

## **TRANSPORT IMPLEMENTATION COMMITTEE – 20 JULY 2006**

### **DISABLED PERSONS' PARKING PLACES – VALE OF WHITE HORSE DISTRICT**

#### **Report by Head of Transport**

##### **Introduction**

1. This report considers the proposed provision of five new Disabled Persons' Parking Places (DPPPs) and the formalisation of three existing "advisory" DPPPs in the Vale of White Horse District and follows the publication of the draft Order – the Oxfordshire County Council (Vale of White Horse District excluding North Hinksey) (Disabled Persons' Parking Places) (Amendment) Order 20\*\*.

##### **Background**

2. 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.
3. The increasing demand for parking in Oxfordshire can lead to particular difficulties for disabled people who need to park close to their homes or place of work. The County Council may provide a DPPP on a public road where there is a need.
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 in respect of the DPPPs referred to in paragraph 1 received at the formal stage.

##### **Formal Consultation**

6. The Directorate sent a copy of the draft Amendment 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 April 2006. These documents, together with the Oxfordshire County Council (Vale of White Horse District excluding the Parish of North Hinksey) (Disabled Persons' Parking Places) (Consolidation) Order 2006 and plans of all the DPPPs were deposited for public inspection at County Hall and the Vale of White Horse District Council Offices in Abingdon. 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 140 letters were sent.
8. Comments were received in respect of the proposed DPPPs in Coopers Lane, Abingdon; Marlborough Gardens, Faringdon and Barrett's Way, Sutton Courtenay. Comments were also received in respect of the proposed formalisation of the advisory DPPPs in Edward

Street, Abingdon and Bennett Road, Faringdon. Plans showing the location of the bays are attached at Annex 1.

9. A synopsis of each comment with an officer response is attached at Annex 2. Copies of the responses are available in the Members Resource Centre.

### **Conclusion**

10. Following consideration of the comments in detail I am satisfied that the concerns expressed should not prevent installation of any of the DPPP's and recommend that these proposals should proceed.

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

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

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

12. The cost of installation will be met from the revenue budget provided for DPPP's.

### **RECOMMENDATION**

13. **The Committee is RECOMMENDED to authorise variations to the Oxfordshire County Council (Vale of White Horse District excluding North Hinksey) (Disabled Persons' Parking Places) (Amendment) Order 20\*\* as published in order to provide for:**

