Rowland Bilsland Traffic Planning

Highway and Traffic Planning Consultants

Directors: John Rowland, B.Sc (Hons), F.I.H.T., A.M.I.C.E. Stewart J. Bilsland, B.Sc (Hons), C.Eng, M.I.C.E., F.I.H.T., M.C.I.T.



PROPOSED CONVERSION
OF FIRST AND SECOND FLOORS
FROM OFFICE TO RESIDENTIAL USE
16-20, THE CAUSEWAY,
TEDDINGTON. TW11 0HE

REPORT ON PARKING SURVEYS

JR/AR/13041 27th February, 2014 13041pr

2, Marsh Farm Road, South Woodham Ferrers, Chelmsford, Essex. CM3 5WP. Telephone: 01245 329943 Facsimile: 01245 328183 E-mail: RB.Traffic@btinternet.com

CONTENTS

SECTION 1 - INTRODUCTION

SECTION 2 - PARKING SURVEY - SCOPE AND

METHODOLOGY

SECTION 3 - RESULTS OF PARKING SURVEYS

SECTION 4 - CONCLUSIONS

APPENDICES

APPENDIX 1 - CPZ BOUNDARY PLANS SOURCE: LB RICHMOND ON THAMES WEBSITE

APPENDIX 2 - PARKING STUDY AREA BOUNDARY - DRAWING NO. 13041/1

APPENDIX 3 - ROAD INVENTORY AND STREET FEATURES IN STUDY AREA - DRAWING NO. 13041/2

APPENDIX 4 - PARKING STUDY SURVEY DATA - TABLE TI

APPENDIX 5 - PARKING CAPACITY WITHIN STUDY AREA - TABLE T2

APPENDIX 6 - RESULTS OF PARKING SURVEY – TUESDAY, 17TH SEPTEMBER, 2013 – TABLE T3

APPENDIX 7 - PLOT OF VEHICLES PARKED - SURVEY, 17TH SEPTEMBER, 2013 - DRAWING NO. 13041/3

APPENDIX 8 - RESULTS OF PARKING SURVEY – THURSDAY, 19TH SEPTEMBER, 2013 – TABLE T4

APPENDIX 9 - PLOT OF VEHICLES PARKED - SURVEY, 19TH SEPTEMBER, 2013 - DRAWING NO. 13041/4

INTRODUCTION

- 1.1 Rowland Bilsland Traffic Planning Limited are instructed to advise on highway and transport matters, following the refusal by the London Borough of Richmond upon Thames of application reference: 13/1895/P3JPA submitted for internal alterations to change the use from B1 office to C3 residential at 16-20, The Causeway, Teddington, TW11 0HE. The proposed change of use is for a residential development of 8 two bedroomed flats.
- 1.2 In the Detailed Informatives attached to the planning decision reference has been made to the need for a parking survey. The informative reads as follows:-

"The applicant is advised that an application submitted with a parking survey which confirms that there would not be an unreasonable impact on parking may be successful."

The informative advises that contact should be made with the Senior Transport Planner at the London Borough of Richmond upon Thames to agree the scope for a parking survey.

- 1.3 Enquiries have been made of the Council and the scope of the parking study has been agreed. The Council has advised that the parking study should be based on the standard Lambeth Methodology, but with variations specified by the London Borough of Richmond upon Thames. The parking study has been carried out on the agreed basis.
- 1.4 The application site is not within a Controlled Parking Zone (CPZ). Copies of the London Borough of Richmond upon Thames CPZ boundaries for Zone T and Zone Z1 are provided at Appendix 1. These plans show that The Causeway is not included in either CPZ. A number of the streets within the study area are, however, included in a CPZ.

- 1.5 The parking study has been commissioned to establish the parking capacity of the road network and the parking stress on all roads within 200 metres of the application site.
- 1.6 This report gives details of the parking surveys carried out in accordance with the requirements of the London Borough of Richmond upon Thames utilising the Lambeth Transport Parking Survey Methodology for residential developments, as amended by specific requirements of the London Borough of Richmond upon Thames.
- 1.7 The results of the parking surveys demonstrate that there is sufficient on-street parking capacity available in the general area of the application site to accommodate any additional parking demand which may arise from the proposed change of use from B1 Office to C3 residential use. The results of the surveys show that the proposed change of use would not have an unreasonable impact on parking conditions in the general area of the application site.
- 1.8 The application site is currently in B1 Office use with a gross floor area of 650 sq. metres. Reference to the current London Borough of Richmond upon Thames car parking standards given in the Local Development Framework, Development Management Plan at Appendix 4, adopted in November, 2011, indicates that a maximum of 4 car parking spaces would now be permitted for the existing use. The car parking provision for the application site is located in the rear yard area with access from Middle Lane, which leads from Park Lane. Previously, the parking standards would have been based on a minimum standard, which would have permitted more spaces.

2.0 PARKING SURVEY - SCOPE AND METHODOLOGY

- 2.1 Enquiries of the London Borough of Richmond upon Thames have confirmed that the Council uses the same basic methodology for parking surveys as that which is outlined in the Lambeth Transport document entitled "Parking Survey Methodology (Residential Development)". However the London Borough of Richmond upon Thames has adapted that document to its own requirements for assessment of sites within the borough. It gives detailed requirements for the assessment of parking stress to determine the availability of on-street parking space for future residential development.
- 2.2 The document indicates that parking surveys should be carried out on two separate weekday nights in the early hours of Tuesday, Wednesday, Thursday or Friday between 01.00 and 05.30 hours. It indicates that the survey needs to cover all roads within 200 metres of the application site. This distance is approximately equivalent to a 2 minutes walk distance. The document also indicates that the threshold distance for the survey may need to be varied, to the next junction along any particular road, according to the particular circumstances of the road network.
- 2.3 The document indicates that a plan should be provided showing the extent of the parking study area. The plan should indicate all relevant parking restrictions and lengths of unrestricted parking. It should show any resident permit holder parking bays, any meter parking bays, single and double yellow lines and any disabled bays or Car Club bays. The document outlines the methods by which the results of the parking surveys should be summarised to establish the parking stress. The London Borough of Richmond upon Thames specifies a 5.5 metres length for a parking space. That dimension has been used for calculation of on-street parking capacity.
- 2.4 The application site is located on the southwest side of The Causeway, approximately 50 metres to the northwest of the junction with Park Road. The site currently has a retail use at ground floor level and office use on the

upper floors. To the rear of the building, and within the application site, there is an area for off-street vehicle parking which can accommodate up to 6 vehicles, with access from Middle Lane. All of these spaces would be available for the proposed residential flats.

