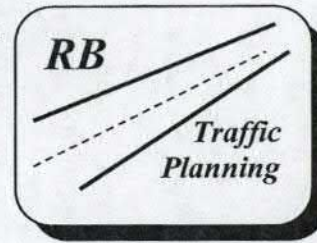


Rowland Bilsland Traffic Planning

Highway and Traffic Planning Consultants

Directors: John Rowland, B.Sc (Hons), FIHT, AMICE
Stewart J. Bilsland, B.Sc (Hons), C.Eng, MICE, FIHT, MCIT



**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

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South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP.

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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.
- 2.7 Within the parking study area, sections of Adelaide Road and Park Road are within CPZ Zone T and Ellera 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.

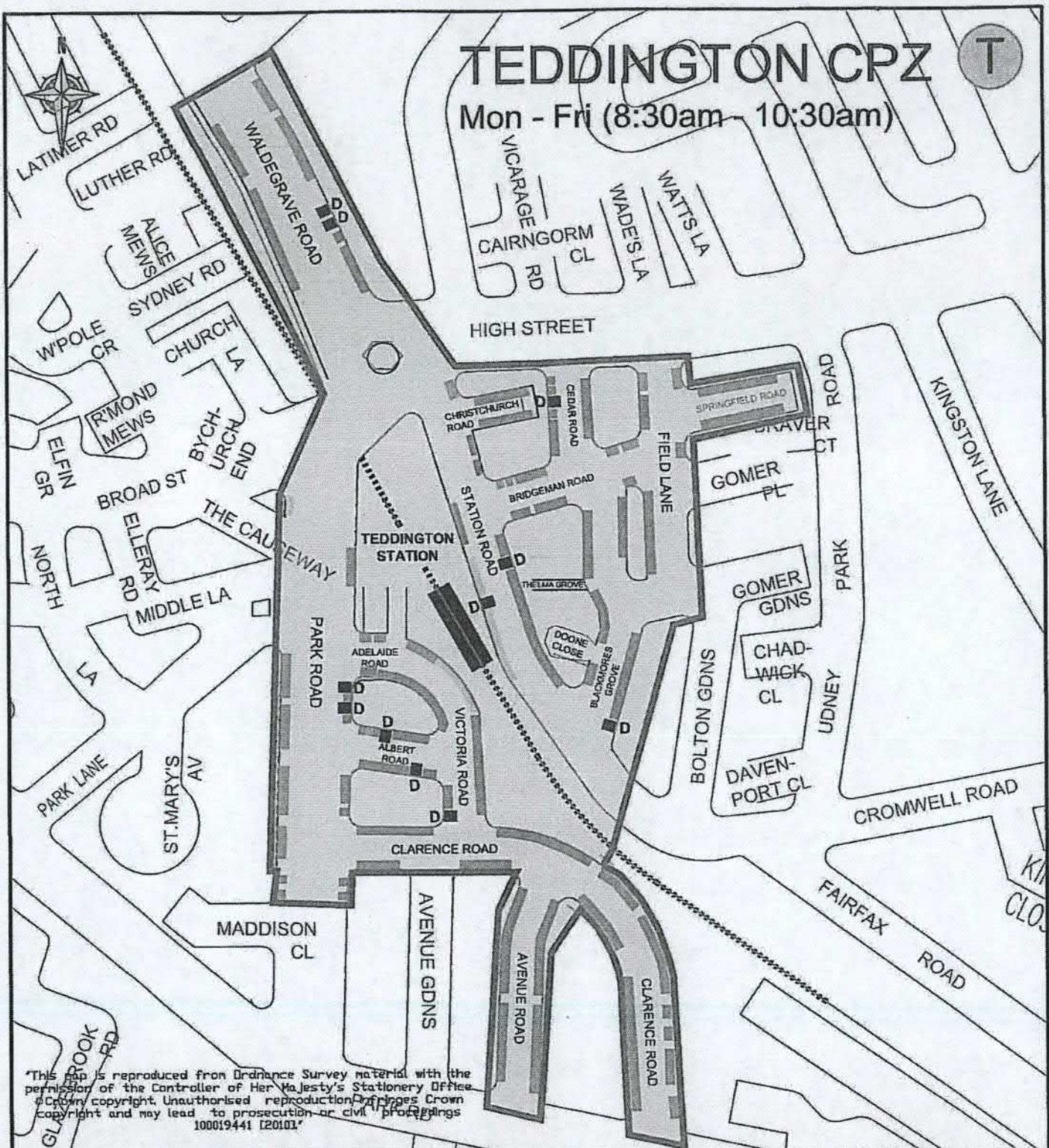
- 3.13 The application drawings also show provision of 8 cycle stands for the proposed flats, equivalent to 1 cycle parking space per flat.
- 3.14 The parking survey has been commissioned to establish the current level of night time parking within the study area to establish the number of available parking 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, Ellera 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 Ellera 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.

