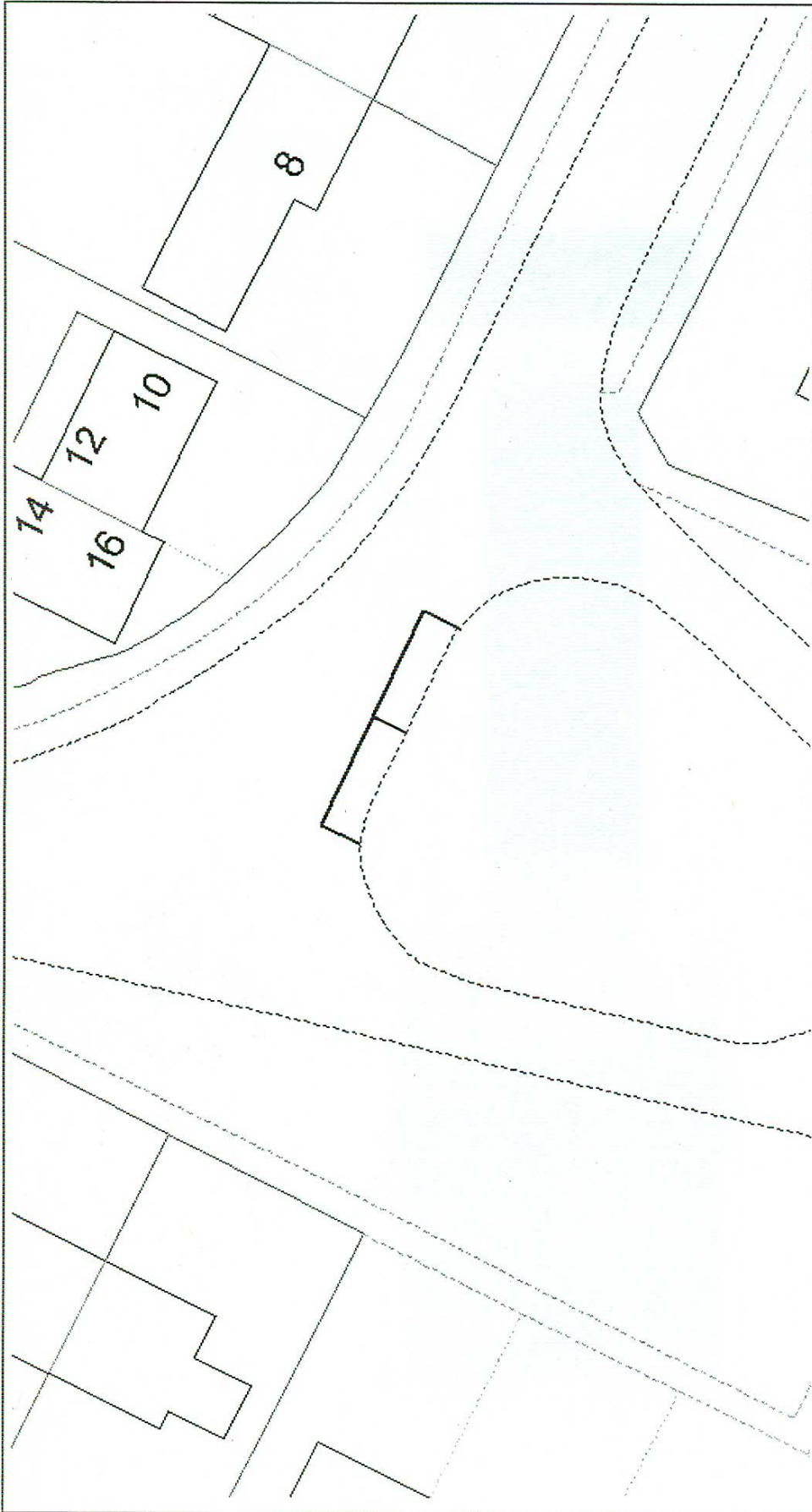
**NOTES: DPPP to be located in the southwest corner of the hammerhead at the end of Andover Close. DPPP to run for a distance of 10m along the western kerbline from the corner and to measure 2.6m wide.**

**Drg. No HJG / 13-16 andover bicester**

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**TITLE:**

**WOODFIELD ROAD, BICESTER**

**NOTES:** Two DPPPs on the northern kerblines of the grassed area that runs between nos 13 and 16 Woodfield Road. Located from the mid point of the kerblines in both directions for 6.6m. Both DPPPs to be 2.8m wide.  
ONE INFORMAL BAY ALREADY IN PLACE – to be replaced.



