

For information.

JOINT COMMITTEE ON MOBILITY FOR THE DISABLED

Chairman

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Upper Warlingham 3801

Hon Secretary

Tim Shapley
9 Moss Close
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HA5 3AY
01-866 7884


Hon Treasurer

Al Lord
89 Old High Street
Headington
Oxford
OX3 9HT
Oxford 62049

Ken Lumb
DIAL
Parkfield Parish Hall
Sarah Street, Middleton

WITH COMPLIMENTS

We are trying to pursue this with the Department of Transport. We have cited the CORAD Report recommendation and will chase it. I fear there is little hope for Rochdale, however.

Hope the attached is not too late - I only received your letter last Friday. 

REPRESENTATION: Association of Occupational Therapists — Association for Spina Bifida & Hydrocephalus — British Limbless Ex-Service Men's Association — British Polio Fellowship — British Rheumatism & Arthritis Association — Leonard Cheshire Foundation — Design Council Disabled Drivers' Association — Disabled Drivers' Motor Club — Disabled Living Foundation — Disablement Income Group — Institute for Consumer Ergonomics — Institute of Social Welfare — Invalids at Home — Multiple Sclerosis Society — Muscular Dystrophy Group — Possum Users Association — Remploi Ltd — Royal Air Forces Association — Royal Association for Disability and Rehabilitation — Royal British Legion — Spastics Society — Spinal Injuries Association

Chairman

Hon Secretary

• Non-Treasurer

Al Lord
89 Old High Street
Headington
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OX3 9HT
Oxford 62049

13 August 1983

Yours sincerely

SENATORIAL Association of Occupational Therapists - Association for Spinal Physiotherapy - British Limbless Ex-Service Association - British Polio Fellowship - British Rheumatism Association - British Spinal Injuries Foundation - Design Council - Disabled Association - Disabled Drivers' Motor Club - Disabled Living Foundation - Displacement Income Group - Institute for Employment Studies - Institute of Social Welfare - Inland Air Force - National Spinal Society - Muscular Dystrophy Group - Ocular Association - Ramplay Ltd. - Royal Air Forces Association - Royal Association for Disability and Rehabilitation - Royal Society - Spinal Injuries Association



DISABLEMENT INFORMATION AND ADVICE LINE Tel: 061-653 2729

To all members of Greater Manchester Highways & Disability Group and all members of Rochdale Mobility & Access Group.

17. 8. 83.

Dear Colleague,

We think you might find the enclosed information interesting and useful on a number of counts.

Firstly, it provides us with clear evidence that the idea of special permits is not a localised one i.e. Chesterfield got the idea from a scheme in Newcastle.

Secondly, it again illustrates how the administrators obsession with the reduction of traffic to a minimum leads them to use observations and statistics to create false impressions, e.g. they don't actually say that 3,500 orange badge holders will turn up in the pedestrianised area at the same time but they hope that councillors will get jittery at the thought of a pedestrian area being clogged up by disabled persons vehicles.

Thirdly, as disabled people in Derbyshire won their case the arguments and actions contained in the papers deserve close study.

Best wishes,

Ken Lumb.

(Ken Lumb).

PARKFIELD PARISH HALL, SARAH STREET, MIDDLETON.

**CHESTERFIELD
BOROUGH COUNCIL**

**(VARIOUS STREETS,
TOWN CENTRE)**

**TRAFFIC
REGULATION ORDER,
1983**

The Chesterfield Borough Council propose to make an Order pursuant to arrangements made under Section 101 of the Local Government Act, 1972, with the Derbyshire County Council in exercise of the powers of the said County Council under Section 1 of the Road Traffic Regulation Act, 1967, as amended.

The effect of the proposed Order will be to introduce the following restrictions:—

- (1) No Entry between 10.00 a.m. and 5.00 p.m. except service vehicles entering for the purpose of loading and unloading with no exemption for disabled persons' vehicles on the following streets:

Central Pavement — from its junction with Packers Row to its junction with the Market Place.

