



## Democratic Services

**Location:** Phase II  
**Ext:** 0693  
**DDI:** 01895 250693  
**CMD No:** 885

**To: COUNCILLOR JONATHAN BIANCO  
CABINET MEMBER FOR PROPERTY, HIGHWAYS  
AND TRANSPORT**

c.c. All Members of the Property, Highways and  
Transport Select Committee

c.c. Caroline Haywood – Place Directorate

c.c. Perry Scott – Corporate Director of Place

**Date:** 21 August 2023

## Non-Key Decision request

## Form D

### HILLMAN CLOSE, UXBRIDGE - OBJECTION TO PROPOSED DISABLED PERSON PARKING BAY

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 30 August 2023** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Steve Clarke  
Democratic Services Officer

**Title of Report:** Hillman Close, Uxbridge - Objection to Proposed Disabled Person Parking Bay

**Decision made:**

**Reasons for your decision:** (e.g. as stated in report)

**Alternatives considered and rejected:** (e.g. as stated in report)

Signed ..... Date.....

*Cabinet Member for Property, Highways and Transport*

## HILLMAN CLOSE, UXBRIDGE - OBJECTION TO PROPOSED DISABLED PERSON PARKING BAY

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways & Transport
<b>Officer Contact(s)</b>	Caroline Haywood, Place Directorate
<b>Papers with report</b>	Appendix A - Location Plan Appendix B - Plan of Proposal

### HEADLINES

<b>Summary</b>	To inform the Cabinet Member that an objection has been received to the proposed disabled bay on Hillman Close, Uxbridge
<b>Putting our Residents First</b>	The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	The cost associated with the recommendations to this report is estimated at £400 and will be managed within existing revenue budgets for the Transportation Service.
<b>Relevant Select Committee</b>	Property, Highways & Transport Select Committee
<b>Relevant Ward(s)</b>	Uxbridge

### RECOMMENDATIONS

**That the Cabinet Member for Property, Highways & Transport:**

- 1. Notes the application for a disabled parking bay in Harefield Road, Uxbridge;**
- 2. Considers the objection to the proposed disabled persons' parking bay on Hillman Close, Uxbridge;**
- 3. Approves the installation of the proposed disabled persons' parking bay on Hillman Close, Uxbridge, as shown in Appendix B to this report.**

#### Reasons for recommendations

The formal disabled parking bay is intended to benefit disabled people by designating a parking space for the use of Blue Badge holders.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. Harefield Road and Hillman Close are residential roads within the Uxbridge Ward. Hillman Close is a cul-de-sac of eight properties, all with off street parking. This section of Harefield Road and Hillman Close is within the Uxbridge Parking Management Scheme. Harefield Road is used as part of the U9 and U10 bus routes. There are existing yellow lines on this section of Harefield Road to deter parking. A plan of the area is shown on Appendix A to this report.
2. The Council received an application for a disabled parking bay from a resident of Harefield Road. The applicant does not fully meet the Council's assessment criteria for the provision of an on-street disabled parking bay as they have a garage. However, they are not able to use this for parking due to their disability and its location. The local Ward Councillors were consulted and in principle supported a disabled bay for this resident. On this basis, it was agreed to develop a proposal for an on-street disabled parking bay as close and safely to the resident's property, whilst maintaining as much parking for other residents as possible. This meant installing a bay in Hillman Close.
3. Approval was subsequently granted by Delegated Officer's Action to progress this proposal to the statutory consultation stage. Formal notice was given of the Council's intentions for statutory consultation on the proposal shown in Appendix B to this report, and a 21-day notice of intent was duly published. During this period, the Council received one email with concerns related to this proposed disabled parking bay.
4. The objector stated "*Currently we have permit holder space for two cars beyond which the road is very narrow and has a single yellow line. Residents from Harefield road park on this narrow road section in the evenings and weekends. Allocating this space for a disabled badge holder would mean there is only one permit holder space remaining and would increase more parking on the narrow section of the road. This causes many issues for the residents of Hillman Close. Many times the refuse collection was prevented by cars parked on this narrow section. Allocating a space to a disabled badge person will reduce the space for the residents in Hillman Close and their visitors. Delivery vans cannot come through to deliver goods for residents. An Ambulance struggled to pass a few months ago. I'm sure it will also block the way for Fire engines too. We've struggled to bring our cars past these parked vehicles without hitting the side mirrors. I'm not aware of any resident of Hillman Close that has applied for a disabled badge space, so can only assume it is for a resident of a nearby road so not sure why Hillman Close (which is severely impacted already) has been chosen. People who live on Harefield road close to Hillman Close have private garages and have allocated space for them to park their car. They also have access to their home from this parking space via their back garden. Please reconsider this application for disabled badge parking as this would cause numerous issues for the residents in Hillman Close.*"

5. The proposed formal disabled parking bay in Hillman Close would be available for any Blue Badge holder to use without time limit; although officers do not know all the circumstances of the objector, if they too have a Blue Badge, then it would be possible for them to access it on occasions. The Council continually reviews the use of on-street disabled parking bays and will consider their removal if they are no longer required due to either a change in circumstances, are reported to be unused or if the resident has moved away. The Council aims to install disabled bays as close to the resident's property as possible.
6. The views of Ward Councillors were sought, and one responded concerned with parking outside the operational hours of the parking scheme. This has no bearing on the disabled bay.
7. Whilst it is understood that the provision of Blue Badge disabled bays can lead to strong feelings both for and against their introduction, the bay is proposed where residents already park and would not restrict access to any dropped kerb or the free flow of traffic. It is therefore recommended that the Council proceeds with the installation of the disabled parking bay on Hillman Close, as shown in Appendix B to this report.