- 2.5 Within the parking study area, there are sections of road where unrestricted parking is permitted and sections where there are various restrictions including Controlled Parking Zones, Pay and Display parking (2 hours maximum), free parking spaces (time limited to a maximum duration of 1 hour), parking bays for use by disabled badge holders, a Car Club space, a loading bay and other waiting restrictions marked on site with single yellow lines.
- 2.6 The nearest bus stops to the site are located on each side of Broad Street and each side of Park Road. Additionally there is a bus stand on the west side of Park Road.
- Within the parking study area, sections of Adelaide Road and Park Road are within CPZ Zone T and Elleray Road is within CPZ Zone Z1. There are pay and display parking spaces on The Causeway, Broad Street and Park Road subject to a 2 hours maximum duration between 08.30 and 18.30 hours on Mondays to Saturdays. On The Causeway and Adelaide Road there are free parking spaces, which are time limited to a maximum duration of 1 hour. There are disabled parking bays on The Causeway, Adelaide Road and Park Road within the parking study area. On the northwest side of Park Lane there is one Car Club space. There is a loading bay located in Broad Street and there are single yellow line restrictions on sections of Church Road, Park Road and Park Lane within the parking study area. These restrictions prohibit waiting between 08.30 and 18.30 hours on Mondays to Saturdays.

3.0 RESULTS OF PARKING SURVEYS

- 3.1 The parking surveys record parking conditions on each side of the following roads within the parking study area:-
 - (i) The Causeway
 - (ii) Broad Street (Park Road to No. 30)
 - (iii) Church Road (Broad Street to Walpole Crescent)
 - (iv) Church Lane
 - (v) Elleray Road
 - (vi) Adelaide Road (to The Cedars)
 - (vii) Park Road (Tudor Court to Broad Street)
 - (viii) Park Lane (Park Road to St. Mary's Avenue)

The parking study area is illustrated on drawing numbered 13041/1, a copy of which is provided at Appendix 2.

- 3.2 The street features including parking restrictions, lengths of unrestricted kerbside parking, dropped kerb crossings, bus stops, disabled parking bays, Car Club bays and the loading bay are illustrated on drawing numbered 13041/2, a copy of which is provided at Appendix 3.
- 3.3 The data for both of the parking surveys is summarised in Table T1, a copy of which is provided at Appendix 4.
- 3.4 The parking capacity of each road within the parking study area has been established, noting the type of parking facility provided, including sections of the roads within the study area where no restrictions are imposed. A summary of the number of parking spaces on each road within the study area is given in Table T2, a copy of which is provided at Appendix 5. This shows a total of 83 unrestricted on-street parking spaces, 18 parking spaces in CPZ Zone T, 25 parking spaces in CPZ Zone Z1, 23 pay and display parking spaces in The Causeway, Broad Street and Park Road, 7 free parking spaces which

are limited to a maximum duration of 1 hour in The Causeway and Adelaide Road, 5 disabled parking spaces in The Causeway, Adelaide Road and Park Road, 1 Car Club space in Park Lane and 1 loading bay in Broad Street. This gives a total of 162 car parking spaces.

- 3.5 In addition to these, there are 24 car parking spaces available on the sections of road within the parking study area which are subject to the waiting restrictions marked with single yellow lines which indicate that waiting is prohibited between 08.30 and 18.30 hours on Mondays to Saturdays.
- 3.6 The parking survey which was carried out at 04.30 hours on Tuesday, 17th September, 2013 is summarised in Table T3, a copy of which is provided at Appendix 6. For each section of each road within the study area, Table T3 indicates the number of vehicles parked and the parking stress. The location of the vehicles, parked at the time of this survey, is shown on drawing numbered 13041/3, a copy of which is provided at Appendix 7.
- 3.7 The total parking demand, from this survey, is recorded as 125 vehicles, comprising 77 vehicles in areas of unrestricted parking, 30 vehicles parked in CPZ Zones T and Z1, 8 vehicles in pay and display spaces, 4 vehicles in time restricted free parking spaces, 2 vehicles in disabled parking bays, 1 vehicle in a Car Club bay and 3 vehicles parked on vehicle crossovers. This gives a total of 125 vehicles parked in the study area which, when compared with the capacity of 162 spaces, is equivalent to a parking stress of 77%, with 37 parking spaces available.
- 3.8 The parking survey which was carried out at 04.30 hours on Thursday, 19th September, 2013, is summarised in Table T4, a copy of which is provided at Appendix 8. For each section of road within the study area, Table T4 indicates the number of vehicles parked and the parking stress. The location

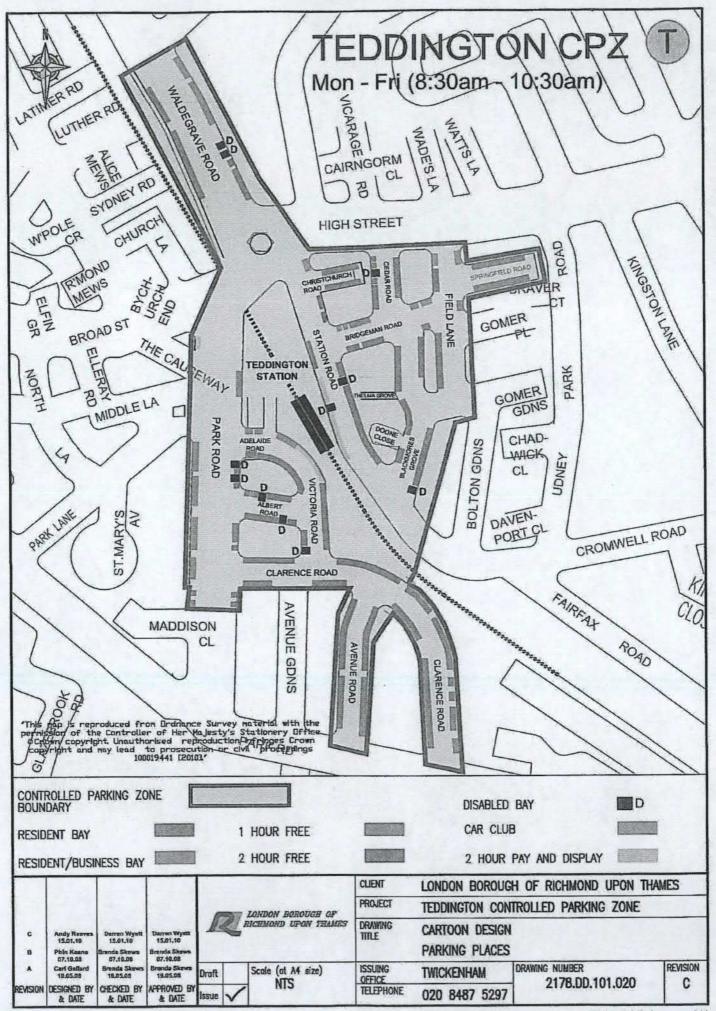
- of the parked vehicles is shown on drawing numbered 13041/4, a copy of which is provided at Appendix 9.
- 3.9 The total parking demand from this survey is recorded as 128 vehicles, comprising 80 vehicles in areas of unrestricted on-street parking, 29 vehicles in CPZ Zones T and Z1, 10 vehicles parked in the pay and display spaces, 5 vehicles parked in the free parking spaces, 2 vehicles parked in the disabled parking bays, 1 vehicle in a Car Club bay and 1 vehicle parked on a vehicle crossover. This gives a total of 128 vehicles parked in the study area which, when compared with the capacity of 162 spaces, is equivalent to a parking stress of 79%, with 34 available car parking spaces.
- 3.10 The conclusion drawn from the results of the 2 night time parking surveys taken in the early hours of Tuesday, 17th September and Thursday, 19th September, 2013 is that, with these modest parking stress figures, there are a substantial number of available unrestricted on-street parking spaces during the evening, night time hours and early morning to accommodate any additional parking demand which may arise from the proposed change of use from office accommodation to residential flats at the subject site.
- 3.11 The London Borough of Richmond upon Thames car parking standards are given in Appendix 4 of the Local Development Framework, Development Management Plan which was adopted in November, 2011. For Class C3 Residential Use the document specifies a maximum of 1 car parking space for a dwelling with 1 or 2 bedrooms. The proposed change of use provides for 8 flats each of which would have 2 bedrooms accommodation. Consequently, the maximum number of car parking spaces which would be permitted for the development is 8.
- 3.12 Within the application site there is a rear yard area which can accommodate up to 6 parked vehicles. All 6 of these spaces would be available for the proposed residential flats. Since the car parking standard specifies the

