

Residential Disabled Bay Consultation – Results Summary

During January and May 2019 consultation was undertaken to gather residents' views on the provision of residential disabled parking bays (RDPBs) – these are parking bays marked out on residential streets. The consultation did not cover other disabled parking locations, such as in town centres or on car parks.

The consultation was designed to gather views from all interested parties, but targeting specifically people who use RDPBs and those people who don't use a RDPB, but who live on a street where a RDPB is located.

Consultation Process - January 2019

The January **consultation** saw paper questionnaires posted to the 670 Blue Badge holders who had a residential disabled parking bay, or who had had one approved. In addition to this, questionnaires were posted to a random selection of 1,000 addresses in the vicinity of a residential disabled parking bay; also an online questionnaire was promoted on Twitter and Facebook.

Following analysis of the responses to the consultation, it was identified that only a relatively small number of residents living on a street with a residential disabled parking bay had responded to the consultation. In order to better understand the opinions of this group, a targeted non-user follow up consultation was undertaken in May 2019.

Consultation Process – May 2019

A questionnaire was sent to addresses near to the property where a RDPB is located, neighbouring addresses were not selected as these would have been consulted when the RDPB was installed, also any addresses sent a questionnaire in the January 2019 consultation were removed from the sample. In total 1,060 questionnaires were sent out in the May 2019 consultation.

Please note that not every respondent replied to all the questions, so the total number of respondents reported in the analysis of each question will differ.

This report provides a summary of the responses to key questions on the survey, further analysis is available on request.

Responses to the January 2019 consultation

In total **573** responses were received during the January 2019 consultation.

- 183 used a RDPB
- 390 did not use a RDPB (248* did not have a RDPB on their street, 140* did, 4 did not reply)
* *two respondents selected that they did and did not have a RDPB on their street*

Of those who responded to the questions (including additionally, the 11 RDPB users from the May survey), not all respondents replied:

- 45.7% had a Blue Badge
- 66.0% were White British, 16.9% Asian British Indian, 7.0% Asian British Pakistani
- 55.4% had a disability

Responses to the May 2019 consultation

In total **136** responses were received during the May targeted Non-User consultation. However, 11 of these respondents were not non users as they use a RDPB. Accordingly, their responses have been included in the general survey results undertaken in January 2019 to ensure the integrity of the May 2019 Non User survey.

- Of the 125 non user respondents, 26 did not have a RDPB on their street, 99 respondents did
- Of those 125 non users, who responded to the questions (not all replied):
- 18.6% had a Blue Badge
 - 36.6% had a disability
 - 51.3% were White British, 29.6% Asian British Indian, 6.1% Asian British Pakistani

Summary of key results

Respondents were provided with a short list of options and asked whether they had experienced any issues or problems with RDPB.

For users, 'other people using it' and 'people park too close to it' were the two main issues selected, a third had had no issues or problems.

For non-users with a RDPB on their street, around half said they had had no issues or problems, with the main issue being '**it restricts where I can park**'.

In terms of charging for the installation of a RDPB, the vast majority of respondents to the consultation disagreed with any form of charging for the installation of RDPBs, this includes the majority of non-users who have a RDPB on their street. Further analysis of the results identified smaller groups where more respondents were in favour of charging, these were respondents who had a RDPB on their street but said that it was unused; and people who expressed that they have had a problem with a RDPB e.g. parking being restricted.

In terms of restrictions on the number of RDPB on street, two questions were asked about restrictions on the number of disabled bays. The first asked for views on the spacing between bays, the second asked about the allocation of bays based as a percentage of houses on a street.

In the January survey, 77% of users of a RDPB were against any restrictions, and 51.2% of non-users were in favour of restrictions. In the May 2019 Non user survey, 62% of non-users were in favour of restrictions. This increased to 87.5% for Non –user who live on a street which has an unused RDPB.

The question suggesting options of 5% or 2% of houses being able to have RDPB, received greater proportions of disagreement. As with the questions on charging, respondents who had experienced a problem with a RDPB or that there was an unused bay on their street were more likely to agree with restrictions.

A free text box gave participants the option of raising other issues. Key points raised included:

That charging or restricting RDPB would penalise or further disadvantage disabled people or that respondents noted they disagreed with the nature of the consultation

That bays or blue badges are abused or used by people not eligible

That bays remain marked out on a street when they were no-longer in use, causing an issue and / or there should be better monitoring of used and unused bays

That there should be more enforcement / fines to ensure bays are used correctly

That charging for RDPB installation was problematic as the parking bay could not be used by a specific individual. People would be paying for installation and potentially then be unable to use the bay.

SURVEY RESULTS

Do you think that there should be a one off charge to the applicant for putting in new disabled parking bays, and if so how much?

January 2019, survey results (including 11 users of RDPB from the May survey)

	Base Number	Yes – for the full cost £1,128	Yes – for about half the cost £560	Yes – for about a quarter of the cost £280	No – there should not be a charge
RDPB All respondents	567	12.7%	8.8%	12.0%	66.5%
RDPB User	185	1.1%	0.5%	6.5%	91.9%
RDPB Non-user	382	18.3%	12.8%	14.7%	54.2%
RDPB Non – user no bays on street	244	14.3%	13.5%	16.4%	55.7%
RDPB Non –user with bay on street used	100	20.0%	12.0%	11.0%	57.0%
RDPB Non –user with unused bay on street	40	37.5%	12.5%	15.0%	35.0%
RDPB Non – user Specifying problem	122	44.3%	17.2%	13.9%	24.6%
RDPB Non-user Bay not a problem	216	4.2%	10.2%	14.4%	71.3%