**(a) five new Disabled Person Parking Places;**

**(b) the formalisation of three existing advisory Disabled Person Parking Places;**

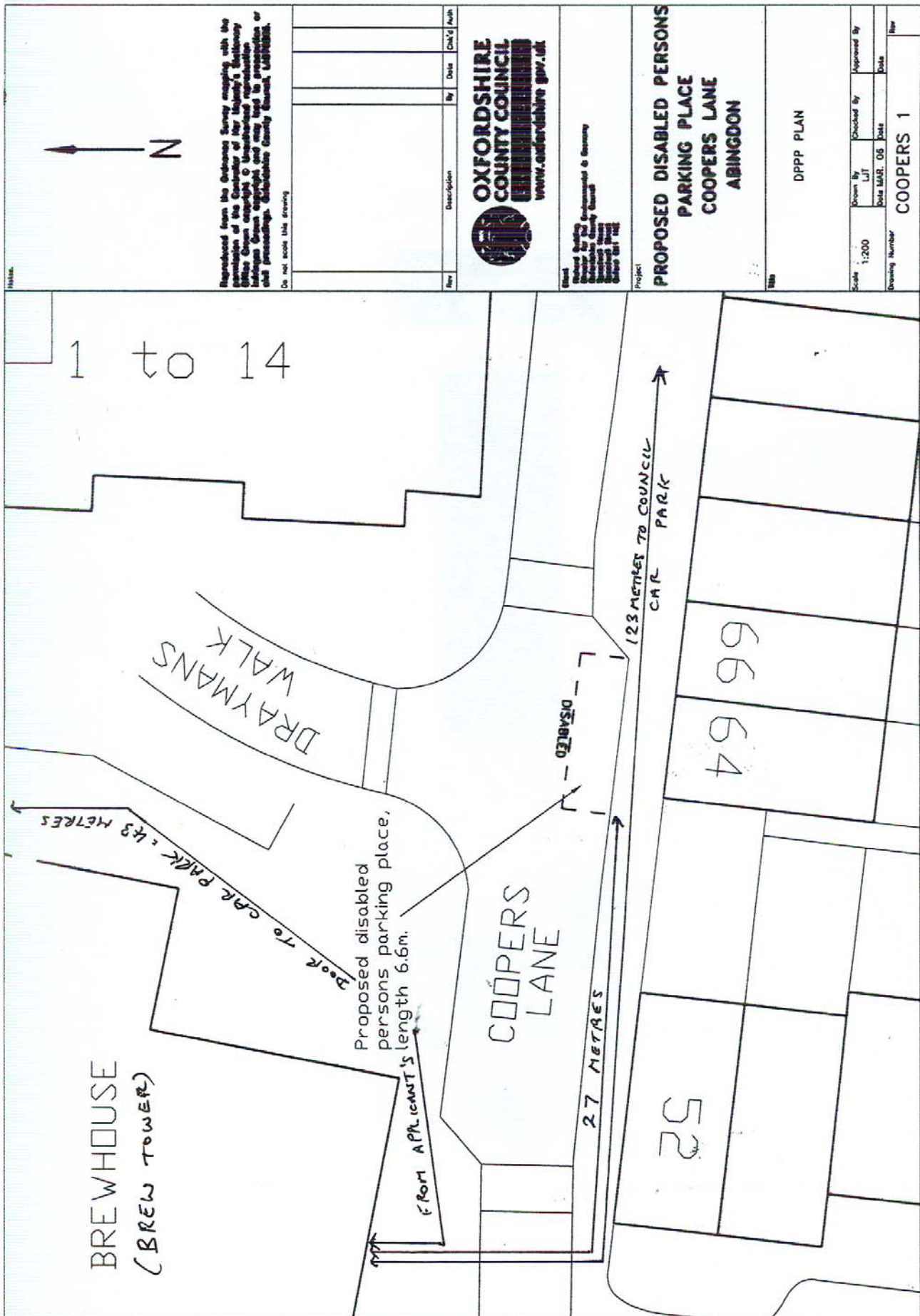