Low Pavement — from its junction with South Street to its junction with West Bars.

Road to the east of the main Market Square — from its junction with Central Pavement to its junction with High Street.

Road to the west of the main Market Square — from its junction with Low Pavement to its junction with the road on the north side of the Market Place.

West Bars — from its junction with Low Pavement westwards for a distance of 25 metres.

- (2) No Entry except for access between 5.00 p.m. and 10.00 a.m. with an exemption for disabled persons' vehicles on the following streets:

Central Pavement — from its junction with Packers Row to its junction with the Market Place.

Low Pavement — from its junction with South Street to its junction with West Bars.

Road to the east of the main Market Square — from its junction with Central Pavement to its junction with High Street.

Road to the west of main Market Square — from its junction with Low Pavement to its junction with the road on the north side of the Market Place.

West Bars — from its junction with Low Pavement westwards for a distance of 25 metres.

Full details of these proposals are in a draft Order which, together with a map showing the roads affected and a statement of the Council's reasons for proposing to make the Order may be examined at the Town Clerk's Office, Town Hall, Chesterfield, during normal working hours on any day from Monday to Friday.

If you wish to object to the proposed Order you should send the grounds of your objection in writing to the under, signed by the Twentieth day of May, 1983.

DATED this Twenty-Second day of April, 1983.

D. R. HARRISON
Town Clerk and
Chief Executive

Town Hall,
Chesterfield.

Development Committee - 20th June, 1983Town Centre Traffic Arrangements

Following a report to the Development General Sub-Committee in October, 1982 and subsequent Development Committee approval in November, 1982, the Borough Council advertised its intention to introduce new town centre traffic management orders restricting entry into Low Pavement, Central Pavement between the hours of 10 a.m. - 5 p.m. except for goods vehicles. The proposals were advertised from the 22nd April, 1983 for a period of four weeks upto the 20th May, 1983.

Twenty objections have been received to the proposals and members are now requested to consider the objections:-

Appendix I contains plans of the proposal and the original report.

Appendix II lists the names and addresses of the objectors and the basic reason for objection.

Appendix III is a copy of the letter received from the Derbyshire Coalition of Disabled People objecting to the proposals.

Of the twenty objections received, 17 are from persons objecting to the proposed plan on disabled persons using Central Pavement and Low Pavement between the hours of 10 a.m. to 5 p.m.

These objectors generally stated that they wished to continue to use Low Pavement as a shopping route and would not be able to visit the market stalls and shops fronting Low Pavement. The objectors pointed out that their disabilities would not allow them to walk from the areas still available for parking and a proportion of severely disabled persons carry out shopping from their vehicles. The objectors also stated that the proposed restrictions would inhibit the basic freedom of a disabled person who wishes to have the same facilities and choice as an abled bodied person.

Recent observations carried out by my staff and traffic wardens in Low Pavement has shown that over an average week, including Saturday, a total of 124 disabled badge holders park along the street. A maximum of 20 vehicles are observed at any one time. The observations also revealed that nearly all vehicles were left unattended for 60 minutes.

Enquiries made to the County Council Social Services Department regarding the number of orange badge holders in the district shows that 1,527 have been issued within the Borough, with a further 1,609 in the immediate surrounding towns and villages. This gives a total estimated potential of approximately 3,200 orange badge holders who could visit Chesterfield for shopping purposes.

Observations have also been carried out in the New Beetwell Street multi-storey car park, where six disabled parking bays are provided at footbridge level. Over the period of the survey, the six bays were used almost to a maximum with an overall average usage of five vehicles. On market days the bays were used to a maximum.

With these facts in mind, members may, therefore, wish to consider four possible options in the light of the 17 objections received:-

Option 1

To continue with the original intention and overrule the objections.

The original intention of the proposed traffic orders was to allow entry onto Low Pavement and Central Pavement to vehicles that are only loading and unloading

between the hours of 10 a.m. and 5 p.m. All other vehicles, i.e. taxis, private cars, etc. would be prevented entry. This would largely remove vehicular movements and allow greater pedestrian freedom around the Market Place.