May 2019, targeted non-user survey results

	Base Number	Yes – for the full cost £1,128	Yes – for about half the cost £560	Yes – for about a quarter of the cost £280	No – there should not be a charge
RDPB All respondents (Non-user)	123	11.4%	13.8%	20.3%	54.5%
RDPB Non – user no bays on street	26	3.8%	15.4%	11.5%	69.2%
RDPB Non –user with bay on street used	78	11.5%	10.3%	20.5%	57.7%
RDPB Non –user with unused bay on street	24	20.8%	25.0%	29.2%	25.0%
RDPB Non – user Specifying problem	50	24.0%	18.0%	22.0%	36.0%
RDPB Non-user Bay not a problem	64	4.7%	7.8%	18.8%	68.8%

If installing a parking bay remains free of charges, do you think there should and an annual (yearly) fee for people who have a disabled parking bay and if so how much?

January 2019 survey results (including 11 RDPB users from the May survey)

	Base Number	Yes – around £250 per year	Yes – around £150 per year	Yes – less than £150 per year	No – there should not be a charge
RDPB All respondents	563	12.4%	9.1%	11.4%	67.1%
RDPB User	181	0.6%	3.3%	5.0%	91.2%
RDPB Non-user	382	18.1%	11.8%	14.4%	55.8%
RDPB Non – user no bays on street	244	13.9%	13.1%	15.6%	57.4%
RDPB Non –user with bay on street used	100	20.0%	12.0%	12.0%	56.0%
RDPB Non –user with unused bay on street	40	37.5%	5.0%	15.0%	42.5%
RDPB Non – user Specifying problem	122	40.2%	20.5%	15.6%	23.8%
RDPB Non-user Bay not a problem	215	6.0%	7.0%	12.6%	74.4%

May 2019, targeted Non-User survey results

	Base	Yes – around £250 per year	Yes – around £150 per year	Yes – less than £150 per year	No – there should not be a charge
RDPB All respondents (Non-user)	122	18.0%	13.9%	13.1%	54.9%
RDPB Non – user no bays on street	26	15.4%	3.8%	7.7%	73.1%
RDPB Non –user with bay on street used	77	16.9%	15.6%	14.3%	53.2%
RDPB Non –user with unused bay on street	24	29.2%	20.8%	12.5%	37.5%
RDPB Non – user Specifying problem	49	40.8%	18.4%	18.4%	22.4%
RDPB Non-user Bay not a problem	64	4.7%	9.4%	10.9%	75.0%

Do you think there should be restrictions on the number of disabled parking bays in an area? (an agreed distance between RDPBs)

January 2019, survey results (including 11 users from the May survey)

	Base Number	Yes – bays should be 40m away from each other (around 8 terraced houses)	Yes – bays should be 20m away from each other (around 4 terraced houses)	No – there should not be restrictions on the number of disabled parking bays in an area
RDPB All respondents	561	23.0%	19.3%	57.8%
RDPB User	178	9.0%	14.0%	77.0%
RDPB Non-user	383	29.5%	21.7%	48.8%
RDPB Non – user no bays on street	244	27.9%	21.7%	50.4%
RDPB Non –user with bay on street used	101	27.7%	18.8%	53.5%
RDPB Non –user with unused bay on street	40	42.5%	32.5%	25.0%
RDPB Non – user Specifying problem	123	54.5%	26.8%	18.7%
RDPB Non-user Bay not a problem	215	15.3%	19.1%	65.6%

May 2019, targeted Non-User survey results

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RDPB All respondents (Non-user)	121	42.2%	19.8%	38.0%
RDPB Non – user no bays on street	25	36.0%	12.0%	52.0%
RDPB Non –user with bay on street used	77	40.3%	18.2%	41.6%
RDPB Non –user with unused bay on street	24	58.3%	29.2%	12.5%
RDPB Non – user Specifying problem	50	62.0%	26.0%	12.0%
RDPB Non-user Bay not a problem	62	25.8%	17.7%	56.5%

Do you think there should be restrictions on the number of disabled parking bays in an area? (an agreed percentage of the houses on a street are permitted to have a RDPB)

January 2019, survey results (including 11 users from the May survey)

	Base Number	Yes – a maximum of 5% of houses on a street could have disabled bays (1 in 20 houses)	Yes – a maximum of 2% of houses on a street could have disabled bays (1 in 50 houses)	No – there should be no restrictions on the number of disabled parking bays
RDPB All respondents	565	20.0%	9.9%	70.1%
RDPB User	181	9.9%	3.3%	86.7%
RDPB Non-user	384	24.7%	13.0%	62.2%
RDPB Non – user no bays on street	246	21.5%	14.2%	64.2%
RDPB Non –user with bay on street used	101	28.7%	7.9%	63.4%
RDPB Non –user with unused bay on street	39	35.9%	17.9%	46.2%
RDPB Non – user Specifying problem	122	43.4%	26.2%	30.3%
RDPB Non-user Bay not a problem	217	14.7%	5.1%	80.2%

May 2019, targeted Non-User survey results

	Base Number	Yes – a maximum of 5% of houses on a street could have disabled bays (1 in 20 houses)	Yes – a maximum of 2% of houses on a street could have disabled bays (1 in 50 houses)	No – there should be no restrictions on the number of disabled parking bays
RDPB All respondents (Non-user)	120	29.2%	13.3%	57.5%
RDPB Non – user no bays on street	25	20.0%	16.0%	64.0%
RDPB Non –user with bay on street used	77	28.6%	11.7%	59.7%
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RDPB Non-user Bay not a problem	63	25.4%	6.3%	68.3%