

PART 1 - PUBLIC

Decision Maker: Executive & Resources PDS Committee

Date: 14th November 2011

Decision Type: Non-Urgent Non-Executive Non-Key

Title: **PARKING BLUE BADGES; TACKLING FRAUD AND ABUSE**

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Chief Officer: Doug Patterson, Chief Executive

Ward: All

1. Reason for report

1.1 Following concerns expressed at an Audit Sub Committee meeting in June 2011, Members requested further details regarding usage and abuse of Blue Badges. This report looks at the issues of fraud and misuse and provides an update on current initiatives to combat this within Bromley, in the context of the latest Government guidance issued this summer.

2. **RECOMMENDATION(S)**

2.1 **The Committee is asked to note the report and the progress that is being made to combat any abuse of the Blue Badge scheme; and**

2.2 **The report is referred to Environment PDS Committee for its consideration.**

Corporate Policy

1. Policy Status: Existing policy. Supporting Independence, Anti Fraud and Corruption Strategy, Parking and Enforcement Plan.
 2. BBB Priority: Supporting Independence. Quality Environment.
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Financial

1. Cost of proposal: No cost .
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Parking
 4. Total current budget for this head: £84,190
 5. Source of funding:
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Staff

1. Number of staff (current and additional): 3.5 fte estimated
 2. If from existing staff resources, number of staff hours:
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Legal

1. Legal Requirement: Statutory requirement. Blue Badges are issued in accordance with the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (S.I. 2000/682) with amendments.
 2. Call-in: Call-in is not applicable.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 11,900
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments:

3. COMMENTARY

- 3.1 The Blue Badge scheme is a national scheme of parking concessions for people with severe mobility difficulties who travel as drivers or passengers in cars. The scheme is operated in Bromley in accordance with the guidelines set out by the Department of Transport. In June 2011 the Department for Transport (DfT) released an updated national guidance document in conjunction with a Local Authority Circular (England) on eligibility changes; this was followed in July 2011 with a Good Practice Review document on delivery of improved Blue Badge administration, assessment and enforcement. (A summary of the report in respect of enforcement and some of the more general quick wins suggested is attached at Appendix 1)
- 3.2 A person is eligible for a badge if they meet one of the criteria set out in secondary legislation. They can be eligible either 'without further assessment' or 'subject to further assessment' by the local authority. People are eligible 'without further assessment' if they are over the age of two and:
- receive the Higher Rate of the Mobility Component of Disability Living Allowance (HRMCDLA);
 - are registered blind;
 - receive a War Pensioner's Mobility Supplement.
- 3.3 People are eligible 'subject to further assessment' if they:
- are over the age of two and are unable to walk or have very considerable difficulty in walking because of a permanent and substantial disability;
 - regularly drive a car but are unable to operate, or have considerable difficulty in operating, a parking meter on account of a severe disability in both arms;
 - are under the age of two and have a condition that requires that they be always accompanied by bulky medical equipment or requires that they be kept near a motor vehicle in case of need for emergency medical treatment.
- 3.4 The Council has a responsibility for the administration of the Blue Badge scheme within Bromley the main departments/divisions dealing with the scheme are the;
- Customer Service Centre (CSC) which is responsible for administration of Blue Badges, related processes for people who are eligible, and complaints about the service;
 - Care Services division of Adult and Community Services is responsible for the assessments, and the staffing by healthcare professionals for the mobility assessments;
 - Environment Department is responsible for enforcement and monitoring of compliance with the terms of Blue Badge use.
- 3.5 At any time there are approximately 11,900 Blue Badges in force. This compares to around 11,400 in Bexley and 9,500 in Croydon. Over the last three years the number of applications for new Blue Badges has been increasing. The increase in the number of applications may have been influenced by the introduction of an exemption from the London Congestion Charge for holders of Blue Badges in 2008-2009. Evidence set out in the DfT consultation document shows that abuse of the Blue Badge Scheme could cost between £6 million and £12 million nationally each year. This figure is therefore likely to be an underestimate as detection and prosecution rates are low. Forty-three per cent of Blue Badge holders responding to a DfT survey in 2008 reported misuse of spaces as the reason they had difficulty finding a parking space.

