



## Democratic Services

**Location:** Phase II

**Ext:** 0636

**DDI:** 01895 270636

**CMD No:** 1357

**To: COUNCILLOR STEVE TUCKWELL  
CABINET MEMBER FOR PLANNING, HOUSING &  
GROWTH**

c.c. All Members of the Corporate Resources & Infrastructure

c.c. Karrie Whelan – Corporate Director of Place

c.c. Caroline Haywood - Place Directorate

c.c. Ruislip Ward Ruislip Councillors

**Date:** 11 March 2025

## Non-Key Decision request

## Form D

### HALE END CLOSE, RUISLIP - OBJECTION TO PROPOSED DISABLED PERSON PARKING BAYS

Dear Cabinet Members,

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 Tuesday 19 March 2025** 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.

Amy Helps  
Democratic Services

**Title of Report: HALE END CLOSE, RUISLIP - OBJECTION TO PROPOSED DISABLED PERSON PARKING BAYS**

**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 Planning, Housing & Growth

# HALE END CLOSE, RUISLIP - OBJECTION TO PROPOSED DISABLED PERSON PARKING BAYS

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Karrie Whelan - Corporate Director Place
<b>Report Author &amp; Directorate</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 objections have been received to the proposed two disabled bays on Hale End Close, Ruislip.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Stay living independently for as long as they are able</p> <p>This report supports our commitments to residents of: Safe and Strong Communities</p> <p>The request can be considered as part of the Council's annual programme of road safety initiatives.</p>
<b>Financial Cost</b>	The estimated cost associated with the recommendations to this report is £800 and will be managed within existing revenue budgets for the Transportation Service.
<b>Select Committee</b>	Corporate Resources & Infrastructure Select Committee
<b>Ward(s)</b>	Ruislip

## RECOMMENDATIONS

That the Cabinet Member for Planning, Housing and Growth:

1. Notes the application for two disabled parking bays in Hale End Close, Ruislip;
2. Considers the objections to the two proposed disabled persons' parking bays on Hale End Close, Ruislip;
3. Approves the installation of the two proposed disabled persons' parking bays on Hale End Close, Ruislip, as shown in Appendix B to this report; and

**4. Asks officers to review the existing disabled bays in Hale End Close and remove if no longer needed.**

**Reasons for recommendation(s)**

The formal disabled parking bays are 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

**Democratic compliance / previous authority**

None at this stage.

**Select Committee comments**

None at this stage.

## SUPPORTING INFORMATION

1. Hale End Close is a residential cul-de-sac within Ruislip Ward. The width of the road allows parking one side of the road. The properties are a mixture of maisonettes and back-to-back houses. Some properties have access to off street parking. A plan of the area is shown on Appendix A to this report.
2. The Council received two applications for a disabled parking bay from residents of Hale End Close. The applicants fully meet the Council's assessment criteria for the provision of an on-street disabled parking bay. Two proposals were developed for on-street disabled parking bays as close as possible to the resident's properties, whilst maintaining as much parking for other residents.
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 two objections to this proposed disabled parking bay.
4. The first **objector** stated *"We object to this as there are already four disabled bays in this road two of which directly outside No 53. Parking is a nightmare as it is and two more disabled bays will take out most of the road .... friends and family very often cant park when they visit and have to find parking in Cambell or by the swimming pool. This makes carrying heavy shopping harder for everyone."*
5. The second **objector** stated *"There are already four disabled parking bays in Hale End Close. As a driver and resident, parking for ordinary drivers is very difficult as it is. There are quite a few large commercial vehicles that regularly park in the road taking up at least two*

*car spaces. Also there are always people parking in the road who want to go to Highgrove pool without paying for a parking ticket there, this also makes it difficult for ordinary residents to park in the road they live in.....All the cars that do currently park up in the disabled bays are just ordinary cars, not adapted vehicles for disabled persons and the persons who drive those cars seem to be no more disabled than I am.....Perhaps you should consider resident parking only in Hale End Close. Also remark the communal parking bays at the end of the close...."*

6. There is one old road marking for a disabled bay and three legal disabled bays further along the road. The Council is proposing to reinstate the old bay marking and install another new bay next to it. The consequence is that there will be five disabled bays in the road.
7. The Council have no rules to say the vehicle parking in a disabled bay has to be an adapted vehicle; the only requirement is to display a valid blue badge.
8. The Council informally consulted residents of Hale End Close in 2011 on a permit parking scheme and it was not fully supported at the time. Therefore, if the residents of Hale End Close want changes to the current parking arrangements in the road, then the best way is to petition the Council again.
9. The proposed formal disabled parking bays in Hale End Close would be available for any Blue Badge holder to use without time limit. 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 the resident has moved away. The Council aims to install disabled bays as close to the resident's property as possible.
10. The views of Ward Councillors were sought on two occasions, and none have expressed a view. Officers will meanwhile be recommending a review of the other bays in the road to see if they are still needed; that will be a separate exercise as those bays were clearly introduced to benefit other addresses in the road.
11. Whilst it is understood that the provision of Blue Badge disabled bays can lead to strong feelings both for and against their introduction, the two bays are 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 two disabled parking bays on Hale End Close, as shown in Appendix B to this report.

## **Financial Implications**

The cost associated with the recommendations to this report is estimated at £800 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 bays are intended to benefit disabled people by designating a parking space for the sole use of Blue Badge holders.