APPENDIX 1



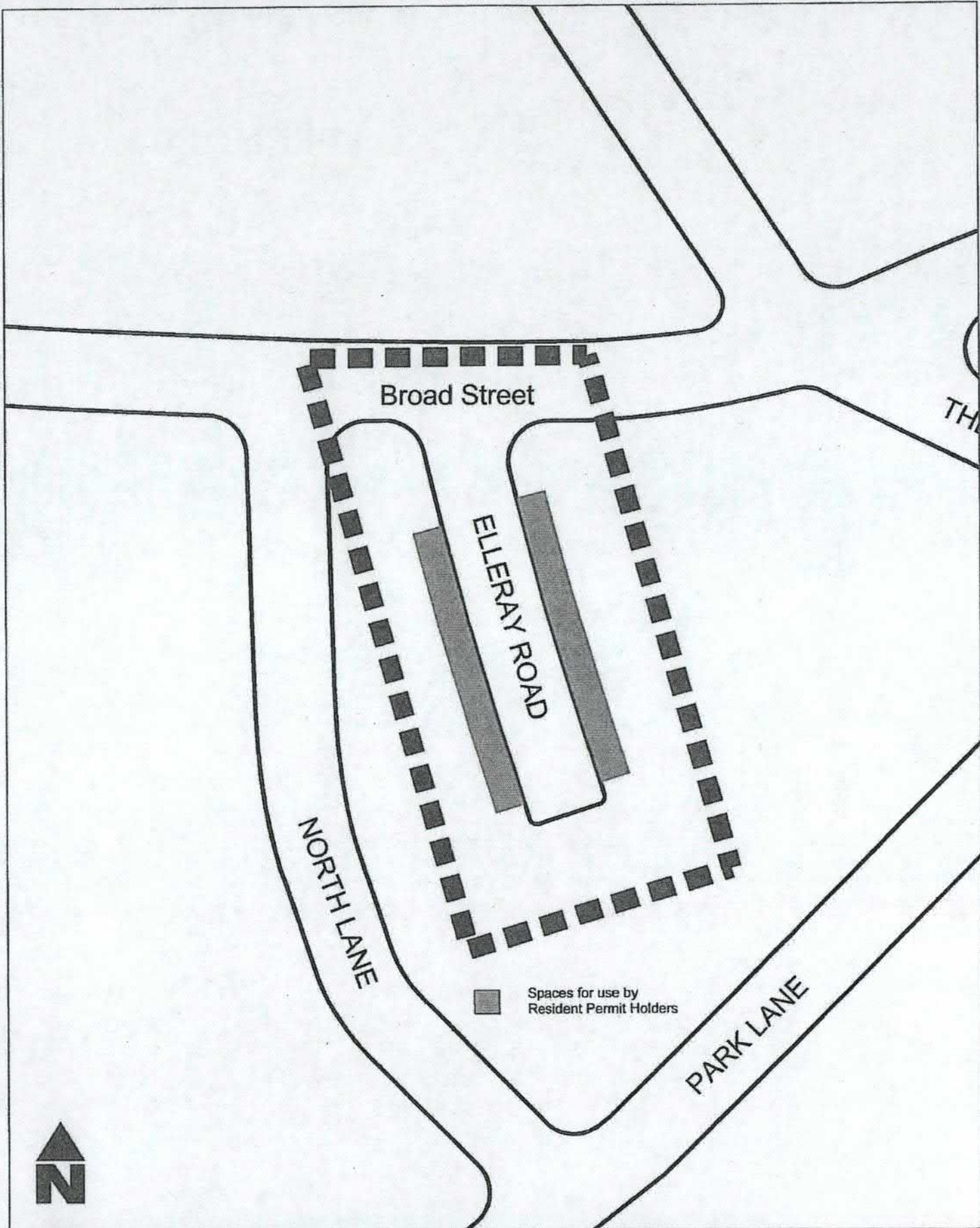
TEDDINGTON CPZ T

Mon - Fri (8:30am - 10:30am)

