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GARAGES REAR OF OSNEY WAY CAR PARK,
LOWER HIGHAM ROAD, GRAVESHAM, DA12 2ND

TRANSPORT STATEMENT

November 2021

Contents

- 1.0 INTRODUCTION
- 2.0 POLICY CONTEXT
- 3.0 SITE ACCESSIBILITY
- 4.0 BASELINE PARKING SURVEY
- 5.0 PARKING PROVISION & DEVELOPMENT IMPACT
- 6.0 SUMMARY

Figures

- 1. Site Location
- 2. Public Transport Links
- 3. Local Cycle Routes
- 4. Parking Survey Area
- 5a-f. Parking Survey Inventory
- 6a-f. Swept Path Analysis of the Parking Spaces
 - 6a. A Typical Family Car Entering and Exiting Space One
 - 6b. A Typical Family Car Entering and Exiting Space Two
 - 6c. A Typical Family Car Entering and Exiting Space Three
 - 6d. A Typical Family Car Entering and Exiting Space Four
 - 6e. A Typical Family Car Entering and Exiting Space Five
 - 6f. Two Cars Passing along the Access Road

Appendices

- A Proposed Site Plan
- B Travel Plan Statement
- C I90 Bus Service Timetable
- D Lambeth Parking Stress Survey Methodology
- E Full Parking Survey Results (Overnight and Daytime)
- F Email Correspondence with Kent County Council Highway

Ref: File path P:\ P2577 Garages Rear of Osney Way Car Park DA12 2ND Transport Statement
November 2021

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Office S&M in relation to the proposed development at the garages rear of Osney Way Car Park, Lower Higham Road, DA12 2ND.
- I.2 The site's location is presented on a map in Figure I of this report. The proposed site plan is demonstrated in Appendix A.
- I.3 The local planning authority is Gravesham Borough Council, and the Highways Authority is Kent County Council.
- I.4 The site contains 14 semi derelict lock up garages. The site is on the south side of Lower Higham Road near its junction with Chalk Road. The garages are reported to be unused, with the garages being sold at auction in February 2020 with seven still let at the time to tenants. At least four of the existing garages are damaged making them unusable. All of the garages are used for commercial storage by self employed local people, but none are used for parking vehicles.
- I.5 The site is not located in a Controlled Parking Zone (CPZ) and the area immediately adjoining the site is largely residential in nature.
- I.6 The proposed development is for the site to be redeveloped as four dwellings comprising of one two-bedroom house and three three-bedroom houses with parking, gardens access road and boundary treatments.
- I.7 Pre-application advice was provided on the proposal covering all aspects of the proposal including Highways and Parking. The response given under the reference number PRE20200255 has been taken into consideration throughout the preparation of the Transport Statement for submission to the council.
- I.8 A previous planning application was submitted and granted for the redevelopment of the site to provide three new three-bedroom houses with parking, gardens access road and boundary treatments. The delegate report response given under the application number 20201379 has been taken into consideration throughout the preparation of the Transport Statement for re-

submission to the council. An extract of the comments given by Kent Highways and Transportation can be seen below;

"Consultations - External Kent Highways and Transportation The application is supported by a Transport Statement dated December 2020 which covers all the necessary transport related issues. It is considered robust.

The site is located at the edge of town but is in a reasonably well sustainable position with bus stops available nearby and many facilities available in close proximity. The site is very tight for 3 dwellings and there is a limited space for vehicle turning at the end of the access road. However, it has been demonstrated that there is sufficient room for a large car to turn which is well away from the public highway and therefore does not affect it. Larger vehicles may need to reverse down the access road but since there are only 3 dwellings these should be limited in numbers.

Access for fire appliances is very restricted and it is recommended that Kent Fire and Rescue be consulted on this matter. Gravesham Borough Council Traffic generation from 3 three bed dwellings is not likely to be significant and probably less than that generated by the existing 14 garages should they be in full usage. In terms of parking, 5 spaces are proposed which complies with KCC Residential Parking Standards (IGN3) at a minimum rate of 1.5 spaces per dwelling (= 4.5 spaces).

It is recommended that either none of the spaces are allocated to specific plots or possibly one space is allocated per plot with the remaining two unallocated. This would provide flexibility in their usage and could, if necessary be conditioned. Cycle parking is proposed within the curtilage of each dwelling and complies with the requirements of Kent Parking Standards (SPG4) at 3 spaces per dwelling.

It is therefore confirmed that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority: -

- 1) Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted plans prior to the use of the site commencing.*
- 2) Submission of a Construction Management Plan before the commencement of any development on site to include the following:*
 - (a) Routing of construction and delivery vehicles to / from site*
 - (b) Parking and turning areas for construction and delivery vehicles and site personnel*
 - (c) Timing of deliveries*
 - (d) Provision of wheel washing facilities (e) Temporary traffic management / signage"*

- 1.9 A response to the highways officer's comments on the previous application is extracted below.

Goldsmith Mews – Response to Highway Development Management Officer comments.

1. Lower Higham Road is the C2 and so whilst on site turning may not be required to comply with PGN6 due regard must be made for the requirements of the Kent Design Guide. Here the length of the access exceeds 45 metres, so easily exceeds the distance cars are expected to reverse. As residents' cars will regularly need to turn they should all be able to carry out a simple three-point turn within the site, which for residents could include their allocated parking space. For visitors it is more complex as no parking area may be available for turning so a clear area should be available, and this turning area should ideally be able to accommodate delivery vehicles (long wheel base transit) although it may take slightly more shunts than a three-point turn as there requirement will be less frequent.

Response: A clear set of swept path tracking diagrams showing how residents can easily turn within the site to enter and then exit the site in forward gear is supplied at the end of the Transport Statement. This should provide assurance to the Highways Officers that these requirements can be met by the proposal. It is noted later that visitors and delivery vans will not need to access the site.

2. The Kent Design Guide provides the following information on fire access. It is essential that the applicant consults with the Kent Fire Brigade regarding their requirements before proceeding further.

Response: Fire appliances can easily access the drive to the houses, since it is 4.3m wide (notably wider than the 3.7m minimum width). As the drive is only 23m long, appliances can drive a maximum of 20m along it, and then will easily be within 45m of all parts of the buildings. This will meet the Kent Design Guide requirements for fire access, which the Highways Officer referred to. In addition, fire appliances can also drive along the rear access road for Osney Way and Pirrip Close which starts to the south of The Brambles. Again, driving a maximum of 20m along this 3.2m wide road (in excess of the 3.1m pinch point minimum) brings the appliances to within 45m of the buildings. As part of the building control submission, the Kent Fire Brigade will be consulted about the proposals in detail.