### **Consultation & engagement 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 designate disabled parking bays at Hale End Close is set out in section 45 of the Road Traffic Regulation Act 1984. The consultation and order-making statutory procedures to be followed are set out in Schedule 9 of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

If the decision is taken to make the proposed order, Part V of the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016 set out the signage and marking requirements, which must be observed.

In exercising any of the powers under the Road Traffic Regulation Act 1984, section 122 of the 1984 Act requires the Council to consider its 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 and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve amenities of the areas through the roads run;
- (c) the national air quality strategy;
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the Council to be relevant.

Availability for any Blue Badge holder to use the disabled parking bays in Hale End Close is a relevant consideration in deciding whether to make the recommended order.

The Council's statutory duty must be balanced with the concerns raised by any objectors. Moreover, pursuant to established public law principles on consultation, namely fairness and adequacy, the decision maker, when deciding whether to approve the recommendation to introduce the proposed disabled parking bays, must be satisfied that all consultation responses,

including those that do not accord with the officer's recommendation, were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

### **Property**

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**

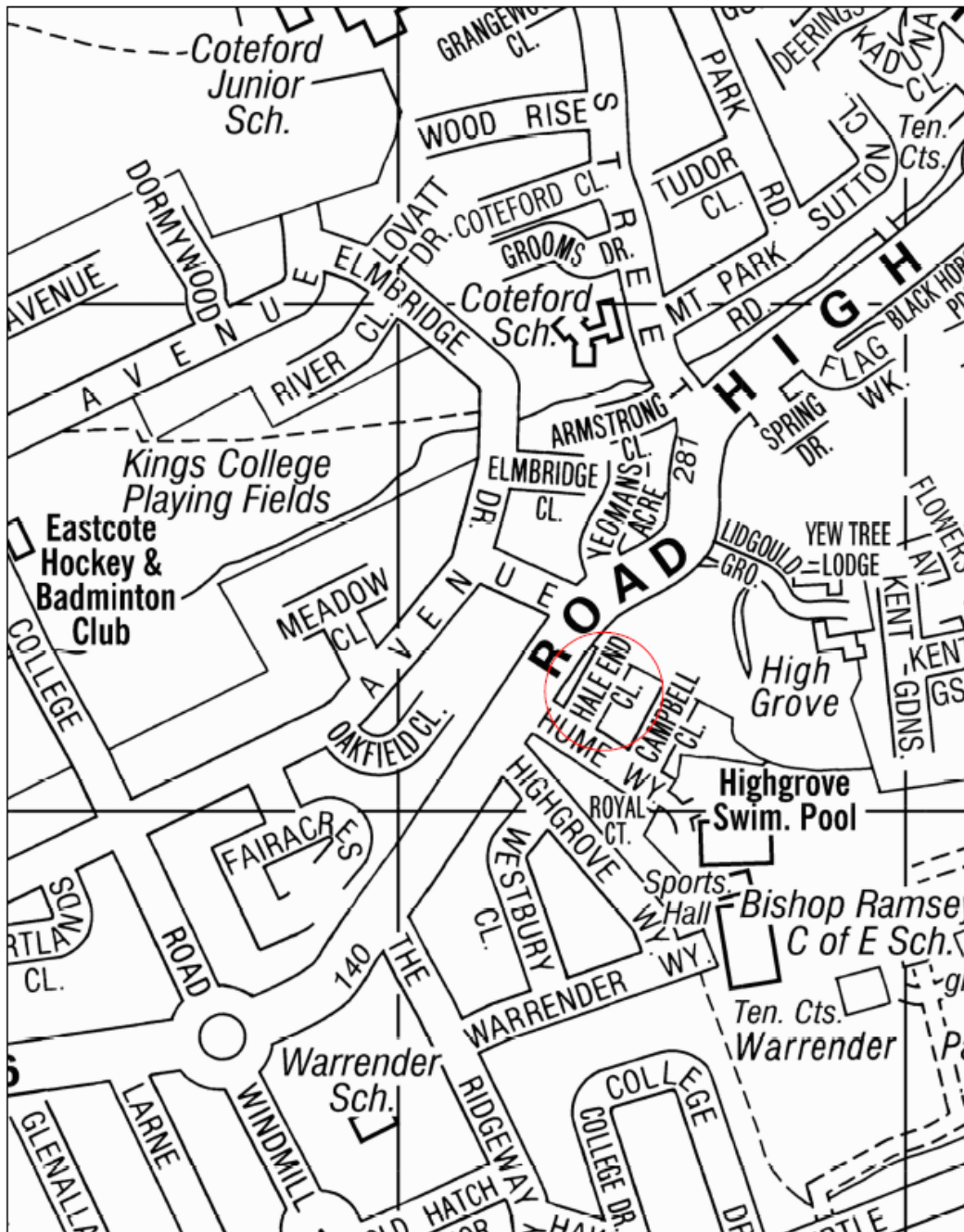
- Traffic order
- Objection email and letter

## **TITLE OF ANY APPENDICES**


Appendix A - Location Plan  
Appendix B - Plan of Proposal

## APPENDIX A - LOCATION PLAN

### APPENDIX A



© Crown copyright and database rights 2024 Ordnance Survey 100019283

 Hale End Close, Ruislip