3.6 Concerns about the misuse of blue badges have been raised by Members, organisations representing disabled people and the public. There is an additional concern that deliberate misuse may cause negative attitudes to those people who actually need a blue badge. Members have received assurances that any report of fraudulent use of Blue Badges will be dealt with robustly by LB Bromley staff and Vinci Park (the Council's parking enforcement contractor). The Police and LB Bromley take appropriate action in such cases including prosecution if sufficient evidence can be gathered.

3.7 It is recognised that Blue Badges can be abused in a number of ways and so it is important that the Council remains vigilant at all stages of the issuing/enforcing process. Examples of abuse can include:

By the badge holder

- Parking in the wrong place or parking for too long where there is a time limit
- Use of a badge that is no longer valid
- Use of a badge that has been reported as 'lost' or 'stolen'
- Letting a friend or relative use the badge
- Use of a copied badge
- Altering the details on the badge, for example, the expiry date
- Making a fraudulent application (e.g. providing false information on the application form), or using a badge obtained fraudulently.

By a third party:

- Using someone else's badge (with or without the badge holder's knowledge) without the badge holder being present in the vehicle at some point during the trip
- Using a badge belonging to someone who has died
- Copying, altering or making badges
- Using a stolen badge
- Using a fake badge

3.8 The London Borough of Bromley is committed to protecting the public funds that it administers. The Council therefore is determined to prevent, deter and detect all forms of fraud and corruption committed against it both internally and externally. The Council will not tolerate abuse of its services. Where fraud and corruption is suspected the Council will take action against the perpetrators. The form of action taken will depend on the level and circumstances of the fraud or corruption discovered. In all instances action considered will involve disciplinary procedures (against council employees) and prosecution as well as recovery of Council assets and funds.

Security measures in place for issuing and use of badges;

3.9 The CSC processes all applications within the contact centre. Prescribed documentation is required for an application to be processed. CSC staff are trained to ensure correct documentation is received before a Blue Badge will be issued. CSC staff would bring to the attention of the Service leader within the CSC any concerns they may have including;

- Applications that have documents which appear to have been tampered with.
- Documentation that appears to be contradictory within the application or with a previous application.
- An application by individuals that has been recorded as being deceased, in accordance with the NFI referred to below.

- 3.10 The CSC will in future issue 'ready to collect' letters so applicants will have to come in and collect their badge, and so badges will no longer be sent out by recorded delivery. The applicant will have to provide ID on collection and this will in turn reduce the amount of fraudulent applications. Also the Tell Us Once project will include asking those registering a death whether the deceased held a blue badge, this will be passed to the CSC and they will write out requesting the return of the badge, advising it's cancelled and not to be used.
- 3.11 The Council assists with the National Fraud Initiative (NFI) which compares records from various databases including primarily the DWP's. Records are updated with information on Blue Badge holders that have deceased. This initiative is lead by Internal Audit, with the records on the Parking Services database updated by this exercise. Any matters the Service leader wish to escalate can be referred, where appropriate, to the Head of Parking Services, Internal Audit, ACS, the Greenwich fraud team or the Police. There is also a London Councils database, although this may be withdrawn after 4/1/12 when the Blue Badge Improvement Service aims to release a national database.
- 3.12 In cases where an applicant makes a fraudulent application (i.e. provides false information), it may be possible to prosecute the individual under section 2 of the Fraud Act 2006. This carries a penalty of a fine of up to £5,000 and/or up to 12 months imprisonment on summary conviction. If a badge has been issued, the local authority can require its return under Regulation 9(2)(b) of the Disabled Persons (Badges for Motor Vehicles)(England) Regulations 2000.
- 3.13 In response to the more recent concerns raised and the new guidance issued, several initiatives have been taken, or are planned including;
- Parking Services have commenced an operation to stamp out Blue Badge misuse in Bromley. A hotline number and a report it function on the web have been created, to allow easy reporting. The display of signs and distribution of leaflets commenced in late September 2011. Signs are displayed at all disabled bays on-street and in car parks. They will be in situ for a period of 6-8 weeks and then moved to another area until the whole borough has been covered. The leaflets are placed on vehicles displaying a Blue Badge in the same area as the signs are displayed. The Hotline number is (020) 8313 4094. Appendix 2 shows the increase in reported cases since 2010/11. Appendix 3 contains text from the recent press release on this initiative.
 - Local organisations representing disabled people have been informed of the Council's operation to explain the reasons for increased inspections, etc.
 - Back office processes have been put in place to deal with the expected increase in reports, and investigate them in a timely fashion. Stronger links with the Police are also being developed in this specific area, in order to achieve quick and effective procedures for the seizure of badges and prosecutions.
 - LB Bromley has adopted the use of a hologram along with an official stamp on each Blue Badge issued that allows for easy detection of tampering or photocopying. As well as the hologram all Blue Badges are treated as controlled stationery and a HMSO unique number is recorded against each Blue Badge recipient.
 - LB Bromley request and insist upon a crime reference number if a badge is reported stolen. Blue Badges will in future be collected in person, reducing the risk of loss.