3. The traffic generation from 14 fully occupied garages is liable to be similar to the proposed development and so is not considered to be an issue.

Response: We agree with this point, but would suggest that the proposed change from 14 parking spaces to 5 parking spaces will result in a reduction of the potential maximum amount of traffic generated by the site.

4. In terms of car parking Interim Guidance Note 3, published by Kent County Council as Highway Authority on residential parking guidance gives the following requirements for properties in a suburban area. This equates to 4.5 parking spaces for the proposed development. Given the proximity of the public car park no visitor parking would be required.

Response: The proposal exceeds this requirement by providing 5 parking spaces on site.

Comment: Therefore, to be acceptable the applicant needs to demonstrate that all parking spaces are readily accessible both in and out and swept paths should be submitted to demonstrate this.

Response: As explained previously, swept path tracking diagrams are supplied at the end of the Transport Statement.

Comment: Given the distance between the highway and the dwellings there should be adequate space to allow a fire engine (unless the Fire Brigade have accepted the layout) and delivery vehicle (panel van) to turn and again swept paths should be submitted.

Response: As discussed above, a fire appliance can access the first 20m of the drive, in order to arrive within the prescribed distances of the houses. For deliveries, the scheme has a package drop area and post-boxes at the northern end of the drive, so that delivery vans will not need to access the site. However, if necessary, again the delivery vehicles can drive into the drive before reversing, due to its width and length.

Comment: A refuse collection point should be available at the back edge of highway to avoid excessive carry distances or reversing distances for a freighter particularly when such a manoeuvre at the Lower Higham Road/Chalk Road junction.

Response: A refuse collection point on the back of pavement has been provided, and this is shown on drawings and explained in the DAS.

I.10 The following chapter sets out the policy context relevant to this study. A Travel Plan Statement has been prepared for the full planning submission and can be viewed in Appendix B of this report.

2.0 POLICY CONTEXT

2.1 This section of the report outlines relevant transport policy and considers how the proposed development complies with policy. There are two tiers of transport policy relevant to these proposals at a local, regional, national level:

- Gravesham Local Plan Core Strategy (Adopted September 2014)
- Kent Vehicle Parking Standards (Adopted 2006)
- National Planning Policy Framework

2.2 The Local Plan Core Strategy is the main document in the Gravesham local plan and it sets out the long term vision for the future of Gravesham including guidance on design of future developments. The strategy was adopted in September 2014. The core strategy is to cover the period from April 2011 to March 2028.

2.3 Policy CS11 within the Gravesham Local Plan Core Strategy is the Transport policy for the borough and has been considered for the proposed development. The extract has been copied below for direct reference.

"Policy CS11: Transport

5.5.38 New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.

5.5.39 Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.

5.5.40 The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:

- *seek to maintain and expand, where justified, segregation lanes for Fastrack and*
- *existing bus priority measures elsewhere;*
- *require Key Sites to include provision for buses;*
- *support the development of transport hubs at Gravesend Town Centre and*

- *Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange*
- *facilities between bus, rail, walking and cycling; and*
- *Ensure an adequate supply of public car parking.*

5.5.41 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.

5.5.42 Land required for the possible future extension of Crossrail and to protect the High Speed 1 (HS1) railway is safeguarded on the Policies Map and proposals that would prejudice these will be refused.

5.5.43 The Council will support proposals which improve the efficiency of freight transport and provide opportunities for alternatives to road transport where possible. The Council will safeguard wharves, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills).

5.5.44 The Council will support proposals which facilitate the use of the River Thames for passenger transport and enable cruise liners to visit the Borough."

- 2.4 Within the Core strategy, it is states that currently Gravesham Council currently use the Kent Vehicle Parking Standards as adopted in July 2006 as a supplementary guidance. Therefore, the Kent Vehicle Parking Standards have been applied to the proposal for the new development.

Kent Vehicle Parking Standards (Adopted 2006)

- 2.5 In 2006 Kent adopted their Supplementary Planning Guidance (SPG4) which was an addition to their policies and proposals of development plans. The SPG4 supplements Policy TP3: Transport and the Location of Development and Policy TP19: Vehicle Parking Standards.
- 2.6 Policy TP3 and Policy TP19 have been extracted below for direct reference.

Kent and Medway Structure Plan 2006

Policy TP3: Transport and the Location of Development

Local Planning Authorities should ensure that development sites are well served by public transport, walking and cycling, or will be made so as a result of the development. Travel plans should be established for larger developments that generate significant demand for travel to promote the use of these means of transport. Development likely to generate a large number of trips should be located where there is either a good choice of transport already available or where a good choice can be provided in a manner acceptable to the Local Transport Authority

Kent and Medway Structure Plan 2006

Policy TP19: Vehicle Parking Standards

Development proposals should comply with the respective vehicle parking policies and maximum standards adopted by Kent County Council and Medway Council. Where agreed with the Local Transport Authority, more stringent standards may be applied in Local Development Documents.

- 2.7 Kent Vehicle Parking Standards are maximum standards and are outlined as the following:

Maximum Vehicle Parking Standards

Car Parking	
1 bedroom	1 space per dwelling
2 and 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units
Notes:	1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis. 2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

- 2.8 Under the parking standards, each house would be required to provide a maximum of two spaces per dwelling. Therefore, for the four dwellings comprising of one two-bedroom house and three three-bedroom houses a maximum of eight parking spaces could be provided. It is noted that within the pre-application response, the adopted standards would not normally be sought to be met in full, this is due to Kent County Council following the government on the abolition of maximum parking standards in 2011.
- 2.9 As noted within the pre-application written response, there are slightly different Kent standards (but not adopted) under Interim Guidance Note 3 published in 2008. As these have been stated as not adopted the 2006 Parking Standards have been used for the analysis of the proposed development.

- 2.10 Kent Cycle Parking Standards are minimum standards and are as follows:

Minimum Cycle Parking Standards

Individual residential dwellings ⁽¹⁾	1 space per bedroom
Flats & maisonettes ⁽²⁾	1 space per unit
Sheltered accommodation ⁽²⁾	1 space per 5 units
Notes:	1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

- 2.11 The four dwellings comprising of one two-bedroom house and three three-bedroom houses would therefore require providing a minimum of two cycle parking space for one dwelling and three-cycle parking spaces for three dwellings. Therefore, in total the development should provide a minimum of eleven cycle parking spaces. It is noted that cycle parking provision should normally be provided within the curtilage of the residential dwelling.

