



FOOTWAY PARKING:

HOW THE EAST OXFORD PROPOSALS IGNORE OFFICIAL GUIDANCE

The following references demonstrate the extent of the inadequacy of the proposals:

1. Department for Transport - Inclusive Mobility Guidance

See:

<http://www.dft.gov.uk/transportforyou/access/peti/inclusivemobility?page=3#a1007>

Extract from the above web link:

“3.1 Widths

A clear width of **2000mm** allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints **1500mm** could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be **1000mm** clear space. ***The maximum length of restricted width should be 6 metres*** (see also Section 8.3). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.”

2. Department for Transport Inclusive Mobility Guidance

See:

<http://www.dft.gov.uk/transportforyou/access/peti/inclusivemobility?page=2#a1001>

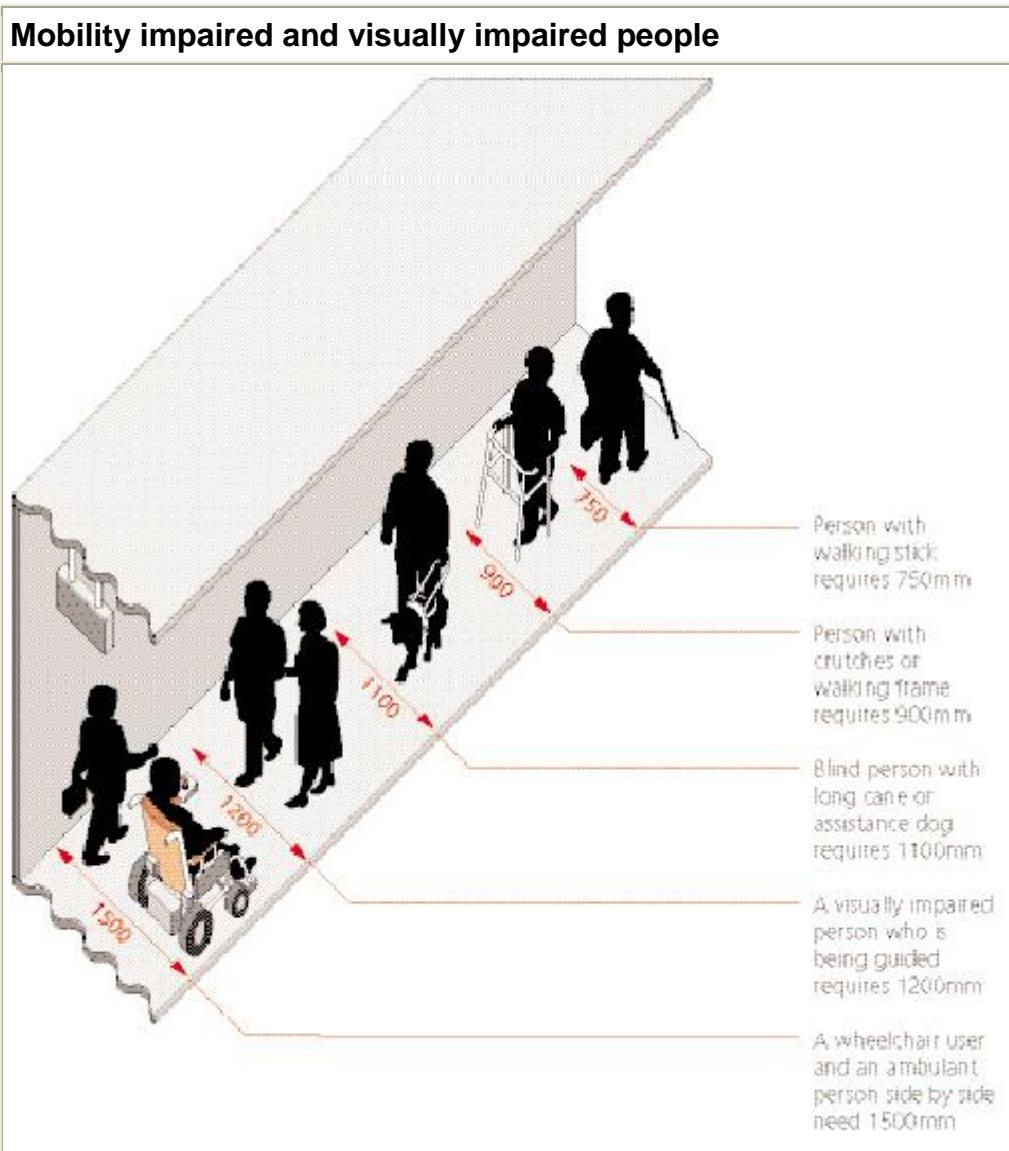
Extract from the above web link:

“2.2 Mobility impaired and visually impaired people

Someone who does not use a walking aid can manage to walk along a passage way less than **700mm** wide, but just using a walking stick requires greater width than this; a minimum of **750mm**. A person who uses two sticks or crutches, or a walking frame needs a minimum of **900mm**, a blind person using a long cane or with an assistance dog needs **1100mm**. A visually

impaired person who is being guided needs a width of **1200mm**. A wheelchair user and an ambulant person side-by-side need **1500mm** width.

Unobstructed height above a pedestrian way is also important, especially for visually impaired people. Generally, this should be a minimum of **2300mm** except on sub-surface station platforms where it should be **3000mm**. Where a sign is suspended over a footway or pedestrian area, for example in a railway station a minimum clearance of **2100mm** is acceptable (**2300mm** on cycleways). Where trees overhang a footway it is advisable to cut them back to at least **3000mm** clear height to allow room for regrowth.



3. Department of Transport on 'Pavement Parking'

See:

<http://www.dft.gov.uk/pgr/roads/tpm/tal/parkingmatters/pavementparking>

Extracts from the above web link:

"Formalised On Street Parking

In narrow streets where drivers tend to park partly on the pavement along both sides, it may be better to provide properly marked out spaces on just one side of the carriageway. If the marked out spaces are provided in short lengths along alternate sides of the road they can form a chicane and have the effect of reducing vehicle speeds.

Disabled People

The needs of disabled people must be taken into account. Careful planning of physical measures is required to ensure that people with disabilities can get about safely and independently. The Institution of Highway and Transportation's publication "Reducing Mobility Handicaps: Towards a Barrier Free Environment", provides comprehensive advice on this subject."

4. Department for Transport - Manual for Streets section 8:

The document states, ***'Footway Parking should be avoided'***

5. Disability Equality Duty under the Disabilities Discrimination Act

'When carrying out their functions public authorities must have due regard to the need to:

- eliminate disability related harassment;
- eliminate unlawful discrimination;
- promote equal opportunities;
- promote positive attitudes towards disabled persons;
- encourage participation by disabled persons in public life.
- take account of disability, even where that involves treating disabled persons more favourably than other persons'

6. Joint Committee for the Mobility of Blind and Partially Sighted People

See:

http://www.jcmbps.org.uk/fileadmin/gdba/downloads/JCMBPS/Walking_Strategies.pdf

Section 9.1 of the 'Walking Strategies' document produced by the Joint Committee gives minimum required dimensions for accompanied blind people. A blind person accompanied by a carer needs a width of not less than

1.2 metres. This is without making any allowance for pedestrians to pass each other.

The proposals are demonstrably inappropriate and unsatisfactory and should be abandoned, being replaced by proposals which embrace the social, environmental and travel needs of the whole community, and which encourage rather than discourage the making of journeys on foot.