Twickenham Station, Twickenham
Delivery and Servicing Plan

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Delivery and Servicing Plan

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1. INTRODUCTION

1.1 This Delivery and Servicing Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.

1.2 The proposals include for a servicing area within the station confines, which includes for a service vehicle turning area. This servicing area will serve the station, the retail units and 2 of the residential blocks.

1.3 A second servicing area will be provided on the station forecourt, which will be a shared surface lay-by to be shared as an evening taxi bay. This servicing area is for refuse collection only for one block of residential units. There is also a lay-by within the station car park for delivery vehicles to stop, whilst making a delivery.

1.4 The location of the servicing areas and tracks are shown in Figures 1 and 2.

Figure 1: Twickenham Station Servicing Proposals – Lower Ground Floor

Figure 2: Twickenham Station Servicing Proposals – Bridge Level

1.5 As stated previously, this Delivery and Servicing Plan considers the requirements for the servicing vehicles that will use the servicing areas for each of the uses. This Delivery and Servicing Plan has been prepared in line with Transport for London's Guidance 'Managing freight effectively: Delivery and Servicing Plans'. Therefore in this Plan we look at;

- Section 2: the requirements for each of the uses; and
- Section 3: the conclusions to this Plan.

2. SERVICING REQUIREMENTS

2.1 In this section we look at the servicing requirements for each of the uses of the proposed development, which include;

(i) Residential Uses

(ii) Small Retail Units

(i) Residential Uses

2.2 The principal requirement would be for refuse collection. The London Borough of Richmond upon Thames has one refuse collection per week for residents.

(ii) Small Retail Units

2.3 The proposals include 6 small retail units. The final use of the shop units is not known at present, therefore, we estimate no more than one service vehicle per day per unit as a worse case.

2.4 It is anticipated that the retail units, would wish for servicing to be outside of the main trading hours.

(iii) Summary of Servicing Requirements

2.5 Table 1 sets out the total weekly usage of the servicing for each of the uses of the proposed development.

Use	Delivery Requirements	Type of Vehicle	Duration of Stay	Total
Residential	1/2 per week	26 tonne bin lorry	10 minutes	1/2
Small Retail Units	Maximum 6 weekly deliveries per unit	10-12m rigid		36
TOTAL per week				37-38
Total per day (max)				5-6

Table 1: Servicing Requirements

Management of the Servicing of the Site

2.6 It is proposed that a management plan for the servicing of this site is introduced. This includes for.

(i) Restrictions on site for delivery hours

(ii) Management of deliveries to ensure no conflicts for use of the loading bay

(iii) An agreement with the occupants to use freight operators which demonstrate their commitment to following best practice

(i) Restrictions on delivery times

2.7 In terms of delivery hours, all uses would have restrictions for the servicing of the site, so that no deliveries or servicing to take place between 7.30 am to 9am and 4pm to 6pm, to ensure no conflicts with peak pedestrian flows. This will be for both servicing areas.

2.8 There will also be a restriction for no deliveries or servicing to take place when an event is taking place at Twickenham Stadium.

(ii) Management of deliveries

2.9 There will be a requirement for a coordinator of the service deliveries so all parties occupying the development are aware of anticipated vehicle movements and consequently the loading bays can be managed effectively. Freight operators will be instructed to use the provided lay-bys when servicing the site.

(iii) Agreement with occupants to use freight operators which demonstrate their commitment to following best practice

2.10 It is proposed that an agreement will be put in place to use freight operators for their servicing and delivery requirements, which demonstrate that they follow best practice guidelines. For example, Transport for London's FORS, Freight Operator Recognition Scheme, which is a membership scheme which aims to improve freight deliveries in London. FORS is a free, voluntary scheme open to any company operating vans or lorries in London

(iv) On-going monitoring of the servicing on site

2.11 An ongoing review process will be implemented to ensure the efficient use of the lay-bys, and to ensure that items (i) to (iii) above are being adhered to.

3. CONCLUSIONS AND MANAGEMENT PLAN FOR SERVICING

3.1 This Delivery and Servicing Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.

3.2 We have looked at the requirements that are needed for servicing each uses of the proposed development, which include;

(i) Residential Units

(ii) Small Retail Units

3.3 Table 1 has shown that there would be approximately 37/38 service vehicles per week at maximum, approximately 5-6 on a peak day.

3.4 Service vehicle movements will be restricted so that no deliveries or servicing can take place between 7.30 am and 9am and 4pm to 6pm, to ensure no conflicts with peak pedestrian flows. Also, no deliveries or servicing will take place on a day when an event is being held at Twickenham Stadium. This will be managed by the coordinator.

3.5 The servicing and delivery plan sets out a management plan for the site so that the servicing can be effectively managed. The management of the servicing of this site will include;

(i) Restrictions on loading times to ensure that there are no conflicts with peak movements on site.