National Planning Policy Framework (NPPF)

- 2.12 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in March 2012 and revised in July 2021.
- 2.13 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.
- 2.14 An extract from section 9 'Promoting Sustainable Transport' of the NPPF June 2019 is set out as follows:

"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

"105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

"108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.15 Within the NPPF July 2021 point 108, is stated that maximum standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this framework). The exact wording of point 108 from NPPF has been copied below for direct reference:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.16 The following chapter sets out the site's accessibility to local amenities and public transport nodes.

3.0 SITE ACCESSIBILITY

3.1 The application site is located on the south side of Lower Higham Road, approximately 450 metres east of the Lion Roundabout. The site is situated in between two train stations: Gravesend Station and Higham Station. Gravesend is the closest of the two and is approximately 3.5km north west of the site. There are a number of bus stops in close proximity to the site.

3.2 The surrounding area is largely residential in nature, however there are additional services such as a convenience store, the Chalk Parish Hall, a post box near to the site access, a tearoom, a dentist, a hairdresser and a doctor's surgery.

Public Transport

3.3 The nearest bus stop is the Osney Way bus stop which is approximately 30 metres from the site access. Service on the 190 are provided from this stop. The 190 service run approximately every 20 minutes, with the first services towards Chatham Waterfront Bus Station being 0605 and the last service 1930. This is based on a Weekday service. The 190 service bus timetable is shown in Appendix C.

3.4 The Osney Way Bus Stop which provides the 190 in the opposite directions towards Gravesend Bus Stop is approximately 125 metres from the site access. The 190 runs approximately every 20 mins during the day with longer waiting times in the earlier service times. The first service runs 05:34 and the last service is at 18:53. These timetables include the buses which only run during school holidays. Therefore, bus services may differ during term time and throughout the year.

3.5 Other bus stops within a reasonable distance from the site include Vicarage Lane and North Kent College which provides bus services on the 190. To the south west of the site Lion Garage provides other services such as the Intercity buses 735 and 736 and bus routes 416,417 and 481. Lion Garage is approximately 400 metres from the site and is located along the A226

Rochester Road. The 416,417 and 481 services can also be accessed from Forge Lane bus stop which is approximately 385 metres from the site. Refer to Figure 2 for the location of the local bus stops and services to the site.

- 3.6 The nearest train station to the site is Gravesend Station which is approximately 3.5km from the site. Gravesend services are provided by Southeastern. There is Cycle Storage Availability at this station as well as a Bus Services to provide part on the onward journey. There are also car parking facilities available. There is step free access to all platforms. Services include trains to Faversham, London Victoria, Luton, London Charing Cross, London St Pancras International, and Rainham (Kent).
- 3.7 Other train stations include Higham, Northfleet and Ebbsfleet International. Ebbsfleet International is approximately a 25-minute cycle from the site (approximately 6.6km) from the site. Northfleet is approximately 6.3k northwest of the stie (22-minute cycle) and Higham is 5km east of the site.

Walking and Cycling Accessibility

- 3.8 The walk routes from the site to local public transport access points are very straightforward as can be seen from the site location map in Figure 2 of this report.
- 3.9 The footpaths in proximity to the site are suitably wide and in a good state of repair. Regular street lighting is provided along Lower Higham Road and on the streets adjoining the site to provide sufficient illumination in the hours of darkness.
- 3.10 With regards to cycling infrastructure, there are cycle paths or a local cycle route along Rochester Road to the south of the site. National Cycle Route 1 runs along the Thames and Medway Canal to the north of the site. Refer to Figure 3 for reference.

4.0 BASELINE PARKING SURVEY

- 4.1 The first stage of assessing the parking impacts of the proposed development is to survey the existing baseline conditions on the adjoining road network.
- 4.2 The parking survey has been conducted in accordance with the Lambeth Methodology. A copy of the methodology is presented in Appendix D of this report.
- 4.3 The first stage of the parking survey is to map out the parking study area. All kerb space largely within a 200-metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto Ordnance Survey (OS) mapping.
- 4.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in Figure 4.
- 4.5 The parking survey inventory has included all available roads including private roads which fall within the 200m survey area but these are not included within the parking stress survey as the Highway Authority has no control over these roads should they become closed or obstructed at any given time. These additional parking areas have been included within the full data set in Appendix E.
- 4.6 The survey area has been split into individual streets or sections of streets comprising of the following (public highway roads only):
- The Development Site
 - Osney Way Car Park
 - Chalk Road
 - Lower Higham Road
 - Miller Road

- Osney Way
- Oxford Close
- Pirrup Close
- Vicarage Lane

- 4.7 All vehicle crossovers and kerb space within five metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area have been measured on-site. The total distance of kerb space between crossovers/ junctions has been recorded and split into increments of 5 metres in accordance with the Lambeth parking survey methodology.
- 4.8 It has been stated by Kent County Council Highways that the Lambeth Methodology outlines spaces of 5 metres in length. Kent parking standards outline 6 metres for parallel spaces. As such, Kent County Council are minded to accept measurements of 5.5 metres. Therefore, the parking stress survey has been calculated as one space being 5.5 metres in length.
- 4.9 The parking survey is presented in Table I as follows, additionally refer to Figures 5a-5f. The parking survey below outlines the parking inventory for public access road and the site. Therefore, where other roads within the survey area have been identified on parking survey inventory figures but have not been taken into consideration for the calculation of parking stress and in regard to the proposed development.

Table 1: Public Access Roads and Site Parking Inventory

Road Name	Unrestricted		Forecourt Parking		Disabled Parking		Private Parking	
	Metres	Spaces	Metres	Spaces	Metres	Spaces	Metres	Spaces
The Development Site	-	-	38.5	7	-	-	-	-
Chalk Road	209	38	-	-	-	-	-	-
Lower Higham Road	440	80	-	-	-	-	-	-
Lower Higham Road Car Park	-	18*	-	-	-	-	-	8**
Miller Road	71.5	13	-	-	-	-	-	-
Osney Way	71.5	13	-	-	-	-	-	-
Oxford Close	-	-	33	6	-	-	16.5	3
Pirup Close	60.5	11	38.5	7	-	-	-	2*
Vicarage Lane	104.5	19	-	-	5	1	-	-
Total	957	192	110	20	5	1	16.5	13

Source: PMA

Notes:

* Perpendicular Spaces

** Reserved for Staff (Perpendicular Bays)

4.10 The parking survey inventory demonstrates that there are 192 unrestricted parking opportunities within the 200m survey area of the site available on public access roads. It should be noted that 18 of the 192 unrestricted parking spaces are located within the Lower Higham Road Car Park. There are seven forecourt parking spaces in front of the existing garages onsite.