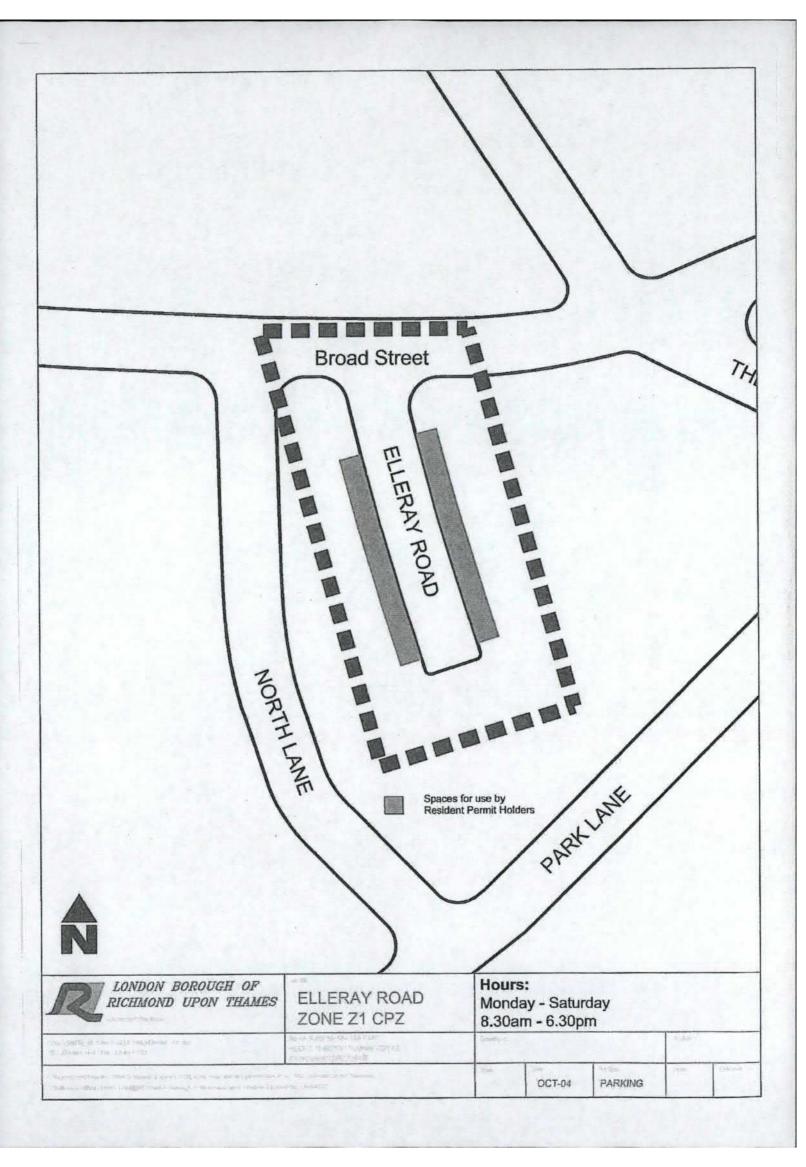
- maximum number of parking spaces that would be permitted, provision of 5 car parking spaces for the proposed flats would satisfy the standard.
- 3.13 The application drawings also show provision of 8 cycle stands for the proposed flats, equivalent to 1 cycle parking space per flat.
- 3.14 The parking survey has been commissioned to establish the current level of night time parking within the study area to establish the number of available parking spaces and the parking stress. On the two nights of 17th and 19th September, 2013, the parking stress has been calculated as 77% and 79%, respectively.

