

DISABLED DRIVERS PARKING SPACE POLICY

Parking Services, Plymouth Highways



1. INTRODUCTION

- 1.1. This policy supports the Council in achieving our vision to be 'One of Europe's most vibrant waterfront cities, where an outstanding quality of life can be enjoyed by everyone' and supports the Council's priorities as a **Caring for People and Communities** through providing additional support to blue badge holders who are dealing with terminal illness.
- 1.2. The proposals within this report support our values as a **Responsible** Council, ensuring we take responsibility to support people with disabilities and terminal illness.
- 1.3. The proposals within this report support our values as a **Fair** Council, adopting an inclusive and considerate approach to supporting the wider needs of blue badge holders and persons dealing with terminal illness.

2. DISABLED DRIVER PARKING SPACES

- 2.1. Plymouth City Council provides a service for the provision of disabled parking spaces to support persons with severe mobility impairment to access their residential home. This policy sets out the eligibility criteria for a Disabled Drivers Parking Space.
- 2.2. The provision of these bays is not a mandatory or a statutory service but is a courtesy service which Plymouth City Council provide to persons who have very considerable difficulty in walking (can't walk more than 50 metres) to improve the quality of life.

3. ELIGIBILITY

- 3.1. The following criteria must apply for any applicant to be considered for a Disabled Driver Parking Space:
 - Must hold a valid Blue Badge.
 - Must drive a vehicle that is registered and kept at their address.
 - Must not have any alternative off-street parking facilities (owned or rented) e.g. garage, driveway or hard standing.
 - Experiences frequent difficulty in parking close to their home, defined as an inability to park within the applicants walking range - no more than 50 metres (in line with Personal Independence Payment (a score of 8 points or more under the 'moving around' activity of the mobility component) formerly the higher rate of the mobility component of the Disability Living Allowance).
- 3.2. If any of the above criteria does not apply an application will be declined.
- 3.3. A Disabled Driver Parking Space is linked to the applicant's Blue Badge. A Disabled Driver Parking Space is only valid up to and to the expiry of the Blue Badge. Upon expiry of a Blue Badge the applicant must re-apply to keep the bay for a further 3 years (in accordance with the validity of the Blue Badge).

3.4. Each application is considered fairly and consistently.

4. TERMINAL ILLNESS

4.1. The central principle in our approach is to help ensure that terminally ill individuals are provided with the accessibility support they need, when they most need it.

4.2. Terminal illness is a complex and sensitive clinical issue. A terminal illness is regarded as a progressive disease, which can reasonably be expected to cause an individual's death. This does not just apply to patients with cancer. As an example, it may also apply to severe, life limiting cardiorespiratory and neurological conditions (this is not an exhaustive list). The definition of terminal illness is to be taken from Social Security Act 1990 or as amended.

4.3. The following criteria will apply for any terminal illness applicant to be considered for a Disabled Drivers Parking Space:

- Must hold a valid Blue Badge.
- Must drive a vehicle that is registered and kept at their address or if the terminal applicant does not drive, the driver of the vehicle must permanently reside at the same address.
- Must not have any alternative off-street parking facilities (owned or rented) e.g. garage, driveway or hard standing.

4.4. Evidence of an applicant's terminal illness must be provided in the form of:

- A DSI 500 Report; or
- Written confirmation from a healthcare professional (doctor, consultant, Macmillan nurse)

4.5. Terminal applicants will be fast tracked and prioritised for consideration by the Council.

4.6. The Council may use discretion under exceptional circumstances when not all eligibility criteria has been met by a terminal illness applicant e.g., if the off-street parking is deemed unsuitable as the nature of disability prevents the use of the off-street facility (too narrow to accommodate a wheelchair).

4.7. Applications approved under terminal illness will be fast-tracked and prioritised for the marking of the bay on the highway. This will normally be within 7 working days from a works order being raised with the Councils lining contractor.

5. LOCATION

5.1. In addition to the eligibility criteria Plymouth City Council may not be able to provide a Disabled Driver Parking Space if:

- There are no parking problems in the street (a survey may be carried out).
- There are parking restrictions near the applicant's home (single or double yellow lines).
- The applicant lives near a junction (within 10 metres);
- The proposed bay is close to, or within, the turning head of a cul-de-sac.
- The width of street is less than 3.6 metres.
- Safety of a road user (bay required on brow of hill) - see Highway Code.

- Any other related road safety concern arising from the potential placement of a Disabled Driver Parking Space.

5.2. It is not possible for the Council to provide a Disabled Driver Parking Space on private property, such as Housing Association land. In these circumstances you will need to seek permission from the landowner and organise the marking of the bay.

6. COST

6.1. There is an administration fee of £40 for all applications. Application fees are non-refundable, even if an application is declined, and applies to all future applications from the same applicant.

6.2. There is no fee associated with the placement of the bay on the Highway. The Council will meet the costs associated with the placement of a courtesy bay on the Highway and the future maintenance of that bay providing the named driver remains entitled to the bay.

7. SIZINGS

7.1. The disabled drivers parking bay will be laid in accordance with the Traffic Signs Regulations and General Directions 2002.

7.2. There is no guarantee that the Disabled Driver Parking Space will be marked directly outside the applicant's property. The exact location will be determined on site and will be examined within highway engineer criteria and the local conditions.

8. ENFORCEMENT

8.1. Disabled Driver Parking Spaces are advisory and not covered by a Traffic Regulation Order; therefore, Disabled Driver Parking Spaces cannot be enforced by Plymouth City Council or the Police.

8.2. Whilst a Disabled Driver Parking Spaces is intended for the use of the applicant, they are not legally reserved for the exclusive use of an individual and no guarantee can be given that a particular bay will always be available for any particular person.

9. TERMS OF USE

9.1. Disabled Driver Parking Spaces remain the property of Plymouth City Council.

9.2. The provision of the Disabled Driver Parking Space will be reviewed in line with the expiry date of the blue badge. Should an applicant be declined a blue badge in future, the bay would be removed.

9.3. Applicants must immediately notify Plymouth City Council if they no longer meet the required criteria.

10. APPEAL

10.1. Should an application be unsuccessful, Plymouth City Council will write to the applicant providing details of the reasons for refusal. An applicant may appeal under the following circumstances:

- They believe an application has been assessed incorrectly and setting out why (in accordance with the eligibility criteria);
- Their circumstances have changed since the application and wish for the application to be re-considered submitting details of the change in circumstances.

10.2. Appeals will not be considered because the applicant is unhappy with the outcome.

10.3. Appeals will be considered by a Service Manager.

10.4. An appeal decision is final.

10.5. Plymouth City Council may use discretion when assessing individual applications and under exceptional circumstances, quality of life, in the case where someone may not meet the defined criteria. In such cases applications will be considered in consultation with the Cabinet Member for Transport.