

Divisions affected: *Various in Oxford City*

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

**27 FEBRUARY 2025**

### **OXFORD: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to

Approve the following:

- a) **The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford – Allin Close, Danvers Road, Glebelands, Goslyn Close, First Turn, Lake Street,**
- b) **The proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Road, Park Town.**
- c) **To not approve the removal of DPPP's at the following location: Leckford Road (2 x bays).**

#### **Executive Summary**

2. 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.
3. 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 Oxford.
4. 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 9** provide plans of the locations for which objections have been received or concerns raised.

## **Financial Implications**

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

## **Legal Implications**

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

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

## **Formal Consultation**

10. Formal consultation was carried out between 19 December 2024 and 17 January 2025. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, access & disabled peoples user groups, Oxford City Councillors, and the relevant local County Councillors.
11. Letters were also sent to approx. 300 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
12. Fifteen responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Location	Support	Object	Concerns
Allin Close	1	1	1
Danvers Road			1
Fane Road (Removal)	1		
First Turn		1	
Glebelands		2	1
Goslyn Close		1	
Lake Street		1	
Leckford Road (Removal of 2 x bays)		2	
Park Town (Removal)	1		

13. Thames Valley Police responded expressing no objection.
14. The County Cllr responsible for the Rose Hill & Littlemore division supported all the proposals.
15. The responses are shown in **Annex 10**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

### **Officer Response to Objections/Concerns**

16. Comments and recommendations are provided in response to the concerns and objections as given in Annex 10 in respect of each of the proposed sites in the following paragraphs.
17. 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.
18. 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.

Allin Close: proposed new DPPP

19. One objection, one expression of concern and one expression of support were received; Allin Close does not have enough parking spaces as it is; given that the applicant parks in Allin Close, it is recommended that this proposal is approved.

Danvers Road: proposed new DPPP

20. One expression of concern was received; parking is already a nightmare, numbered parking bays would be a great help; given that the applicant already parks in this area there would not be a loss of a parking place, the numbering parking bays is not in our remit, it is recommended to approve the disabled parking place.

Fane Road: proposed removal of a DPPP

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

First Turn: proposed new DPPP

22. One objection was received; concerns were received over very limited parking already in the area; given that the applicant works and already parks in the immediate area, it is recommended to approve the disabled parking place and look into providing a timed restriction.

Glebelands: proposed new DPPP

23. Two objections and one expression of concern were received; concerns were received over cost, loss of parking, lack of off-street parking on the HMO property, HMO residents parking irresponsibly; it is recommended to approve the disabled parking place, given that the applicant is unable to use the off-street parking and needs to be close to the property.

Goslyn Close: proposed new DPPP

24. One objection was received; lack of parking places is a real issue in the Close, given that the applicant already parks in the Close a parking place will not be lost, it is recommended to approve the disabled parking place.

Lake Street: proposed new DPPPs

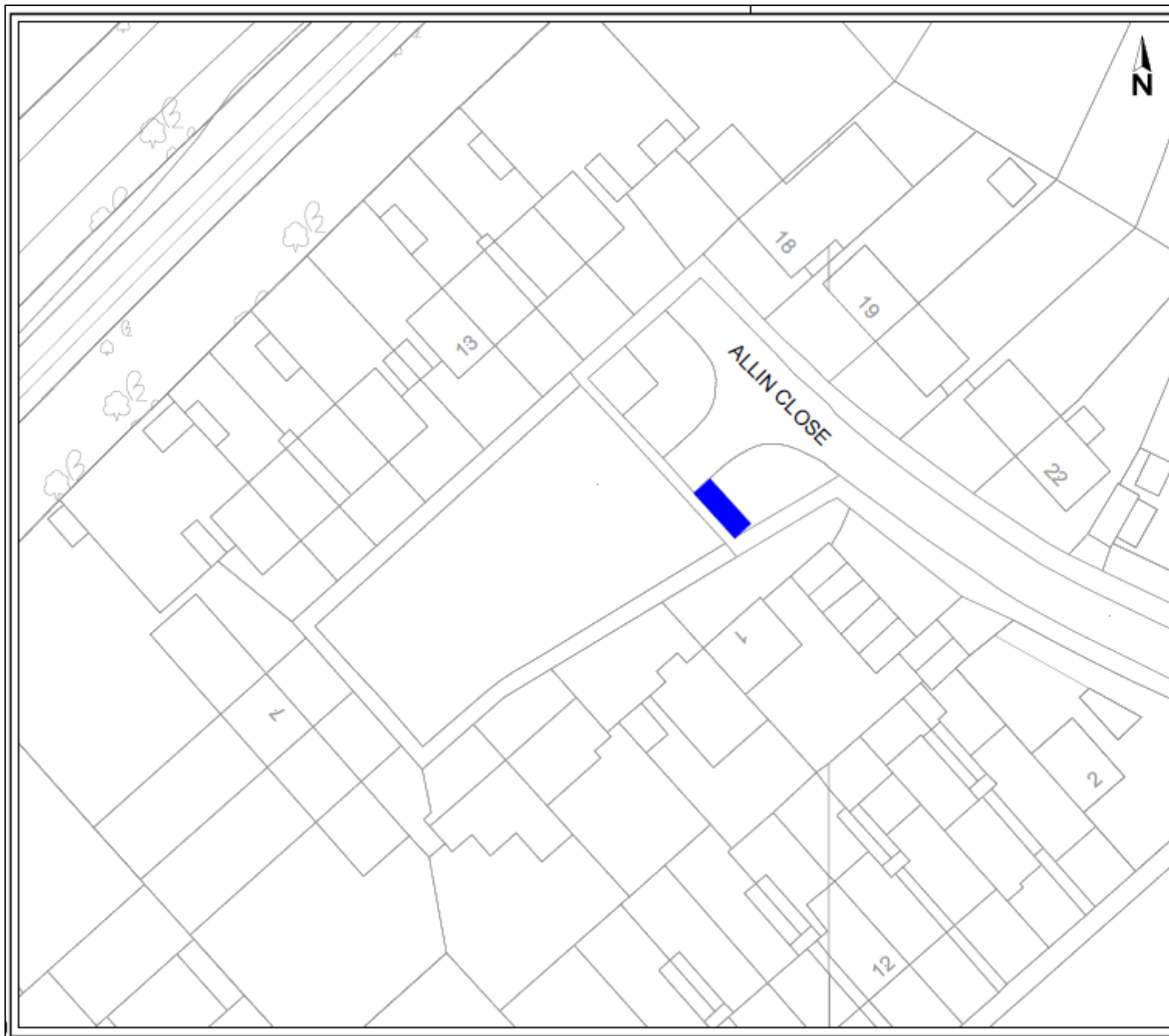
25. One objection was received; parking is very limited in Lake Street; given that the applicant already parks in this location, it is recommended to approve the disabled parking place.