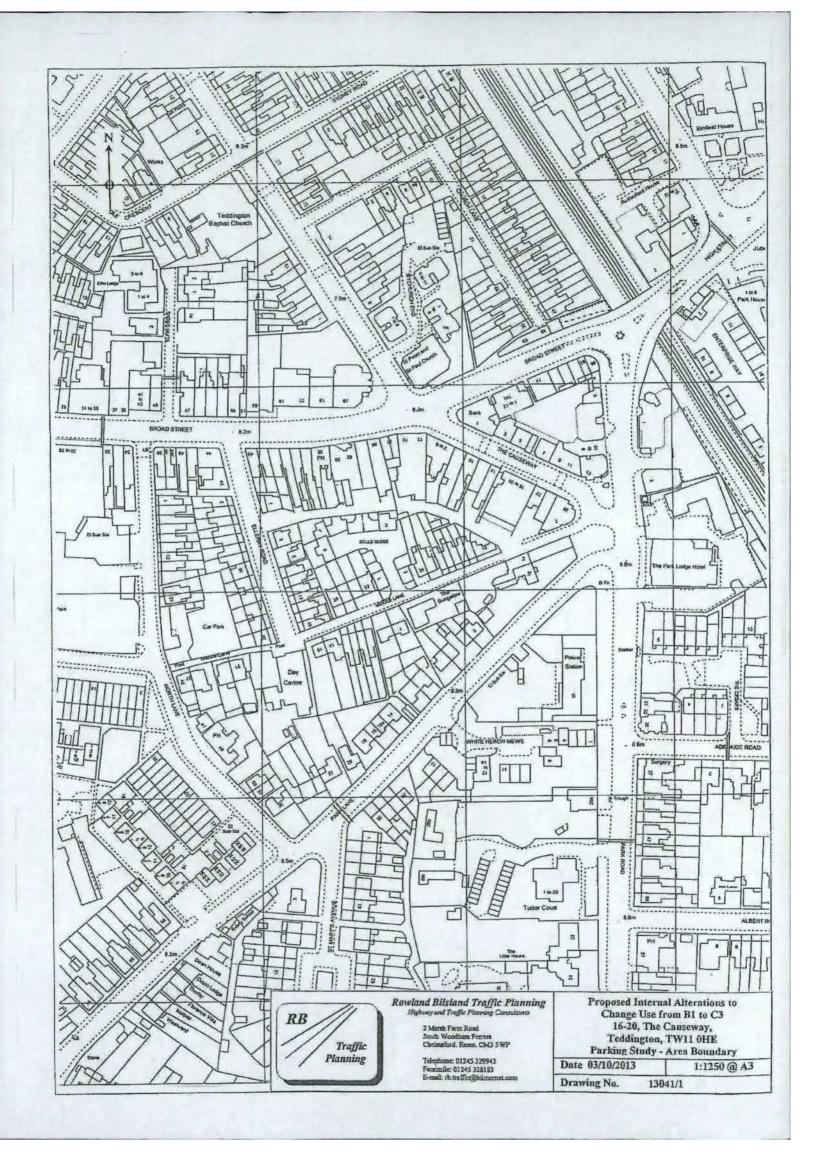
4.0 SUMMARY AND CONCLUSIONS

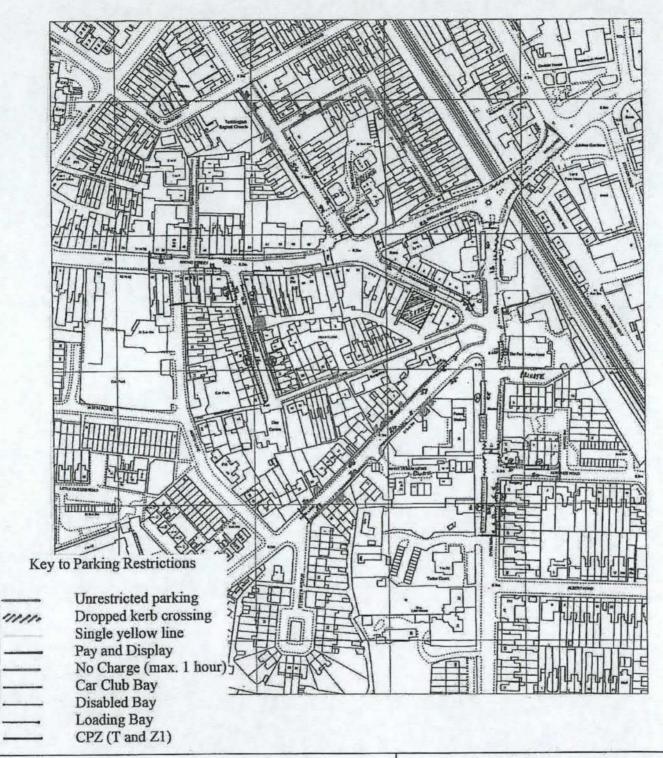
- 4.1 The results of the parking surveys which were carried out at 04.30 hours on Tuesday 17th September and Thursday, 19th September, 2013, have been summarised in the series of tables provided in the appendices to this report.
- 4.2 The parking surveys have separately recorded parking conditions on the lengths of The Causeway, Broad Street, Church Road, Church Lane, Elleray Road, Adelaide Road, Park Road and Park Lane in the defined parking study area within 200 metres of the access points for the application site.
- 4.3 The number of car parking spaces in the unrestricted and restricted parking sections of these roads has been calculated on the basis of the methodology outlined in the Lambeth Transport document, but in accordance with the London Borough of Richmond upon Thames specific requirements, using a length of 5.5 metres for a vehicle parking space.
- 4.4 Within the parking study area there are 83 unrestricted kerbside spaces, 18 parking spaces in Adelaide Road and Park Road within CPZ Zone T, 25 parking spaces in Elleray Road in CPZ Zone Z1, 23 pay and display parking spaces in The Causeway, Broad Street and Park Road, 7 parking spaces which are restricted to a maximum parking duration of 1 hour without charge in The Causeway and Adelaide Road, 5 disabled parking bays in The Causeway, Adelaide Road and Park Road and 1 Car Club space in Park Lane. In addition to these there is a loading bay on Broad Street and sections of Church Road, Park Road and Park Lane are subject to single yellow line restrictions.
- 4.5 The restrictions in Zone T of the CPZ apply on Mondays to Fridays between 08.30 and 10.30 hours and the restrictions in Zone Z1 of the CPZ apply on Mondays to Saturdays between 08.30 and 18.30 hours.
- 4.6 Within the parking study area there is a total of 162 parking spaces.

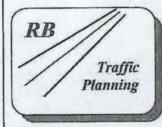
- 4.7 There are no restrictions on parking within the parking study area after 18.30 hours, through the night or before 08.30 hours on any day of the week. There are no restrictions at any time on Sundays on any of the roads within the study area.
- 4.8 The parking surveys have separately recorded the number of vehicles parked on the restricted and unrestricted sections of each of the roads within the parking study area.
- 4.9 The results of the parking studies for Tuesday 17th September and Thursday, 19th September, 2013, are very similar indicating parking stress figures of 77% and 79%, respectively. The figures given in Tables T3 show that for the survey taken in the early hours of Tuesday, 17th September, there were 37 available parking spaces and the figures in Table T4 show that for the survey taken on Thursday, 19th September, there were 34 available car parking spaces within the study area.
- 4.10 The results of both parking surveys from which the parking stress has been calculated, show clearly that there are a substantial number of spaces available within 200 metres, a reasonable walking distance, of the application site, to accommodate any additional parking demand which may arise as a result of the proposed change from office use to residential use.
- 4.11 The results of the parking stress calculations show that any additional parking demand which may arise from the proposed change from Office use to Residential use in the form of 8 two bedroomed flats at 16-20, The Causeway, Teddington could easily be accommodated in the study area.
- 4.12 The overall conclusion is drawn, from this parking study, that the proposed change from office use to residential use in the form of 8, two bedroomed flats, would not have an unreasonable impact on parking conditions in the general area of the application site. It follows, therefore, that as far as car parking is concerned, the application proposal is acceptable.











Rowland Bilsland Traffic Planning

Highway and Traffic Planning Consultants

2 Marsh Farm Road South Woodham Ferrers Chelmsford, Essex, CM3 5WP

Telephone: 01245 329943 Facsimile: 01245 328183 E-mail: rb.traffic@btinternet.com Proposed Internal Alterations to Change Use from B1 to C3 16-20, The Causeway, Teddington, TW11 0HE Road Inventory and Street Features

Date 03/10/2013

Not to scale

Drawing No.

