

## APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board – 18 September 2023

**Report of:** Deputy Chief Executive and Chief Officer - Finance & Trading

**Status:** For Information

**Key Decision:** No

**Executive Summary:** Report on the latest applications for disabled persons (blue badge) parking bays within the District, which have been assessed in accordance with the assessment criteria set by Kent County Council

**This report supports the Key Aim of:**

Caring Communities (by providing parking facilities for disabled people)

Sustainable Economy (by improving travel arrangements and reducing congestion)

**Portfolio Holder:** Cllr. Margot McArthur

**Contact Officer(s):** Richard Taylor, Ext. 7412

Trevor Kennett, Ext, 7407

**Recommendation to Sevenoaks Joint Transportation Board:**

That the Board notes that:

- (i) the applications received for disabled persons parking bays in Foxglove Close, Edenbridge, Cherry Avenue and Springfield Avenue, Swanley, did not satisfy Kent County Council's assessment criteria, and were declined for the reasons given in this report; and
- (ii) the application received for a disabled persons parking bay in Brambledown, Hartley, satisfied Kent County Council's personal assessment criteria, but was declined for the reason given in this report

**Reason for recommendation:**

The disabled persons (blue badge) parking bay scheme is aimed at providing better management of the public highway, in line with current legislation and the Highway Code

## Introduction and Background

1. Kent County Council (KCC) has the power to provide on-street parking places on roads within its area for which it is the traffic authority for the purpose of relieving or preventing congestion on the public highway.
2. This power is frequently exercised to establish disabled persons' (blue badge) parking bays (DPPBs) on the public highway close to the homes of disabled persons who would otherwise have difficulty parking near to their homes.
3. An application process exists, through which a person can request that a DPPB is established close to their home.
4. The District Council administers local requests for DPPBs on behalf of KCC, evaluates them using assessment personal and locational criteria set by KCC, and manages and funds their provision.
5. KCC has produced an application form and guidance notes for requests for DPPBs, which is available for applicants to download from the District Council's website.
6. Since the previous meeting of the Joint Transportation Board, applications were received for DPPBs to be provided in the following locations, and these have been evaluated in accordance with KCC's assessment criteria:
  - Foxglove Close, Edenbridge (near nos. 1-17)
  - Brambledown, Hartley (near nos. 30-36)
  - Cherry Avenue, Swanley (near nos. 9-15)
  - Springfield Avenue, Swanley (near nos.13-27)
7. The application for Foxglove Close, Edenbridge was declined because KCC's assessment criteria require that the disabled applicant is in receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, Attendance Allowance or enhanced mobility component of Personal Independence Payment), which was not applicable in this case.
8. The application for Brambledown, Hartley met KCC's personal assessment criteria, but was declined because the parking area nearest the applicant's home, in which the disabled persons parking bay would be sited, is not part of the public highway.
9. However, the parking area is privately owned and managed by Sevenoaks District Council, and hence, the application has been referred to the District Council's property team for consideration.
10. The applications for Cherry Avenue and Springfield Avenue, Swanley were both declined because one of KCC's locational criteria requires that the minimum width of the carriageway in which the parking bay would be sited is wider than 6.3m, which was not applicable in these cases.

## **Other options Considered and/or rejected**

No other options were considered.

## **Key Implications**

### Financial

There are no financial implications to this report.

### Legal Implications and Risk Assessment Statement

There are no legal implications or risks associated with this report.

### Equality Assessment

In the case of applications for DPPBs which satisfy KCC's assessment criteria, the provision of disabled persons parking bays helps meet the requirement in the Equality Act 2010 to provide 'reasonable adjustments' to those who fit the lawful definition of disability.

### Net Zero Implications

The decisions recommended through this paper have a remote or low relevance to the council's ambition to be Net Zero by 2030. There is no perceived impact regarding either an increase or decrease in carbon emissions in the district, or supporting the resilience of the natural environment

### **Background Papers**

The Equality Act 2010

<https://www.legislation.gov.uk/ukpga/2010/15/contents>

The Traffic Signs Regulations and General Directions 2016

<https://www.legislation.gov.uk/uksi/2016/362/contents/made>

The Road Traffic Regulation Act 1984, as amended

<https://www.legislation.gov.uk/ukpga/1984/27>

The Traffic Management Act 2004, as amended

<https://www.legislation.gov.uk/ukpga/2004/18>

The Highway Code

<https://www.gov.uk/browse/driving/highway-code-road-safety>

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Deputy Chief Executive and Chief Officer - Finance & Trading