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CONTROLLED PARKING ZONE BOUNDARY				DISABLED BAY	
RESIDENT BAY		1 HOUR FREE		CAR CLUB	
RESIDENT/BUSINESS BAY		2 HOUR FREE		2 HOUR PAY AND DISPLAY	

				CLIENT			LONDON BOROUGH OF RICHMOND UPON THAMES																														
				PROJECT			TEDDINGTON CONTROLLED PARKING ZONE																														
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				REVISION	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE	Drafter		Scale (at A4 size)		ISSUING OFFICE		DRAWING NUMBER		REVISION																					
	C	Andy Reeves 15.01.10	Darren Wyatt 15.01.10	Darren Wyatt 15.01.10			NTS	TWICKENHAM		2178.DD.101.020		C																									
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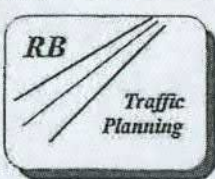
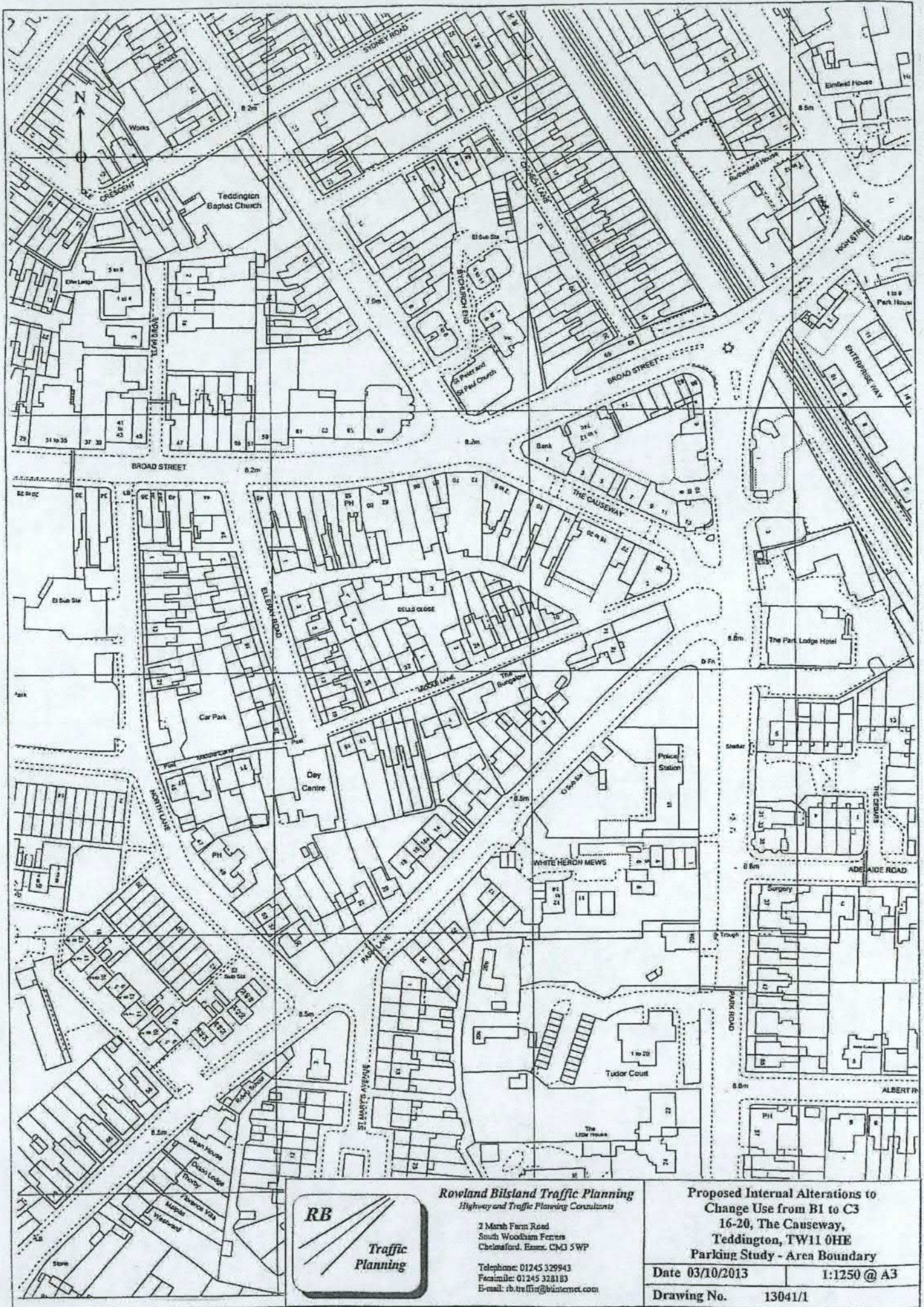
**LONDON BOROUGH OF
RICHMOND UPON THAMES**