(ii) Proactive management of deliveries to reduce the number of unnecessary journeys and to prevent any confliction of servicing on site.

(iii) An agreement with the occupants to use freight operators which demonstrate their commitment to following best practice

(iv) Ongoing review of the management plan

3.6 The requirement in terms the management plan would form a condition of planning any approval.

Appendix H

Technical Note – Car Parking Survey

Twickenham Station,
Twickenham

Technical Note
on Residential Car Parking Survey

February 2011

Twickenham Station,
Twickenham

Technical Note
on Residential Car Parking Survey

February 2011

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Twickenham Station, Twickenham

Technical Note on Residential Car Parking Survey Methodology

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Technical Note on Residential Car Parking Survey Methodology

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1. INTRODUCTION

1.1 This Note has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network. Particularly to confirm that the proposals of a car free scheme for the residential element of the development, will not have an adverse effect on the availability of parking in the surrounding area.

1.2 A Car Parking Survey was carried out between 6.30pm and 3.00am on Thursday 30th September and Friday 1st October 2010. In addition a sample survey was undertaken on Tuesday 5th October 2010.

1.3 As part of the proposals, residents of the development will not be allowed to apply for a parking permit to park in any of the surrounding streets. Notwithstanding this, a survey was undertaken to ensure that in the unlikely event of residents owning a car, and parking outside of the controlled parking hours, that there would be no adverse effect on the capacity of the surrounding roads.

1.4 The parking survey followed the guidance set out by the Lambeth Transport, Residential Parking Survey and Methodology (August 2004, revised February 2005).

1.5 We have annotated on the survey base, the RPH (Residents Permit Holder) parking areas which also include joint permit holder and Pay and Display areas, car club only spaces, joint permit and business permit holders and the SYL (Single Yellow Line) areas where parking restrictions apply. The site lies between Controlled Parking Zone C and D, both of which are Monday to Saturday 8.30am – 6.30pm.

1.6 The proposed site is located on London Road in Twickenham. The site location is shown in Figure 1.

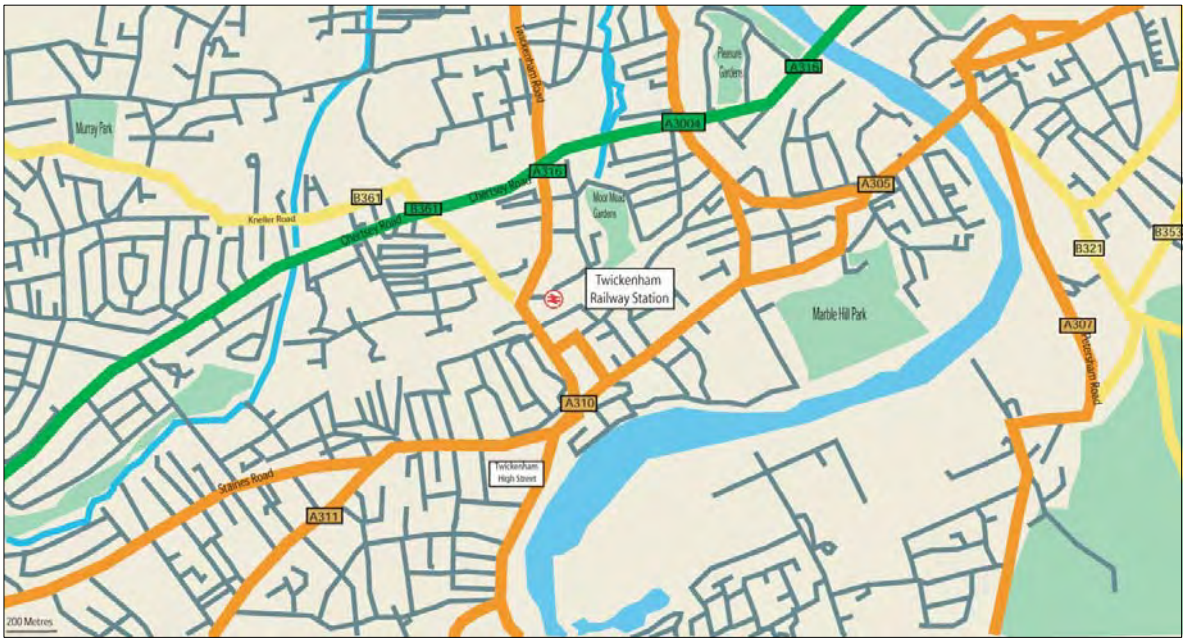


Figure 1: Site Location

2. SURVEY TIME

2.1 The surveys took place between 6.30pm and 3.00am on Thursday 30th September and Friday 1st October 2010 as to obtain an accurate result of parking spaces used by residents in the area.