13041/2

VPPENDIX 4

Traffic Surveys United Parking Deat	Act Further & Ports. Set-12 The Clusterier Fachigners Carel: 50 Traffic John Pershaland Dece September 17th 6 (19) 2012	TABLE T1
Parking Stress		

		Un	netries	4×++	erk beg	Ort	Fermit "	ac Tit"]	0839-1133	Pay it Do	(uy 0910-12	II Marriet	l les mes)	fregui	deg species ?	lone Landled M	- max lite		Disabled	Says			Car the			parked		ret .		TUTALE			Last	ing Sey			liega Yel	Levelim		Desi	die Yeler
Street [Cathe length today specified]	111	I	11	-	home	i]ı	1	-	Ì]1	Zan Fadad	Bress	i i	Canada	Carthanal	p-	E sale]1	1	-	X e		Person	linen		1.5	-	Caulter	Carratal	tions	į]1	Cantedad	Dom	40-1	ļı	Cathal	Street.		1
The Castruty	11	0	0	0	Ne	0	6	0	es/m	18.5	1	1	la	H	2	0	n	- 11	1	0	m	0	8	0	**		0	2000	111	1	93	0		0	N/A	0	0	6	M4	-	-
Secret trees	*1	0	٥	0	M	0	0		M*	71.5	12	,	414	0	۵	0	n/e	٥	9	0	Mt.	0	0	0	**			1000	11		AKS	5.5	100		ex			+	es.	-	+
Charath Reed [Broad St to Welpile Owners]	442	117.5	n	n	123	0	a	0	1/0	0	0		n/a	0	0	0	N/A	0	0	0	n/s	0	9		N/e	4	0	3000	3	21	*114		0	0	A/A	41.5	-	10	-	-	-
Durchlane	126	128.3	13	11	HX	0	٥	0	2/4			0	n/s	٥	0	0	MA			0	1/4	0	9		**		0		23	11	19%	0		D	***	0	9		-	-	+
Clery Root	130	0	0		164	127.5	28	n	135		0		n/a	0	0	.0	n/a	9	a		N/4	10	9	9	N/8			1000	25	11	m.	. 0	0	c	W.				M*	-	-
Advisor Read (to the Central)	or .	0	0	0	n/a	п			1004		0		1/4	37.5		4	80%		1	1	1001	0	0	0	N/E		0	000	15	*	10%		0		n/a	¢	0	6	**		-
Fast Road [Turbe Court to Broad Street]	121	0	0	0	n/s	17	14	1	17%	14,3	1	1	m		0		n/a	11	1	1	164	0	0	0	Ma		0		· tr	1	104			0	1/4	n	4.	1	th.		-
Park Lane (Park Fulls St. Marys Eventur)	223	112.3	n	н	113	0	3	0	Na	0	0		Ma	.0	0		réa	¢	8	0	N/1	3.3	•	1	100%		1		16	24	100%	0		3	n/s	41.5	'	+	225		+
TOTALS	-	404.5	-	-		TIA.	0	-	TON	126.5	n		23%	85.3	,		675	21	1	1	401	1.5		,	No.	EH (88)	,		181	111/	775	3.5	1	0	1/1	133	24	1	m/s		

		Un	*****	I Kerk P	witing	CPE	Fermit T	er TI"]	0419-143M	-	pley 0.5 10-1	I 10 Her Sal	(I bry mex)	free per	ibe man	Time Limits Hey	domas the		Disable	dlept			Carc	há .		parted	eres Gran	****		TUTAL			Les	ting Key			Hegie 1	Yellow LA	Na .		Souble Yel	Lew Liv
Beaut (Cotto length united specified)	93	E	11	Total Park	tion) in the last	Continue	The same	town	ĭ	1	- Carrella	1000	į],	Caybond	time	E str	ij	Contract	N	E E	11	Contract	-		1	time	Electric Property and Property	Total Control	Deser	Hear	j.	1	bireis	į	ļi	1	1			Cantana
The Caseway	41	6	0.	0	nia	0		0	No.	38.5	7	1	19%	11	1	0	DA	11	1	0	DN.	0	0	0	n/a	12 12 12	- 1	(88)	21		101	0		0	1/1	0	0		10/4	-		0
Drawt Street	1	10	g		N/s	0	0	0	s/s	71.3	13		623	0	0.		1/4	0	0	0	n/a	0	0	0	n/a		0		13		42%	1.1	,		- 01	10	0	0	N/s	-		0
Ourte Anat [Street St. to Welpine Descore]	142	10.3	5	27	100%	0	0	0	n/a	0	0	. 0	M/s	.0	. 0		1/3	0	0	.0	m/s	0	0	0	1/2	A SE		2000	15		1004	0	0	0	1/4	41,5	,	0	8%	-		0
Ourthian	11	121.2	n	21	911		0	0	W	0			***	0	0		n/a	2		0	1/4	0	0	0	ME		0		23	21	*115			0	M's	0		a	N			0
[Jery fast]	150	0		0	n/s	12.3	23	23	rix.	0	0	0	n/a	q		0	Me	0	0	¢	n/a	0	0		NA I		0		22	n	115	0	0	D	6/8	.0	0		n/s	-		0
Adalaida Road (to the Catter)	W	0	0	0	w	10		7	103	0	0	0	N/s	27.5	5	,	100%		1	0	0%	0	0		**		0	100	12	1	70%	b	0	0	1/19	9	1 0		NI	-		0
Park Road (Tuday Court to Broad (Iree!)	121	1.	6		161	n	14		194	16.5	1	0	in			0	MA.	W	1	1	100%	0	0		-	思		1000	79		111		0	0	W	21		0	81			
Fart Lane [Fash Rd to \$1 Marys Action]	ın	112.5	25	34	m	0	0	0	nte	0			N/s	9	9	0	N/s		0	0	~*	3.5	1	1	1001		,	1990	-tv	34	100%	0	.0	0	1/1	41.5	,	1	111	-		0
								-																				3900					-	-	-	+		-	-	-		-
TOTALS	273	476.5	n	90	***	231.3	41	211	67%	131.5	n	19	175	28.5	1		TIX	21	,	- 2	40%	1.5	4	1	No.			18339	162	113	7%	5,5		0	44	in	- 19	1	-			

Data suppositivy feether commission and

Prefix furneys like i.e.	Les hipper à Sans à 16-16 the Copenny Techlegton	
Purbing Boat	Class St Yearfac John Naveland	TABLE T1
Purhay Street	Cale: Implication 17th B 19th 2013	INDLE II