Leckford Road: proposed removal of two DPPP's

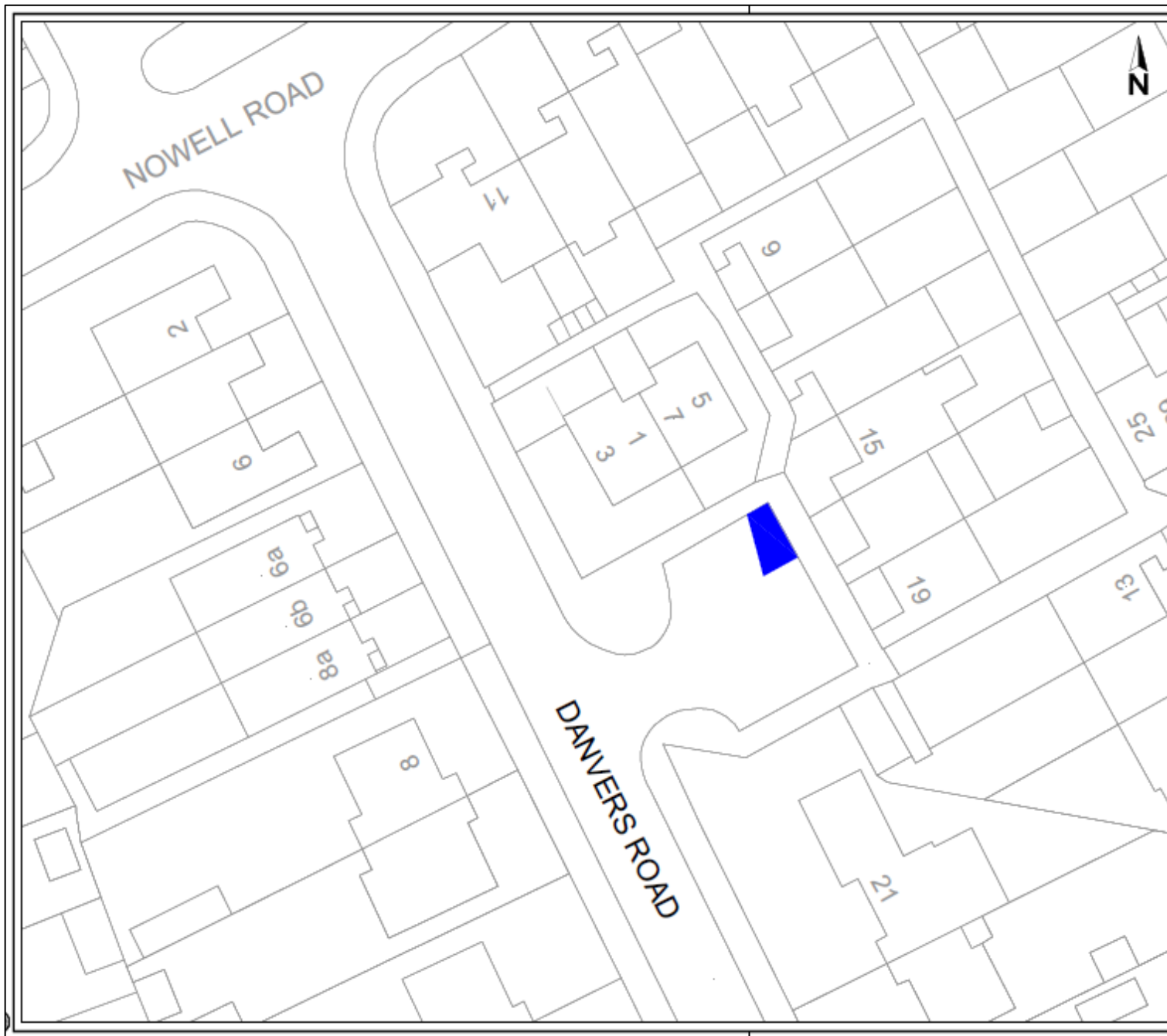
26. Two objections to the removal were received; the disabled parking places are still required and used by local residents who are blue badge holders, it is recommended to not approve the removal of the disabled parking places.