As stated in the previous report to Committee, parking facilities for disabled persons would be available at:-

- (a) within the New Beetwell Street multi-storey car park;
- (b) West Bars cul-de-sac;
- (c) Low Pavement, Central Pavement 5 p.m. to 10 a.m.; and
- (d) north side of the Market Hall and New Square.

If members pursue the original intention of the proposed traffic orders and overrule the objections, consideration could be given to additional facilities in the form of the following:-

- (a) Extra parking facilities in the New Beetwell Street multi-storey car park with provision of 'pushers'.
- (b) Encourage special mini-bus shopping trips for the disabled, arranged in conjunction with Social Services.

Option 2

To allow an exemption for disabled persons between the hours of 10 a.m. to 5 p.m. This amendment to the original proposal would satisfy the objectors as they would not be affected by the traffic orders.

The disadvantage of an extension would be that of a number of extra vehicles travelling down Low Pavement which is largely a pedestrianised area. These orange badge holders would also continue to park in Low Pavement with its attendant problems of obstruction and confusion for the general motorist who may follow an orange badge holder into Low Pavement.

Option 3

Continue with a ban on orange badge holders, but provide a special permit for the severely disabled.

This option would allow the severely disabled to enter into the restricted zone and shop from their vehicles, but would restrict the potential number of people who could gain access. The special permit could be issued upon application and displayed in the windscreen of the vehicle.

Tyne and Wear County Council operate a similar type of scheme in King Street, Newcastle, where the system appears to work reasonably well. The criteria for issue depends upon whether the applicant has considerable difficulty in walking. A suggested method of applying this criteria could be based upon production of evidence of having a mobility allowance.

The co-operation of the police would be required for a scheme of this nature.

Option 4

Allow orange badge holders into the Market Place area on non-market days, i.e. Tuesday, Wednesday, Thursday.

This option would prevent conflict between vehicles and pedestrians at the busiest times of the week but still allow disabled persons to gain access to Boots, etc. along Low Pavement.

Signing of this variation could prove difficult to understand and may lead to confusion for the orange badge holders initially. It may, however, be a suitable compromise.

Members' views on the various options available are, therefore, requested.

The three remaining objections are based on two principles and are summarised below:-

- (1) The Women's Institute (local and national) objected to the restriction of goods vehicles only allowed into the market place between the hours of 10 a.m. to 5 p.m., as their vehicles serving their particular stall are generally private cars.
- (2) The Secretary of the Chesterfield Hackney Licensed Vehicles Association, objected to the location of the proposed taxi rank in West Bars on the grounds that:-
 - (a) the taxi rank would not serve the public properly; and
 - (b) that taxis turning into the proposed taxi rank would present a danger to pedestrian safety.

My comments to the above are as follows:-

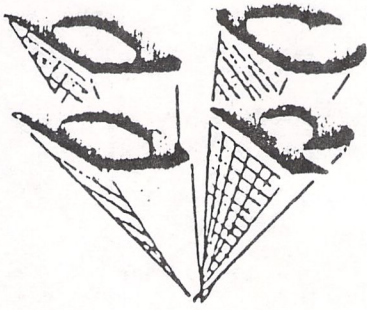
- (1) The Women's Institute will be allowed into the Market Place providing their vehicles are, in fact, carrying goods. The goods being carried by the vehicle must, however, be of size and weight to warrant the use of a vehicle for delivery.
- (2)
 - (a) The proposed taxi rank would merely alter the picking up and setting down point to the west of the Market Place area. Any customers using taxis to the Market Place and general central area would have little further to walk.
 - (b) The current location of the taxis rank on Low Pavement is at a very busy pedestrian location and taxis already reverse into the existing rank. In addition, the proposed taxi rank prevents the conflict of vehicles and pedestrians along Low Pavement.

Recommendation

That the above three objections being overruled.

E. Faulkner
Borough Engineer

13th June, 1983



DERBYSHIRE COALITION OF DISABLED PEOPLE

Our Ref. KOD/MAL

11th March, 1983.