Weekday Overnight Parking Survey Results.

4.11 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The widely applied industry standards Lambeth methodology states that one survey between the hours 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

4.12 In addition, the overnight survey, it was requested by Kent County Council to also carry out a parking beat survey during the day. The email thread with the confirmation of survey dates and the request for a daytime survey is attached below in Appendix F.

4.13 The overnight surveys were undertaken on Monday 19th October 2020 and Tuesday 20th October 2020 at 04:15 and 04:30 respectively. The daytime survey was undertaken on Monday 19th October 2020 at 13:15.

4.14 The overnight parking stress survey results are demonstrated in table 2 below. The full data set can be viewed in Appendix E.

Table 2. Average Overnight Parking Stress Survey Results.

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	17	45%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	62	78%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	6	33%	-	-	-	8	4	44%	-	-	-
Miller Road	13	17	127%	-	-	-	-	-	-	-	-	-
Osney Way	13	13	96%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	4	67%	3	4	133%	-	-	-
Pirrup Close	11	10	91%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	11	58%	-	-	-	-	-	-	1	1	100%
Total	192	135	70%	20	6	30%	13	10	73%	1	1	100%

4.15 The results show that across the 200m survey area there are 192 unrestricted parking opportunities with on average 135 cars parked, resulting in 57 parking opportunities available. The unrestricted parking stress in the survey area is 70%.

4.16 It should be noted that the one car which was observed to be parked within the site was seen to be vandalised or abandoned and therefore would not be considered as a car which would be displaced as a result of the development.

4.17 The Lambeth Parking Survey Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

- 4.18 The unrestricted parking stress within the survey area is within the 90% threshold at 70% and therefore the baseline parking stress would not be considered to be high parking stress.

Daytime Parking Stress Survey

- 4.19 Upon request from Kent County Council, one daytime survey was carried out. The parking stress observed during this survey is summarised within the table below.

Table 3. Daytime Parking Stress Survey Results.

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	11	29%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	55	69%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	10	56%	-	-	-	8	3	38%	-	-	-
Miller Road	13	8	62%	-	-	-	-	-	-	-	-	-
Osney Way	13	11	85%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	1	17%	3	3	100%	-	-	-
Pirrup Close	11	8	73%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	9	47%	-	-	-	-	-	-	1	1	100%
Total	192	112	58%	20	3	15%	13	8	62%	1	1	100%

- 4.20 The results show that across the 200m survey area there are 192 unrestricted parking opportunities with on average 112 observed to be parked within the opportunities. Therefore 80 spaces were available during the daytime survey. The unrestricted parking stress within the survey area is 58%.
- 4.21 As previously mentioned, the car observed to be parked on the site is a vandalised or abandoned vehicles and therefore would not be considered as a car displaced as a result of the development.
- 4.22 The Lambeth Parking Survey Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue

parking stress. However, it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

- 4.23 The unrestricted parking stress within the survey area is within the 90% at 58% and therefore the daytime parking stress would not be considered high parking stress.

Gravesham Borough Council

5.0 PARKING PROVISION & DEVELOPMENT IMPACT

- 5.1 As explained the proposal is for the redevelopment of the site to provide four dwellings comprising of one two-bedroom house and three three-bedroom houses. The site is proposed to be developed with five onsite parking spaces and utilise the current access for the vehicle and pedestrian access to the proposed site.
- 5.2 The proposed five spaces are in line with the Kent parking standards as written within the adopted 2006 document as Maximum standards. However, within the pre-application document it was advised that these should be the standards that are met. However, this has been reviewed under the guidance in NPPF section 106 and the predicted census demand on site.
- 5.3 To further assist the application of the council's parking standards, and to project the actual demand for parking generated by residential development in specific parts of the borough, local ward census data from the most recent survey in 2011 has been researched.
- 5.4 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, this giving an accurate reflection of car ownership levels in the immediate locality.
- 5.5 The Middle Layer Super Output Area for the proposed site is E02005057, Gravesham 003 and the Ward is Gravesham. Table 4 below outlines the Car or Van availability for houses.

Table 4: Middle Output Area: Car or Van Ownership for Houses

KS404EW – Car or Van Availability	Middle Layer Super Output Area		Borough	
	Gravesham 003		Gravesham	
	Count	%	Count	%
All Categories: Car or Van Availability	4,416	100%	40,431	100%
No cars or vans in household	956	23%	9,247	23%
1 car or van in household	1980	48%	16,861	42%
2 cars or vans in household	929	22%	10,564	26%
3 cars or vans in household	220	5%	2,733	7%
4 or more cars or vans in household	61	1%	1,026	3%

5.6 Applying the Middle Layer Super Output Area car or van ownership census data, Table 5 shows the likely car ownership for the future development.

Table 5: Predicted generated demand for car or vans based on census data

Cars Per Household	%	4 Houses	Total Cars
No cars or vans per Household	23%	0.92	0
1 car or van per household	48%	1.92	1.92
2 cars or vans per household	22%	0.88	1.76
3 cars or vans per household	5%	0.20	0.60
4 or more cars or vans per household	1%	0.05	0.20
Total	100%	4	4.48

Notes:
 %= LSOA car ownership data
 3 houses = the proposed development
 Total cars= the projected parking demand
 Arithmetic errors are due to rounding's

5.8 Based on the car ownership projections of future residents the proposed development will generate a demand for four cars.

- 5.9 As the proposal will provide five on-site car parking opportunities, the proposed dwellings are likely to result in no cars displaced onto the highway. There is predicted to be an additional one car parking car spaces available to be used by the residents if they own more cars than is predicted by the census data.
- 5.10 Furthermore, in line with the projected demand for cars, the additional one car parking spaces available can be used for visitors attending the site. Therefore providing the required availability for visitors to be accommodated for.
- 5.11 The Lambeth parking methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 5.12 As the new development will not impact the current parking stress levels on the surrounding roads, this assessment shows the proposed development would have no negative impact on the surrounding area and would have no detrimental effect on on-street parking demand created by existing residents.
- 5.13 The NPPF states that maximum standards should only be set where there is a clear and compelling justification that they are necessary. There as the predicted demand is below the maximum standards and due to limited space within the site, it can be deemed that the proposal of five car parking spaces would result in no additional cars being displaced onto the highway and new residents would have sufficient parking facilities.