**Date:** 18/4/06

**Scale:** NTS

**Drwg. No** HJG / 18 04 2006

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DPPP to run from the boundc  
between numbers 14 and 16  
Winters Way for a distance of  
5.9m in a south easterly  
direction. DPPP to be 2.3m wic  
x  
x

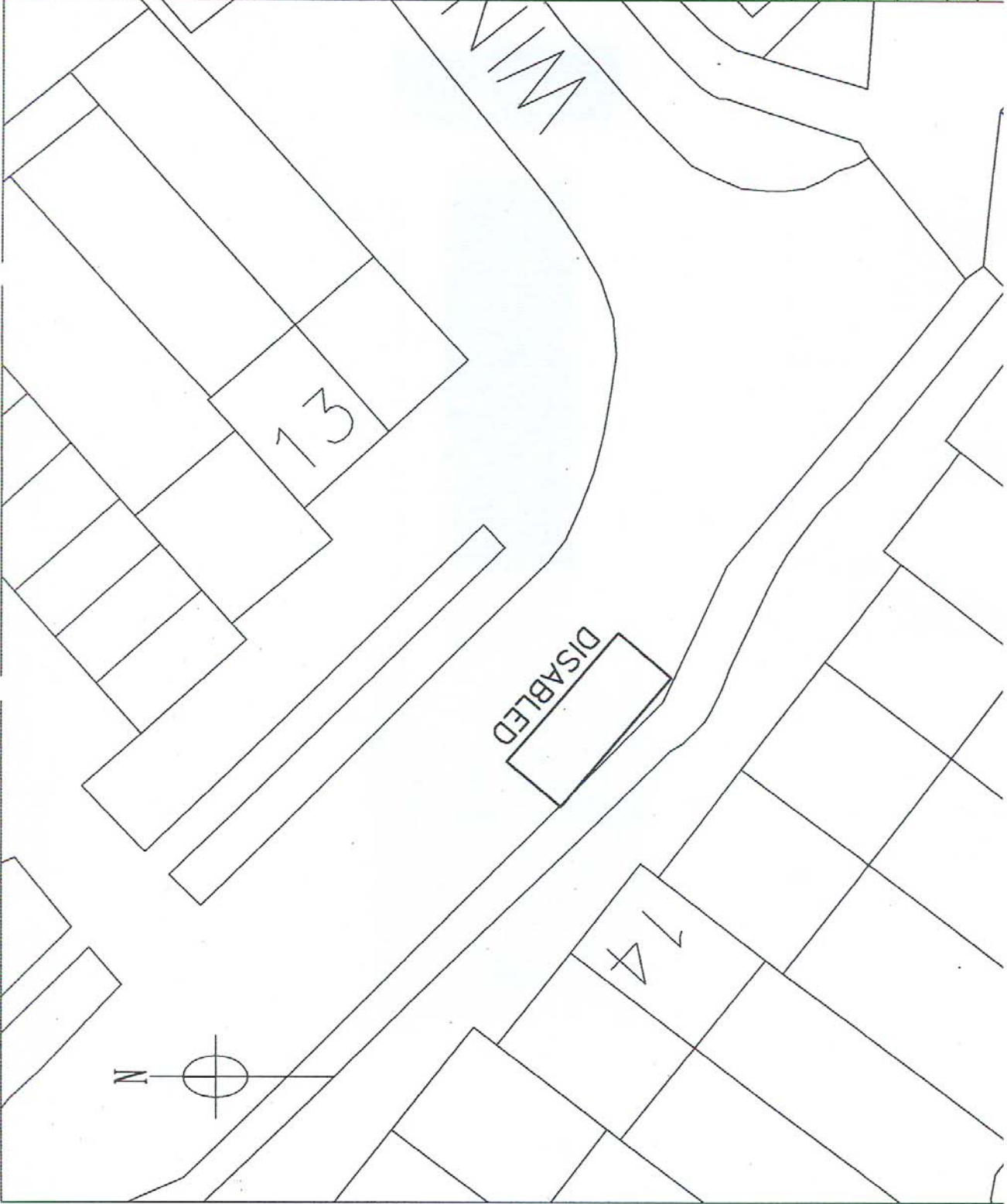
Note:  
The DPPP shown will be mark  
in accordance with Diag.1028.,  
and not necessarily as scaled.

