



Democratic Services

Location: Phase II
DDI: 01895 250692
CMD No: 2026/1802

**To: COUNCILLOR WAYNE BRIDGES
CABINET MEMBER FOR RESIDENTS SERVICES**

c.c. All Members of the Corporate Resources & Infrastructure Select Committee
c.c. Dan Kennedy, Corporate Director of Residents Services
c.c. Caroline Haywood, Residents Services
c.c. Ward Councillors for Uxbridge

Date: 15 September 2026

Non-Key Decision request

Form D

MILL AVENUE, UXBRIDGE – OBJECTIONS RECEIVED TO PROPOSED DISABLED PERSON PARKING BAY

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 Wednesday 23 September 2026** 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.

Ryan Dell
Democratic Services

Title of Report: MILL AVENUE, UXBRIDGE – OBJECTIONS RECEIVED 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 Residents Services

Executive Decision Report

Cabinet Member

15 September 2026



MILL AVENUE, UXBRIDGE - OBJECTIONS RECEIVED TO PROPOSED DISABLED PERSON PARKING BAY

Cabinet Member Lead

Councillor Wayne Bridges
Cabinet Member for Residents Services

Chief Officer responsible Report author

Dan Kennedy – Corporate Director, Residents Services
Caroline Haywood – Resident Services

Report classification and reason

Public
For General Release

Relevant Committee

Corporate Resources & Infrastructure Select Committee

Electoral Ward

Uxbridge

1. Executive Summary

To inform the Cabinet Member that objections have been received to the proposed disabled persons parking bay on Mill Avenue, Uxbridge.

There are no costs associated with the recommendations in this report.

2. Recommendations

That the Cabinet Member for Residents Services:

1. Notes the application for a disabled person parking bay in Mill Avenue, Uxbridge
2. Considers the objections received from the statutory consultation for the proposed disabled person parking bay on Mill Avenue, Uxbridge.
3. Does not approve the introduction of the proposed disabled person parking bay on Mill Avenue, Uxbridge, as shown at Appendix B to this report.
4. Asks officers to check if the existing disabled bay on Mill Avenue is still required and if not to convert it back to a residents permit bay.

3. Reasons for decision

These reflect the views of the objectors and local Ward Councillors.

4. Proposal

1. Mill Avenue is a residential cul-de-sac within Uxbridge Ward. The road has 23 properties and is part of the U6 Residents Permit Parking Scheme. Due to the width of the carriageway, vehicles can only park on one side of the road within the permit bays and there are double yellow lines opposite. Mill Avenue joins Cowley Mill Road, where parking is restricted with yellow lines. 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 Mill Avenue. The applicant initially fully meets the Council's assessment criteria for the provision of an on-street disabled parking bay. A proposal was developed for an on-street disabled parking bay on Mill Avenue, the closest location to the resident's property 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 five objections to this proposed disabled parking bay.
4. The **first objector** stated *"While I recognize the necessity of accessible parking, I believe the addition of another designated bay at this specific location will create an unsustainable deficit in local parking availability. Please consider the following points as part of your assessment: 1) Existing Capacity & Cumulative Impact: Mill Avenue is currently experiencing extreme parking saturation. There is already an existing disabled bay on this road; adding a second would disproportionately reduce the remaining space for other residents in an area that is already at peak capacity. 2) Multi-Vehicle Households: Several properties on this road, including No. XX, operate multiple vehicles. This contributes significantly to the lack of available kerbside space. 3) Impact on Shift Workers: As a night-shift worker, I frequently return to find no parking within a reasonable distance of my home. The removal of further general-use spaces will exacerbate this hardship, especially as the road is also utilized by residents from adjacent streets.I trust that the Council will weigh these concerns against the proposed plans to ensure a fair distribution of parking for all residents."*
5. The **second objector** stated *"While I fully support the need to provide appropriate parking for residents with disabilities, the current situation on Mill Avenue is already under significant strain. Parking availability for residents has become extremely limited, with many of us regularly unable to find space on our own road and being forced to park on surrounding streets. This is causing ongoing inconvenience and is unfair to long-term residents who rely on reasonable access to parking near their homes. There is already an existing disabled bay on the road, which has reduced the number of available spaces. Introducing another designated bay will further limit parking capacity on a road that is already struggling to accommodate residents' vehicles. At present, there are multiple blue badge holders living on the road, and it raises a broader concern about whether Mill Avenue is being incrementally converted into a road with multiple restricted bays, to the detriment of general resident parking. I would like to understand what assessment has been carried out regarding the*