Michael Ashworth, Esq.,
Engineer's Department,
Town Hall,
CHESTERFIELD.

VICTORIA BUILDINGS
117 HIGH ST
CLAY CROSS
CHESTERFIELD
DERBYSHIRE
TEL CHESTERFIELD
(0246) 865305

Dear Mr. Ashworth,

One of our Coalition members, Jean Keller, has informed us of the Council's proposal to place a 10 a.m. - 5 p.m. prohibition order on the Low Pavement area of central Chesterfield. As you are probably aware, the Coalition is aiming to promote the full participation of disabled people in society, and your proposal therefore is contrary to disabled people's interests.

In general, the introduction of restrictions and prohibitions on freedom of movement or access always places additional limitations on people already limited by virtue of their restricted mobility. In particular, Jean Keller advises us that existing traffic regulations have effectively excluded disabled people from reaching many of the shops in town from their invalid tricycles or adapted cars. To add Low Pavement to the list is to rob disabled people of their most important remaining central area of relative independent movement and choice.

Most disabled people live in their own homes in the community and many have to do their shopping from their vehicles. Chesterfield is no exception to this and disabled people cling to their hard won independence just as fiercely in Town as anywhere else. To even suggest preventing access to the market area is an intolerable act of discrimination.

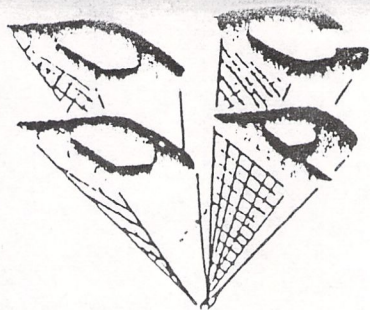
Other schemes, designed to mitigate the effects of such discrimination, e.g. accessible transport and possibly volunteer escort schemes, or the provision of powered wheelchairs, cannot make up for the loss of one's remaining freedom to shop independently. They usually oblige a disabled person to become dependent on someone else, and to put them through totally unnecessary stress, simply to achieve the same ends.

I hope that, if such schemes are considered, they are done so to extend facilities for disabled people in Chesterfield not replace existing ones. Could I ask for your consideration of these comments, and I look forward to hearing from you.

Yours sincerely,

Copies sent to:
Frank Needham, Social Services, West St.

M. A. Hutton



DERBYSHIRE COALITION OF DISABLED PEOPLE

VICTORIA BUILDINGS
117 HIGH ST.
CLAY CROSS
CHESTERFIELD
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TEL CHESTERFIELD
(0246) 865305

Dear Colleague,

As you are probably aware, the Borough Council are planning to prohibit parking on Low Pavement between Packers Row and West Bars and thus prevent disabled people either from shopping from their adapted vehicles or from getting sufficiently close to shops to make purchases on their own.

For many disabled people this is an intolerable limitation of their freedom and will cause untold hardship and dependence on friends and relatives, many of whom are already under stress.

For others it will remove or restrict the simple pleasure of seeing and experiencing life in the familiar central surroundings of their own home town.

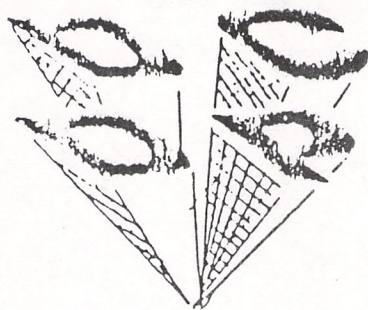
No justifications have been offered to explain why this measure is necessary, and it amounts to little more than cold-blooded petty bureaucracy.

A number of local people have complained to the Coalition about this move and we are thus calling a meeting of all local organisations connected with disability to discuss this prohibition and to mobilise support, both to resist it and to extend facilities which will assist the integration of local disabled people.

Details are contained on the attached notice, and we look forward to a good turn out and a really positive local meeting where you can have your say on this issue.