Cycle Parking

- 5.14 The minimum requirement for cycle parking for an individual dwelling is one space per bedroom. Therefore, each four dwellings comprising of one two-bedroom house and three three-bedroom houses would be required to provide for one dwelling two cycle space and for the three dwellings three-cycle spaces. The site would be required to provide a minimum of eleven cycle spaces. Theses will be provided within the gardens of each house. The gardens

are accessible without having to go through the property and therefore are suitable to provide the cycle storage.

- 5.15 Therefore, the development is in accordance with the council's minimum standard.

Electric Vehicle

- 5.16 One of the five spaces will be provided electric vehicle charging facilities under the request of the pre-application document which included the highways officers suggesting the involvement of electric vehicle charging facilities. Refer to Appendix A.

Fire Tender

- 5.17 Due to the site constraints, there will be a dry riser provided within the site, preventing the need for fire appliances to directly enter the site.

Swept Path Analysis

- 5.18 The proposed scheme car parking spaces has been reviewed and analysed using swept path analysis to demonstrate their feasibility of a typical family car entering and exiting the spaces.
- 5.19 The car parking spaces have been designed to be 2.5m wide and 5m long and therefore are in accordance with Kent Guidance on the size of car parking spaces.
- 5.20 Figure 6a-6d demonstrates how each of the parking spaces will be entered and exited. Due to the location of the access road, space three require four manoeuvres in order to leave the site, however the parking is within the site boundary and would not have a huge impact on the development or other parking space. The development has 5 car parking spaces and therefore would not be considered to have frequent cars entering and exiting the site. Therefore,

for a safe and easy manoeuvre these four manoeuvres is suitable for the site and development.

- 5.21 The access road will be a shared surface with pedestrian taking priority when using the pedestrian pavement. However, both the vehicle access and pedestrian access will be at the same level but a white line or different colours of the access road will show the separation of the surfaces. The shared surface will allow for two cars to pass along the access road if required as shown in figure 6f.
- 5.22 A sign will be erected at the start of the drive prohibiting all vehicles except residents.

Refuse and Waste Management

- 5.23 The location and number of refuse/recycling bins provided in the development has been approved during the previous planning application (application number: 20201379) which was for 3 dwellings.
- 5.24 Residents will place their bins at the bottom of the driveway at the junction with Chalk Road to allow collection.
- 5.25 Each of the four properties will be provided with the following refuse and recycling storage as per the requirements;
- Refuse - 1 x 180ltr bin (grey body/grey lid)
 - Recycling - 1 x 240ltr bin (grey body/green lid)
 - Food waste - 1 x 23ltr caddy per property for (Black body / orange lid) with an individual 1 x 5ltr kitchen caddy (Silver body and lid)