**as specified in this report.**

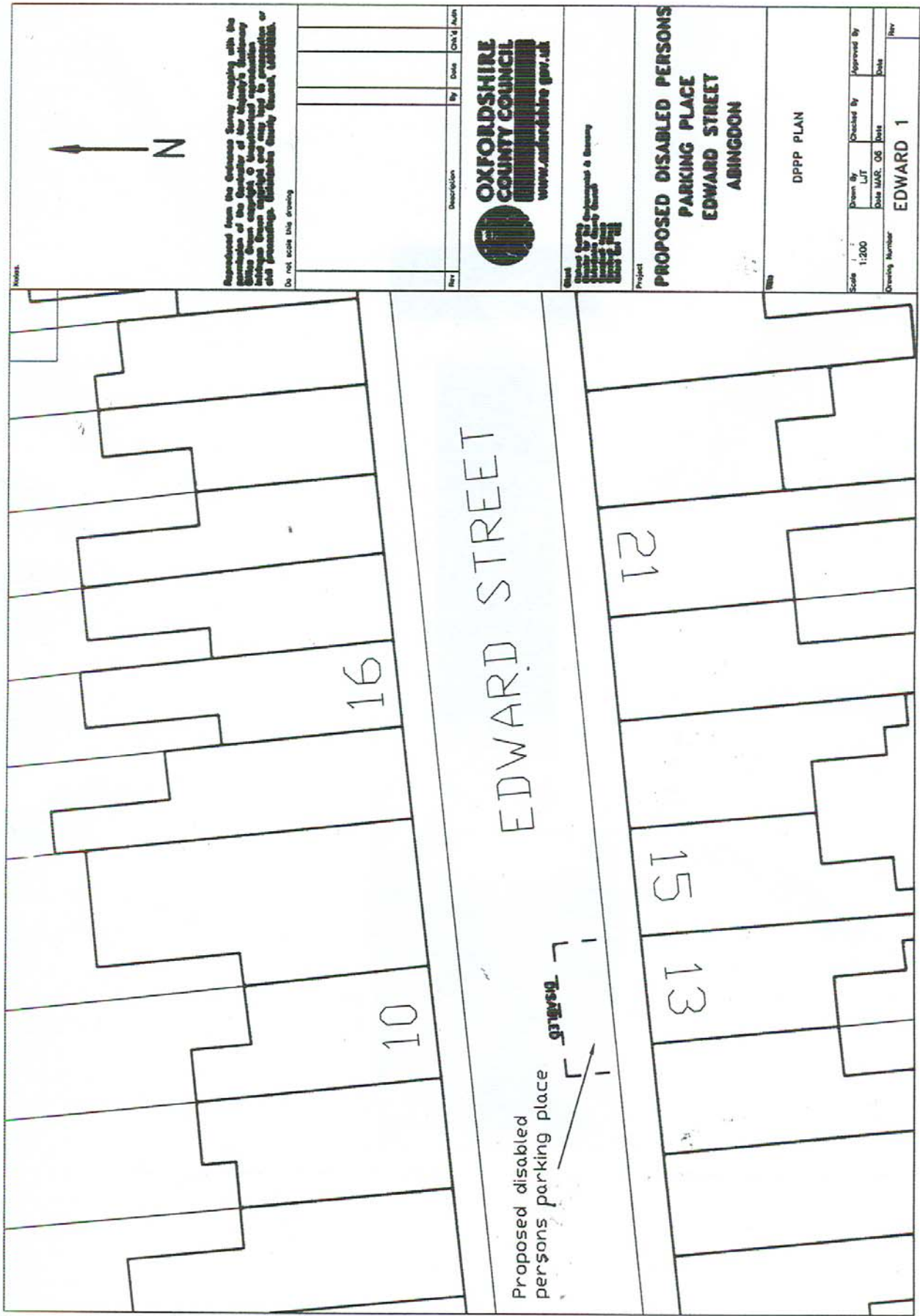
STEVE HOWELL  
Head of Transport

Background papers: Consultation documentation