**ELLERAY ROAD
ZONE Z1 CPZ**

**Hours:
Monday - Saturday
8.30am - 6.30pm**

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APPENDIX 2



Rowland Bilisland Traffic Planning
Highway and Traffic Planning Consultants

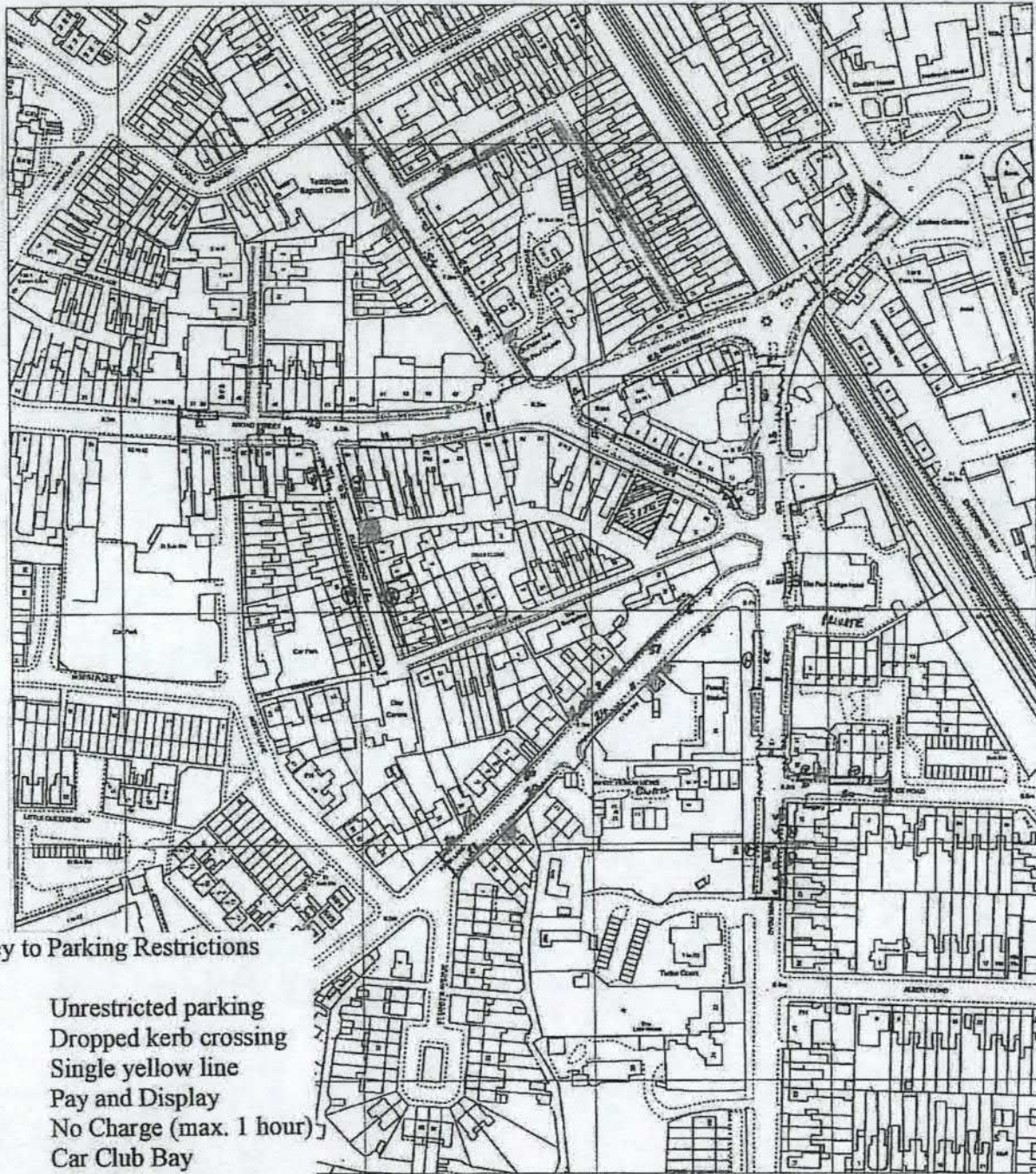
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