Yours sincerely,

Joint Co-ordinator



DERBYSHIRE COALITION OF DISABLED PEOPLE

VICTORIA BUILDINGS
117 HIGH ST.
CLAY CROSS
CHESTERFIELD
DERBYSHIRE
TEL CHESTERFIELD
(0246) 865305

Our Ref. KOD/MAL

19th May, 1983.

TUESDAY 17th
A meeting was called on ~~Friday, 13th~~ May at the West Street Day Centre by the Coalition to discuss the attached order and was attended by some 40 local disabled people.

Strong feelings were expressed regarding the proposal, which was seen as part of a systematic exclusion of local disabled people from their own town centre.

The effect on the capacity of disabled people to operate independently is considerable and anger was expressed at the additional strains this would place on caring relatives.

The effect on people with "hidden" disabilities, e.g. heart and respiratory diseases could be to place their health and lives at risk if forced to park at a distance from shops and amenities.

The meeting unanimously adopted the enclosed resolutions objecting against the order, which they wish to receive official consideration and response before considering further action.

Feeling was so strong against this imposed limitation of freedom of movement on people whose mobility is already seriously impaired, that petitions were raised at short notice, copies of which are appended.

On behalf of the meeting we therefore ask the order to be withdrawn in its entirety and we look forward to hearing from you in due course.

Yours faithfully,

Joint Co-ordinator

Encl.

6

This meeting resolves:

- (a) That the order preventing access between the hours of 10 am and 5 pm should be removed for all vehicles carrying disabled people covered by the orange badge regulations.
 - (1) Between Central Pavement from Packers Row to Market Place;
 - (2) Low Pavement, from South Street to West Bars;
 - (3) Road to the East of Market Square, from junction with Central Pavement to junction with High Street;
 - (4) Road to the West of Market Square, from junction with Low Pavement to junction with the road on the North side of the Market Place;
 - (5) West Bars, from junction with Low Pavement westwards for 25 metres;
- (b) Chesterfield Borough Council should consult with disabled people and their organisations before proposing restrictions on their mobility.
- (c) That no pedestrianisation schemes should in any way restrict any disabled person with mobility problems.
- (d) That severely disabled people are already covered by the existing orange badge regulations and no further or additional form of discrimination by way of special permits should be imposed.
- (e) That rumours and unsupported condemnations concerning orange badge abuse should not be tolerated, or used as an excuse for banning disabled people from any public place. Rather, if there are genuine fears of badge abuse, authorities should use their powers of law enforcement.

CHESTERFIELD ACCESS GROUP

A meeting was held at Pine Bank on the 29th June, 1983, to debate the proposal of the Development Committee that members of the Council meet representatives of different disability groups to discuss the Prohibition Order. (copies of the Prohibition Order and the relevant agenda item are included in this mailing).

Present at the Access Group meeting were: Mike O'Sullivan, Bob Tate, Faith Watson, Norman Colledge, Jean Keller, Frank Crofts, Mr & Mrs Fearn (senior), Mr & Mrs Fearn (junior) and Steve Higgins.

It was agreed that we should ask the Councillors to meet us at the Coalition Offices in Clay Cross and that the Council should write to Chesterfield Town Clerk asking for a date and time of meeting. People present said they were willing to form a delegation to meet the Councillors, and Ken Davis, Joint Co-ordinator, DCDP was nominated as spokesman.

The view was expressed that the objections raised by the Councillors at the Development Committee should be dealt with by the spokesman in order to get them out of the way. These objections, with their counter arguments, are given below.

1. Local Social Services Departments should be asked to distinguish between the lightly and the more severely disabled, so that the Council could issue a permit to people with the right to drive in the town centre. The permit would categorise the disabled with a D for deaf, a B for blind and an H and L for people with heart and lung complaints etc..

The orange badge is awarded on medical grounds and is only given to people who have a permanent disability which causes very considerable difficulty in walking; to people who receive a Mobility Allowance; to people who are blind; to people who use a vehicle supplied by a Government Department; to people who get a grant towards their own vehicle. No further permit is necessary.