Park Town: proposed removal of a DPPP

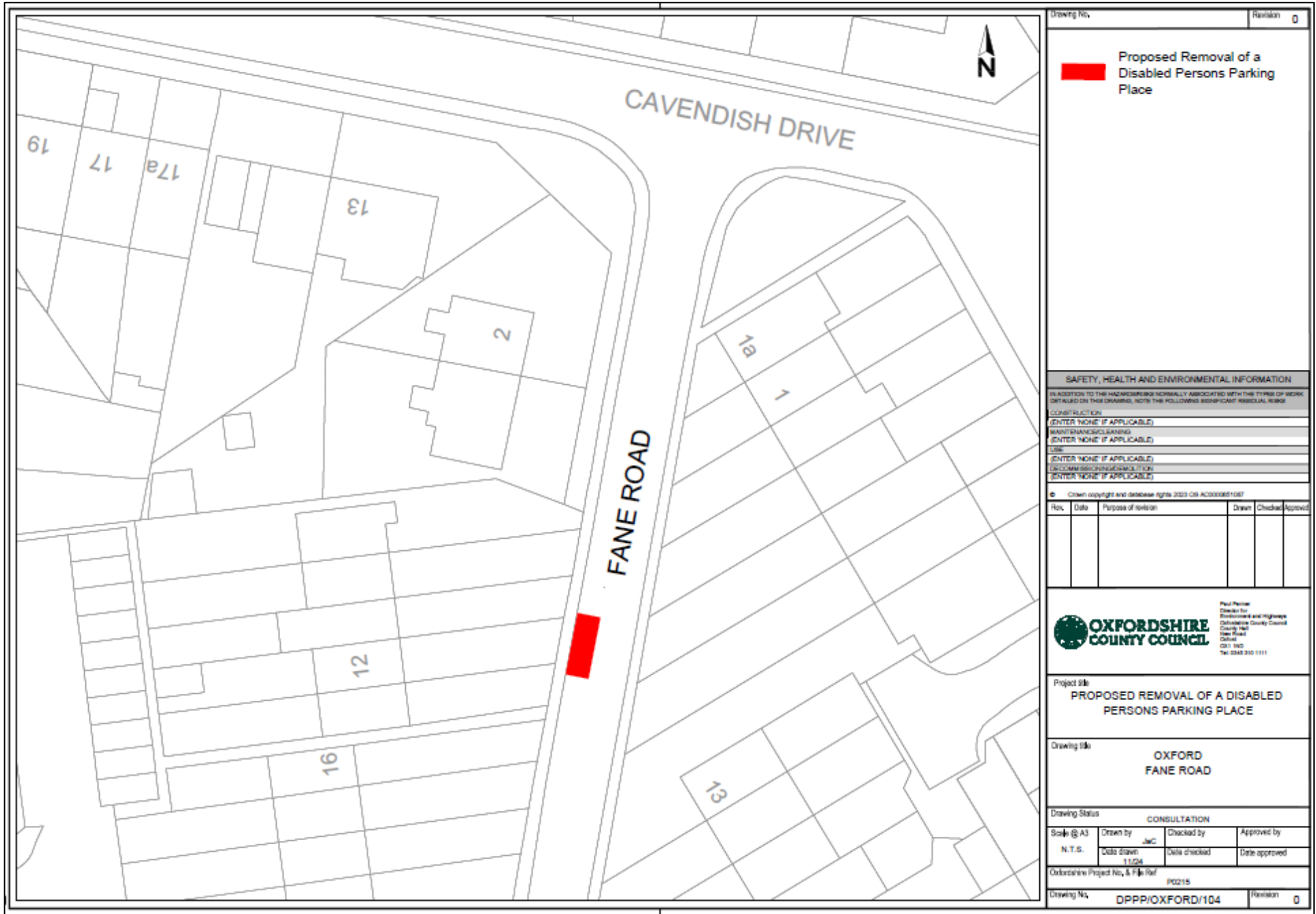




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<b>USE</b> (ENTER NONE IF APPLICABLE)					
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Date drawn	Date drawn	Date checked	Date approved		
11/24	11/24				
Oxfordshire Project No. & File Ref P0215					
Drawing No.	DPPP/OXFORD/103				Revision 0