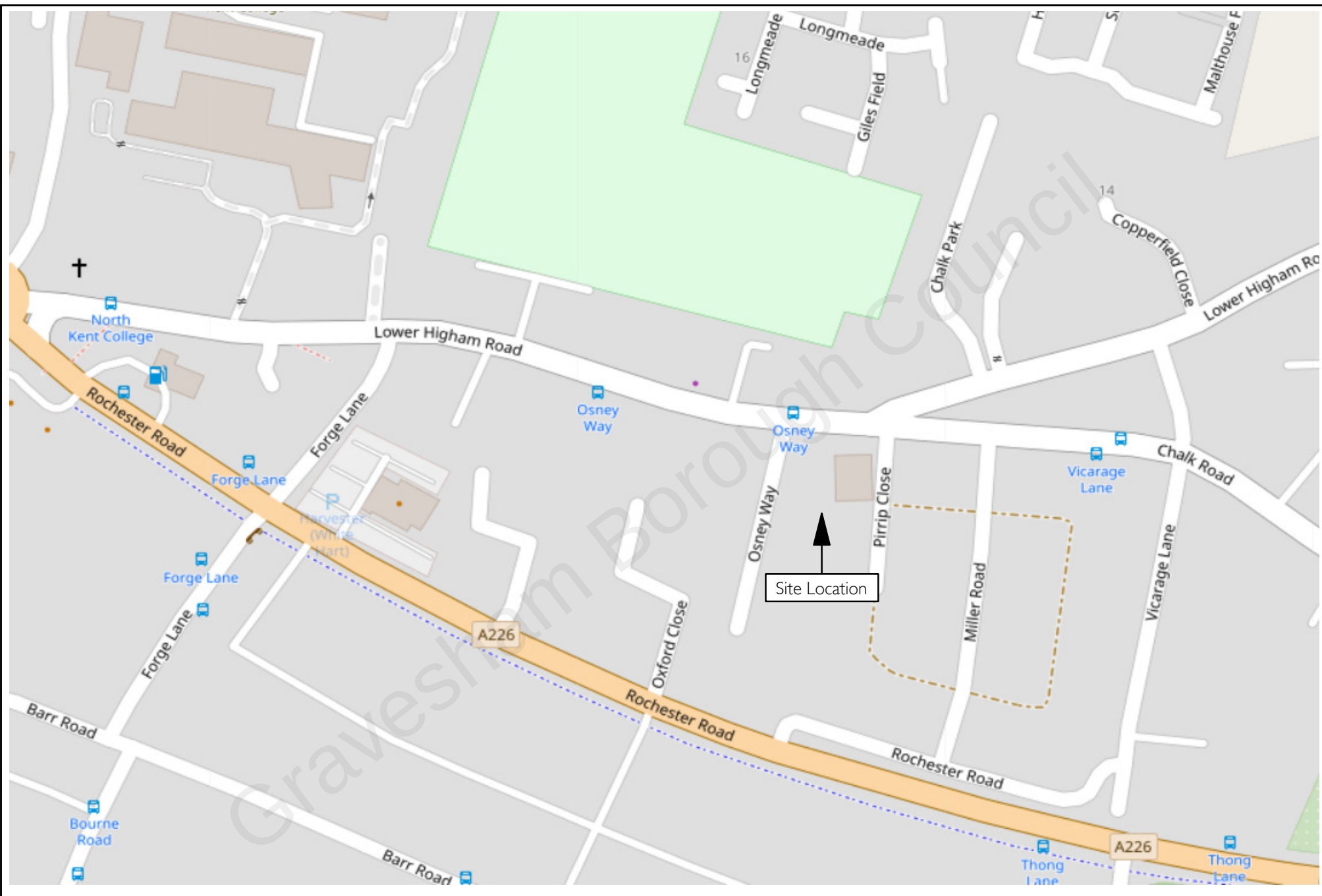
6.0 SUMMARY

- 6.1 Paul Mew Associates is instructed by Office S&M in relation to the proposed development at the garages rear of Osney Way Car Park, Lower Higham Road, DA12 2ND.
- 6.2 The site contains 14 semi derelict lock up garage. The site is on the south side of Lower Higham Road near its junction with Chalk Road. The garages are reported to be unused, with the garages being sold at Auction February 2020 with seven still let at the time to tenants. At least four of the existing garages are damaged making them unusable. All of the garages are used for commercial storage by self-employed local people but none are used for parking vehicles.
- 6.3 The proposed development is for the site to be redeveloped as four dwellings comprising of one two-bedroom house and three three-bedroom houses with parking, gardens access road and boundary treatments.
- 6.4 Under the parking standards, each house would be required to provide a maximum of 2 spaces per dwelling. Therefore, for the four dwellings comprising of one two-bedroom house and three three-bedroom houses, a maximum of eight parking spaces could be provided. It is noted that within the pre-application response, the adopted standards would normally be sought to be met in full, this is due to Kent County Council following the government on the abolishment of maximum parking standards in 2011.
- 6.5 The proposed five spaces are compliant with the Kent parking standards as written within the adopted 2006 document as Maximum standards. However, within the pre-application document it was advised that these should be the standards that are met. However, this has been reviewed under the guidance in NPPF section 106 and the predicted demand on site.
- 6.6 Based on the car ownership projections of future residents the proposed development will generate a demand for four cars.

- 6.7 As the proposal will provide five on-site car parking opportunities, the proposed dwellings are likely to result in no cars displaced onto the highway. There is predicted to be an additional one car parking car spaces available to be used by the residents if they own more cars than is predicted by the census data.
- 6.8 The four dwellings comprising of one two-bedroom house and three three-bedroom houses would therefore be required to provide a minimum of three cycle parking spaces per dwelling. Therefore, in total the development should provide a minimum of twelve cycle parking spaces. The cycle parking has been provided in accordance with the policy.
- 6.9 The proposed scheme car parking spaces has been reviewed and analysed using swept path analysis to demonstrate their feasibility of a typical family car entering and exiting the spaces.
- 6.10 Figure 6a-6e demonstrates how each of the parking spaces will be entered and exited.
- 6.11 The parking survey inventory demonstrates that there are 192 unrestricted parking opportunities within the 200m survey area of the site available on public access roads. It should be noted that 18 of the 192 unrestricted parking spaces are located within the Lower Higham Road Car Park. There are eight forecourt parking spaces in front of the existing garages onsite.
- 6.12 The unrestricted parking stress within the survey area is within the 90% threshold at 70% and therefore the baseline parking stress would not be considered to be high parking stress.

FIGURES

Gravesham Borough Council



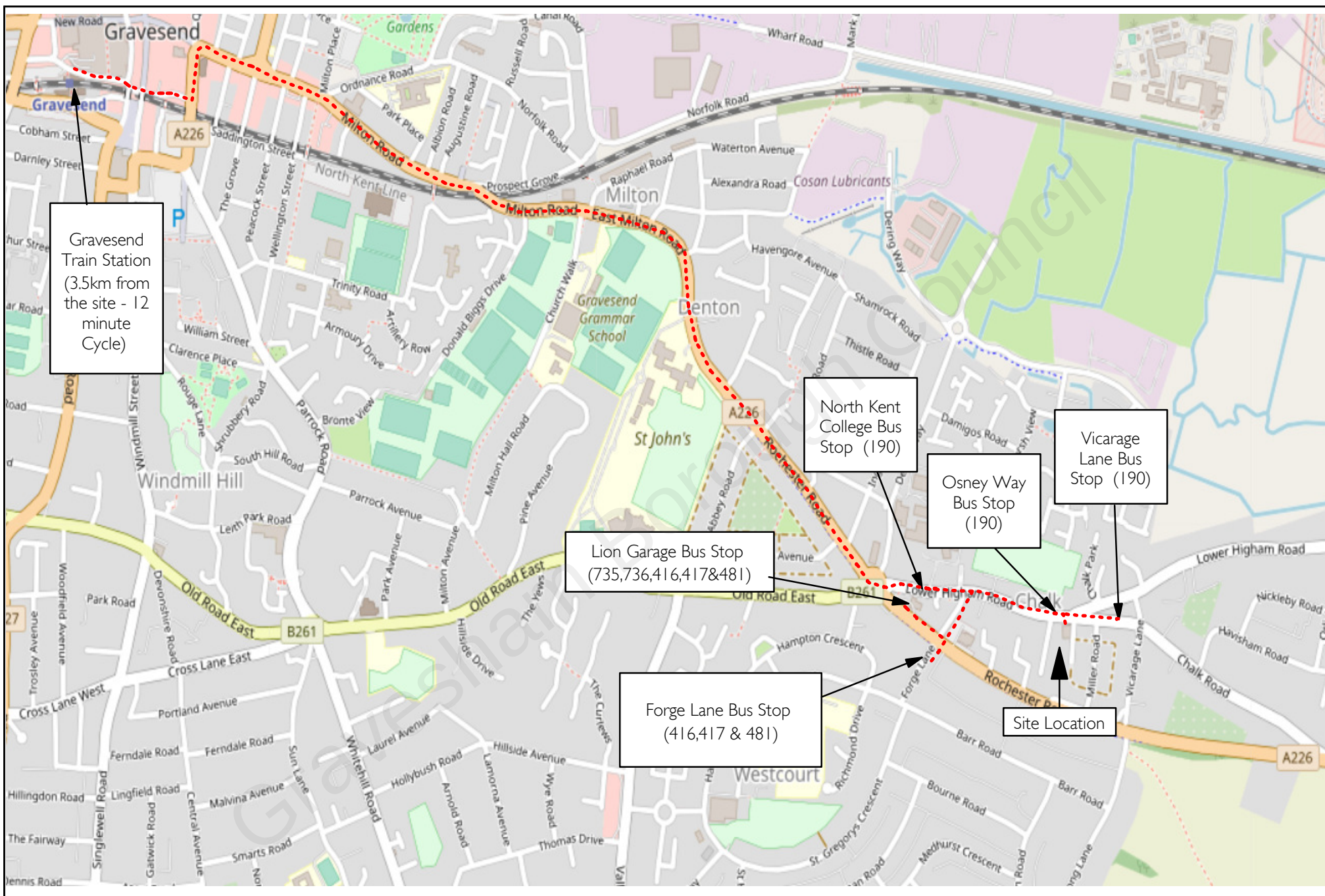
Date: November 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2577/TS/01