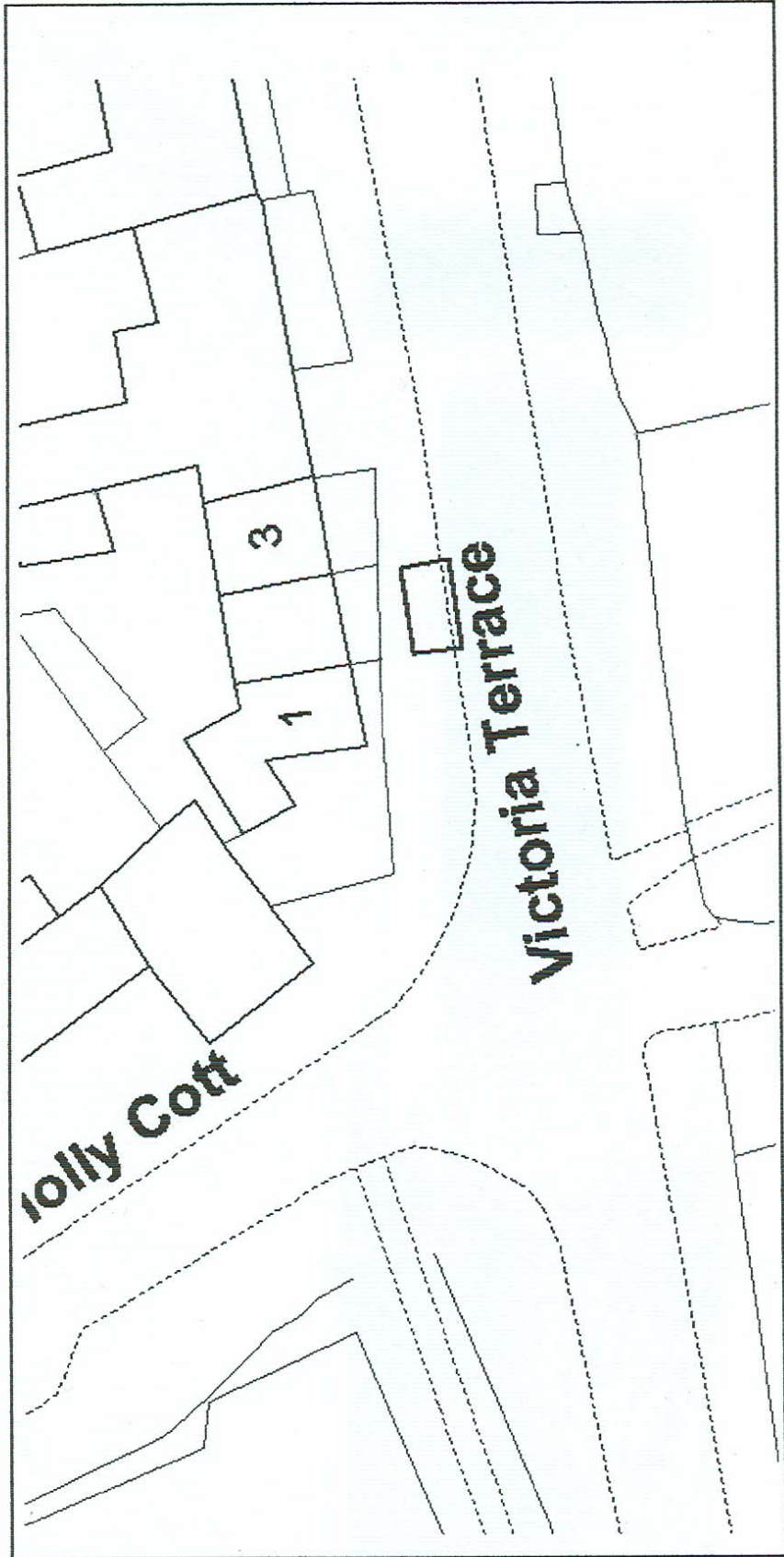
DATE	REVISION	BY

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ISSUED	12/01	3 February 2002	None
SCALE	1:500		
PROJECT TITLE DISABLED PEISONS PARKING PLACE LOCATION PLAN			
DRAWN TITLE No./Name, Address, Parish			
DATE			
BY			