Executive Decision Report

Cabinet Member

15 September 2026



overall parking impact on Mill Avenue, and how the council intends to balance the needs of disabled residents with those of other residents who also require access to parking. At the moment, it feels as though the needs of long-standing residents are not being adequately considered. Many residents have lived on this road for over 25 years and are now finding it increasingly difficult to park anywhere nearby. This situation is not sustainable and requires a more balanced and transparent approach. I urge the council to reconsider this proposal and to carry out a thorough review of parking capacity and demand on Mill Avenue before proceeding further.”

6. The **third objector** stated” At Mill Avenue you are proposing to add another disabled bay that will be e disaster for the rest of the residents to park cos there already is a disabled bay at the start of mill Avenue and every single day there are 4-5 cars with disabled badges parked at mill Avenue they hardly move.

The person who requested for a disabled bay has got 2 cars with disabled badge and they never move on of the cars from the parking and what is happening is everyone time they want to drive one of the cars they move they other car so it takes 2 parking spaces so when they come back they got the parking space and this already is making for the rest of us to park very hard.

And what will happen if you put the disabled bay there is that they will still park there 2 cars on normal parking and only move on disabled bay when they got friends around so they can give them parking. So I am against another disabled bay at mill Avenue us there already is one disabled bay and it will be unfair on the rest of residents to park their cars.”

7. The **fourth objector** stated” Parking on Mill Avenue is already very difficult due to the limited number of spaces. I leave for work early in the morning and when I return in the afternoon or evening, there is often no available parking at all. This has been an ongoing issue for some time.

If any assessment of parking availability is being carried out, I would strongly suggest it is done in the evening or over the weekend. These are the times when the road is at its busiest and clearly show the true level of demand. During the day, spaces may appear available, but this does not reflect the reality for residents who return home later. The introduction of an additional dedicated bay would further reduce the already limited parking and make the situation worse for residents. I respectfully ask that this proposal is reconsidered given the existing parking pressures on Mill Avenue.”

8. The **fifth objector** stated” I wish to make clear that I fully support the provision of appropriate facilities for Blue Badge holders. However, my objection relates to the specific location of this proposal and the cumulative impact it will have on an already severely constrained road. Following a recent Stage 2 complaint reviewed at Director level by Hillingdon London Borough Council (reference XX), it has been formally confirmed that Mill Avenue contains approximately 12–13 parking spaces, with 14 resident permits already issued for the road and a total of 419 permits within the wider U6 zone. This clearly demonstrates that the road is already operating at or beyond its realistic parking capacity, with demand already exceeding supply.

Executive Decision Report

Cabinet Member

15 September 2026



The proposed disabled bay would result in the loss of at least one general parking space (and likely more in practical terms due to spacing and access requirements), further intensifying the existing oversubscription and placing additional strain on residents. It is also important to highlight that there are multiple Blue Badge holders both on Mill Avenue and in the surrounding roads within the U6 zone who rely on available parking in this area. There is already an existing disabled bay on Mill Avenue which is shared among residents. In the context of an already heavily oversubscribed road with limited physical capacity, allocating an additional dedicated bay for a single location would further reduce general availability and create an imbalance in provision, particularly when demand from both permit holders and Blue Badge holders already exceeds available space.

Furthermore, Blue Badge holders are permitted to park within resident permit bays without restriction. Given this existing flexibility, the necessity of introducing an additional dedicated bay at this specific location should be carefully balanced against the significant impact on overall parking capacity in a road of this size, where there are already too many vehicles for the number of available spaces.

