

## APPENDIX 2 - FOR INFORMATION

Application for a disabled persons (blue badge) parking bay which meets Kent County Council's assessment criteria, together with a location plan and Officers' comments

### SEVENOAKS: The Meadway



### INFORMAL CONSULTATION FEEDBACK

1. We have received notification of an application for a Disabled Persons Parking Bay in our road, The Meadway, Sevenoaks. The positioning of this bay is very close to our house and whilst we have no objection to the proposed Disabled Bay, we do have the following point to make.

A couple of years ago we wrote to you stating that parking was now becoming more difficult due to residents having more than one car whereas quite a few previous residents had no cars. We suggested that lines be painted at the end of the road to create 5 clear parking bays. This would ensure the maximum amount of cars could park. This was the response we received:

*Whilst I understand the reason for your request, we would usually only mark parking spaces on the highway if there were parking controls in operation, such as limited wait restrictions, which is not the case here, and would probably have to take into consideration the vehicles that park there when setting the width of the spaces, which could reduce the capacity.*

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	<p><i>To resolve this issue, you could try to have a friendly word with the people concerned, as you may find that they were unaware of the parking situation and perhaps simple courtesy and communicating your issue will resolve the situation.</i></p> <p>We did have a friendly word, in the form of a letter, to our neighbours and generally things have been a lot better. It is however visitors to the road that sometimes are not considerate to others or do not realise the impact parking leaving large gaps creates.</p> <p>We are therefore using this opportunity to ask you to rethink painting lines when you paint the Disabled Bay. We do however only want lines if 5 bays are created (including the disabled one).</p> <p>If the above is not possible we hope that the Disabled Bay will be no wider than 1/5th of the total area. This road cannot afford to lose parking spaces when they are at a premium.</p>
2.	<p>Whilst I do not object to the proposal of the installation of a disabled persons parking bay as detailed on The Meadway plan, I do have issues regarding the availability of parking on The Meadway.</p> <p>In recent years it has become very difficult to park on the Meadway and I sometimes have to park in the next road, Pontoise Close. This is hugely inconvenient whilst trying to unload shopping and small children from the car to the house. Whilst, I was aware when I bought my house it didn't have vehicular access, the situation is becoming worse. It is worsened more by large commercial vehicles parking on the road which with their long wheel base can easily consume nearly two parking spaces, therefore, reducing overall parking spaces further. At times, some residents revert to parking on the pavement. During the day commuters are known to park their cars on The Meadway and walk to the station, but the problem is worse in the evening when residents arrive home from work. The situation is only going to get worse as families expand, children grow up and the number of cars per household increase.</p> <p>The land in front of the six houses at the top of The Meadway is I think owned by the Parish Council, but we as residents maintain it. This land could at a cost be excavated and remodelled to create an extension of The Meadway to allow the six houses to drive up to and park on their own front gardens and alleviating parking issues.</p> <p>I wondered if this proposal had been risen/discussed before and if it had potential to be considered?</p>
3.	SDC Councillor M Canet - No comments.

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### OFFICERS' COMMENTS

#### COMMENTS

Applications for disabled persons (blue badge) parking bays (DPPBs) are often made because a disabled resident experiences problems parking on-street near their home, which due to limited mobility can reduce accessibility and social inclusion.

The applicant meets KCC's personal assessment criteria for a DPPB, so unless there are compelling reasons to do so, it would be difficult for the Board not to approve it, as this would be open to challenge for breaching the Equality Act.

With regard to Comment 1, the width of the parking area in which the proposed parking bay will be sited is approximately 12m. The minimum width, set nationally by the Department for Transport, for a standard DPPB installed at right angles to the kerb is 3.3m. The proposed parking bay will therefore be wider than 1/5<sup>th</sup> of the parking area.

The land at the end of The Meadway referred to in Comment 2 is neither public highway nor is it in the ownership of SDC/KCC, and hence the provision of off-street parking there for private residents is not within the control of either organisation.

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### SWANLEY: Cyclamen Road



### INFORMAL CONSULTATION FEEDBACK

1.	SDC Councillor C Barnes - I can see no problem with this.
2.	KCC Councillor M Horwood - Thanks for this. I have no objections

### OFFICERS' COMMENTS & RECOMMENDATION

#### COMMENTS

This application for a disabled persons (blue badge) parking bay meets personal and locational assessment criteria.

No adverse comments were received during the informal consultation with occupiers of neighbouring addresses and local representatives.