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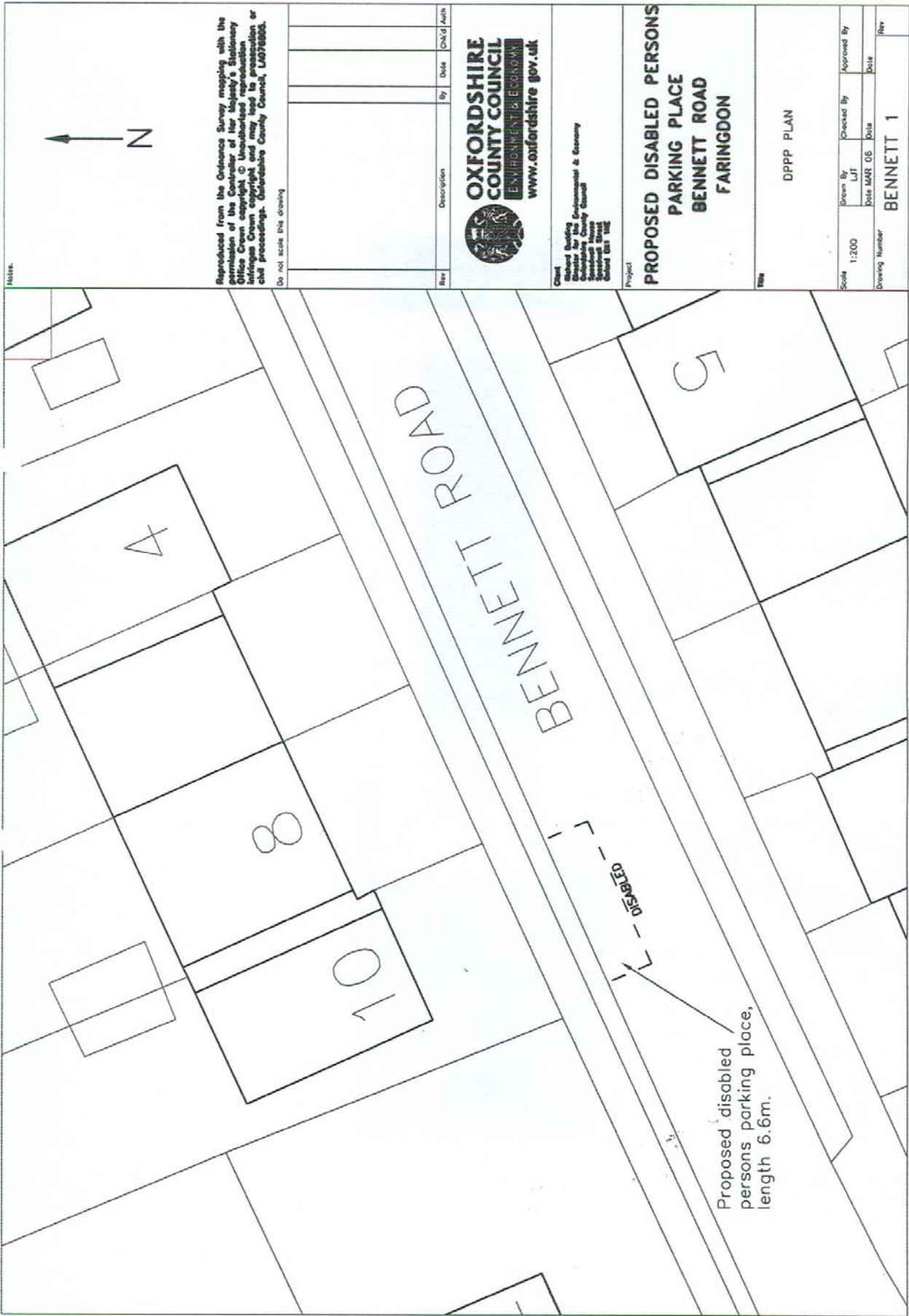
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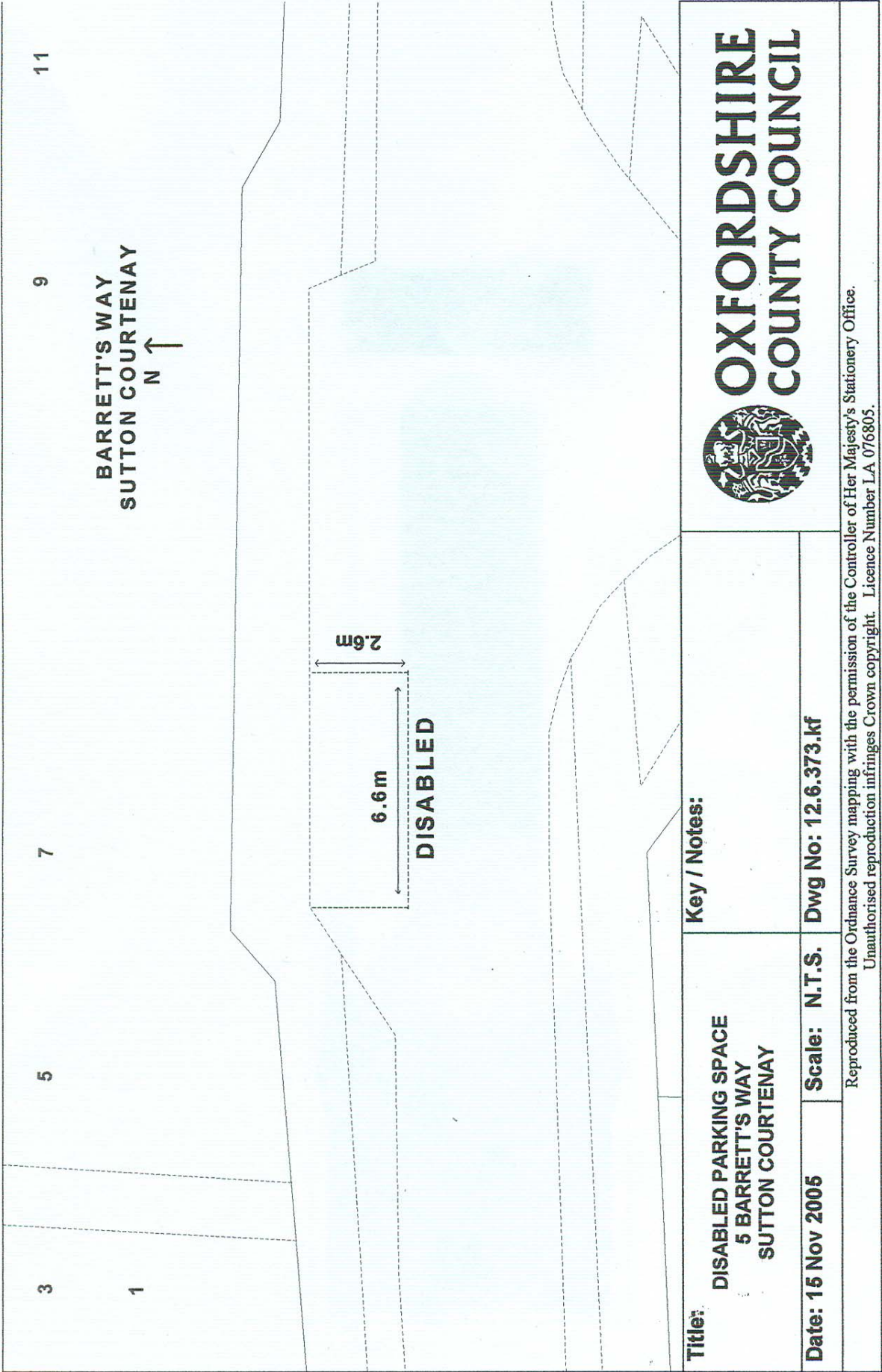












