

## QUESTION BY MEMBER OF THE PUBLIC



Please return your completed question form to Democratic Support, Plymouth City Council, Ballard House, West Hoe Road, Plymouth, PL1 3BJ or email: [democraticsupport@plymouth.gov.uk](mailto:democraticsupport@plymouth.gov.uk)

Question to be submitted no later than 5 clear working days before the meeting.

<b>Question submitted by:</b> Mr Mark Warrillow
<b>To the Cabinet Member or Chair for:</b> Blue Badges
<b>To be asked at the next (Council, Cabinet or Planning Committee) Meeting:</b> Council Meeting
<b>Date:</b> 15 September 2025
<b>Question (to be no longer than 50 words):</b> <i>How can PCC justify charging £188 for a disabled parking bay in this cost-of-living crisis? The job takes less than 3 minutes and although it is outside my home, anyone with a blue badge can park there. Scope slammed PCC for charging £150 in 2020, but it has increased since.</i>
<b>Will you be attending the meeting in person to ask your question?</b> No, but watch live online.
<b>Response:</b> ( for completion by City Council officers and Cabinet Members / Chairs)  The provision of disabled driver parking spaces is not a statutory function of Plymouth City Council; rather, it is a courtesy service aimed at assisting disabled drivers who encounter difficulties in parking near their homes.  The introduction of the fee for marking a disabled drivers parking space was necessary to ensure the sustainability of this service. The cost of marking a bay, which is set at £188 as of April 2025, reflects only a portion of the actual costs incurred by the Council, which totals £582.41 per marking. The fees are subsidised to help maintain this valuable service, and without them, we risk having to discontinue the service altogether.  During the application process the applicant is advised that these white bay markings are advisory only and are not reserved exclusively for any individual. However, most motorists appreciate the purpose of the bays and leave them clear for the people who need them. If we were to make these bays mandatory, legally backed by a Traffic Regulation Order, the cost to the applicant would be significantly more and implementation time can take several months whilst it follows a statutory process.

Therefore, maintaining the current system balances support for disabled motorists with practical considerations of cost and efficiency, ensuring that this important service remains accessible to those who rely on it.