**Proposed Internal Alterations to
Change Use from B1 to C3
16-20, The Causeway,
Teddington, TW11 0HE
Parking Study - Area Boundary**

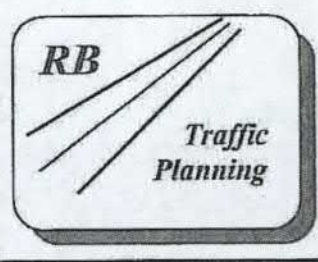
Date 03/10/2013	1:1250 @ A3
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APPENDIX 3



Key to Parking Restrictions

-  Unrestricted parking
-  Dropped kerb crossing
-  Single yellow line
-  Pay and Display
-  No Charge (max. 1 hour)
-  Car Club Bay
-  Disabled Bay
-  Loading Bay
-  CPZ (T and Z1)



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 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

APPENDIX 4

APPENDIX 5

Parking Beat
Parking Stress

Street [Entire length unless specified]	Total Length of Marked Spaces	Unrestricted Kerb Parking				CPZ [Permit "T" or "Z1"] 0830-1830 Mon-Sat				Pay & Display 0830-1830 Mon-Sat [2 hrs max]				Free parking spaces Time Limited - max 1hr stay				Length (m)
		Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
The Causeway	63	0	0	0	n/a	0	0	0	n/a	38.5	7	1	14%	11	2	0	0%	11
Broad Street	99	0	0	0	n/a	0	0	0	n/a	71.5	13	6	46%	0	0	0	n/a	0
Church Road [Broad St to Walpole Crescent]	142	137.5	25	23	92%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
Church Lane	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
Adelaide Road [to the Cedars]	57	0	0	0	n/a	22	4	4	100%	0	0	0	n/a	27.5	5	4	80%	6
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
Park Lane [Park Rd to St Marys Avenue]	223	192.5	35	32	91%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
TOTALS	981	456.5	83	77	93%	236.5	43	30	70%	126.5	23	8	38%	38.5	7	4	57%	28

Street [Entire length unless specified]	Total Length of Marked Spaces	Unrestricted Kerb Parking				CPZ [Permit "T" or "Z1"] 0830-1830 Mon-Sat				Pay & Display 0830-1830 Mon-Sat [2 hrs max]				Free parking spaces Time Limited - max 1hr stay				Length (m)
		Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
The Causeway	63	0	0	0	n/a	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	62%	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
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	50%	0	0	0	n/a	27.5	5	5	100%	6
Park Road [Tudor Court to Broad Street]	121	0	0	0	n/a	77	14	4	29%	16.5	3	0	0%	0	0	0	n/a	11
Park Lane [Park Rd to St Marys Avenue]	223	192.5	35	34	97%	0	0	0	n/a	0	0	0	n/a	0	0	0	n/a	0
TOTALS	873	456.5	83	80	96%	236.5	43	29	67%	126.5	23	10	43%	38.5	7	4	71%	28

0430 Tuesday September 17th 2013

0430 Thursday September 19th 2013

Client: RB Traffic John Rowland
 Date: September 17th & 19th 2013

TABLE 1

Disabled Bays			Car Club				parked over Crossover				TOTALS			Loading Bay				Single Yellow Line				Double Yellow Lines			
Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
2	0	0%	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	n/a			0		13	6	46%	5.5	1	0	0%	0	0	0	n/a			0	
0	0	n/a	0	0	0	n/a			0		25	23	92%	0	0	0	n/a	49.5	9	0	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	0	n/a	0	0	0	n/a			0		25	22	88%	0	0	0	n/a	0	0	0	n/a			0	
1	1	100%	0	0	0	n/a			0		10	9	90%	0	0	0	n/a	0	0	0	n/a			0	
2	1	n/a	0	0	0	n/a			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	33%			0	
5	2	40%	5.5	1	1	n/a			3		162	126	77%	5.5	1	0	n/a	132	24	4	n/a			0	