## ANNEX 2

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

	Respondent	Comments	Response	Recommendation
<b>DPPP at Coopers Lane, Abingdon</b>				
1	Resident, 31 Coopers Lane	In favour of the proposed DPPP in Coopers Lane, Abingdon	Noted	Proceed
2	Resident, 48 Coopers Lane	No objection but believe that the parking problem in the lane where cars are parked on the pavement could be made worse by the provision of a DPPP.	The disabled resident already parks in the road, therefore this DPPP would not take away parking space from other road users.	Proceed
3	Resident, 50 Coopers Lane	<p>Objects to the proposed DPPP. The parking situation is bad in that vehicles park on the pavements making access for larger vehicles difficult. Believes that the Council should "put in place an enforceable no parking scheme for Coopers Lane" and the DPPP should be part of that scheme.</p> <p>Points out that each resident when they move in is made aware that they have a designated parking space or spaces (Some properties have 2 spaces). Believes the applicant is "looking to gain an advantage not allowed to able-bodied" people.</p> <p>Says that there is a Vale of White Horse District car park roughly 100 yards away from the proposed DPPP with 6 DPPPs that are under-used.</p> <p>Further explains that the distance from the rear of the flats where the applicant lives to the nearest allocated space is 37 metres along a flat path suitable for wheelchair access. The distance to the proposed DPPP is 32 metres and involves 3 steps and a road crossing.</p>	<p>The provision of a DPPPs is a "stand alone" process in order to assist with access for disabled people. There is a separate Traffic Regulation Order for each District and general parking schemes are outside the remit of this consultation.</p> <p>The applicant has advised that he became disabled after he moved into Coopers Lane. He explained that he is unable to walk as far as the designated parking place which is currently used by his wife. The Occupational Therapist reconfirms this.</p> <p>The applicant is unable to walk that far.</p> <p>The distance from the applicant's door to the beginning of the car park with the designated car spaces is approximately 43 metres. The applicant cannot walk that far. The distance from the applicant's door to the proposed DPPP is approximately 27 metres. He can walk that far. His County Council Occupational Therapist has arranged for a handrail to be installed from his front door</p>	Proceed