2.2 Four surveys were carried out on each night, between 6.30pm-8.00pm, 8.30pm-10.00pm, 11.00pm-12.30am and 1.30am-3.00am, and are annotated on AutoCAD drawings The Plans are;

- 'SOLUM.TWICKENHAM-PARKING.3 (Thursday 18.30-20.00)'
- 'SOLUM.TWICKENHAM-PARKING.4 (Thursday 18.30-20.00)'
- 'SOLUM.TWICKENHAM-PARKING.5 (Thursday 20.30-22.00)'
- 'SOLUM.TWICKENHAM-PARKING.6 (Thursday 20.30-22.00)'
- 'SOLUM.TWICKENHAM-PARKING.7 (Thursday 23.00-00.30)'
- 'SOLUM.TWICKENHAM-PARKING.8 (Thursday 23.00-00.30)'
- 'SOLUM.TWICKENHAM-PARKING.9 (Thursday 01.30-03.00)'
- 'SOLUM.TWICKENHAM-PARKING.10 (Thursday 01.30-03.00)'
- 'SOLUM.TWICKENHAM-PARKING.11 (Friday 18.30-20.00)'
- 'SOLUM.TWICKENHAM-PARKING.12 (Friday 18.30-20.00)'
- 'SOLUM.TWICKENHAM-PARKING.13 (Friday 20.30-22.00)'
- 'SOLUM.TWICKENHAM-PARKING.14 (Friday 20.30-22.00)'
- 'SOLUM.TWICKENHAM-PARKING.15 (Friday 23.00-00.30)'
- 'SOLUM.TWICKENHAM-PARKING.16 (Friday 23.00-00.30)'
- 'SOLUM.TWICKENHAM-PARKING.17 (Friday 01.30-3.00)'
- 'SOLUM.TWICKENHAM-PARKING.18 (Friday 01.30-3.00)'

2.3 In addition, a Sample Survey was undertaken on Tuesday 5th October 2010.

3. SURVEY AREA

3.1 The car parking survey covered an area 200m from the proposed development site so as to cover a reasonable 2 minute walk time for residents to park their cars in accordance with the Lambeth Transport Residential Parking Survey Methodology. This is shown in Figures 2 and 3, which also accompanies this letter as AUTOCAD drawings to 1:1250 Scale and covers the following roads: Cole Park Road, Station Yard, Mary's Terrace, Beauchamp Road, Amyand Park Road (to the junction with Beauchamp Road), Cheltenham Avenue, Grosvenor Road (to the junction with Holly Road), Queens Road (to the junction with Sherland Road), Station Road (to the junction with Sherland Road), London Road north (north of the station), London Road south (to the south of the station), Arragon Road (to the junction with York Street), Whitton Road (to the junction with Court Way/ Latham Road)

3.2 Where a road is crossed by the 200m boundary on the plan the survey will continue to the next junction.

Figure 2: Location of the Proposed Car Parking Survey Area 1

Figure 3: Location of the Proposed Car Parking Survey Area 2

4. INFORMATION INCLUDED ON THE SURVEY PLAN

4.1 Information included on the Survey Plan drawings: The Plans are; *'SOLUM.TWICKENHAM-PARKING.3 (Thursday 18.30-20.00)', 'SOLUM.TWICKENHAM-PARKING.4 (Thursday 18.30-20.00)', 'SOLUM.TWICKENHAM-PARKING.5 (Thursday 20.30-22.00)', 'SOLUM.TWICKENHAM-PARKING.6 (Thursday 20.30-22.00)', 'SOLUM.TWICKENHAM-PARKING.7 (Thursday 23.00-00.30)', 'SOLUM.TWICKENHAM-PARKING.8 (Thursday 23.00-00.30)', 'SOLUM.TWICKENHAM-PARKING.9 (Thursday 01.30-03.00)', 'SOLUM.TWICKENHAM-PARKING.10 (Thursday 01.30-03.00)', 'SOLUM.TWICKENHAM-PARKING.11 (Friday 18.30-20.00)', 'SOLUM.TWICKENHAM-PARKING.12 (Friday 18.30-20.00)', 'SOLUM.TWICKENHAM-PARKING.13 (Friday 20.30-22.00)', 'SOLUM.TWICKENHAM-PARKING.14 (Friday 20.30-22.00)', 'SOLUM.TWICKENHAM-PARKING.15 (Friday 23.00-00.30)', 'SOLUM.TWICKENHAM-PARKING.16 (Friday 23.00-00.30)', 'SOLUM.TWICKENHAM-PARKING.17 (Friday 01.30-3.00)', and 'SOLUM.TWICKENHAM-PARKING.18 (Friday 01.30-3.00)'* . The plans include the site location and extent of survey showing all areas where there are waiting restrictions such as single/double red and yellow lines. Other restrictions including bus lay-by's, loading areas, kerb build outs, location of disabled bays and vehicular access's are also shown on this plan with notes of their widths and if any are obstructed.