Disabled Bays			Car Club				parked over Crossover				TOTALS			Loading Bay				Single Yellow Line				Double Yellow Lines			
Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
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	n/a			0		13	8	62%	5.5	1	0	0%	0	0	0	n/a			0	
0	0	n/a	0	0	0	n/a			0		25	25	100%	0	0	0	n/a	49.5	9	0	0%			0	
0	0	n/a	0	0	0	n/a			0		23	21	91%	0	0	0	n/a	0	0	0	n/a			0	
0	0	n/a	0	0	0	n/a			0		25	23	92%	0	0	0	n/a	0	0	0	n/a			0	
1	0	0%	0	0	0	n/a			0		10	7	70%	0	0	0	n/a	0	0	0	n/a			0	
2	2	100%	0	0	0	n/a			0		19	6	32%	0	0	0	n/a	33	6	0	0%			0	
0	0	n/a	5.5	1	1	100%			1		36	36	100%	0	0	0	n/a	49.5	9	1	11%			0	
5	2	40%	5.5	1	1	n/a			1		162	128	79%	5.5	1	0	n/a	132	24	1	n/a			0	

TABLE T2

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

Parking Study Zone (within 200 metres of 16-20, The Causeway)							
Location	On-Street Parking Capacity (Spaces)						Total
	Unrestricted	CPZ	Pay & Display	Free Parking (1 hour max)	Disabled Bays	Car Club Bay	
The Causeway	-	-	7	2	2	-	11
Broad Street	-	-	13	-	-	-	13
Church Road (Broad Street to Walpole Cres)	25	-	-	-	-	-	25
Church Lane	23	-	-	-	-	-	23
Elleray Road (Zone Z1)	-	25	-	-	-	-	25
Adelaide Road (to The Cedars) (Zone T)	-	4	-	5	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