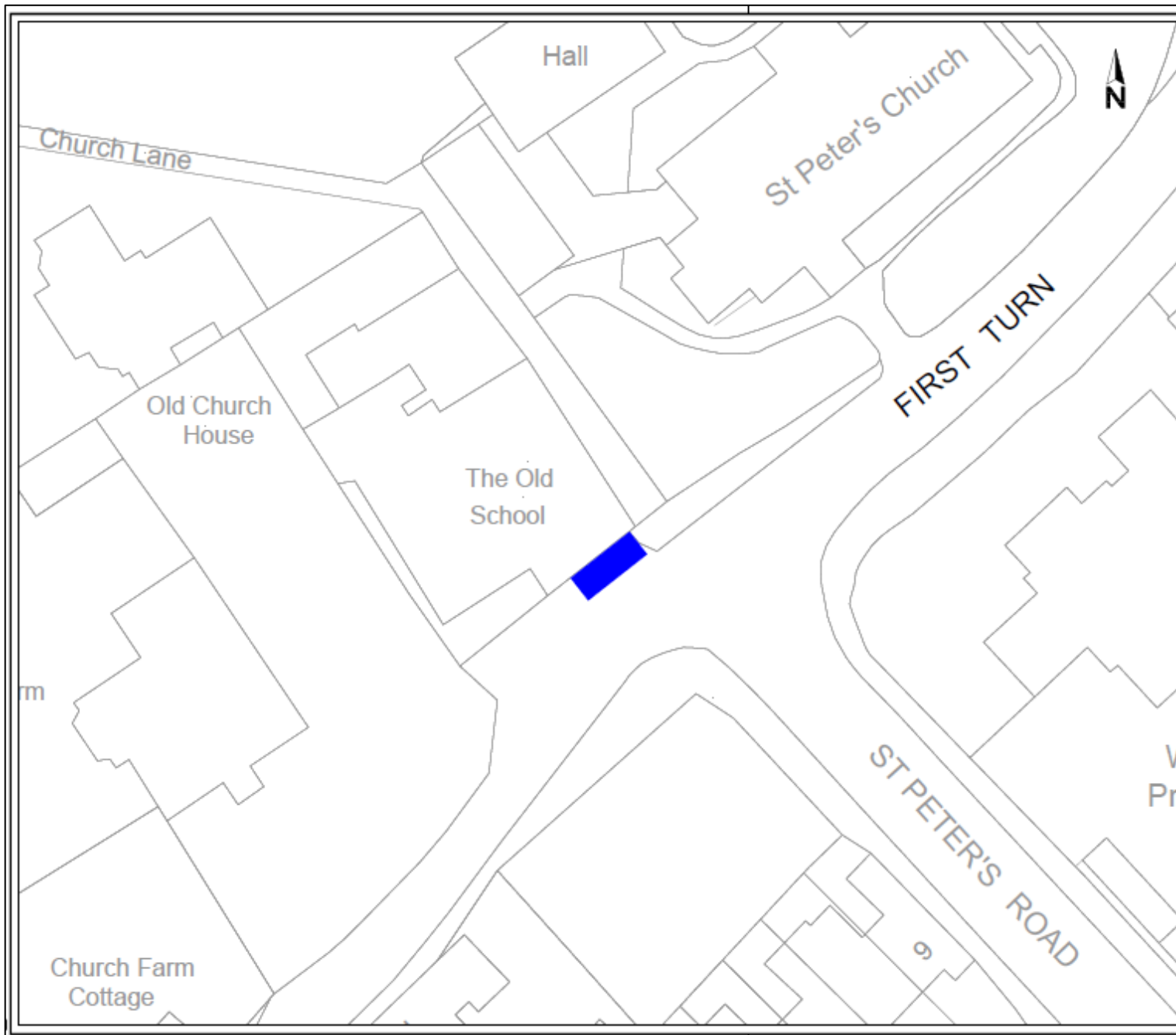


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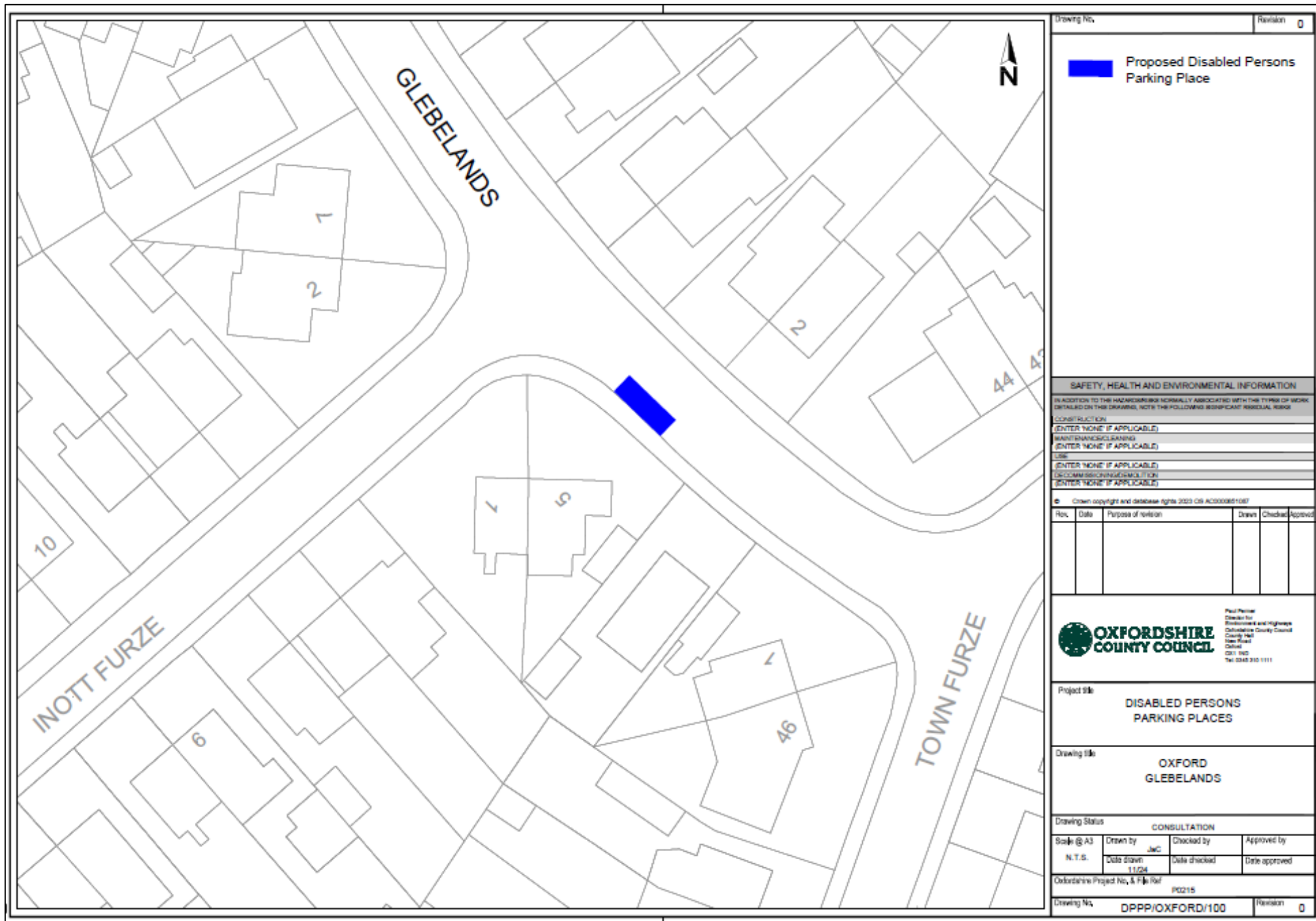


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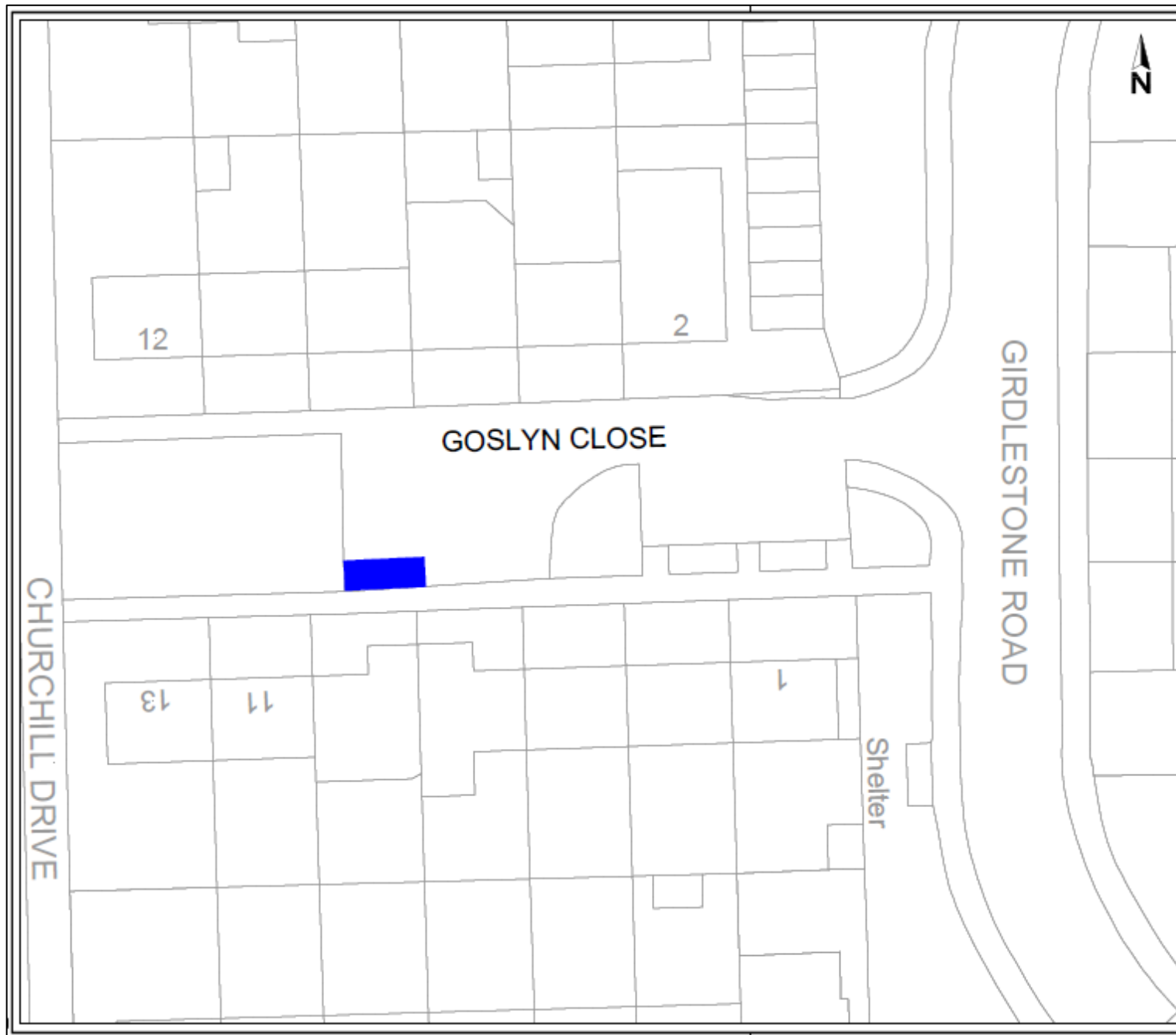