4.2 The survey observed if the parked cars were permit holders or not. This is annotated on the plan as a black 'X' for cars with permits and a red 'X' for cars without permits.

4.3 The distance between cross over's (vehicle accesses/Junction) are measured in increments of 5.0m to indicate the length of a car, for example; if the distance is less than 5.0m it is discounted.

4.4 Information included on the Survey Plan includes the site location and extent of survey showing all areas, including Controlled Parking Zones (CPZ's), which will set out the days and hours of operation, waiting restrictions such as single/double red and yellow lines. Other restrictions including bus layby's, kerb build outs and vehicular accesses are also shown on this plan with notes of their widths and if any are obstructed.

5. RESULTS

5.1 The results of the car parking capacities from the survey have been entered in Table 1. The positions of parked cars are annotated on the site plans, contained in Appendix A, are marked with a black ‘X’ for cars with permits and a red ‘X’ for cars without permits.

Road Name	Number of Parking Spaces	No. of Cars parked												Average Total Parking Stress		
		6.30-8.00			8.30-10.00			11.00-12.30			1.301-3.00					
		With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	TOTAL
STATION ROAD	**7**															
A=	7	7	0	0	7	0	0	7	0	0	7	0	0	**100%**	**0%**	**100%**
% Capacity Used		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**				
QUEENS ROAD	**61**															
B=	37	26	0	1	20	10	2	30	2	1	31	0	3	**77%**	**6%**	83%
C=	24	19	1	0	21	0	1	20	1	2	22	0	1			
% Capacity Used		**74%**	**2%**		**67%**	**16%**		**82%**	**5%**		**87%**	**0%**				
ARRAGON ROAD	**19**															
D=	10	8	0	1	8	0	8	8	0	2	10	0	2	**92%**	**0%**	92%
E=	9	9	0	9	9	0	9	9	0	4	9	0	3			
% Capacity Used		**89%**	**0%**		**89%**	**0%**		**89%**	**0%**		**100%**	**0%**				
COLE PARK ROAD	**119**															
F=	58	11	3	0	9	3	0	13	0	1	14	0	1	**20%**	**3%**	23%
G=	61	13	2	1	10	2	1	10	1	1	15	1	0			
% Capacity Used		**20%**	**4%**		**16%**	**4%**		**19%**	**1%**		**24%**	**1%**				
MARCH ROAD	**21**															
H=	12	7	3	2	8	1	1	9	0	1	7	1	1	**63%**	**8%**	71%
I=	9	5	1	2	6	0	2	5	1	2	6	0	1			
% Capacity Used		**57%**	**19%**		**67%**	**5%**		**67%**	**5%**		**62%**	**5%**				
WHITTON ROAD	**13**															
J=	10	7	1	2	8	1	1	8	1	0	10	0	0	**83%**	**10%**	92%
K=	3	3	0	0	2	1	1	2	1	0	3	0	0			
% Capacity Used		**77%**	**8%**		**77%**	**15%**		**77%**	**15%**		**100%**	**0%**				
MARY'S TERRACE	**15**															
L=	15	11	0	0	7	0	0	5	0	0	6	0	0	**48%**	**0%**	48%
% Capacity Used		**73%**	**0%**		**47%**	**0%**		**33%**	**0%**		**40%**	**0%**				

BEAUCHAMP ROAD	**9**															
M=	9	9	0	0	9	0	0	9	0	0	9	0	0	**100%**	**0%**	100%
% Capacity Used		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**				
AMYAND PARK ROAD	**20**															
N=	10	7	0	0	7	1	0	9	0	1	9	0	1	**86%**	**5%**	91%
O=	10	9	1	0	8	2	1	10	0	1	10	0	1			
% Capacity Used		**80%**	**5%**		**75%**	**15%**		**95%**	**0%**		**95%**	**0%**				
CHELTENHAM AVENUE	**9**															
P=	9	6	0	0	7	1	4	8	0	0	9	0	3	**83%**	**3%**	86%
% Capacity Used		**67%**	**0%**		**78%**	**11%**		**89%**	**0%**		**100%**	**0%**				
GROSVENOR ROAD	**35**															
Q=	8	3	2	4	2	1	4	0	0	3	1	0	0	**64%**	**9%**	72%
R=	27	21	3	1	19	4	1	24	2	1	19	0	0			
% Capacity Used		**69%**	**14%**		**60%**	**14%**		**69%**	**6%**		**57%**	**0%**				
LONDON ROAD	**17**															
S=	2	0	1	0	0	1	0	0	0	0	0	0	0	**40%**	**4%**	44%
T=	15	5	0	2	5	0	2	11	0	3	6	1	2			
% Capacity Used		**29%**	**6%**		**29%**	**6%**		**65%**	**0%**		**35%**	**6%**				
LONDON ROAD (South)	**11**															
U=	11	0	6	4	0	6	2	0	9	3	0	0	0	**0%**	**48%**	48%
V=	0	0	0	9	0	0	8	0	0	7	0	0	0			
% Capacity Used		**0%**	**55%**		**0%**	**55%**		**0%**	**82%**		**0%**	**0%**				