**TITLE: DPPP - 2 Victoria Terrace,  
Clifton**

**NOTES: DPPP to be in layby. Northside. From  
the boundary between nos 1 and 2 for a distance  
of 6m towards number 3. DPPP to be 2m wide.**

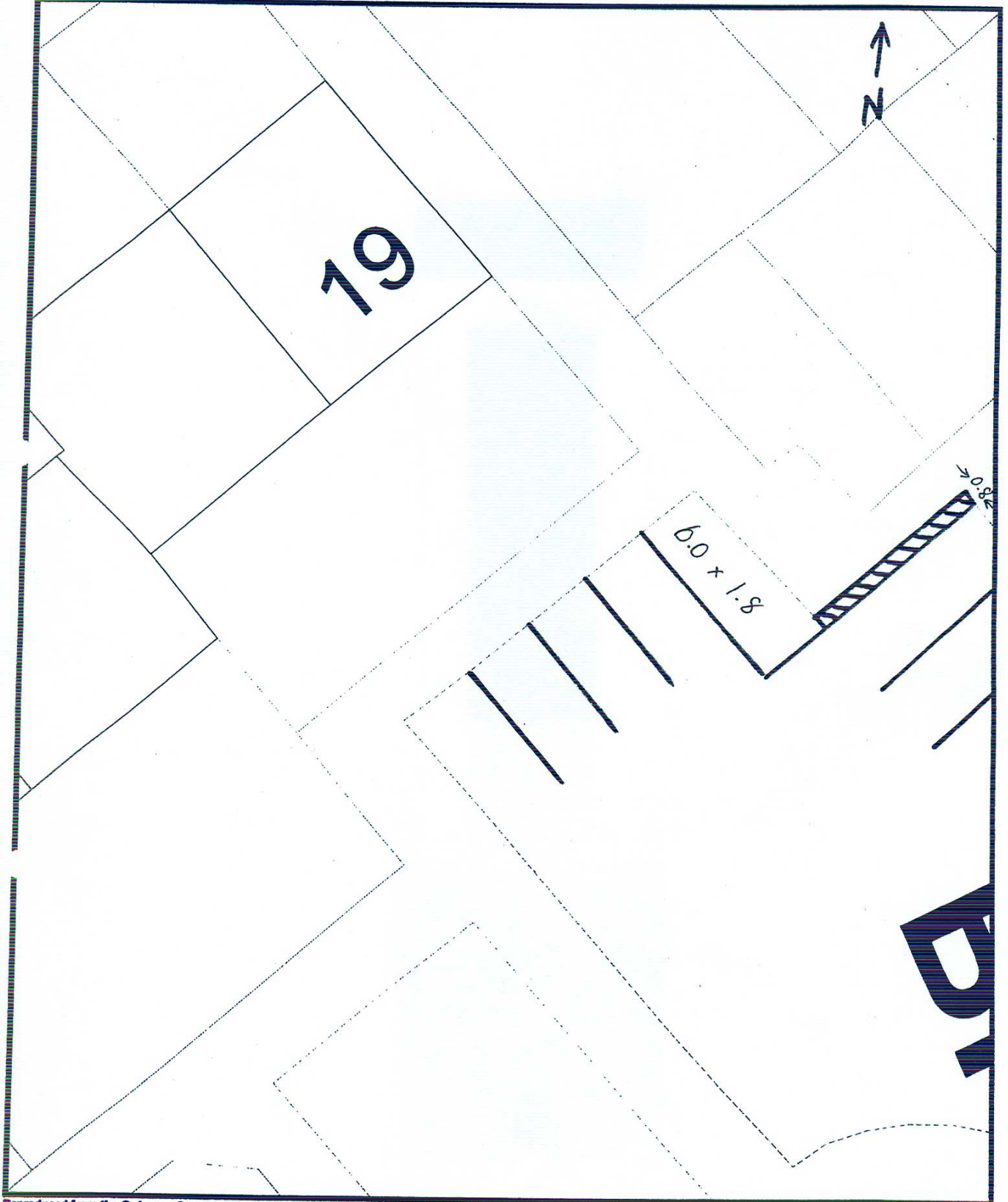