2. Families of disabled people are using the badge for their own convenience.

Able bodied people using the badge are liable to a fine of £200 and an issuing authority can withdraw a badge if it is misused. In any event, one instance of abuse is insufficient grounds for denying the right conferred by the orange badge to all disabled people. It should be borne in mind that disabled people have the same right as the able bodied to unrestricted access to the town centre.

3. Parking spaces have been provided in the multi-storey car park for disabled people, surely they could walk/push themselves that short distance.

The parking is too far away for people to walk or push themselves. It should be remembered that to many

disabled people, four wheels are their legs and their only means of shopping is to drive to a shop or stall and to purchase what they need.

4. Rehabilitation trains the disabled person to cope with the exertions of a normal day and disabled people are quite well able to push themselves round town if they so wished. If the Council were to provide pushers, as had been suggested, this would have a softening effect and destroy valuable training.

No amount of training can restore lost function. The strongest muscles in the body are in the legs, to ask someone to use their arms to push themselves round a shopping precinct with a steep gradient paved with rough cobble stones is patently ridiculous - in any event how could a tetraplegic with no muscle power in her arms manage? This remark was particularly tactless since the Councillors could see that a double amputee and two paraplegics were at their meeting. Disabled people in wheelchairs hold jobs and run homes and it is their families who make up for the lost functions. Disabled people and their families are stretched to the limit in their efforts to live in the community with totally inadequate Social Service provision. Chesterfield Council can be said to be driving disabled people into care in an institution by refusing them the right to use the same facilities as the able bodied. The Councillors are also performing an act of blatant discrimination, they should ask themselves how many times they have seen someone in a wheelchair without a pusher.

5. Councillor Flanagan thought this was a 'delicate problem' he asked how the Council could give concessions to one group and not to another, the old, the blind and the deaf.

The only real solution would have been for Chesterfield Council to have consulted with disability organisations (in accordance with the Chronically Sick and Disabled Persons Act) before designing and building the town centre. Chesterfield Library consulted the Coalition on their plans for a new library and have involved disabled people in every stage of development, had Chesterfield Council done this many mistakes could have been avoided. A year ago, Chesterfield prided itself on the facilities it had provided for disabled people, there seems little point in providing these facilities and then denying us the right to use them.

6. Families use the shopping precinct. Disabled drivers might run them down.

There is no more danger of this than there is of being run down by service vehicles, and disabled drivers are more aware of the consequences of careless driving than other drivers.

7. Other drivers follow orange badge vehicles into the shopping precinct, they see the orange badge as a privilege and resent it.

Put bigger signs up saying that only service vehicles and orange badge holders can enter.

***P.S.

The meeting has now been arranged for 25th July, 1983 at 2.30 p.m. in Committee Room No. 1 at Chesterfield Town Hall.

It has been requested that we send 6 representatives, so I suggest the following:

Ken Davis;
Jean Keller
Bob Tate

Frank Crofts
Mrs. Fearn
Mrs. Elliot

I hope this arrangement suits everyone! Please let me know if you can't attend.

FAITH WATSON

RECEIVED, 1 JUL 1983

CHESTERFIELD
BOROUGH COUNCIL

8



D. R. HARRISON, LL.B.
TOWN CLERK AND CHIEF EXECUTIVE

TOWN HALL
CHESTERFIELD S40 1LP

Tel: (0246) 77232

Extension 9

Ask for Mr. Holmes

Our ref. TS.202 DH/SS

Your ref.

28th July, 1983

Dear Sir,

Town Centre Traffic Proposals

I refer to the meeting held between representatives of the Derbyshire Coalition of Disabled People and the Council on 25th July and can now inform you that the Development General Sub-Committee, at its meeting held that evening, agreed to recommend the Council to adopt option 2 as set out in the report which you have copies of.

Yours faithfully,

D R Harrison

Town Clerk
and Chief Executive.

Mr. K. Davis,
Co-ordinator,
Derbyshire Coalition of Disabled People,
Victoria Buildings,
117 High Street,
Clay Cross,
Chesterfield