- Production of free information leaflets, informing local badge holders of where they can park in the local authority and conditions of use at each site, to help badge holders to use their badge correctly.
- A traffic warden may identify what they believe to be a copied or amended Blue Badge. Often the user is not there to question. In such cases a PCN will be issued and appropriate notes/records made, including the taking of photographs or a recording of video footage by headcam. If a warden or member of Parking Services staff is present while the Blue Badge is believed to be being fraudulently used, they will request that the badge is shown for inspection. This is undertaken in a sensitive manner. Individual Wardens are selected for this type of operation where possible, in order to ensure the highest level of discretion and sensitivity is used along with firmness and authority.
- Where blue badge ownership details are not known, close attention is paid to the vehicle. This will be through the use of Traffic Wardens in the vicinity, or by Parking Services staff. If fraudulent activity is believed to be taking place, a course of action will be decided upon. Further and more detailed observation can take place under Regulation of Investigatory Powers Act 2000 (RIPA), although this has not been used for Blue Badge fraud cases to date.

3.14 Where fraudulent activity or misuse is established there are a number of options available. The course of action will depend on the evidence gathered. The level of abuse could range from a misunderstanding of the conditions of use by the Blue Badge holder, through to a fraudulent application to DWP for higher rate of mobility allowance, in order to gain entitlement to a Blue Badge. Actions taken include:

- A warning letter to the user or Blue Badge holder to explain conditions of use or misunderstandings.
- Requests that the fraudulent user or Blue Badge holder attend the Civic Centre for a meeting, to explain, for example, that letting others use the badge, even if shopping for the disabled person, is not permitted.
- Where the use appears to be regular and or systematic, or of a more serious nature, e.g. use of a stolen Badge, Police action to confiscate the Badge may be requested. Involvement of the Greenwich Fraud team may offer assistance and resources to investigate further, and this may lead to prosecution through the courts. Prosecutions may be undertaken by the Police, Legal Services or via the Greenwich Fraud team on behalf of LBB.

4 FINANCIAL IMPLICATIONS

4.1 Although not easy to estimate accurately there is a real cost associated with Blue Badge fraud in terms of lost income through parking charges. The cost of issuing Blue Badges to people who meet the automatic eligibility criteria is funded by the Council through the Environmental Services Department. The cost of the service is circa £84,000 for 2011/12. As part of the funding changes by the Department of Health from April 2011, the funding for Blue Badges for applicants 'subject to further assessment' is now provided directly to local authorities (previously the PCT). The cost of this for 2011/12 is £93,605.

5 LEGAL IMPLICATIONS

5.1 Blue Badges are issued in accordance with the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 200 (S.I. 2000/682) with amendments. More details relating to enforcement are attached in Appendix 4

Non-Applicable Sections:	Policy and Personnel Implications
Background Documents: (Access via Contact Officer)	<p>The Blue Badge Scheme Local Authority Guidance (England) June 2011</p> <p>Disabled Persons (Badges for Motor Vehicles) (England) Regulations 200 (S.I. 2000/682) with amendments.</p> <p>Department of Transport: The Blue Badge Scheme. Improving Blue Badge administration, assessment and enforcement: good practice review (July 2011)</p> <p>Eliminating Public Sector Fraud The Cabinet Office Counter Fraud Taskforce Interim Report Parking and Enforcement Plan</p> <p>http://assets.dft.gov.uk/consultations/dft-2011-20/consultation.pdf</p>

Appendix 1

DfT

Improving Blue Badge enforcement: good practice review - Summary

The strongest conclusion emerging on enforcement is that robust administrative and assessment practices have a substantial role to play in improving the resistance to abuse of the Blue Badge scheme. By making sure that Blue Badges are only awarded to individuals who meet the eligibility criteria, and preventing opportunities to fraudulently obtain genuine Blue Badges from local authorities, the need to proactively enforce the scheme on-street is lessened.