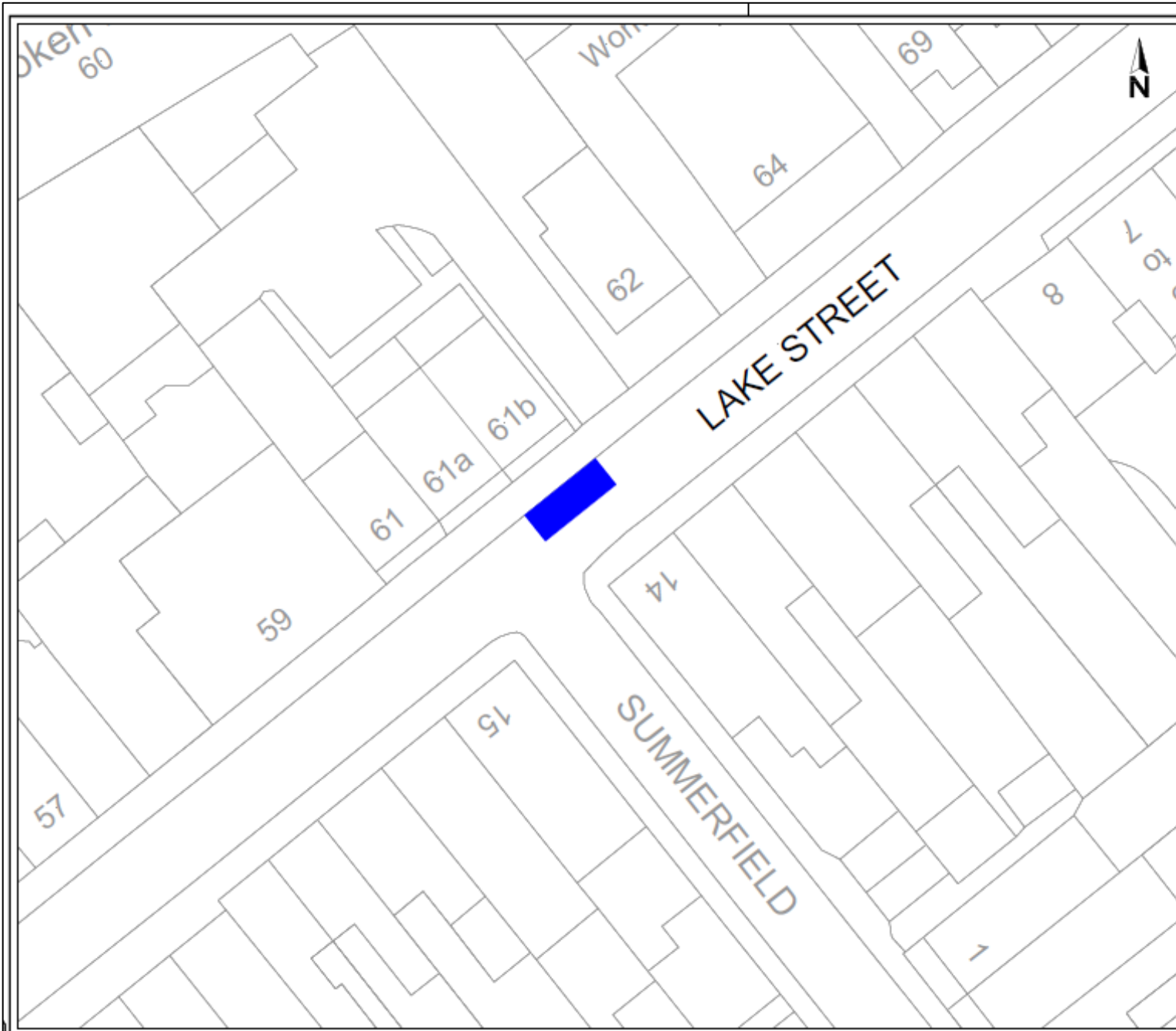
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<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Paul Perriss        Director for        Environment and Highways        Oxfordshire County Council        County Hall        Cowley Road        Oxford        OX1 1BQ        Tel: 01845 202 1111</small>					
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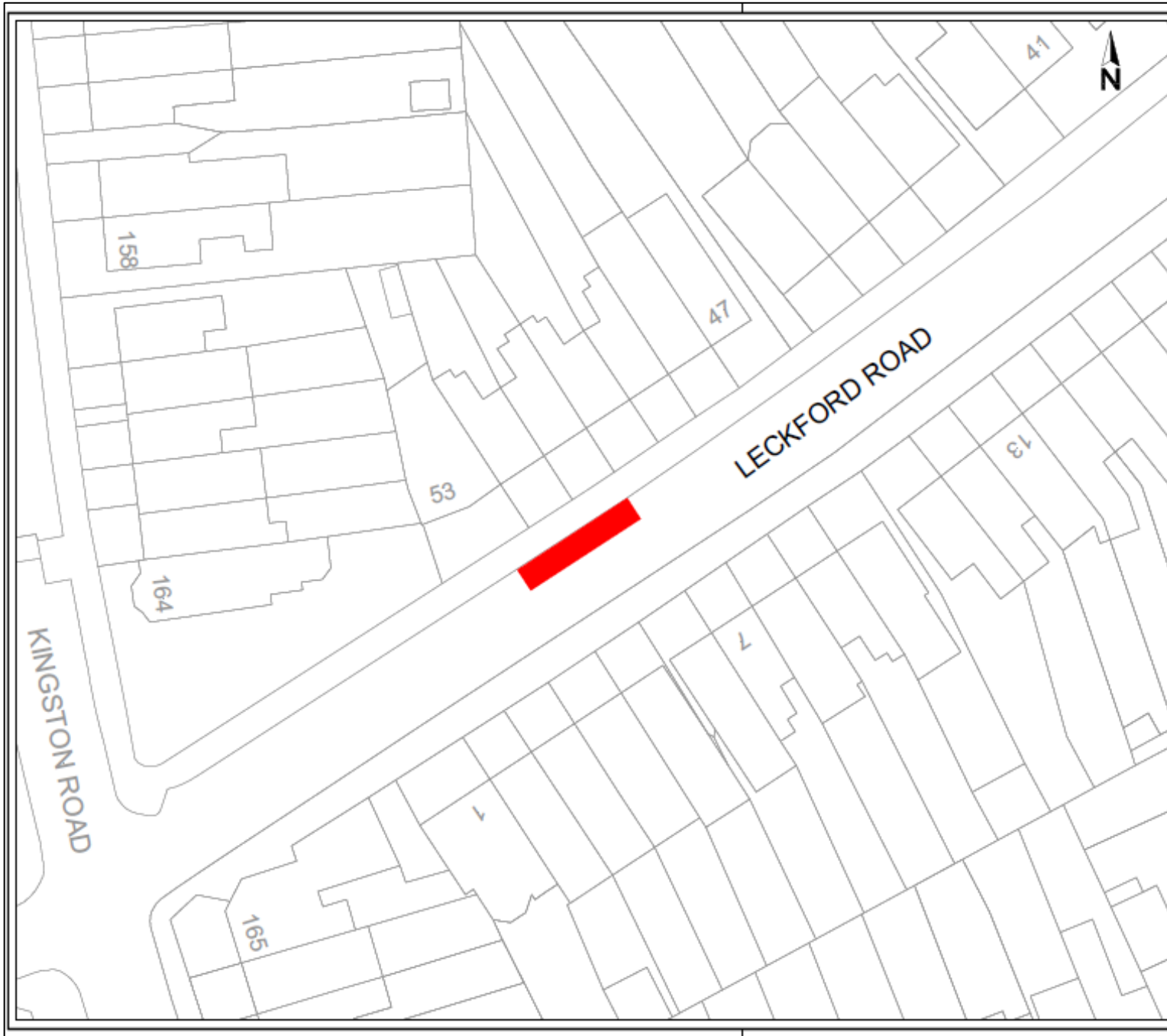
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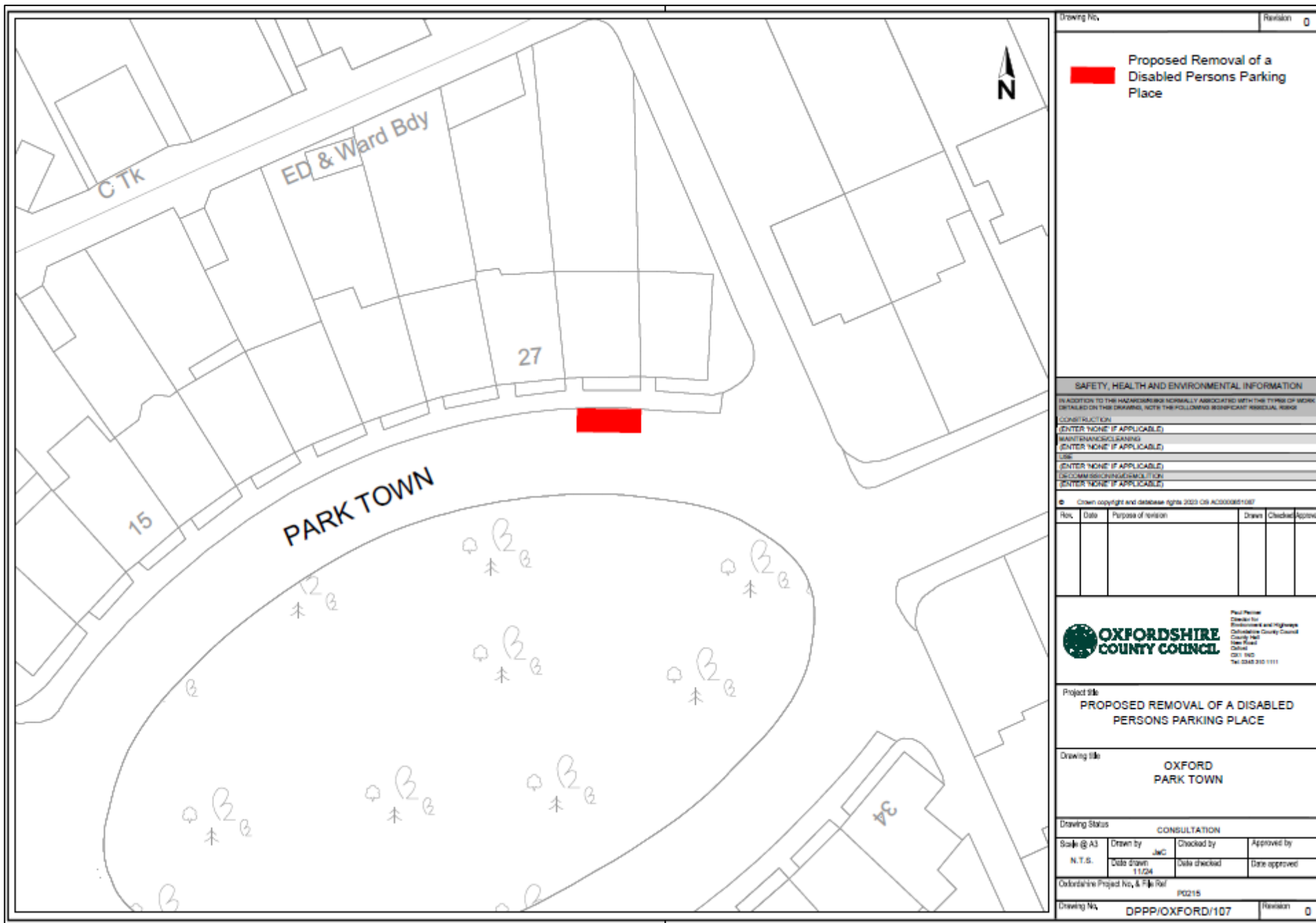
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<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 10px;">             Paul Perce              Director for              Resilience and Highways              Oxfordshire County Council              County Hall              100 West              Oxford              OX1 1BQ              Tel: 01845 345 1111           </div>																	
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Project title					
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<b>PO215</b>					
Drawing No.	DPPP/OXFORD/107				Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
<i>Allin Close (Oxford) - Proposed new DPPP</i>	
(1) Local Resident, (Oxford)	<b>Object</b> (Allin Close) - There is already a disabled space in Allin close, this is not often used as the spaces at that end of the car park often get blocked in by other residents making people effectively trapped until the blocker leaves. There is not enough parking in Allin Close for all the residents and the proposed space is one that is on the edge which if the vehicle is large means that it can be difficult for all vehicles to enter or leave the street. Is it possible this application comes from a resident who is no longer living in the street? It is so important for disabled residents to be able to park but those of us who need to work to survive have to be able to leave the city to our workplaces there needs to be more parking spaces in the street as a whole. If more spaces were created I would be happy to support the application, if not then I am forced to have to object.
(2) Local Resident, (Oxford)	<b>Concerns</b> (Allin Close) - Though I'm not against disabled parking bays; Allin Close doesn't have enough parking spaces, as it stands. Unlike neighbouring streets, who had extra parking spaces provided, several years ago, Allin Close didn't. Quite often I find I'm unable to park in my own street at night. As I said, I'm not against a disabled parking bay, but not until extra parking is provided. There is ample space to do this, on the unused grassed area, in the Close.
(3) Local Resident, (Oxford)	<b>Support</b> (Allin Close) - I support the proposal in Allin Close. I have no driveway and so have to park on the road. I have a blue badge.
<i>Danvers Road (Oxford) - Proposed new DPPP</i>	