**Date: 04/06      Scale: NTS**

**Drq. No HJG / DPPP 2 victoria terrace**

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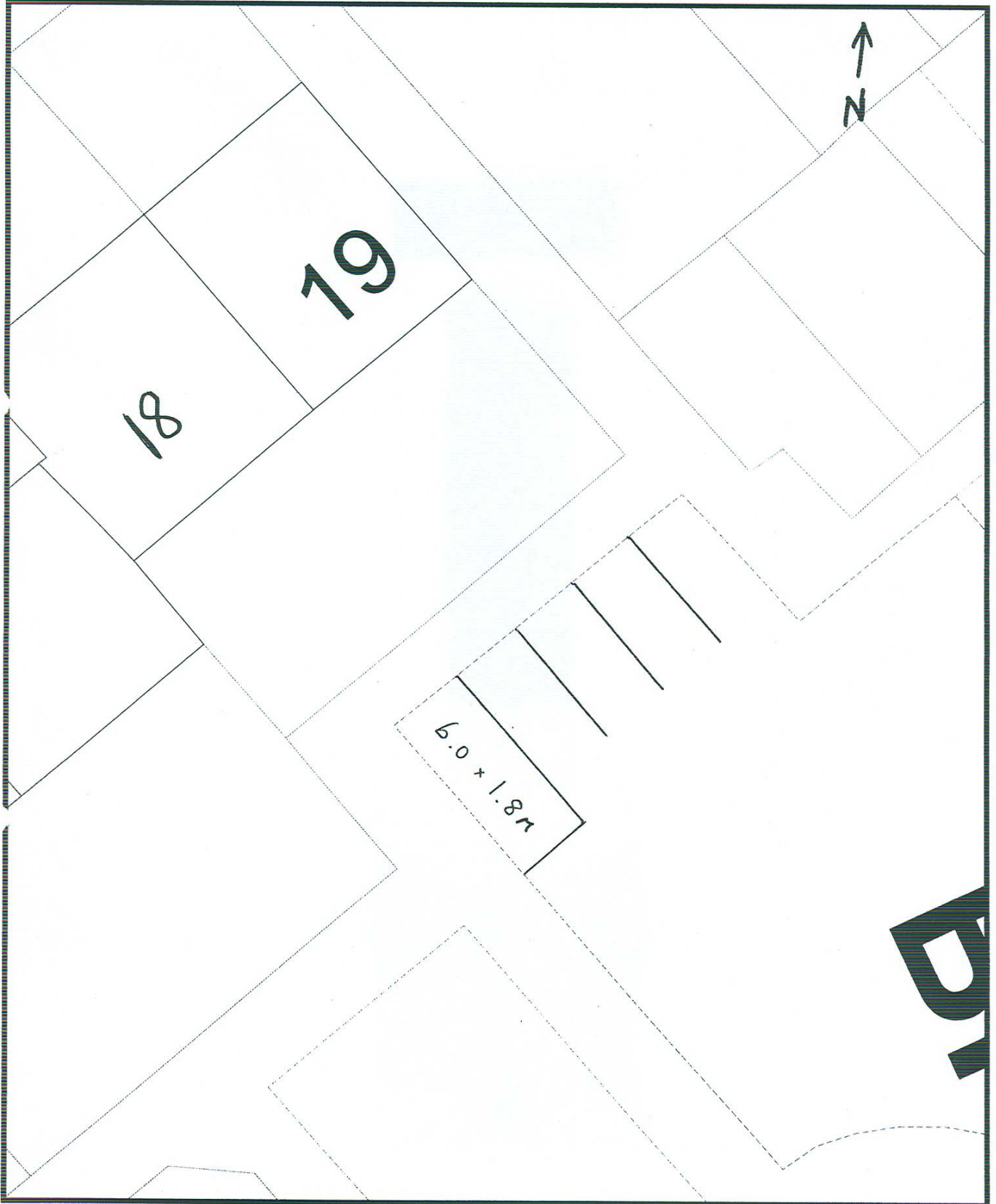
# 19 BRANDON CLOSE, KIDLINGTON - DIS BA