We found strong evidence that the scale of abuse, and therefore the need for effective enforcement practices, is proportional to the perceived value of the Blue Badge in a particular area; and that London appears to show the highest levels of abuse which we believe reflects scarcer, more expensive parking and the London Congestion Charge. The most commonly used on-street enforcement practices are a combination of vigilance (on-street personnel), technology (instant data access), collaboration (with the Police), ability to take action (issuing of penalties) and deterrence (media liaison and publicity).

A particular challenge for Blue Badge enforcement is balancing the need to make data instantly (or readily) accessible to local parking enforcement officers when required, but also protecting sensitive personal data about Blue Badge applicants. However, good lines of communications between on-street enforcement officers and back-office administration staff can overcome this, with administrative staff 'looking-up' Blue Badge records on demand for enforcement officers.

The net result of variable enforcement activities is that those who seek to abuse or misuse Blue Badges fare differently depending on the area in which they offend, with direct consequences for the integrity of the scheme as a whole. For local authorities in urban areas there is some merit in promoting the cost: benefit approach that Wandsworth Borough Council adopted as a means of ensuring their Blue Badge enforcement activities are revenue-neutral. If such an approach were widely adopted it could help to ensure that a proportionate amount of Blue Badge enforcement activity, representative of the extent of Blue Badge misuse, abuse and fraud in each area, is undertaken in urban areas. We note that in rural areas, where there is less pressure on disabled parking bays, and parking assts in general, this may be a less appropriate model to follow.

We found that the majority of local authorities that do proactively enforce the scheme tend to focus on their enforcement successes. Such authorities reported this practice had been successful at raising awareness of the Blue Badge Scheme's rules, and gained the local authority kudos with eligible badge holders for tackling the issue of Blue Badge misuse and abuse.

Appendix 3 cont.

Quick wins for local authorities on Blue Badge Scheme publicity and information:
• Signposting the Blue Badge scheme from other relevant local authority services
• Developing clearly presented written information about the Blue Badge scheme in easy to comprehend language, and with due consideration of the needs of different community groups and those with specialised information needs
• Establishing clearly presented and thoughtfully designed Blue Badge web-pages
• Providing disability and equality awareness training for all members of staff who regularly deal with applicants and Blue Badge holders
Quick wins for local authorities on the Blue Badge application process:
• Including information about who is likely to be eligible for a Blue Badge at the beginning of the application form, and a reminder checklist at the end of the form
• Including questions that ask for detailed information about the applicant's disability and mobility difficulties in the application form, to allow you to make informed decisions with regard to their eligibility
• Producing more detailed notes for the applicant to read if they are seeking further information about the eligibility criteria or Blue Badge scheme
• Making the Blue Badge application form available as a downloadable file, which can save up to 25% of the costs associated with printing and distributing application forms
• Requiring a 'without further assessment' applicant's proof of eligibility to be dated within the last 12 months and including contact information for DWP/ Service Personnel and Veterans Agency in the Blue Badge application form and guidance notes
• Incorporating robust information-sharing declarations, such as those included in the updated model application form, in application forms in order to unlock access to relevant existing records held by the Council in relation to Blue Badge applicants
• Providing support to applicants who need help with completing the Blue Badge application form, for example over the telephone or in-person?
• Implementing fast-track application process for people who have a terminal illness which affects their mobility, to make the final weeks of their life easier?
Quick wins for local authorities on Organisational Blue Badge practices:
• Developing a separate organisational Blue Badge application form based on the organisational badge questions in the model form (Technical Annex 5)
• Developing defined local criteria for the award/refusal of organisational Blue Badges based on due consideration of the regulations and DfT scheme guidance, and local understanding of the organisations that have a genuine need for a Blue Badge
• Including declarations in the organisational Blue Badge application form as a means of raising awareness of penalties for fraudulent claims and Blue Badge misuse/abuse.
• Conducting site visits to the premises of organisational Blue Badge applicants in order to verify claims they have made in their application forms
Quick wins for local authorities on the eligibility assessment process:
• Establishing the ability to cross-check existing Council records to seek evidence of applicants' eligibility for a Blue Badge under the 'subject to further assessment' criteria
• Adopting a desk-based assessment tool that has been designed with input from appropriate healthcare professionals with experience of conducting Blue Badge mobility assessments, and which is primarily used to filter applicants that do/do not need to be seen in person for a mobility assessment.
• Joining-up Blue Badge eligibility assessments with those for other relevant concessions such as Concessionary Travel passes, Taxi Cards, home adaptations and social care
• Allowing the healthcare professionals that conduct in-person mobility assessments to determine whether a successful Blue Badge applicant needs to be re-assessed when they next apply to renew their badge.
Quick wins for local authorities on administering the scheme after assessment:
• Detailed refusal letters which explain why an individual's Blue Badge application was refused, with specific reference to the relevant Blue Badge eligibility criterion
• Indicating in writing that an applicant can appeal a refusal, and offering unsuccessful applicants up to 28 days to express their intention to appeal a local authority's decision
• Distinguishing between a 'review' of the local authorities decision, and a 'complaint' about the local authority's practices when handling appeals
• Clearly identifying the name of the Blue Badge issuing authority and a contact number that parking enforcement officers can call if they suspect a badge is being misused or abused in another local authority area
• Issuing renewal reminders approximately 3 months before Blue Badges expire
Quick wins for local authorities on administering the scheme after assessment:
• Issuing new, renewal and replacement Blue Badges in-person to an applicant
• Including reminders in death registry packs to encourage the return of Blue Badges
• Recording the detail of deceased badge holders using updates from local authority registrars
• Requiring a police crime/lost property reference number from applicants reporting a badge as stolen or lost