Table 1: Parking Survey Results – Thursday

Road Name	Number of Parking Spaces	No. of Cars parked												Average Parking Stress for Road		
		6.30-8.00			8.30-10.00			11.00-12.30			1.301-3.00					
		With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	SYL	With Permit	Without	TOTAL
STATION ROAD	**7**															
A=	7	7	0	0	7	0	0	7	0	0	7	0	0	**100%**	**0%**	**100%**
% Capacity Used		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**				
QUEENS ROAD	**61**															
B=	37	26	4	3	29	2	3	34	0	2	33	1	2	**80%**	**5%**	85%
C=	24	16	2	2	21	1	0	17	1	2	19	1	1			
% Capacity Used		**69%**	**10%**		**82%**	**5%**		**84%**	**2%**		**85%**	**3%**				
ARRAGON ROAD	**19**															
D=	10	7	1	2	7	0	8	9	0	6	9	0	6	**88%**	**3%**	91%
E=	9	8	1	6	9	0	1	9	0	2	9	0	2			
% Capacity Used		**79%**	**11%**		**84%**	**0%**		**95%**	**0%**		**95%**	**0%**				
COLE PARK ROAD	**119**															
F=	58	8	3	5	17	0	1	13	4	1	12	4	1	**21%**	**2%**	23%
G=	61	10	0	4	16	0	1	12	0	0	10	0	0			
% Capacity Used		**15%**	**3%**		**28%**	**0%**		**21%**	**3%**		**18%**	**3%**				
MARCH ROAD	**21**															
H=	12	8	0	2	9	0	2	8	1	1	9	1	2	**67%**	**2%**	69%
I=	9	6	0	2	5	0	2	5	0	2	6	0	3			
% Capacity Used		**67%**	**0%**		**67%**	**0%**		**62%**	**5%**		**71%**	**5%**				
WHITTON ROAD	**13**															
J=	10	8	0	0	8	0	2	8	0	0	8	0	0	**77%**	**0%**	77%
K=	3	1	0	1	3	0	0	2	0	2	2	0	2			
% Capacity Used		**69%**	**0%**		**85%**	**0%**		**77%**	**0%**		**77%**	**0%**				
MARY'S TERRACE	**15**															
L=	15	10	0	0	6	0	0	5	0	0	6	0	0	**45%**	**0%**	45%
% Capacity Used		**67%**	**0%**		**40%**	**0%**		**33%**	**0%**		**40%**	**0%**				

BEAUCHAMP ROAD	**9**															
M=	9	8	0	1	8	0	1	9	0	1	9	0	1	**94%**	**0%**	94%
% Capacity Used		**89%**	**0%**		**89%**	**0%**		**100%**	**0%**		**100%**	**0%**				
AMYAND PARK ROAD	**20**															
N=	10	10	0	0	10	0	0	10	0	1	10	0	1	**100%**	**0%**	100%
O=	10	10	0	1	10	0	0	10	0	0	10	0				
% Capacity Used		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**		**100%**	**0%**				
CHELTENHAM AVENUE	**9**															
P=	9	7	0	0	9	0	1	8	0	1	5	0	1	**81%**	**0%**	81%
% Capacity Used		**78%**	**0%**		**100%**	**0%**		**89%**	**0%**		**56%**	**0%**				
GROSVENOR ROAD	**35**															
Q=	8	1	1	3	2	1	4	1	1	3	1	1	2	**56%**	**6%**	62%
R=	27	20	5	1	20	0	2	15	0	0	18	0	0			
% Capacity Used		**60%**	**17%**		**63%**	**3%**		**46%**	**3%**		**54%**	**3%**				
LONDON ROAD (North)	**17**															
S=	2	0	1	0	2	0	0	0	2	0	0	2	0	**78%**	**9%**	87%
T=	15	7	1	6	13	0	10	13	0	7	18	0	0			
% Capacity Used		**41%**	**12%**		**88%**	**0%**		**76%**	**12%**		**106%**	**12%**				
LONDON ROAD (South)	**11**															
U=	11	0	4	3	0	3	5	0	7	5	0	8	2	**0%**	**50%**	50%
V=	0	0	0	4	0	0	2	0	0	1	0	0	1			
% Capacity Used		**0%**	**36%**		**0%**	**27%**		**0%**	**64%**		**0%**	**73%**				

Table 2: Parking Survey Results – Friday

5.2 A full set of the plans showing the survey results are contained in Appendix A to this note.

5.3 Tables 1 and 2 shows that in terms of residential parking bays/ pay and display bays, all of which can be parked on by non-permit holders between 6.30pm-8.30am, Cole Park Road had an average of 22% on the Thursday survey, with 3% of those parked without a permit and 23% on the Friday survey, with 2% parked without a permit. In terms of single yellow lines, there were minimal parked on Cole Park Road on either survey nights. Similarly, Mary's Terrace had 48% capacity used, (RPH) on Thursday and 45% used on Friday, all of which had parking permits. Beauchamp Road, Arragon Road, Queens Road, Amyand Park Road, Cheltenham Avenue and Station Road, all had between 80%-100% Residential Permit Holder spaces capacity used on both survey nights, although all of the roads surveyed had minimal capacity usage of single yellow lines.