I would also like to raise a concern regarding the visibility of this proposal. The public notice displayed on Mill Avenue was removed shortly after being posted, which is likely to have significantly limited awareness among residents. Given that this is a formal consultation process, it is essential that residents are given a fair and reasonable opportunity to become aware of and respond to such proposals.

Given the already acknowledged constraints on Mill Avenue, I respectfully request that the Council: Reconsider the siting of this bay within such a limited-capacity road. Undertake a proper assessment of cumulative parking demand versus physical capacity. Consider alternative arrangements that do not further reduce general parking availability in this location. This objection is made on the grounds of proportionality, cumulative impact, and the need for a balanced approach to parking provision in highly constrained residential streets."

9. The disabled bay at the start of Mill Avenue was provided for a resident of Cowley Mill Road in 2022. If the bay is not being used as a disabled bay the Council could convert it back to a residents permit bay which would increase the available parking for all.
10. Information letters were sent to all residents in the southern half of the road and a public notice was installed on street. The Council were advised that the public notice had been taken down so officers visited the site and found that it was still in place.
11. The views of Ward Councillors were sought, and all have responded indicating that they do not support the disabled bay.
12. The recommendations reflect the comments from the objectors and local Ward Councillors. It is therefore recommended that the Council does not proceed with the installation of the disabled parking bay on Mill Avenue, Uxbridge, as shown in Appendix B to this report.

5. Corporate implications

Financial (mandatory)	Y	Equalities impact assessment	Y
Legal (mandatory)	Y	Workforce	
Alternative options (mandatory)	Y	Public Health	
Risk management (mandatory)	Y	External partners	
Asset		Communications	
Procurement		Committee comments	
Planning		Digital	
Climate Change		Other	

a) Financial

There are no costs associated with the recommendations to this report.

b) Legal

The Council's power to designate the proposed disabled parking bay on Mill Avenue, Uxbridge 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. Consultation must also meet the standard set by established common law principles in public law, namely fairness and adequacy.

If the decision is taken to make the proposed order for the disabled parking bay on Mill Avenue, Uxbridge, Part 5 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 which 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 bay on Mill Avenue, Uxbridge is a relevant consideration in deciding whether to make the order for a disabled parking bay.

Executive Decision Report

Cabinet Member

15 September 2026



Moreover, the Council has various statutory duties in relation to road safety, such as under section 39 of the Road Traffic Act 1988 and section 16 of the Traffic Management Act 2004, which are relevant when deciding on road traffic measures.

Pursuant to established public law principles on consultation, the decision maker, when deciding on progress of the proposal for a disabled parking bay on Mill Avenue, Uxbridge, must be satisfied that all consultation responses (all of which are pasted within this report), including those that do not accord with the officer's recommendation, were conscientiously taken into account. Regulation 13 of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 also requires the Council to consider all objections made.

The Council must also be continuously mindful of its public sector equality duty under section 149 of the Equality Act 2010. The report notes some considerations relevant to this.

c) Alternative options

The Council could decide to proceed with the installation of the disabled person parking bay as advertised.

d) Risk management

The Council could decide to proceed with the installation of the disabled person parking bay as advertised.

e) Equalities implications

The Equality Act 2010 mandates that public bodies, such as the Local Highways Authority, take actions that may involve treating one group more favourably where there is a proportionate way to assist someone with a Protected Characteristic to overcome a disadvantage, participate more fully, or meet needs that differ from the general population. If we were to limit the number of on-street Blue Badge bays, that could be interpreted as a breach of the Public Sector Equality Duty.

Every application must be considered on its own merits, balancing the circumstances of the individual applying for a disabled bay with the general parking availability on the road. However, in some circumstances, the Council is duty-bound to treat those with a protective characteristic (older and disabled people in this case) more favourably than those not protected under the Equality Act 2010

6. Consultation & engagement

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.

Executive Decision Report

Cabinet Member

15 September 2026



7. Timetable for implementation

No action.