APPENDIX 2

LB BROMLEY BLUE BADGE MISUSE RECORDS					
April 2008 to July 2011					
	Year				
Month	2008/09	2009/10	2010/11	2011/12	Total by Month
April	1	1		2	4
May	1	1		3	5
June				5	5
July		1	5	4	10
August		1	2	10	3
September			1	n/a	1+
October			6	n/a	6+
November			4	n/a	4+
December			1	n/a	1+
January			3	n/a	3+
February			1	n/a	1+
March			5	n/a	5+
Total by Year	2	4	28	14+	48+

APPENDIX 3

London Borough of Bromley News Release

September 2011

For immediate release

Blue badge fraud and misuse operation

An escalation in enforcement is being taken to reduce blue badge fraud and misuse in Council operated car parks and on-street parking locations throughout the Borough.

A blue badge is for the benefit of the disabled person only. It should only be displayed to allow the holder to make use of the scheme's parking concessions when travelling in the vehicle as a driver or passenger. It may also be used if a friend or carer is picking up or dropping off a registered person and needs to park nearby.

"We are treating blue badge fraud and misuse increasingly seriously and this initiative is intended to send a clear message to those abusing the system that their actions will no longer be tolerated. Selfish behaviour on the part of a small minority of motorists results in genuine blue badge holders being denied access to parking bays designated specifically for their use. If you suspect that a blue badge is being misused, please do not hesitate to report it to the Council", said Councillor Colin Smith, Executive Councillor for the Environment.

Blue badge misuse is a criminal offence which can lead to £1,000 fine. Common misuse includes badges being used by friends or relatives to park for free. Blue badge holders are reminded of their duty to use their badge according to scheme rules and never to allow other people to use it, even to run an errand on their behalf.

If you suspect a blue badge is being used fraudulently or for the benefit of anyone other than the holder, please call in confidence on 020 8313 4094 or report it online: www.bromley.gov.uk/report. For further information, visit www.bromley.gov.uk/parking.

ENDS



Appendix 4

The pertinent laws relating to abuse are contained in the Dft guidance and are listed below

In cases where an applicant makes a fraudulent application (providing false information), it may be possible to prosecute the individual under section 2 of the Fraud Act 2006. This carries a penalty of a fine of up to £5,000 and/or up to 12 months imprisonment on summary conviction. If a badge has been issued, the local authority can require its return under Regulation 9(2)(b) of the Disabled Persons (Badges for Motor Vehicles)(England) Regulations 2000.