<p>(4) Local Resident, (Oxford)</p>	<p><b>Concerns</b> (Danvers Road) – The bay is fine to have as long as you provide a bay for each property in the close. Parking is already a nightmare. My mum is an elderly lady who can't leave the house without support and often find myself having to park down the road far away from the house. Having a numbered parking bay would be great help.</p>
<p><i>Fane Road (Oxford) – Proposed removal of DPPP</i></p>	
<p>(5) Local Resident, (Oxford)</p>	<p><b>Support</b> (Fane Road - removal) – I am in favour of the proposal to remove this disabled person parking place.</p>
<p><i>First Turn (Oxford) – Proposed new DPPP</i></p>	
<p>(6) Local Resident, (Oxford)</p>	<p><b>Objection</b> (First Turn) - I am a local resident who parks on First Turn and I object to the proposal to make a disabled parking space in front of the Old School. While I would not object if a local resident needed a disabled parking space as far as I am aware there are no local residents requiring such a space. If the request for a disabled parking place has come from a local resident then I withdraw my objection. Residents in Church Lane and Cypress Terrace as well as visitors to the church and offices in the Old School are dependent on parking on First Turn in front of St Peter's Church and the Old School. We have already lost several parking places in the last few years with the installation of the pedestrian crossing in front of the school - there used to be about 10 places but the pedestrian crossing took out three places and if another space is taken out for a disabled place that only leaves six. Furthermore, the conversion of the shop on First Turn into three houses has put further pressure on parking for residents and visitors in this area. Parking used to be available on St. Peter's Road in front of the shop but three places have now been taken out due to the driveways for the new houses. Once these new houses are occupied we expect further pressure on parking from the occupants of these houses; while each house has an offroad parking place for one car, any additional cars and visitors will need to park on First Turn or St Peter's Road. So while I generally support greater provision of disabled parking in Oxford, I don't agree with the proposal to put a disabled parking place on First Turn as I don't see any strong demand or need for this. This would mean the space would only be used occasionally in an area where there is a real pressure on parking, especially during weekdays and on Sundays and evenings when there are church services.</p>
<p><i>Glebelands (Oxford) - Proposed new DPPP</i></p>	