List of appendices attached

Appendix A – Location Plan

Appendix B – Plan of Proposal

List of Background Papers

- Traffic order
- Objection emails

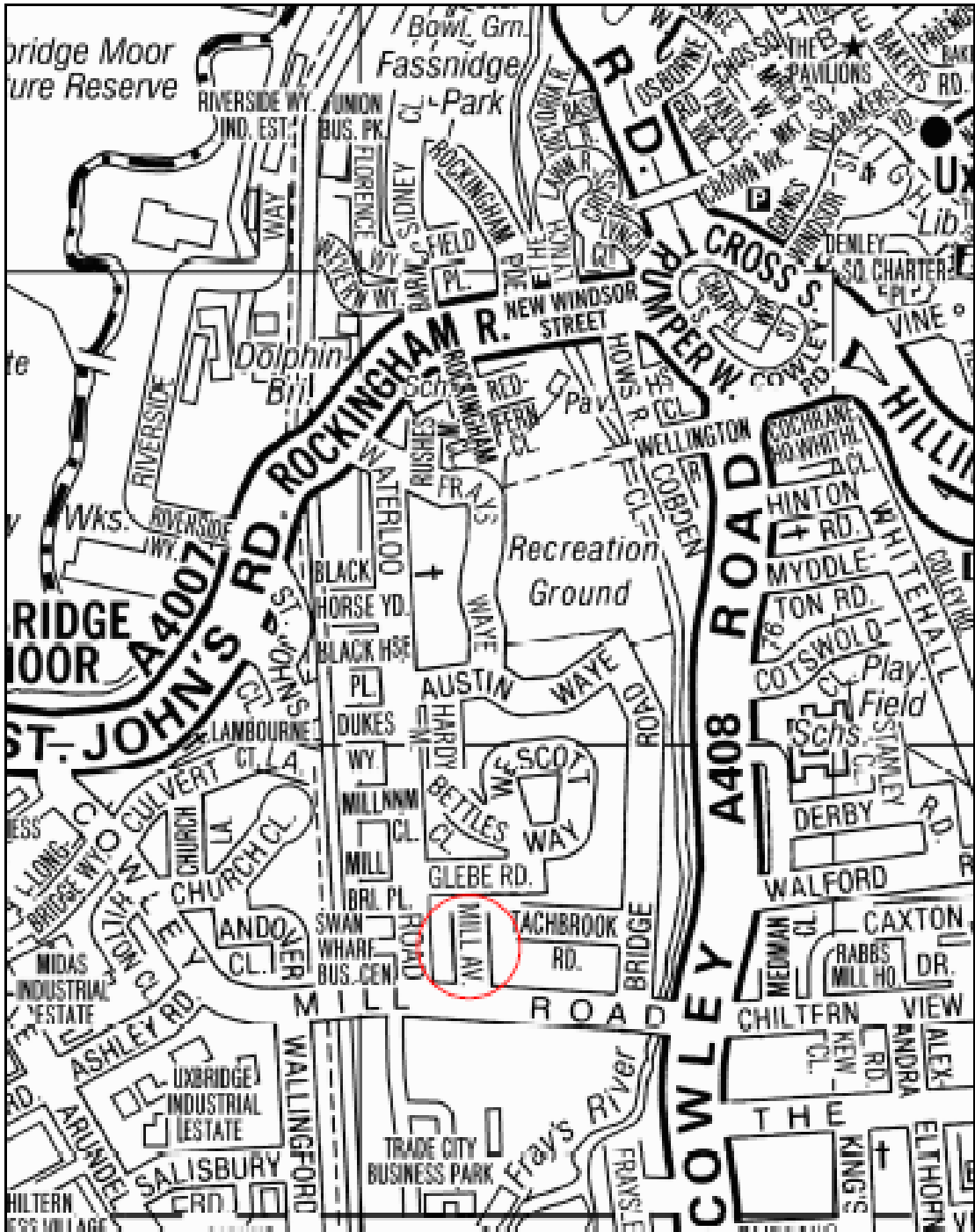
Executive Decision Report

Cabinet Member

15 September 2026

APPENDIX A - LOCATION PLAN

APPENDIX A



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 Mill Avenue, Uxbridge

Executive Decision Report

Cabinet Member

15 September 2026

APPENDIX B - PLAN OF PROPOSAL