Total III				Journal of C	and for	rk Perso	4	CPI (P	weed T	or "ge" j	8890-1938	rayto	Replay Carro	3-1836 Plan	erias (II h	ers muse)	Yess pari	ing spares	Florie Lionina New	d - man the	T	Disabil	id Baye			Ear	Cu4		parti	d seer Cree	-	T	791	ALS.	T		Sandt	ng Bay			Single Ve	plant Line		Day	Ma Yelley	w Lines
	Iteas (Kerbe length selesy sparified)	111	N dies	1	1	,	-	1	1		None	1]1		(ac) keeled	litem	-	Į,	- Sections	Money	ř	11	- Carrent	Time	ř	11	Sections	lines		Section 2	Stee	- Charles	1	- Ine		-	li	1	trus	12 dig.	i	N Second	-		T	1
2	The Continue	0			0		n/w	0	4		0/0	31.5	,		1	186	ft	. 1	0	es.	- 11	1	.0	US	0	6	- 10	nie				11		16		0	0	9	nis	.0	0	0	nis			0
dh 20	Broad Street	- 99					n/a	9	0		***	71,3	11			46%			0	6/4	0	0	0	Ma	0	0	8	n/e				11		440		1.5	1	4	06	0	0	9	n/a			0
27.5	Charact News (firmed in to Wayola Oncoret)	642	970	3 25	1		MA.	#	0		10/16	. 0	0.		0	6/4	.0	0		niv	-0	.0		me	0	0		n/e		0	100	13	jy.	101		9	0		1/4	41.5	,		В.		1	0
dm	Church Lene	126	134	5 23			ren.		E	.0	144	0			.0	M/s	0	- 6	6	nte	9		4	1/4			0	2/2		0	1	140	0	101		0	è		A/a	,c		6	A/W		1	0
39	Elerw Ried	150				11/	N/a	137,5	- 29	n	PES				0	1/4	0	0	0	6/4	8			N/A	ю	0	a	n/s		0	1 200	. 15	di	48		0	0	0	We	8	0	0	ale.		1	
di j	Adulates Rund (to the Cooker)	y			1		nie	12	4		100%				0	ww	21.5	5		aus		1		100%	0	. 0	10	n/s		0		9	1	9		0		u.	n/a	3	0	a	sie			
2	Fark Hund (Pater Coats to Broad Street)	128			1		n/a	77	M	4	19%	93	,		,	19%	è	0	0	rs/a	11	2	-	10/6	0	0	0	1/2		0	100	16	1	100		0	0		Wa	33		1	17%			-
99	Park Long Park Rd to St Maryd Avenue	228	149	5 25			114	0		•	ate				o l	16/4	e	q	0	1/4	12		6	n/a	5,5	1.	1	HOOK				*	100	100		6	b	N	Mile	0.5	,	1	91%			2
1	TOTALS	wei	404		71	-	in in	296.5	43	30	791	128.1	20			105	363	,		17%	-	1	,	401L	18.6			nia .		,		10	196	121	+				n/a		-	+		- 18	-	-

		0	transino,	ed Karl	rukng	0	PZ [Person	Man-Se	1) OK10-1	Dys.	Pay S. Doop	lay (1876-18	55 Man-Sat	(£ hrs ma)	frae	earlifug op	aces Yan		- John Stor		Bisself	ad Baye			Cur	Clue		perio	ad over Cr	******			WYALE			440	eding Say	1	T	,	Ingle Yello	enr Shoe		De	salte Telle	OW ESS
Street (Entire length solver specified)	11	ing.	Series Territoria	Cartheles	Down		Tangar .	1	10	-	Y S	ļ	Carriana Carriana	Birm	3	County	1	Can Sudan	Since	T at	ļı	Tarrent I	Mana	S. Sales	11	Carthelin	these		Ser Parket		-	i	factorial.	New	E S	Na.	Contractor	the	-	11.00	Charles	1	See.	T		2
The Causaser	- u	0	- 1	0	adv		9			/4	38.5	1	2	296	- 0		2	0	96	110	,		91	0	0		nre					11	7	95	0	- 6	1	N		0	2	0	n/e		-	0
Broad (breat		-0		0	6/8					4	71.3	13		42%			0	0	N/e			. 0	nte				nie					0	1	100	3.5	1	6			9		6	664		-	-
Clearly Weed (Breed to to Weigote Crescent).	143	127,7	25	. 729	100		. 6			/4	0		0	n/e	6			a .	Mis		0	0	160	. 9	0	-	n/a					20	25	5865	0		0	1.		41,5		*	Os .		-	
Ourb Leve	-	k\$a.5	28	26	919							0	0	-			0	0	164	0			MK	1.0	0	0	10'4					25	2	815		-				п			No.			
Clercy Road	110	0		6	mile	· C	4 2	1 2		es.	4	0	0	100	0		0	0	nija	p.	9	8	Ma	0		0	n/a					4	26	MA.	0	6	- 0			0	0	0.	n/s		-	4
Adelaide Hood (for the Cector)	t.F	0	0	0	- MA	1	4		H	29.	0	0	.0	6/4	32.1		5	3.	1005		1	0	0%	. 0	0	0	nfa					10	7.	761	0	0	V		-	0		,	n/a			
Fash, Board (Finter Coart to Broad Movel)	121		0	0	4/4	1			21	-	14.5	. 1	6	45	0	1	0	0	n/s	- 11	1	1	100x	.0			nta	超级 型		. 2		19	4	389	0		0	-	.	12		0.	as .		-	
Park Lane Park Rd to St Harty Avenue)	222	140.5	a	×	171	T				*	0	0	0	1/4			,	٥	nite	- 0	0	á	n/a	55	•	7	100%					я	74	rain	9	q		~		48.5		1	rin.			6
TOTALS	91	4te 5	-		140	1.		+		70	179.5	70		40%	-	-	-	-	TIE		-	-	40%	-	-	-				- 10			-			-	1	-	+	+	-		-		-	

DNA RESERVED THE ROSES LESSE

			Un	restriate	d Kerb I	arking	CPZ[or "Z1") lon-Sat	0830-1830	Pay & Dis	play 0830-18	30 Mon-Sat	[2 hrs max]	Free pari		'ime Limited lay	- max thr	
	Street [Entire length unless specified]		E	Calculate	Cars Parked	Stress	I S		Curs Parkad	Streed	Î	11	Car Park	Stress	I.	and the second	Curr Perhad	Strons	j
13	The Causeway	63	0	0	0	n/a	0	0	0	n/e	38.5	7	1	14X	11	2	0	OX	11
5	Broad Street	99	0	0	0	n/a	0	0	0	n/a	71.5	13	6	46X	0	0	0	n/a	0
1	Church Road [Broad St to Welpole Crescent]	142	137.5	25	23	92%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/e	0
A I	Church Lene	126	126.5	23	22	96%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
*	Elleray Road	150	0	0	0	n/a	137.5	25	22	88%	0	0	0	n/a	0	0	0	n/a	0
S S	Adelaide Road [to the Ceders]	57	0	0	0	n/e	22	4	4	100%	0	0	0	n/a	27.5	5	4	80%	6
F	Park Road [Tudor Court to Broad Street]	121	0	0	0	n/a	77	14	4	29%	16.5	3	- 1	33%	0	0	0	n/a	- 11
8430	Park Lane [Park Rd to St Marys Avenue]	223	192.5	35	32	91X	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
-	TOTALS	961	456.5	83	77	93%	236.5	43	30	70%	126.5	23		35%	38.5	7	4	57%	26