5.4 March Road and Grosvenor Road had more than 25% free capacity on both survey evenings. Whitton Road and London Road north varied between the two survey evenings on the permit holder bays capacity used, however, there was ample space on Single Yellow Lines available. London Road south had only 48% capacity used on the Thursday survey, all non-permit holders and 50% capacity used on the Friday survey, also all non-permit holders.

5.5 Overall, there was 61% capacity used on the roads surveyed, on the Thursday Survey, 55% with permits, 6% without permits. For the Friday Survey there was also 61% capacity used on the roads surveyed, 57% with permits, and 5% of cars without permits.

5.6 In terms of parking on the Single Yellow Lines, the plans contained in Appendix A, show that there was less than 25% capacity used on all of the roads surveyed.

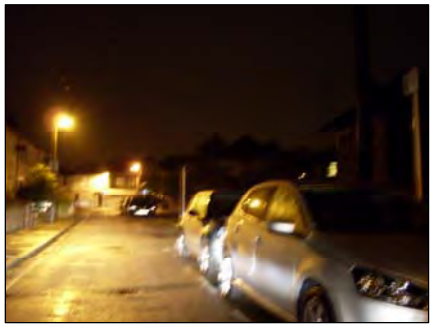
6. PHOTOGRAPHS

6.1 A sample of photographs taken, just after 3am, on the roads surveyed are shown below, which shows examples of the available car parking capacity.

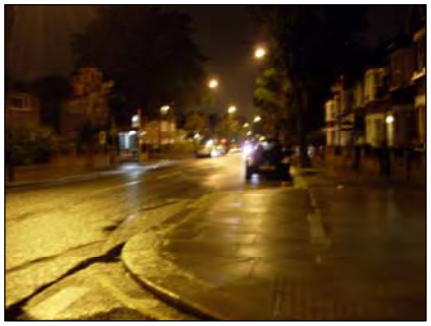
Cole Park Road

Cole Park Road

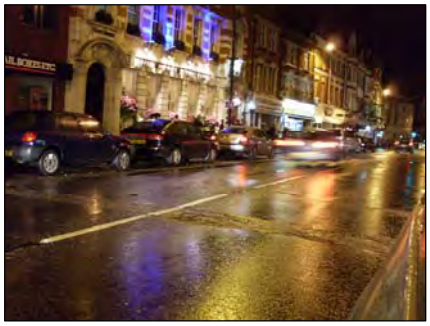
Mary's Terrace



Beauchamp Road



Whitton Road



London Road South

Figure 4: Photographs Showing Surveyed Roads

7. CONCLUSION

7.1 The survey has concluded that on the Thursday Survey there was an average of 41% of parking capacity available on roads surrounding the site, and on the Friday Survey there was an average of 38% of parking capacity available, neither of which includes single yellow line parking. Therefore, there will not be an adverse effect on the availability of parking in the surrounding area.

Appendix A

Parking Survey Results Plans

rev.	amendment	checked	date

mayer brown

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wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
SOLUM REGENERATION

