



Transport Safety Note

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Introduction

This note summarises the transport and safety conditions following implementation of a local private **Controlled Parking Management Scheme (CPMS)** and issues identified of highway safety. It also explains the necessity of implementing the current proposals to find a long term viable solution for parking on **Dyson Drive** in St Andrews Estate, Uxbridge. This note draws on the *Planning, Design and Access Statement* (September 2024) and the *Car Parking Statement* by Lanmor Consulting Ltd (October 2023) as well as relevant planning policy.

Following the previous deferral decision at Planning Committee, the residents of Dyson Drive was left with little choice in how to resolve the issues with how the informal parking along the private Dyson Drive were being managed, so a private Controlled Parking Management Scheme was implemented. Unfortunately, this was unsuccessful and raised significant issues that the scheme was suspended with immediate effect on highway safety concerns.

This note sets out the previous issues with the informal use of the spaces along the road and then the greater problems caused by attempting to control the spaces along it and how an alternative solution is necessary.

A proper long term solution that would resolve highway safety issues along Dyson Drive is sought and the proposed new 9 allocated parking spaces is the only way to resolve the competing issues of highway safety and need for parking for residents.

Site context

Dyson Drive is a private road within the St Andrews Estate in Uxbridge, London Borough of Hillingdon. The road provides vehicular and pedestrian access to dwellings (numbers 3-19) and currently has off-plot parking spaces allocated to dwellings as well as unmarked on-street spaces. The site is in Flood Zone 1 (lowest risk of flooding). This proposal seeks to replace the unmarked informal parking spaces with allocated spaces which are situated off road.

Planning history

- **Outline planning permission (2012).** Outline permission for mixed-use redevelopment of the former RAF Uxbridge site (ref 585/APP/2009/2752) was approved in January 2012. Reserved matters for Phase 3B (Southern Area) were approved in 2016 (ref 585/APP/2015/4494). The transport assessment for the

outline application allowed 1.5 spaces per dwelling and the reserved matters plan allocated one off-plot parking space per dwelling plus six unallocated spaces.

- **Previous application (2023).** An application in 2023 (ref 78464/APP/2023/3668) sought allocated on-street spaces but was refused over highway-safety concerns. Councillors encouraged the applicant to work with officers to produce a safer scheme. The new proposal responds to that feedback and seeks to overcome the safety concerns.

Proposed development

- **Provision of nine off-street spaces.** The Planning, Design and Access Statement explains that Total Planning is applying on behalf of residents to provide **nine off-street car-parking spaces** along Dyson Drive, equating to one allocated space per dwelling. Each dwelling currently has one car-parking space, so the proposal would raise provision to two spaces per dwelling. The scheme includes removal of grass, installation of a sub-base and a partially concealed *Grasscrete* system, and the planting of **new estate trees** to improve biodiversity.
- **No increase in vehicle numbers.** The statement notes that the number of formal spaces will increase but existing informal spaces will be removed, so the overall number of parking spaces (and therefore the volume of vehicle movements) will not increase. Only existing residents will use the spaces, so vehicle trips will not rise.
- **Compliance with parking standards.** The Car Parking Statement notes that Dyson Drive has a low **Public Transport Accessibility Level (PTAL 2)** and that the proposed nine additional on-street spaces (for dwellings 3–17) provide parking at a level considered adequate and below maximum standards in the Hillingdon Local Plan. Swept-path assessments show that refuse vehicles can still manoeuvre.

Planning policy context

- **National Planning Policy Framework (NPPF).** Chapter 9 requires transport issues to be considered early in development proposals and emphasises making walking, cycling and public transport integral to design. Paragraph 112 lists factors to consider when setting local parking standards, including accessibility, the mix and use of development, public transport availability and local car-ownership levels.
- **London Plan 2021.** Policy T6 restricts car parking to reflect public-transport accessibility, encouraging car-free or *car-lite* development. Policy T6.1 provides maximum residential parking standards, with lower standards for sites with higher PTAL values.
- **Hillingdon Local Plan (2020).** Policy DMT 6 requires compliance with parking standards to facilitate sustainable development. Variation is only permitted where a transport appraisal demonstrates that the parking provision will not harm congestion or amenity and where accessible spaces for disabled users are provided.