APPENDIX 6

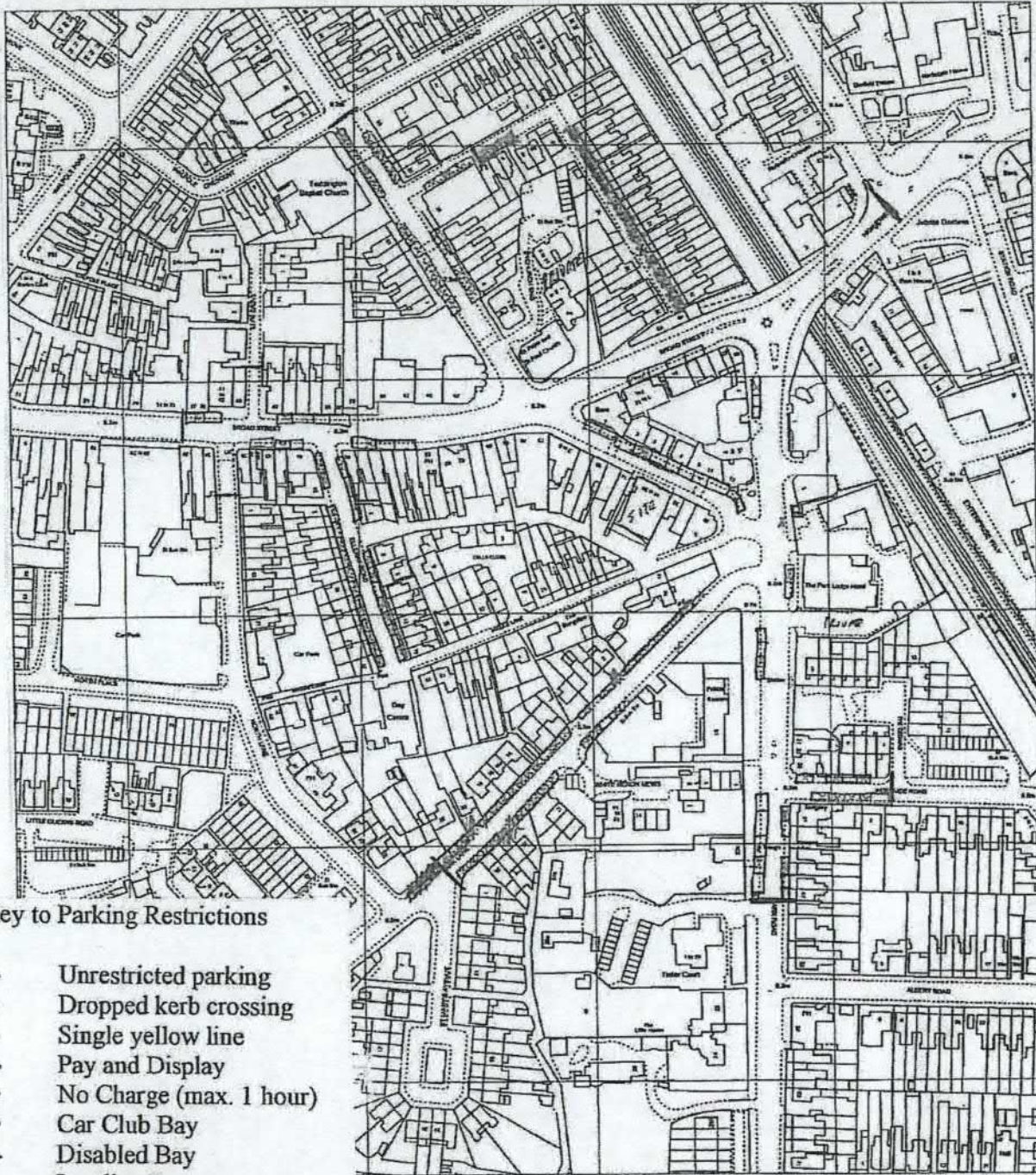
TABLE T3

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

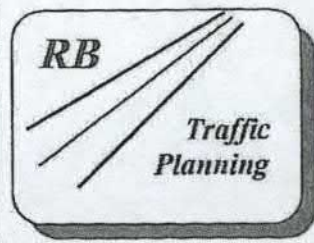
Location	Unrestricted		CPZ		Pay and Display		Free Parking		Disabled Bays		Car Club Bay		Parked on Crossover	All Parking Spaces		
	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress		Parking Capacity	Parking Demand	Parking Stress
The Causeway	-	-	-	-	1	14%	0	0%	0	0%	-	-	0	11	1	9%
Broad Street	-	-	-	-	6	46%	-	-	-	-	-	-	0	13	6	46%
Church Road (Broad Street to Walpole Crescent)	23	92%	-	-	-	-	-	-	-	-	-	-	0	25	23	92%
Church Lane	22	96%	-	-	-	-	-	-	-	-	-	-	0	23	22	96%
Ellemy Road (Zone Z1)	-	-	22	88%	-	-	-	-	-	-	-	-	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)	-	-	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 Roads Total	77	93%	30	70%	8	35%	4	57%	2	40%	1	100%	3	162	125	77%

APPENDIX 7



Key to Parking Restrictions

-  Unrestricted parking
-  Dropped kerb crossing
-  Single yellow line
-  Pay and Display
-  No Charge (max. 1 hour)
-  Car Club Bay
-  Disabled Bay
-  Loading Bay
-  CPZ (T and Z1)
-  Parked Vehicle



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**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