	Respondent	Comments	Response	Recommendation
			to the pavement to assist him. The distance to the Vale of White Horse Car Park is approximately 123 metres. He cannot walk that far.	
4	Resident, 72 Coopers Lane	Has no objection if the DPPP is required by a resident but objects on the basis that cars currently park on the pavement outside her house and obstruct delivery vehicles. Would only accept the proposal if this was done in conjunction with parking restrictions in the narrower part of the road.	The provision of DPPPs is a "stand alone" process to help with access for the disabled. Separate parking restriction schemes are outside of the remit of the consultation. The applicant already parks in the road so the proposed DPPP would not take away parking space from other road users.	Proceed
<b>DPPP at Edward Street, Abingdon</b>				
5	Abingdon Town Council	Concerned that formalising the advisory DPPP in Edward Street might impact on the temporary road closure in connection with the annual fair.	Oxfordshire Highways at Drayton confirm that they will liaise with Legal Services to cater for this. The Town Council confirm that this has resolved the matter.	Proceed
<b>DPPP at Marlborough Gardens, Faringdon</b>				
6	"The Occupier" 13 Marlborough Gardens, Faringdon.	Objects to the proposed DPPP in the road because parking is at a premium, and the disabled applicant "puts his disability on."	The applicant already parks in the road and has a Blue Disabled Badge so he is eligible for a DPPP.	Proceed
<b>DPPP at Bennett Road, Faringdon.</b>				
7	Resident, 9 Bennett Road Faringdon	No objection to the proposed formalisation of the advisory DPPP but asked whether it would be enforced to prevent people parking in it without displaying a blue badge. Also would it be made clear to "all concerned" that any vehicle correctly displaying a Blue Badge could park there?	The Police and Traffic Wardens would be able to enforce the proposed formalised DPPP. "All concerned" have been made aware that any vehicle correctly displaying a Blue Badge could park in the DPPP. <i>The respondent has since withdrawn her comments as a result of the above response.</i>	Proceed
8	Resident, 11 Bennett Road, Faringdon	Concerned that the proposed formal DPPP would not be enforced by the Police and Traffic Wardens. Also asked how many Blue Badges could a household have. Also asked why the DPPP had to be 6.6 metres long. Further commented that "some years ago" the residents without off-street parking were offered the chance of a hard-standing for a "few hundred pounds"	The current advisory DPPP cannot be enforced so allows anybody to park in it with impunity. A formal DPPP can be enforced. The Blue Disabled Badge team issue only one Badge to the disabled person, although it can be used in any car used to transport that disabled person. The Department for Transport regulations stipulate that the minimum length of a DPPP is 6.6 metres.	Proceed

	Respondent	Comments	Response	Recommendation
		but the disabled resident did not take this up. Further objects on the grounds of safety in that 2 vehicles often park simultaneously in the advisory DPPP obstructing a neighbour's drive.	Whether the applicant had the chance of having a hard-standing installed or not is outside the remit of this consultation. If two vehicles parked in a formal DPPP and if one vehicle did not display a Blue Badge, it could attract a parking fine.	
<b>DPPP at Barrett's Way, Sutton Courtenay</b>				
9	Resident 19A Barretts Way, Sutton Courtenay	Objects on the basis that it is difficult to park in road now and the DPPP will make things worse. Also thinks the DPPP will be used by disabled visitors to the estate. Has asked whether the driver lives close to the proposed DPPP.	When parking is a problem, this puts disabled drivers at a further disadvantage. Under Department for Transport regulations any vehicle correctly displaying a Blue Badge can park in the proposed DPPP. The applicant lives close by the proposed DPPP.	Proceed