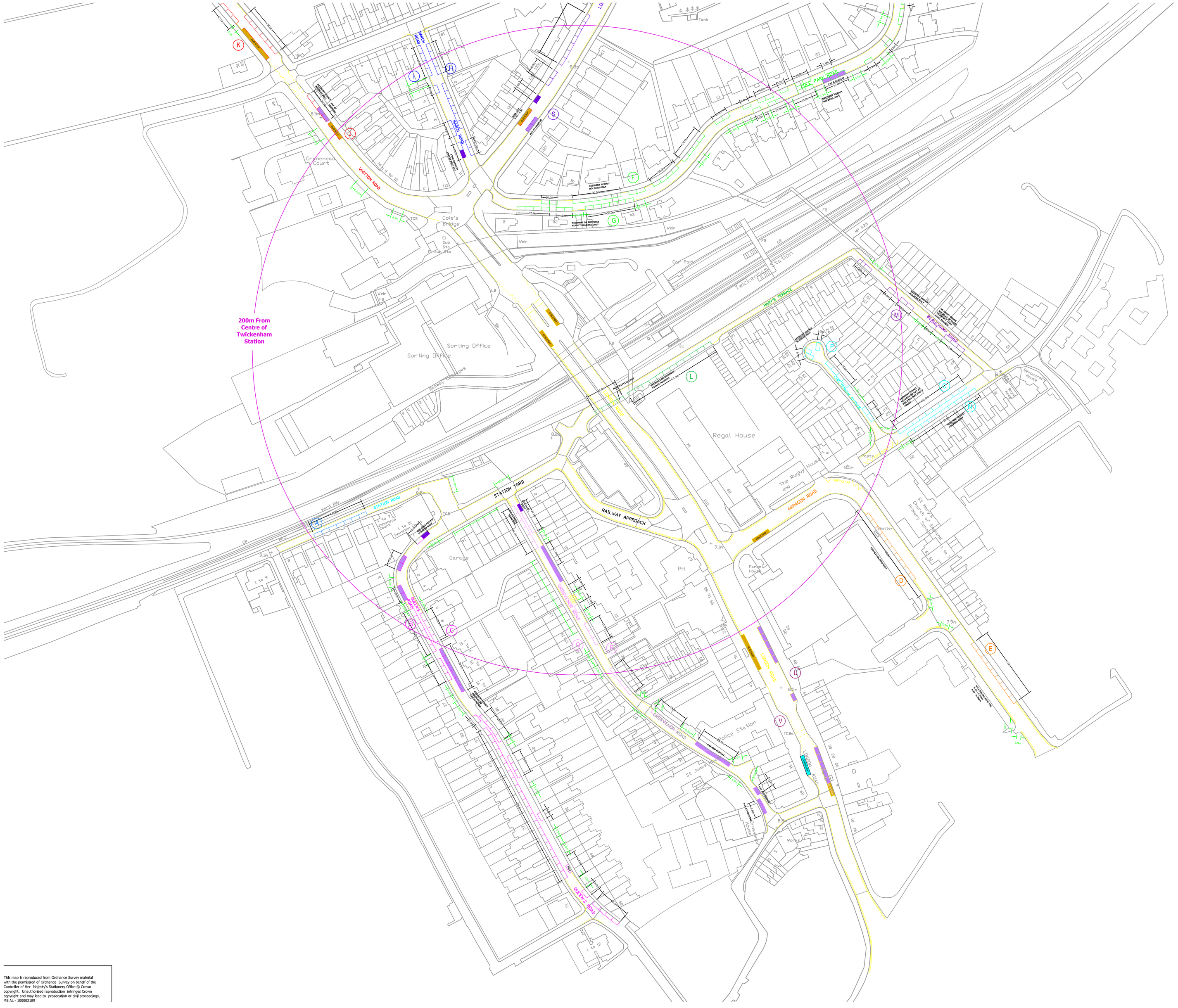
project
TWICKENHAM STATION

scale	drawn by	checked by
1:1250 @ A1	HS/HJ	IM

date	cad file
OCT 2010	MASTER.DWG

title
TWICKENHAM STATION
PARKING SURVEY

drawing number	rev.
SOLUM.TWICKENHAM-PARKING.1	



rev.	amendment	checked	date

mayer brown

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project
TWICKENHAM STATION

scale	1:1250 @ A1	drawn by	HS	checked by	IM
date	SEPT 2010	cad file	MASTER.DWG		

title
TWICKENHAM STATION
PARKING SURVEY

drawing number
SOLUM.TWICKENHAM-PARKING.2

rev.