APPENDIX 8

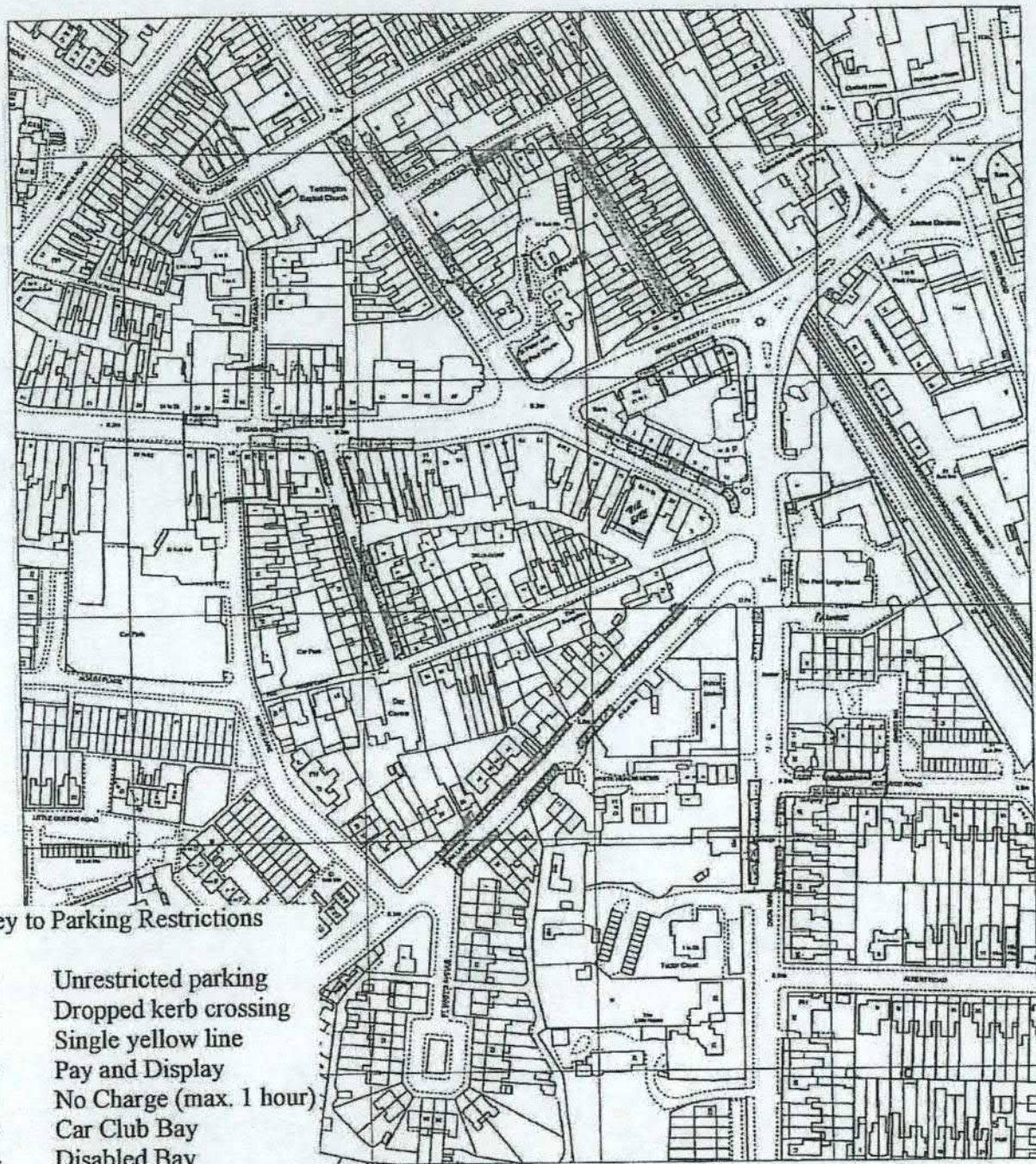
TABLE T4

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

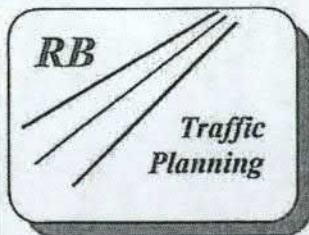
Location	Unrestricted		CPZ		Pay and Display		Free Parking		Disabled Bays		Car Club Bay		Parked on Crossover	All Parking Spaces		
	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress	Parking Demand	Parking Stress		Parking Capacity	Parking Demand	Parking Stress
The Causeway	-	-	-	-	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%	-	-	-	-	-	-	-	-	-	-	0	25	25	100%
Church Lane	21	91%	-	-	-	-	-	-	-	-	-	-	0	23	21	91%
Ellemy Road (Zone Z1)	-	-	23	92%	-	-	-	-	-	-	-	-	0	25	23	92%
Adelaide Road (to The Cedars) (Zone T)	-	-	2	50%	-	-	5	100%	0	0%	-	-	0	10	7	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%

APPENDIX 9



Key to Parking Restrictions

- Unrestricted parking
- //// Dropped kerb crossing
- Single yellow line
- Pay and Display
- No Charge (max. 1 hour)
- Car Club Bay
- Disabled Bay
- Loading Bay
- CPZ (T and Z1)
- × Parked Vehicle



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**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.

13041/4