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Scale: 1:156.25  
Plot Date: 24/6/2005  
By: PB  
Dept:

# 18 BRANDON CLOSE, KIDLINGTON - DIS BAY



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Scale:1:156.25  
Plot Date:24/6/2005  
By: PB  
Dept:

**ANNEX 2**

**Comments on the Proposed Disabled Persons' Parking Places (DPPPs)**

	<b>Commentor</b>	<b>Comments</b>	<b>Response</b>	<b>Recommendation</b>
<b>DPPP at Arundel Place, Banbury</b>				
1	Resident , Arundel Place	Objects because not enough existing parking space in the road and if a 6m x 2.4m DPPP is adopted it will take up another two car spaces. The disabled driver only has a small car. Other disabled residents live in the road – what will happen if they apply for DPPPs as well?	The Informal DPPP is too short for DfT minimum dimensions, and needs to be slightly wider to allow the disabled driver to access his car as the parking bays are side on. Various criteria needs to be established before a disabled applicant becomes eligible for a DPPP, if slight doubt exists, each case is judged on its merits.	Proceed
<b>DPPP at Causeway , Banbury</b>				
2	Resident, Junction Road	Has no objections to the proposal.	Noted.	Proceed
3	Resident, Causeway	Agrees with the proposal. Asks who will enforce the DPPP?	Thames Valley Police are currently responsible for enforcement. There are plans to “decriminalise” parking enforcement - ultimately either the District Council or the County Council will be responsible.	Proceed
<b>DPPP at Junction Road, Banbury</b>				
4	Resident, Junction Road	Suggests the informal DPPP is moved outside existing garaging owned by the premises.	Since DfT regulations allow any vehicle correctly displaying a Blue Badge to park in a DPPP, there is a possibility that a disabled driver visiting the street could block access to the garaging. NB – the garages are used by a separate business.	Proceed

5	Resident, Causeway	<p>Believes the proposed closure of the junction of Causeway &amp; Middleton and development of former Bridge Street Motors site will affect parking availability. Any reduction to unrestricted parking should be considered with this in mind. Advises that the disabled resident the advisory DPPP was for has died. Believes the DPPP should be removed unless another disabled person resides at the premises. Suggests the DPPP is moved outside garaging owned by the premises.</p>	<p>The DPPP in Junction Road would not reduce parking availability since it already exists. The Bridge Street Motors site is not on the public highway so OCC could not provide parking spaces here. Junction Road is 135 metres from the junction of Causeway with Middleton Road. There is a current Blue Badge Holder residing at the address. DfT guidelines would prevent putting a DPPP in front of garaging. As DfT regulations allow any vehicle correctly displaying a Blue Badge to park in a DPPP it is possible that a disabled driver visiting the street could block access to the garaging. NB the garages are used by a separate business.</p>	Proceed
<b>DPPP at Orchard Way, Banbury</b>				
6	Resident, Orchard Way	<p>Suggests that the DPPP is located south of the path that runs at an angle to Orchard Way. The tenants in the flats farthest from the road park to the north of the path in order to keep an eye on their cars from their windows. Vehicles have been damaged, including that of the resident in the past. The houses to the north do not have garages.</p>	<p>There is space for four to five cars in the area to the north of the path up to the boundary of No 53 Orchard Way. If the DPPP were located south of the path then it could prevent other residents in different parts of the flats from seeing their vehicles. Wherever the DPPP goes it would affect someone in this long length of road.</p>	Proceed