- **Sustainable design.** The NPPF emphasises that development should be planned to reduce greenhouse-gas emissions and promote biodiversity. The addition of three new street trees contributes to urban greening and the London Plan's policies G5 and G7.

The previous informal use of on street parking spaces

As the Council is surely aware, Dyson Drive which is a private road has since its construction been used for informal parking. This is not surprising as there are 9 family homes along Dyson Drive that only have access to 1 parking space each and the PTAL rating for the site is 2 which is not particularly good.

The 2 main issues with how the private road was used was in the form of **anti-social behaviour** and **highway safety**. The residents of the road have been attempting to find a solution to this over the last several years. These issues were previously presented to Planning Committee, however since then, restrictions and on street controls have been attempted and proved unsuccessful.

Anti-social behaviour and Highway Safety issues associated with the previous informal parking arrangements

Previously and since the cessation of the private Parking Management Scheme (due to highway safety grounds), on-street parking in Dyson Drive is unregulated and operates on a first-come-first-served basis. This informal arrangement has led to a number of behaviours that negatively affect residents' quality of life:

- **Obstruction and dispute:** Some vehicles park partly on footways or across dropped kerbs, obstructing access to driveways and causing disputes between neighbours. Without marked bays, it is difficult to tell how much space to leave, and vehicles often encroach on adjoining properties.
- **Late-night movements:** Informal parking encourages residents and visitors to circle the street at unsocial hours in search of a space. Engine noise and headlights can disturb neighbours, particularly in the evening.
- **No accountability:** Because spaces are not allocated, there is little accountability for how long a vehicle stays. Non-residents occasionally leave cars for extended periods, reducing availability for residents. When conflicts arise, there is no formal enforcement mechanism. There has been a number of incidents reported to the police and these reference numbers can be provided to the Council if necessary.
- **Safety concerns:** Vehicles parked on corners or in narrow sections of the road reduce visibility for drivers and pedestrians, increasing the potential for near misses. Dyson Drive is relatively narrow, so when cars park informally along the side, the remaining carriageway width can be insufficient for refuse vehicles or emergency vehicles to pass comfortably. Collection lorries must sometimes squeeze

past parked cars, risking minor collisions or causing them to reverse along the private road to find an alternative route.

Although overall crime levels in the area are reported to be lower than local and national average, the unmanaged nature of informal parking has fostered and will continue to foster anti-social behaviour and tension between residents. The implementation of marked, allocated bays under a private Controlled Parking Management Plan was intended to address these issues, reduce conflict and improve the street environment.

The Privately Controlled Parking Management Scheme (February-August 2025)

To ensure the parking along Dyson Drive operated safely and fairly, the residents requested that the freeholder of the estate implement a privately operated **Controlled Parking Management Scheme (CPMS)**. This was applied to the parking spaces along Dyson Drive. It was implemented in February 2025.

The Controlled Parking Management Scheme comprised a parking management plan. This plan comprised the following:

Objectives

1. **Maintain safety and accessibility** – ensure emergency and service vehicles can always access Dyson Drive.
2. **Allocate spaces fairly** – provide well managed permit controlled parking along the length of Dyson Drive.
3. **Prevent abuse** – deter unauthorised parking and ensure that residents are not obstructed by non-permit holders.
4. **Respect neighbour amenity** – avoid excessive signage or enforcement that could detract from the streetscape.

Parking restrictions

- **Permit-only parking:** All on-street spaces were designated *permit-only* for the exclusive use of the all the estate residents which had the relevant issued permit.
- **Operating hours:** Parking restrictions operated **24 hours a day, seven days a week** to ensure that residents returning home outside normal working hours can access their space.
- **Visitor parking:** There are 4 existing visitor bays already allocated; extra visitors should use public parking areas outside Dyson Drive. Residents requiring short-term visitor parking had to request a temporary permit from the management association or relevant resident party, subject to availability (e.g. if a space is temporarily vacant).

Control measures and enforcement

- **Signage:** Discreet but clear signs were installed at the entrance to Dyson Drive and adjacent to the parking areas to indicate that the spaces were private and permit-only.
- **Self-ticketing system:** Residents used a **Visual Parking** self-ticketing service. Residents observing an unauthorised vehicle in their bay photographed the vehicle and submitted the evidence through the parking portal that had been arranged by the residents group. Penalty notices were issued to the vehicle owner and warning notices for first offences at the discretion of the residents.
- **Escalation:** Persistent offenders and vehicles causing an obstruction were subject to towing or immobilisation after 24 hours' notice. These actions had to be coordinated by the police, but for the reasons explained below, this led to unmanageable situations that caused serious highway and emergency safety issues.