<p>(7) Local Resident, (Oxford)</p>	<p><b>Object</b> (Glebelands) - This application will remove two on-street parking bays outside of No. 5; within a CPZ. OCC state “We need to establish or update Traffic Regulation Orders (TROs) to make bays enforceable. It costs £3,652 for us to make TROs.” The cost of this bay will therefore be footed by the taxpayer, whilst removing parking spaces for permit holding users.</p> <p>The house is a HMO (Sui Generis); one of three with 100 meters on Glebelands and Inott Furze. The following published notification dated 12 December 2024 states: At No. 5 Glebelands, planning approval was granted for a larger HMO (Sui Generis), a condition was placed as to exclude the site from eligibility for residents or visitors parking permits. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle”.</p> <ol style="list-style-type: none"> <li>1. Why can this off street parking not be used by the applicant?</li> <li>2. Is it due to the cost that will be incurred by the property owner or because the tenants cannot come to an amicable agreement on use of the bay? There are at least three vehicles parking in the neighbourhood associated with the property; presumably without permits.</li> </ol> <p>Every other privately owned property at this location on Glebelands utilises the off-street parking. What exactly excludes this owner/tenant from doing the same? Either way, pushing through a DPPP for a tenant seems to be the easiest and most cost effective way for the property owner. The applicant presumably holds a blue badge, which I understand, allows the holder to park pretty much anywhere. Why then, is it necessary to make further changes to this residential area given the above points. I object to this application, given the cost implications, the flip-flop nature of decision making on parking and the loss of parking for neighbours and visitors.</p>
<p>(8) Local Resident, (Oxford)</p>	<p><b>Object</b> (Glebelands) - I wanted to let you know that I am very much for disabled parking however where the proposed parking is I would need to object, we would find it almost impossible to enter and exit our drive. This has increased in difficulty because of the recent development of HMOs at no.5 Glebelands with no off street parking for potentially nine rooms as the council think they all use push bikes with the huge bike sheds put in place with not a single resident using them. I now can not get in &amp; out without hitting the cars opposite as I have already done so with an insurance claim going through. The only way I can get the vehicles out is if I turn right instead of left and the other residents stop parking on the corner of Inott furze, this disabled proposal will force parking on each side of the bay. The highway codes states a vehicle should not be parked within 10metres of a junction for this very reason.</p> <p>I feel imprisoned in my own property as I try to relieve the congestion by parking all my vehicles in the drive as the council should have considered before accepting the overcrowded under planned HMOs that have sprung up in the</p>