### **Financial Implications**

The cost associated with the recommendations to this report is estimated at £400 and will be managed within existing revenue budgets for the Transportation Service.

## **RESIDENT BENEFIT & CONSULTATION**

### **The benefit or impact upon Hillingdon residents, service users and communities**

The proposed disabled parking bay is intended to benefit disabled people by designating a parking space for the sole use of Blue Badge holders.

### **Consultation carried out or required**

Consultation has been carried out on this proposal through a notice on site and in the local press. Local Ward Councillors have also been consulted.

## **CORPORATE CONSIDERATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

### **Legal**

The Council's power to make orders to implement a disabled person's parking bay is set out in the Road Traffic Regulation Act 1984. The power to create/provide designated parking places is set out in Part IV of the Road Traffic Regulation Act 1984.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings and there are no special circumstances drawn to our attention that would prevent the

scheme proceeding provided that the appropriate statutory procedures are followed. The consultation and order making statutory procedures that should be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

In exercising any of the powers under the Road Traffic Regulation Act 1984 (as amended), the Council have to consider their statutory duty to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:

- a. the desirability of securing and maintaining reasonable access to premises
- b. the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
- c. the national air quality strategy
- d. facilitating the passage of public service vehicles and securing the safety and convenience of their passengers; and
- e. any other matters appearing to the Council to be relevant.

These powers must be balanced with the concerns raised by the objector.

Availability for any Blue Badge holder to use the disabled parking bay in Hillman Close is a relevant consideration in deciding whether to make this form of order. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account.

When making decisions, the Council should be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

### **Infrastructure / Asset Management**

There are no property implications resulting from the recommendations set out in this report.

#### **Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

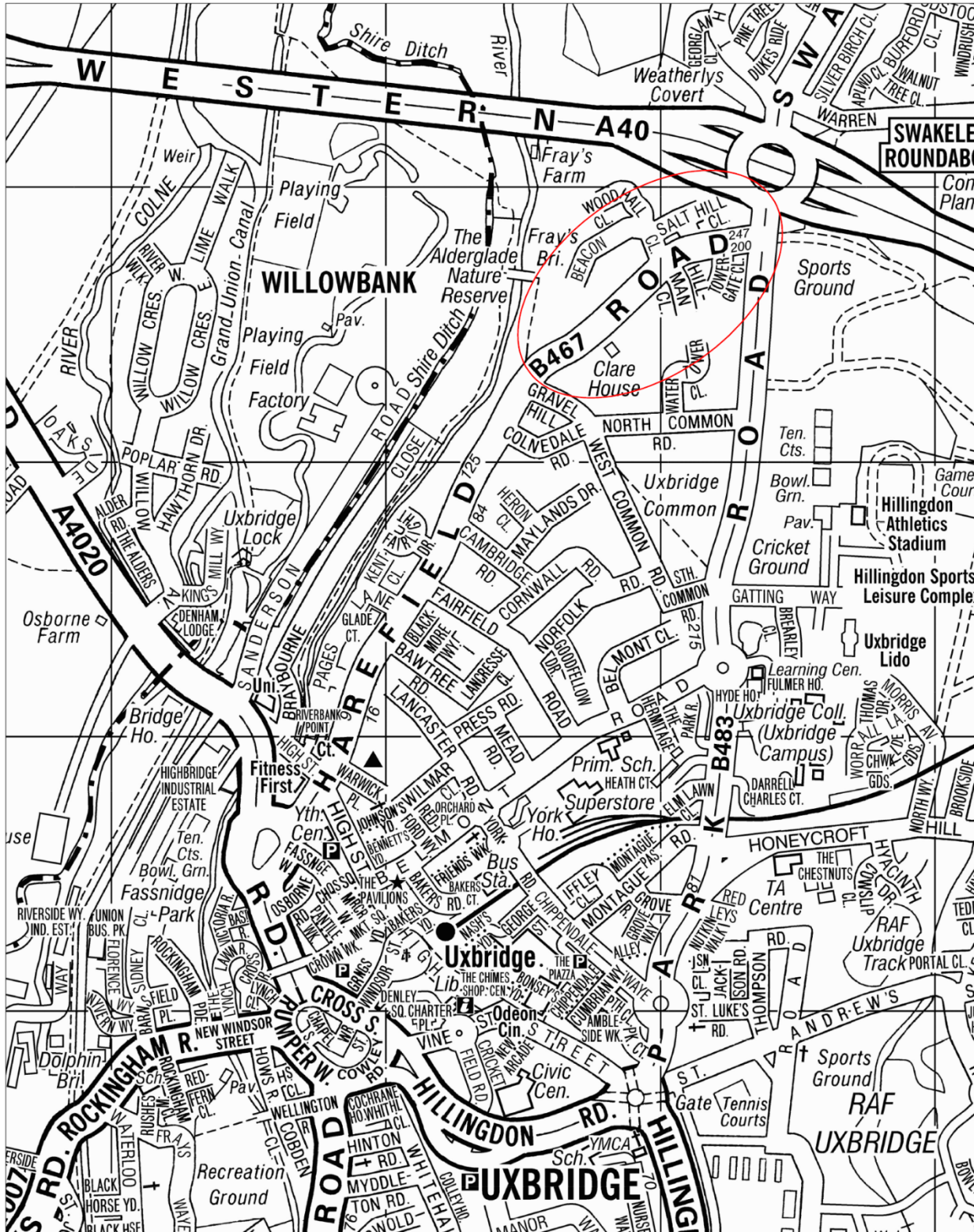
- Traffic order
- Objection email

## **TITLE OF ANY APPENDICES**

Appendix A - Location Plan  
Appendix B - Plan of Proposal



## APPENDIX A - LOCATION PLAN



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 Harefield Road, Uxbridge