rev.	amendment	checked	date

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client
SOLUM REGENERATION

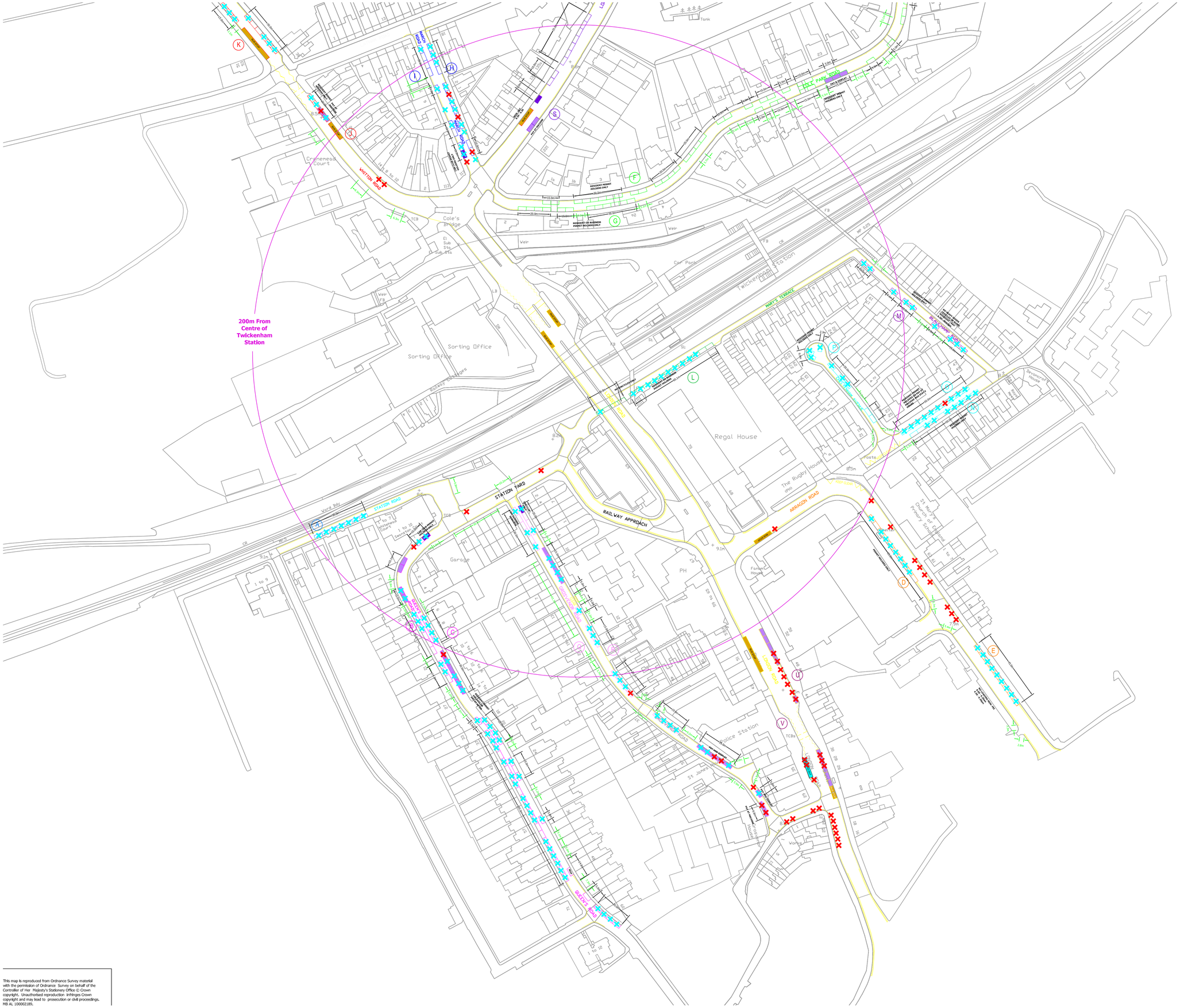
project
TWICKENHAM STATION

scale	1:1250 @ A1	drawn by	HS	checked by	IM
date	SEPT 2010	cad file	MASTER.DWG		

title
TWICKENHAM STATION
PARKING SURVEY
THURSDAY 18:30 - 20:00

drawing number
SOLUM.TWICKENHAM-PARKING.3

rev.



KEY:

- BUS LAYBY
- LOADING AREA
- CAR CLUB SPACE
- PAY AND DISPLAY
- PARKING CAPACITY
- ACCESS
- SINGLE YELLOW LINE PARKING RESTRICTION
- DOUBLE YELLOW LINE PARKING RESTRICTION
- VEHICLE PARKED WITH PERMIT
- VEHICLE PARKED WITH NO PERMIT

rev.	amendment	checked	date

mayer brown

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client
SOLUM REGENERATION

project
TWICKENHAM STATION

scale	1:1250 @ A1	drawn by	HS	checked by	IM
date	SEPT 2010	cad file	MASTER.DWG		

title
TWICKENHAM STATION
PARKING SURVEY
THURSDAY 18:30 - 20:00

drawing number
SOLUM.TWICKENHAM-PARKING.4

rev.

rev.	amendment	checked	date

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TWICKENHAM STATION

scale	1:1250 @ A1	drawn by	HS	checked by	IM
date	SEPT 2010	cad file	MASTER.DWG		

title
TWICKENHAM STATION
PARKING SURVEY
THURSDAY 20:30 - 22:00

drawing number
SOLUM.TWICKENHAM-PARKING.5

rev.

KEY:

- BUS LAYBY
- LOADING AREA
- CAR CLUB SPACE
- PAY AND DISPLAY
- PARKING CAPACITY
- ACCESS
- SINGLE YELLOW LINE PARKING RESTRICTION
- DOUBLE YELLOW LINE PARKING RESTRICTION
- VEHICLE PARKED WITH PERMIT
- VEHICLE PARKED WITH NO PERMIT

rev.	amendment	checked	date

mayer brown

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client
SOLUM REGENERATION

project
TWICKENHAM STATION

scale	drawn by	checked by
1:1250 @ A1	HS	IM

date	cad file
SEPT 2010	MASTER.DWG

title
TWICKENHAM STATION
PARKING SURVEY
THURSDAY 20:30 - 22:00

drawing number: SOLUM.TWICKENHAM-PARKING.6
rev.