	<p>whole street . I guess its in there favour due to the huge pay and display car park/roads they have created outside my house as more permits will need to be issued meaning more money for this how to screeze every penny out of the tax payer.</p> <p>A better solution would be to provide more car parking within the drive of no.5 this way would mean a very short distance to the front door.</p>
(9) Local Resident, (Oxford)	<p><b>Concerns</b> (Glebelands) - I would like to start by saying, I work for the NHS and know recruitment and retention is a huge problem, this is often linked to the lack of affordable housing, transport, traffic and parking. Therefore, I understand, that everything requires balance and am also not opposed to some HMO properties in the area if they help the local issues with housing and in particular staffing in the NHS.</p> <p>I do know that a lot of the neighbours were concerned with HMOs because of the parking, I did not expect this to be a problem as I thought most people would not have cars. I now see I was very wrong and why the neighbours were concerned. There has been an increase of cars in my section of the road. About 7 cars on road parking most nights. All positioned on one corner. Since then I have looked at the plans and I believe these HMO properties have 11 rooms each, this is before the house adjoining mine is transformed into a 7 bed HMO and another HMO for 10/11 rooms another 1 minute walk away. This is simply too much for the road, I am concerned it is reducing my property value, the feel of the road as a quiet road. I see the house adjoining number 5 has 3 parking spaces on the drive while number 5 has 1. Why is this the case? I see they have bin stores and bicycles but have never seen anyone use the bike stands. In my opinion it is a poor use of space. It would make more sense for this disabled person to get a driveway space.</p>
<p><i>Goslyn Close (Oxford) - Proposed new DPPP</i></p>	
(10) Local Resident, (Oxford)	<p><b>Object</b> (Goslyn Close) - We would like to strongly object to the Disabled Parking Bay in Goslyn Close. When resident Parking was introduced, the council only supplied 11 bays for 13 houses, we also have homes that have more than one vehicle, one home has three, and an HMO which regularly uses the bays. So, to lose a precious bay over to disabled parking place when we are so limited we don't feel is fair. It is not our business who is applying for this bay but given its placement we have an idea who it may be and to be quite blunt their ability to walk is fine, they also have a Blue Badge anyway so the need for their own space seems a tad unfair. To drop Goslyn Close down to only 10 spaces is not fair to the other residents who already struggle to park. If we cannot get a parking space in Goslyn Close, with parking elsewhere on the estate is as bad anyway, trying to struggle with shopping etc would be a burden on us, so parking further from our home would be problematic. A great deal of this estate have homes with drives, and there are the rest of us that have to pay to park, a Blue Badge holder does not pay, so to take a bay from us that have no</p>

	choice, what are we paying for? If the council digs up the green and extends parking then Disabled Bay no problem, but as it is now again, we strongly object.
<i>Lake Street (Oxford) - Proposed new DPPP</i>	
(11) Local Resident, (Oxford)	<b>Object</b> (Lake Street) - The double yellow lines in lake street have been extended, 2 electrical charging places created, one place for the surgery. This means that parking is limited especially in the evening when the resident permit isn't on. There is already a disable space in the street. In front of number 14, it's number 61a / 61b, could the Roken house parking space be used?
<i>Leckford Road (Oxford) - Proposed removal of a DPPP</i>	
(12) Local Resident, (Oxford)	<b>Object</b> (Leckford Road - removal) – I'm disabled and have a blue badge and live locally. This disabled space is vital for me in order to be as close as possible to my home as I am stroke survivor with poor mobility along my right side of my body. I respectfully request the council to reconsider the proposal.
(13) Local Resident, (Oxford)	<b>Object</b> (Leckford Road - removal) – As someone who has a provisional recent diagnosis of Parkinson's Disease, I do not drive, but do have a need for a disabled space, my carer does drive. Please do not remove the disabled spaces and there are three people with PD on the street and there are two people with strokes. As I have fallen 24 times in the last two years, I may need it sooner than later.
<i>Park Town (Oxford) - Proposed removal of DPPP</i>	
(14) Local Resident (Oxford)	<b>Support</b> (Park Town - removal) – The disabled space, as far as I understood it, was put in place specifically for a resident of Park Town. Less than 6 months after the parking space was designated, this resident moved out of Park Town. As far as I know, there are no other residents with disabilities or a disabled badge now living in Park Town and certainly not within the inner crescent around the central gardens. For these reasons, I believe there is no longer a reason to have a permanent disabled parking space within Park Town. Some of the houses on the crescent also have more than one car which sometimes makes parking on the street a bit

	<p>challenging, specially during weekdays when there are also inevitably lots of Tradespeople parking on the street. For all these reasons, I hope you will see fit to now permanently remove the disabled parking place.</p>
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