

CABINET MEMBER FOR TRANSPORT – 6 OCTOBER 2011

DISABLED PERSONS' PARKING PLACES – OXFORD CITY (SOUTHFIELD ROAD & PEAT MOORS)

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

Introduction

1. This report considers the proposed provision of a new disabled persons' parking place (DPPP) in the southern half of Southfield Road, East Oxford; and the proposed removal of a DPPP in Peat Moors, Headington. This follows the publication of the draft Oxfordshire County Council (Disabled Persons' Parking Places - Oxford) (Variation No.2) Order 20**.

Background

2. In November 2010, an application form and copies of driving documentation was received from a disabled resident in Southfield Road for a DPPP. As the applicant appeared to meet the eligibility criteria for a DPPP, a site visit was made and a plan and schedule drawn up.
3. Separately in January 2011, a request was received by the user of a DPPP in Peat Moors to have it removed as he no longer had a car and the DPPP was no longer needed. Parking in the area was so congested that the space was needed for unrestricted parking.
4. This report considers the outcome of a formal consultation held on the proposals. All other DPPP proposals in Oxford City advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays.

Formal Consultation

5. The Directorate sent a copy of the draft amendment order, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed DPPP changes in Oxford City, to formal consultees on 26 July, 2011. These documents, together with supporting documentation as required, and plans of all the DPPPs were deposited for public inspection at County Hall and Blackbird Leys, Cowley, Headington, and Summertown libraries. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Directorate wrote to local residents in each area where the proposed new DPPPs would be sited asking for their comments, and also to local residents in areas where it was proposed to remove existing DPPPs

that were no longer required. In addition public notices were displayed at each site and in the Oxford Times.

Southfield Road

7. Two comments were received in respect of the proposed DPPP in Southfield Road, East Oxford. One local resident fully supported the proposal but a call was received from a resident who wished to remain anonymous, to advise that the disabled applicant was resident in another City for most of the time and only came to visit his family in Southfield Road occasionally. A copy of the letter and a note of the telephone call are on deposit in the Members Resource Centre.
8. Although the applicant's driving licence and vehicle registration document both showed the Southfield Road address, this is not complete proof that he is resident there. He had previously indicated that he was a student but had returned to Southfield Road to live permanently. It is the long-standing policy of the Council that DPPPs are only installed where there are parking problems; if they are not going to be used on a regular basis then they will only worsen the parking situation. Therefore a letter was sent to the applicant at the Southfield Road address asking him to confirm that he is living there permanently. A copy of the letter can be viewed at the Members' Resource Centre. As a result of the letter a meeting was held with the applicant at home to resolve this issue.

Peat Moors

9. A comment was received from a local disabled resident in respect of the proposed DPPP removal in Peat Moors, Headington. She advised that she relied on the DPPP being available for her carers, family, and friends, since she could not walk very far on her own. Because of commuter parking the DPPP was often the only free space in the road. She asked for the DPPP to remain. A copy of the letter can be found at the Members' Resource Centre.
10. A response was sent to this resident on 25 August explaining that the DPPP was originally provided for a disabled driver resident in the same block. He no longer had a vehicle and had asked for the DPPP to be removed to alleviate the parking situation for other residents in the light of the problems with commuter parking here. It was also pointed out to the commenter that able bodied carers, family, and friends could only use the disabled resident's Blue Badge to park in the bay to take her out or to bring her back, and not purely to visit. The latter would amount to a misuse of the badge. A copy of the letter is available at the Members' Resource Centre.

How the Project supports LTP2 Objectives

15. Removal of the DPPP that is no longer required by a disabled driver will improve the street environment by reducing sign clutter and result in better management of parking.

Financial and Staff Implications (including Revenue)

16. The cost of the works described in this report is estimated to be approximately £400 and will be met from the existing revenue budget provided for this.

RECOMMENDATION

18. **The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (Disabled Persons' Parking Place - Oxford) (Variation No 2) Order 20** to:**
 - (a) **approve the proposal to provide a new DPPP near the southern end of Southfield Road, East Oxford as proposed in this report;**
 - (b) **remove the DPPP in Peat Moors, Headington as proposed in this report.**

STEVE HOWELL

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Background papers: Consultation documentation

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