			Un	restricte	ed Kerb F	Parking	CPZ		" or "21" } Aon-Sat	0830-1830	Pay & Dis	play 0830-18	30 Mon-\$at	(2 hrs max)	Free pari	king spaces T	ime Limited ay	- max thr	
I	Street [Entire length unless specified]		I	Calculated	Cars Parked	Strees	Ĭ	Colculates	Cars Parlad	Street	1	11	Cars Pariod	Stress	E Silver	1	Cars Parked	Strees	E &
L	The Causeway	63	0	0	0	n/e	0	0	0	n/a	38.5	7	2	29%	- 11	2	0	0%	11
	Broad Street	99	0	0	0	n/a	0	0	0	n/a	71.5	13	8	62X	0	0	0	n/a	0
	Church Road (Broad St to Walpole Crescent)	142	137.5	25	25	100%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
	Church Lane	18	126.5	23	21	91%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
T	Elleray Road	150	0	0	0	n/a	137.5	25	23	92%	0	0	0	n/a	0	0	0	n/a	0
	Adelaide Road (to the Cedars)	57	0	0	0	n/a	22	4	2	90%	0	0	0	n/a	27.5	5	5	100%	6
Γ	Park Road [Tudor Court to Broad Street]	121	0	0	0	n/a	77	14	4	29%	16.5	3	0	O%.	0	0	0	n/a	11
	Park Lane [Park Rd to St Marys Avenue]	223	192.5	. 35	34	97X	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
H	TOTALS	873	456.5	83	80	96%	236.5	43	29	67%	126.5	23	10	43%	38.5	7		71%	28

Client: RB Traffic John Rowland

Date: September 17th & 19th 2013

TABLE 1

isable	d Bays			Car	Club		Pi	erked ove	er Crosso	ver		TOTAL	5		Loadi	ng Bay			Single Yel	law Line		Double Y	ellow Lines
1	Cars Parked	Strees	11.00	Calculate Pages	Cars Parkad	Strase			Cars Parked	Strees	Calculared Spaces	Cars Parked	Street	Langth (m)	Calculated	Cars Parland	Strees	Length [m]	Calculates Secons	Cars Parked	Strana		Cars Parked
	0	O%	0	0	0	n/a			0		-11	- 1	9%	0	0	0	n/a	0	0	0	n/a		0
0	0	n/a	0	0	0	11/8			0		13	.6	46%	5.5	1	0	OX	0	0	0	n/a		0
0	0	n/a	0	0	0	n/e			0		25	23	92%	0	0	0	n/e	49.5	9	0	0%		0
,	0	n/a	0	0	0	n/a			0		23	22	96%	0	0	0	n/a	0	0	0	n/a		0
,	0	n/a	0	0	0	1/8			0		25	22	98%	0	0	0	n/a	0	0	0	n/e		0
•	1	100%	0	0	0	n/e			0		10	9	90%	0	0	0	n/a	0	0	0	n/a		0
2	1	n/a	0	0	0	1/4			0		19	.6	32%	0	0	0	n/a	33	6	1	17%		0
0	0	n/a	5.5	1	1	100%			3		36	36	100%	0	0	0	n/a	49.5	9	3	33X		0
	2	40%	5.5	1	1	n/a			3		162	126	77%	5.5	1	0	n/a	132	24	4	n/a		0

Isable	d Says			Car	Club			parked ov	er Cresso	yer		TOTAL	3		Loadi	ng Bay			Single Yel	low Line		Double	Yellow Lines
1	Cars Perland	Stroes	1 6 m	Calculated Spaces	Cars Parked	Strees			Cars Parked	Strees	Calculated Spaces	Cars Parbed	Stress	Longth (m)	Calculated Spaces	Cars Parlad	Stress	Langth (m)	Calculated Spaces	Cars Parked	Strees		Cars Parkad
2	0	0%	0	0	0	n/a			0		11	2	18%	0	0	0	n/a	0	0	0	n/a		0
0	0	n/a	0	0	0	0/4			0		13	8	62%	5.5	1	0	ox.	0	0	0	n/a		0
0	0	n/a	0	0	0	n/a			0		25	25	100%	0	0	0	n/e	49,5	9	0	0%		0
0	0	n/a	0	0	0	n/e			0		23	21	91%	0	0	0	n/a	0	0	0	n/a		0
,	0	n/a	0	0	0	n/a			0		25	23	92%	Ó	0	0	n/e	0	0	0	n/a		0
	0	0%	0	0	0	n/e			0		10	7	70%	0	0	0	n/e	0	0	0	n/a		0
2	2	100%	0	٥	0	n/a			0		19		32%	0	0	0	n/e	33	6	0	O%		0
0	0	n/a	5,5	3.	1	100%			•		36	36	100%	0	0	0	n/a	49.5	9	1	11%		0
							No.																
,	2	40%	5.5	1	1	n/a			1		162	128	79%	5.5	1	0	n/a	132	24	1	n/a		101

TABLE T2

PROPOSED INTERNAL ALTERATIONS TO CHANGE THE USE FROM B1 OFFICE TO C3 RESIDENTIAL 16-20, THE CAUSEWAY, TEDDINGTON, TW11 0HE

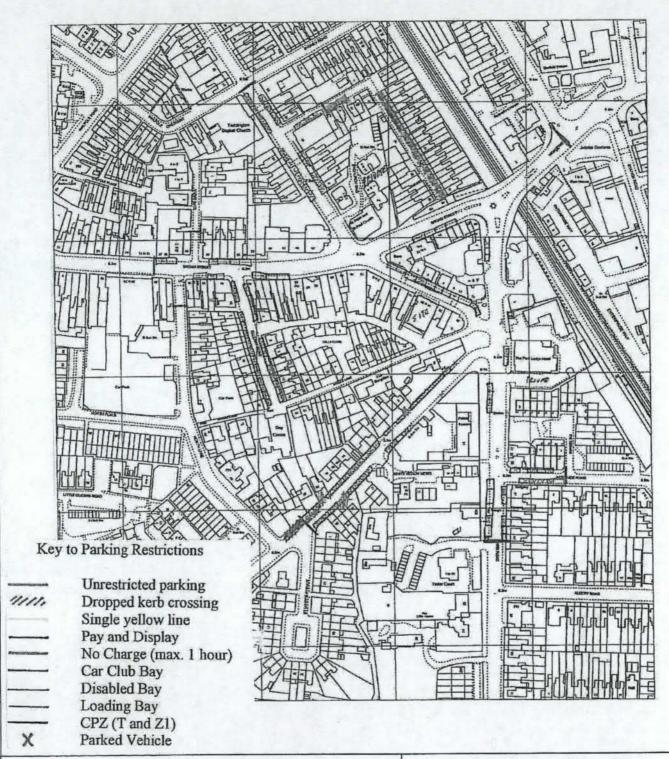
Location			On-Stree	t Parking Capacity	(Spaces)		Est.
Location	Unrestricted	CPZ	Pay & Display	Free Parking (1 hour max)	Disabled Bays	Car Club Bay	Total
The Causeway			7	2	2	-	11
Broad Street	- 1		13	-		•	13
Church Road (Broad Street to Walpole Cres)	25	-	-	-	-	-	25
Church Lane	23					-1-	23
Elleray Road (Zone Z1)	-	25	-	-		-	25
Adelaide Road (to The Cedars) (Zone T)		4		5	1	1	10
Park Road (Tudor Court to Broad Street) (Zone T)	-	14	3		2	•	19
Park Lane (Park Road to St. Mary's Avenue)	35	-				1	36
All Roads Total	83	43	23	7	5	1	162