P2577: Garages rear of Osney Way Car Park , Gravesham, DA12 2ND
 Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: November 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2577/TS/02



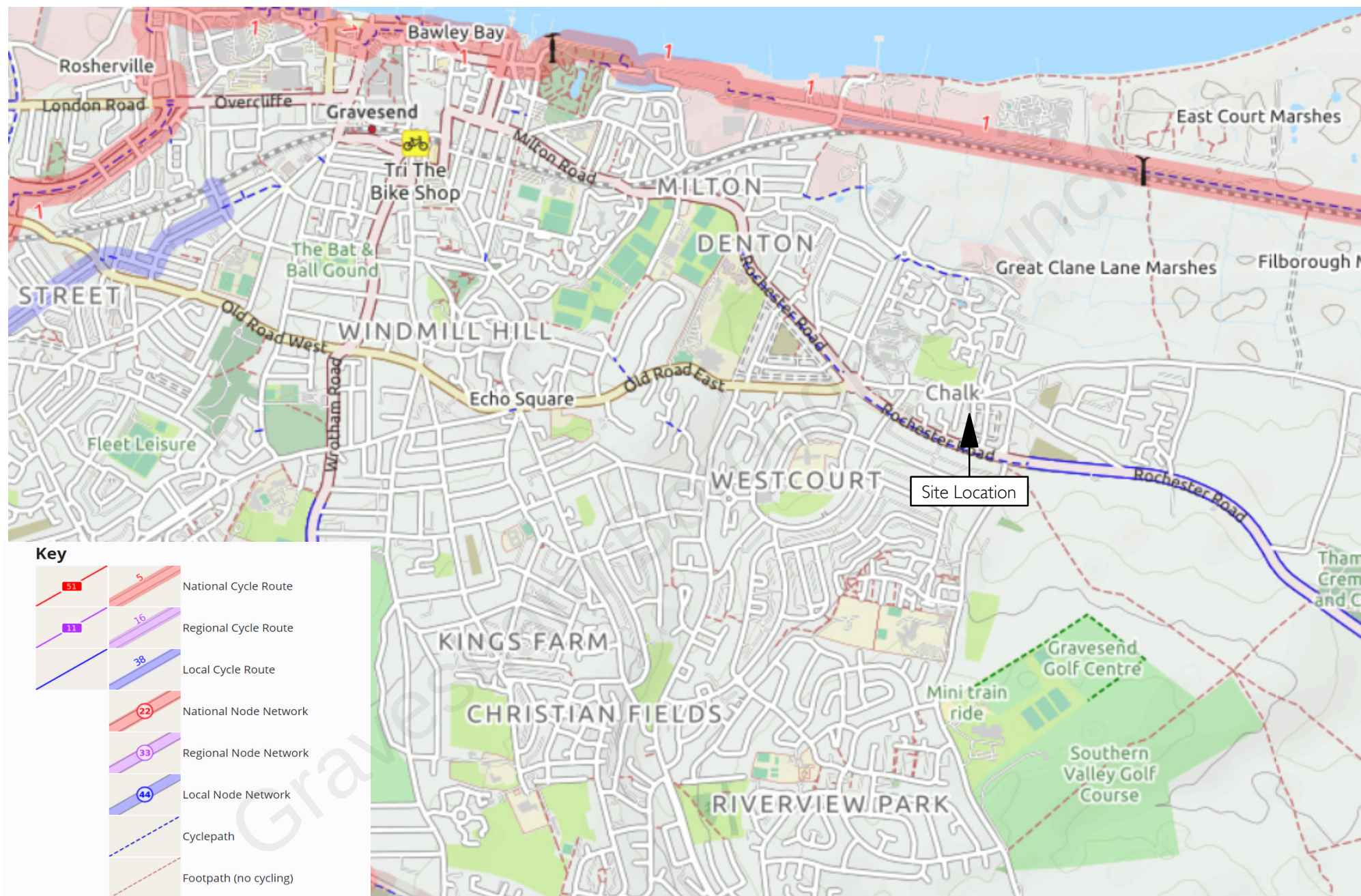
P2577: Garages rear of Osney Way Car Park, Gravesend, DA12 2ND

Figure 2.

Public Transport Links Map



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: November 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2577/TS/03