<b>DPPP at Andover Close, Bicester</b>				
7	Resident, Andover Close	Says there are two households in the Close that try to “dominate proceedings.” Both the disabled people had problems walking and their advisory DPPPs were parked in by these able-bodied residents. Agrees with the proposal.	The current bays are advisory and are at opposite ends of a hammerhead turning area. One would have to be widened to comply with DfT regulations on minimum dimensions and would fill much of that part of the turning area. The proposed solution is to lengthen the other DPPP to take two cars, while leaving enough space for vehicles to turn.	Proceed
<b>Two DPPPs at Woodfield Road, Bicester</b>				
8	Resident, Woodfield Road.	Objects to proposed location of additional DPPP. Thinks it should go on the large grassed area adjacent. Rail commuters parking in the road make it difficult for residents to park. Believes the new DPPP will prevent emergency vehicles and refuse vehicles from passing by.	Although the grassed area is OCC adopted, there is no budget to provide the extra money to do this. Oxfordshire Highways were promoting a traffic scheme to resolve the situation with rail commuter parking in the road. The Highways Inspector has confirmed the new DPPP will not obstruct passing cars, refuse vehicles or emergency vehicles. The Emergency Services have not objected to the proposal at informal or formal consultation.	Proceed
9	Resident, Woodfield Road	Asks whether OCC could put the DPPPs on the grassed area?	See above.	Proceed
<b>DPPP at Winters Way, Bloxham</b>				
10	Resident, Winters Way	Believes that the DPPP proposals will extend the bay more towards his home and prevent him parking outside.	In order to comply with DfT minimum dimensions for DPPPs, the bay will extend slightly over this resident’s property boundary line.	Proceed



11	Resident, Winters Way	Objects to the extension of the DPPP to a length of 5.9 metres, because parking is at a premium in Winters Way. Believes this would prevent goods vehicles or fire engines passing by.	The proposed DPPP will be 6 metres long. The Emergency Services have already been consulted and no objections have been received. The DPPP is located in an existing parking bay so will have no effect on passing traffic.	Proceed
<b>DPPP at Victoria Terrace, Clifton</b>				
12	Resident, Clifton	Parking is at “saturation point” in the village. Vehicles have parked across residents’ drives. The DPPP would reduce parking by 2 car spaces. Doesn’t think it is necessary for anybody in the vicinity.	When parking is at a premium, this puts disabled drivers at a disadvantage. The DPPP will take up approximately 1.5 car spaces, but will not reduce parking spaces for residents drastically since the applicant already parks there and the disabled neighbour at No 3 Victoria Terrace doesn’t drive. The residents at No 1 have a hard-standing.	Proceed
<b>Two DPPPs at Brandon Close, Kidlington</b>				
13	Resident, Brandon Close	Asked whether the DPPPs could be placed together.	The existing unregulated parking bays are not very wide and the disabled applicants need room to get out of their vehicles. In order not to use up three spaces instead of two, the inspector decided to put them at either end so the pavement can be utilised for exiting or accessing the vehicles. The remaining unregulated bays would be lengthened to remain parallel with the new DPPPs which would be helpful to the residents.	Proceed

14	Resident, Brandon Close	Believes the DPPP proposals discriminate against able-bodied people. Resident's mother has a Blue Badge. Says the DPPPs are not outside applicants' properties so they won't use them. Believes OCC has not investigated enough.	Data Protection Act prevents OCC from disclosing identity of applicants to residents. The DPPPs could be placed in any part of this particular parking bay and still be close to the applicants. The Inspector located them at either end so as not to take away too much parking space from other residents and to allow the pavement to be used for accessing and exiting the vehicles. OCC Social and Community Services have separately surveyed the area and asked us to provide disabled parking facilities here.	Proceed
15	Resident, Brandon Close	Says the area should have been inspected after 6pm to see how congested the parking is. Suggests demolishing a walled garden area & providing dropped kerbs for residents to have hard-standings in their gardens. Photos supplied.	No budget to do this. The road, parking areas and paths are adopted by OCC, but the walled garden area and the grassed areas are not, so this could not be carried out.	Proceed
<b>DPPP proposals in Bicester</b>				
16	Bicester Town Council	Agree in principle to the DPPP proposals but wants to know whether DPPPs are reviewed on a regular basis to ensure they are still used. What happens if the disabled resident moved or died? Feels that the existing DPPPs in Bell Lane do not conform to "size guidelines."	Where the disabled resident or the neighbours advise OCC that DPPP is no longer in use, this is checked. Then a removal process is undertaken in the next TRO amendment. To cover all eventualities DPPPs are reviewed every three years to ensure they are still required. The existing formal bays in Bell Lane do not form part	Proceed

			of this consultation but OCC has asked the Town Council to make contact separately to discuss their concerns further.	
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