The following are actions that could be taken against a badge holder who uses an expired badge, an illegible badge, a badge that was lost or stolen and for which a replacement has been issued, or a badge which they are no longer entitled to use:

- they could be prosecuted and face a fine of up to £1,000 on conviction under section 21 of the Chronically Sick and Disabled Persons Act 1970;
- they could be prosecuted and receive a fine of up to £1,000 on conviction under section 117 of the Road Traffic Regulation Act 1984;
- they could be issued with a Penalty Charge Notice for the parking contravention in those areas where local authorities have taken civil parking enforcement powers. In other areas, Fixed Penalty Notices can be issued;
- the Police can seize the badge under Section 19 of the Police and Criminal Evidence Act 1984; and
- Regulation 9 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 allows the badge to be withdrawn after three relevant convictions.

Where a badge holder simply parks in the wrong place or parks for too long with a valid badge, a Penalty Charge or Fixed Penalty can be issued for the parking contravention.

In cases where a badge holder lets a third party use their badge, the issuing local authority can withdraw the badge under regulation 9(2)(a) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000, but only after three relevant convictions (a Penalty Charge or Fixed Penalty Notice can be issued for any parking contravention that has occurred during the badge misuse). In such circumstances, a relevant conviction requires that the non-badge holder is using the badge with the holder's consent. This is often very difficult for local authorities to prove, even when they know it is happening. It should be remembered, however, that whilst this may make it difficult to withdraw a badge that is being systematically abused by a friend or family member, a local authority may refuse to reissue a badge if it has reasonable grounds for believing that the applicant would permit another person to use it (Regulation 8(2)(d)(ii)).

The following are some of the actions that could be taken against a person using someone else's badge for their own benefit:

- they could be prosecuted and face a fine of up to £1,000 on conviction under section 21 of the Chronically Sick and Disabled Persons Act 1970;
- they could be prosecuted and receive a fine of up to £1,000 on conviction under section 117 of the Road Traffic Regulation Act 1984;
- they could be issued with a Penalty Charge Notice or a Fixed Penalty Notice for any parking contravention; and
- the police could also seize the badge if desired.

For offences that involve either the badge holder or anyone else copying, altering or faking/forging a badge, the following legislation may be used, depending on the circumstances:

- offenders can be prosecuted under section 115 of the Road Traffic Regulation Act 1984 and are liable on summary conviction to a fine of up to £5,000, and up to two years imprisonment on indictment;

- the Fraud Act 2006 and the Forgery and Counterfeiting Act 1981 may be used. These carry heavier penalties;
- an offender can be prosecuted under section 117 of the Road Traffic Regulation Act 1984 and fined up to £1,000 if they are convicted of using a forged badge; and
- the offender can be issued with a Penalty Charge Notice or a Fixed Penalty Notice for any parking contravention.

In the case of other offences:

- the Theft Act 1968 (in particular sections 1 and 22) may be used to prosecute anyone found guilty of stealing, handling stolen badges and/or using stolen badges;
- when a stolen badge is being used but there is insufficient evidence to obtain a conviction under the Theft Act, section 329(1)(c) of the Proceeds of Crime Act 2002 may offer another means of obtaining a conviction;
- it is possible in certain circumstances for Courts to disqualify persistent offenders from driving for a period of time under section 146 of the Powers of Criminal Courts (Sentencing) Act 2000;
- there have been cases where people have attempted to sell badges through web-sites like E-bay or Gumtree. The badge remains the legal property of the issuing local authority, so it is unlawful for someone else to sell a badge. The rightful owner can take action to recover the goods through the civil courts. It may also be possible to prosecute the person offering the badge for sale under section 7 of the Fraud Act 2006; and
- it is possible that Section 11 of the Fraud Act 2006 (relating to obtaining services dishonestly) could be used when vehicles are fraudulently using Blue Badges to gain parking concessions in off-road parking areas.

Inspecting badges

Under section 21(4BA) of the Chronically Sick and Disabled Persons Act 1970 (“the 1970 Act”), an enforcement officer can approach a person in a vehicle displaying a Blue Badge (or a person who appears to have been in or to be about to get into, the vehicle) and require them to produce the badge for inspection. Typically this would be done to check the detailed information and the photograph of the badge holder on the back of the badge, in order to verify whether the badge is being used by the correct person.

A person who without reasonable excuse fails to produce a badge when required to do so shall be guilty of an offence under section 21 (4BD) of the Act and liable to a fine not exceeding £1000.