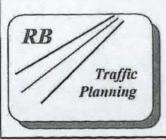
TABLE T3

PROPOSED INTERNAL ALTERATIONS TO CHANGE THE USE FROM B1 OFFICE TO C3 RESIDENTIAL 16-20, THE CAUSEWAY, TEDDINGTON, TW11 0HE

SUMMARY RESULTS OF PARKING SURVEY TUESDAY, 17TH SEPTEMBER, 2013

	Unres	ricted	CI	Z	Pay and	Display	Free P	arking	Disable	ed Bays	Car Cl	ub Bay	Parked	All	Parking Spa	ices
Location	Parking Demand	Parking Stress	on Crossover	Parking Capacity	Parking Demand	Parking Stress										
The Causeway	-	200	•	-	1	14%	0	0%	0	0%			0	11	1	9%
Broad Street	17:		-		6	46%	•	-	-	7.		•	0	13	6	46%
Church Road (Broad Street to Walpole Crescent)	23	92%	12	-		M3+3		1		•		- 1	0	25	23	92%
Church Lane	22	96%		-	-	-	-	-	1	-		-	- 0	23	22	96%
Ellerny Road (Zone Z1)	•	-	22	88%				-	3	•		•	0	25	22	88%
Adelaide Road (to The Cedars) (Zone T)	-		4	100%		-	4	80%	1	100%			0	10	9	90%
Park Road (Tudor Court to Broad Street) (Zone T)	7/	-	4 .	29%	1	33%		-	1	50%			0	19	6	32%
Park Lane (Park Road to St. Mary's Avenue)	32	91%			-	-				-	1	100%	3	36	36	100%
All Ronds Total	77	93%	30	70%	8	35%	4	57%	2	40%	1	100%	3	162	125	77%





Rowland Bilsland Traffic Planning

Highway and Traffic Planning Consultants

2 Marsh Farm Road South Woodham Ferrers Chelmsford, Essex, CM3 5WP

Telephone: 01245 329943 Facsimile: 01245 328183 E-mail: rb.traffic@btinternet.com Proposed Internal Alterations to Change Use from B1 to C3 16-20, The Causeway, Teddington, TW11 Survey Plot of Parked Vehicles 17th September, 2013

Date 03/10/2013

Not to scale

Drawing No.

13041/3

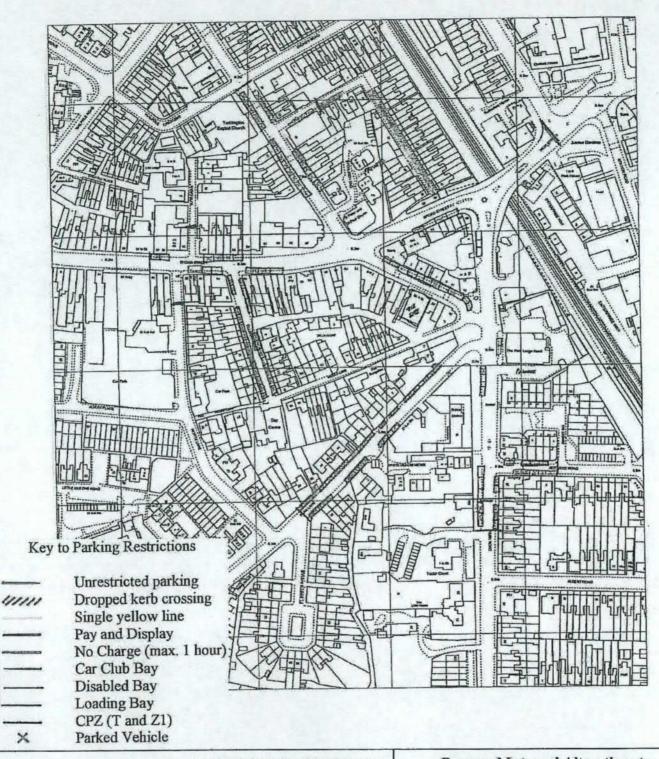
VPPENDIX 8

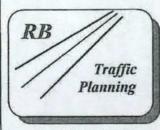
TABLE T4

PROPOSED INTERNAL ALTERATIONS TO CHANGE THE USE FROM B1 OFFICE TO C3 RESIDENTIAL 16-20, THE CAUSEWAY, TEDDINGTON, TW11 0HE

SUMMARY RESULTS OF PARKING SURVEY THURSDAY, 19TH SEPTEMBER, 2013

Location	Unrestricted		CPZ		Pay and Display		Free Parking		Disabled Bays		Car Club Bay		Parked	All Parking Spaces		
	Parking Demand	Parking Stress	on Crossover	Parking Capacity	Parking Demand	Parking Stress										
The Causeway	-	-	-	100-0	2	29%	0	0%	0	0%	-		0	11	2	18%
Broad Street		-		-	8	62%	-			-			0	13	8	62%
Church Road (Broad Street to Walpole Crescent)	25	100%	-	-	-	-	-		11	-	-	•	0	25	25	100%
Church Lane	21	91%	-	100		•	•	-	- 2			-	0	23	21	91%
Elleray Rond (Zone Z1)	-	-	23	92%	-	-	-		-	-	-	-	0	25	23	92%
Adelaide Road (to The Cedars) (Zone T)	-		2	50%		-	5	100%	0	0%			0	10	,	70%
Park Road (Tudor Court to Broad Street) (Zone T)	-		4	29%	0	0%		-	2	100%	•		0	19	6	32%
Park Lane (Park Road to St. Mary's Avenue)	34	97%		-		•			•		1	100%	1	36	36	100%
All Roads Total	80	96%	29	67%	10	43%	5	71%	2	40%	1	100%	1	162	128	79%





Rowland Bilsland Traffic Planning Highway and Traffic Planning Consultants

2 Marsh Farm Road South Woodham Ferrers Chelmsford, Essex, CM3 5WP

Telephone: 01245 329943 Facsimile: 01245 328183 E-mail: rb.traffic@btinternet.com Proposed Internal Alterations to Change Use from B1 to C3 16-20, The Causeway, Teddington, TW11 Survey Plot of Parked Vehicles 19th September, 2013

Date 03/10/2013		Not to scale				
Drawing No.	1304	11/4				