

APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 28 November 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

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Recommendation to Sevenoaks Joint Transportation Board:

That the Board notes that:

- (i) the applications received for disabled persons parking bays in Greatness Lane, Sevenoaks, Clarks Lane, Hartley, Dane Road, Otford and St. Peters Row, Fordcombe did not satisfy Kent County Council's assessment criteria, and were declined for the reasons given in this report; and
- (ii) Following consultation, the following disabled parking bays will be removed from Alder Way, Swanley and Caxton Close, Hartley, as they are no longer required.

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:
 - Greatness Lane, Sevenoaks – Applicant did not receive the appropriate benefits to meet the criteria.
 - Clarks Lane, Hartley - Applicant did not receive the appropriate benefits to meet the criteria and the carriageway in this particular road did not meet the required 6.3 metres.
 - Dane Road, Otford - Carriageway in this particular road did not meet the required 6.3 metres.
 - St. Peters Row, Fordcombe – Road already at capacity for disabled persons parking bays.
7. For the removal of bays in Alder Way, Swanley and Caxton Close, Hartley in both areas we received written requests to remove as the original applicants no longer resided at the properties and the bays were no longer required. Consultation with undertaken in both cases with properties near the disabled parking bays and no objections were received about removal of the bays.

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>

Adrian Rowbotham

Deputy Chief Executive and Chief Officer - Finance & Trading