By implementing this Controlled Parking Management Plan, the development can ensure that the new parking provision serves its intended purpose, reduces conflicts over space and maintains clear access for all road users.

Temporary Suspension of the Privately Controlled Parking Management Scheme (August 2025)

Despite the hopes, expense and effort of residents, the privately operated **Controlled Parking Management Scheme (CPMS)** was a failure on a number of significant grounds which are set out as follows:

Challenges of enforcing privately managed parking (financial burden and difficulties of enforcement)

While the privately Controlled Parking Management Scheme provided a framework for allocating and controlling spaces, it faced several enforcement challenges:

- **Limited statutory powers:** Private management companies and residents' associations do not have the same statutory powers as local authorities. They rely on contract law to enforce parking restrictions, which can make it harder to compel payment of penalty notices and to pursue non-resident offenders.
- **Inconsistent enforcement:** A self-ticketing system depends on residents' willingness to report offenders. Some residents were reluctant to issue tickets to neighbours or apply the rules consistently, leading to perceptions of unfairness.
- **Appeals and disputes:** Drivers who received private parking penalties always appealed.
- **Costs of enforcement:** Employing enforcement contractors and administering permits incurred costs. Recovery rates were low and appeals were frequent, the

scheme did not cover its own costs, placing an immediate financial burden on residents with no clear benefit in safer roads.

Emergency access incident and the Suspension of the Scheme

On the 2nd August 2025, a large white van was parked along Dyson Drive on one of the new at the time parking areas (part of the Scheme). It did not have a parking permit and had been in that parking area for over 24 hours. The enforcement contractors were notified by residents and the van was clamped in order to take later enforcement action against the driver.

In the early hours of the 3rd August 2025, an emergency incident occurred which required emergency vehicles to access the end of Dyson Drive. Unfortunately, due to the clamped van and the narrowness of Dyson Drive, the emergency vehicle was prevented direct and swift access to the incident. As a result of this incident and on emergency highway safety grounds, the controlled parking scheme had to be brought to an immediate suspension. In the interests of highway safety, the signage and related control measures have also been subsequently removed.

Finding a solution to the informal parking along Dyson Drive

The implementation of a **Controlled Parking Management Scheme (CPMS)** on its own has demonstrated that it cannot resolve the fundamental issue of highway safety along Dyson Drive whereby vehicle park either managed or unmanaged along this private road on its own. With vehicles parking along the roadside, there is insufficient width for refuse and emergency vehicles to safely access the full length of the road. It has also presented a financial burden on residents and caused social conflict with regards to its implementation.

The only way to resolve the issue and to provide sufficient car parking for the existing family housing along Dyson Drive is to move the parking (whether it is controlled or uncontrolled) off of the private road and to the side as shown in the accompanying drawings, in combination with a more focused CPMS (due to the 9 new bays the number of cars that can be permitted to park on the street is greatly reduced thus removing that major problem with the CPMS).

The current proposal seeks to provide 9 new parking spaces that would be situated perpendicular to the road. The benefit to this arrangement is that it removes the extent of roadside along Dyson Drive whereby cars can park either informally or managed as it is an offence to prevent a vehicle's access to the public highway and as such no vehicles are likely to park in front of any of the new or existing bays.

In terms of enforcement, if cars were to park in front of parked vehicles/bays, this would allow residents to take civil action and have the matter immediately resolved.

Summary and conclusion

The proposals for Dyson Drive aim to formalise parking provision by creating **nine off-street spaces** (using a Grasscrete system) allocated to specific dwellings, while planting new trees to enhance biodiversity. The scheme has been developed in response to previous refusals and is supported by residents. It aligns with national and local policies that seek sustainable transport patterns. A new management regime which more simple to prevent obstruction, maintain safety, and ensure that the development remains policy compliant and does not increase vehicular traffic will be achievable through the new parking arrangements proposed, together with the restarting of the PCMS with much less on street parking available to be generating problem parking issues due to the new off street bays removing most of the kerb area for on street parking.