

200m Lambeth Methodology Residential parking Survey Parking Beat Survey - 2 days - beat times: 0500

Job Number & Name: Uxbridge

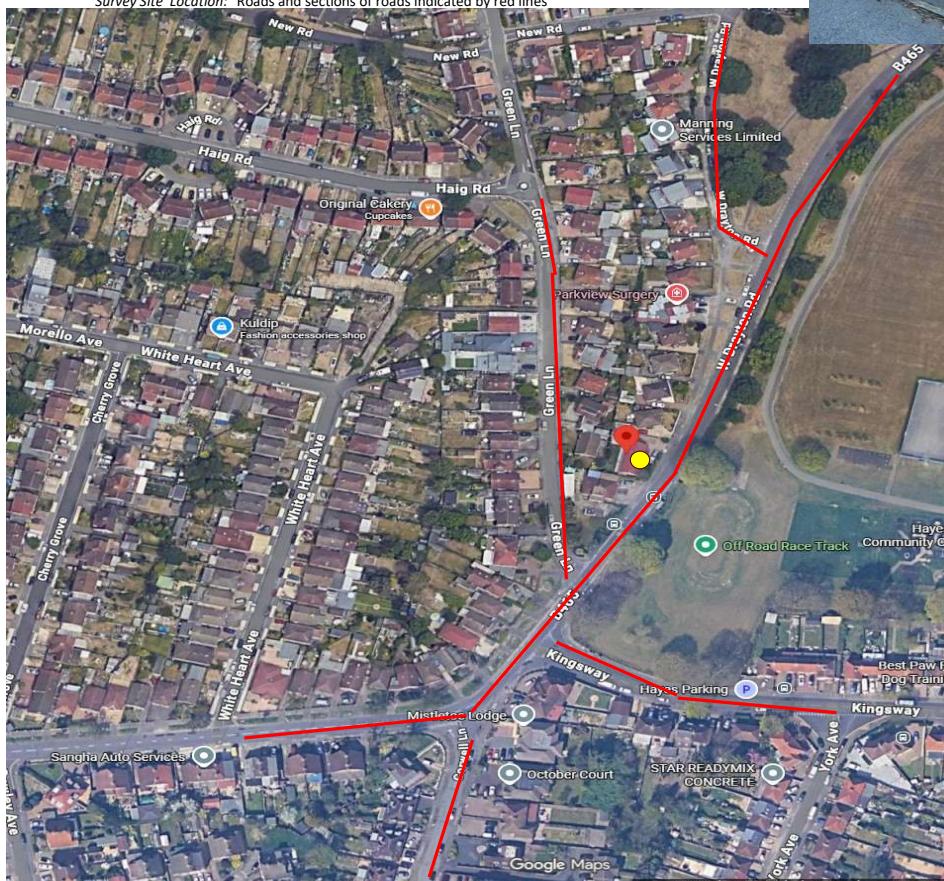
Site Number/Name: 70 West Drayton Rd UB8 3LA

Client: Design Endeavors Ltd

Date: Tuesday & Thursday September 16th & 18th 2025

Weather: Dry

Survey Site Location: Roads and sections of roads indicated by red lines



Description of column headers

Total Length of Available Kerb Space Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [i.e. between two crossovers]

Unuseable kerb Space Measured length (in metres) of unusable kerb space - sections left over not divisible by 5.0m - i.e. 12m/10m [2 spaces] - 2m unusable

Length (m) Measured length (in metres) of total useable kerb length per road parking type.

Calculated Spaces Calculation of number of available spaces based on 5m length

Cars Parked Number of vehicles parked per time period

Stress Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed by **Design Endeavors Ltd** to carry out a Parking survey for over two days in Uxbridge

The survey was carried out to current Lambeth Methodology guidelines to 200m from site

The purpose of the survey is to examine the roads within 200 metres walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods.

This information can be used to assess whether there would be sufficient spare capacity for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development - residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment and in accordance with the Lambeth methodology parking beats stipulated within the current methodology.

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5.0 metre length for each space (2.4 metres if echelon to the kerb). Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.0 metres [between crossovers]

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle

Likewise survey boundary is curtailed if no parking is possible i.e. junction approach [maybe signalled], narrow restricted road near a bridge or pedestrian crossing, or level crossings etc.

Survey Area/Site Notes Parking is unrestricted within the survey area.

Parking has been assessed on some roads [narrowness of width] as single side parking for highway safety & through traffic

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5.0m per vehicle space		Street Name		Unrestricted Parking				Disabled parking			parked over Crossover OR non parking space			TOTALS		Loading Spaces		SY Lines [safe parking]			Electric Charging Spaces		Double Yellow/Keep Clear Line/RR						
				Total Length of Available Kerb Space	unuseable kerb space	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	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
Tuesday September 16th 2025		West Drayton Road		181.3	36.3	145	29	5	17%			1		29	6	21%												0	
		Green Lane		71.3	11.3	60	12	2	17%			0		12	2	17%												0	
		Kingsway		47.5	7.5	40	8	9	113%			1		8	10	125%												0	
		Corwell lane		46.4	16.4	30	6	5	83%			0		6	5	83%												0	
		TOTALS		346.5	71.5	275	55	21	38%	0	0	0	nil	2	55	23	42%	0	0	0	nil	0	0	0	nil	0	0	0	0
5.0m per vehicle space				Unrestricted Parking				Disabled parking			parked over Crossover OR non parking space			TOTALS		Loading Spaces		SY Lines [safe parking]			Electric Charging Spaces		Double Yellow/Keep Clear Line/RR						
Thursday September 18th 2025		Street Name		Total Length of Available Kerb Space	unuseable kerb space	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	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
		West Drayton Road		181.3	36.3	145	29	6	21%			1		29	7	24%												0	
		Green Lane		71.3	11.3	60	12	4	33%			0		12	4	33%											0		
		Kingsway		47.5	7.5	40	8	8	100%			1		8	9	113%											0		
		Corwell lane		46.4	16.4	30	6	4	67%			0		6	4	67%											0		
		TOTALS		346.5	71.5	275	55	22	40%	0	0	0	nil	2	55	24	44%	0	0	0	nil	0	0	0	nil	0	0	0	0

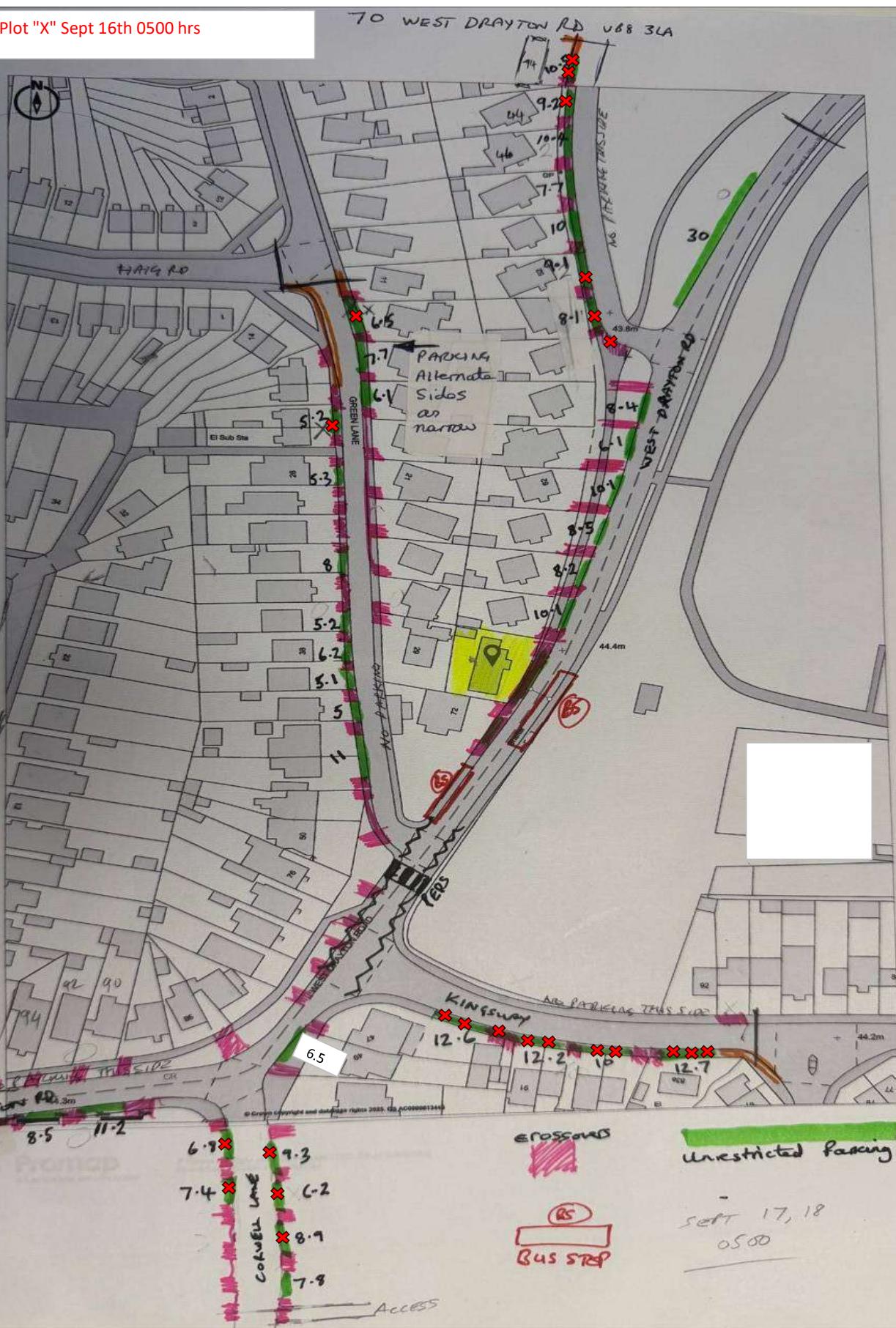
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Vehicle Parking Plot "X" Sept 16th 0500 hrs



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site photos taken from 0500 Sept 16th

West Drayton Road



West Drayton Road



West Drayton Road



West Drayton Road



Green Lane