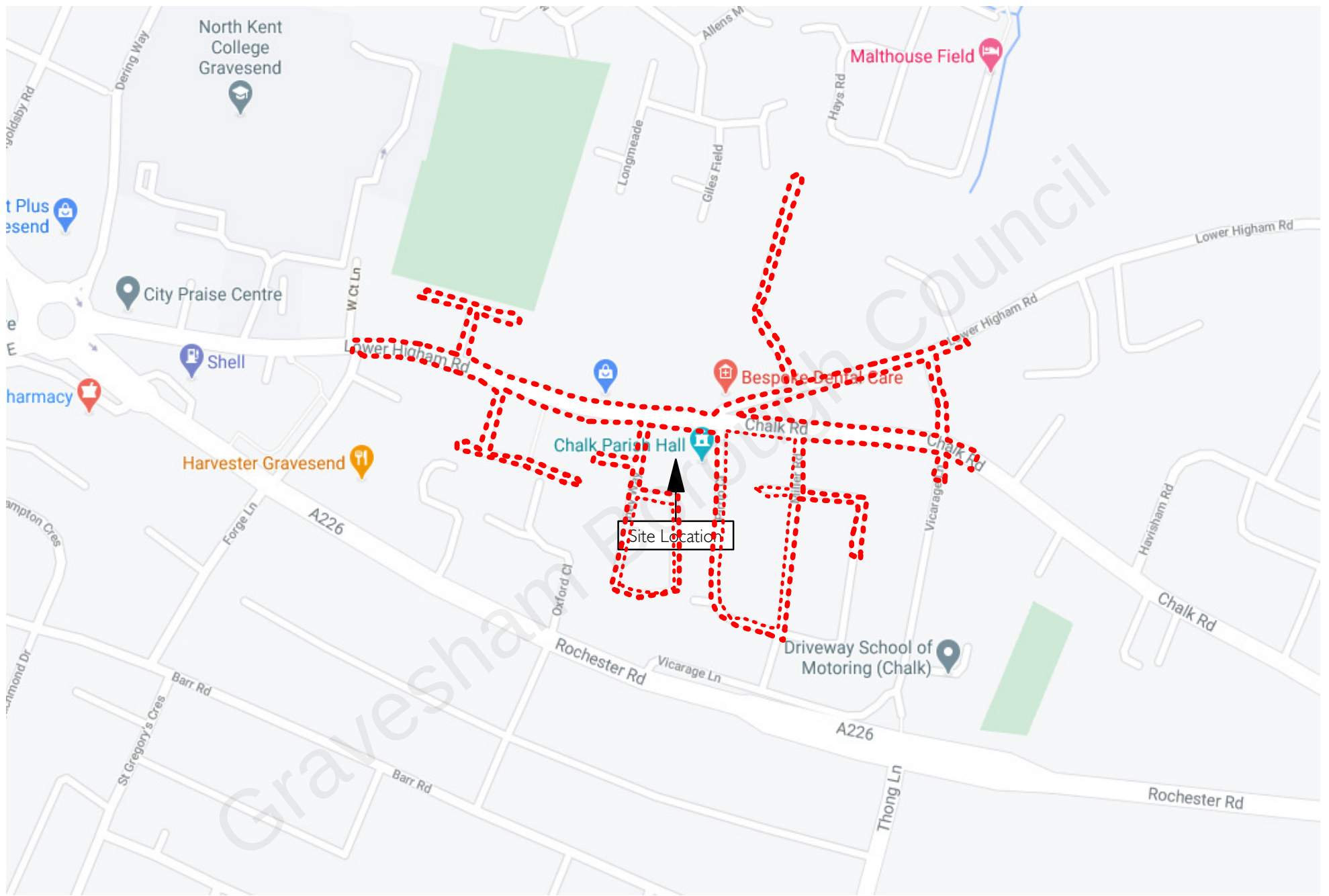


P2577: Garages rear of Osney Way Car Park, Gravesend, DA12 2ND

Figure 3.
 Local Cycle Routes



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: November 2021
 Scale: NTS
 Source: Google Maps
 Drawing No: P2577/TS/04

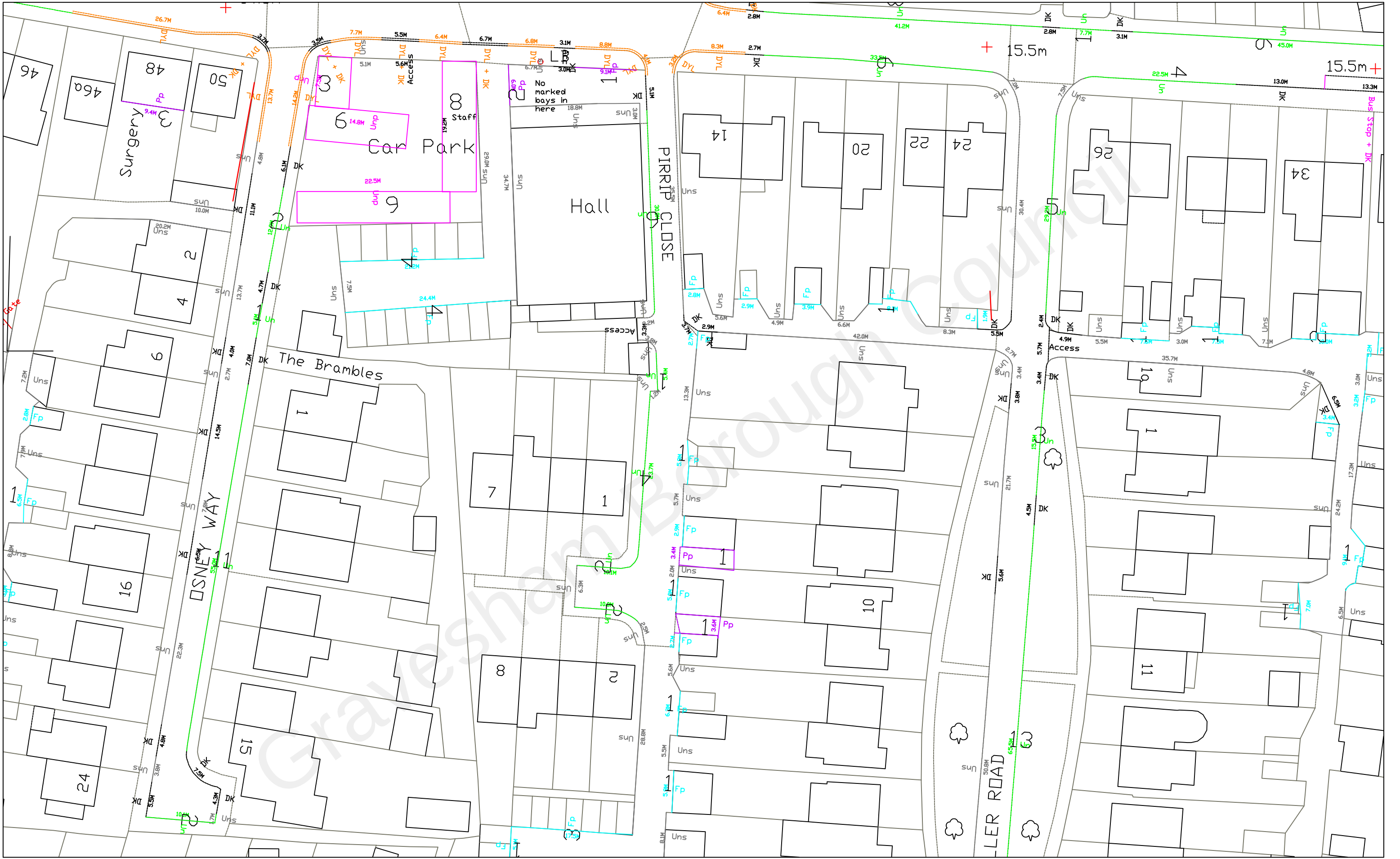


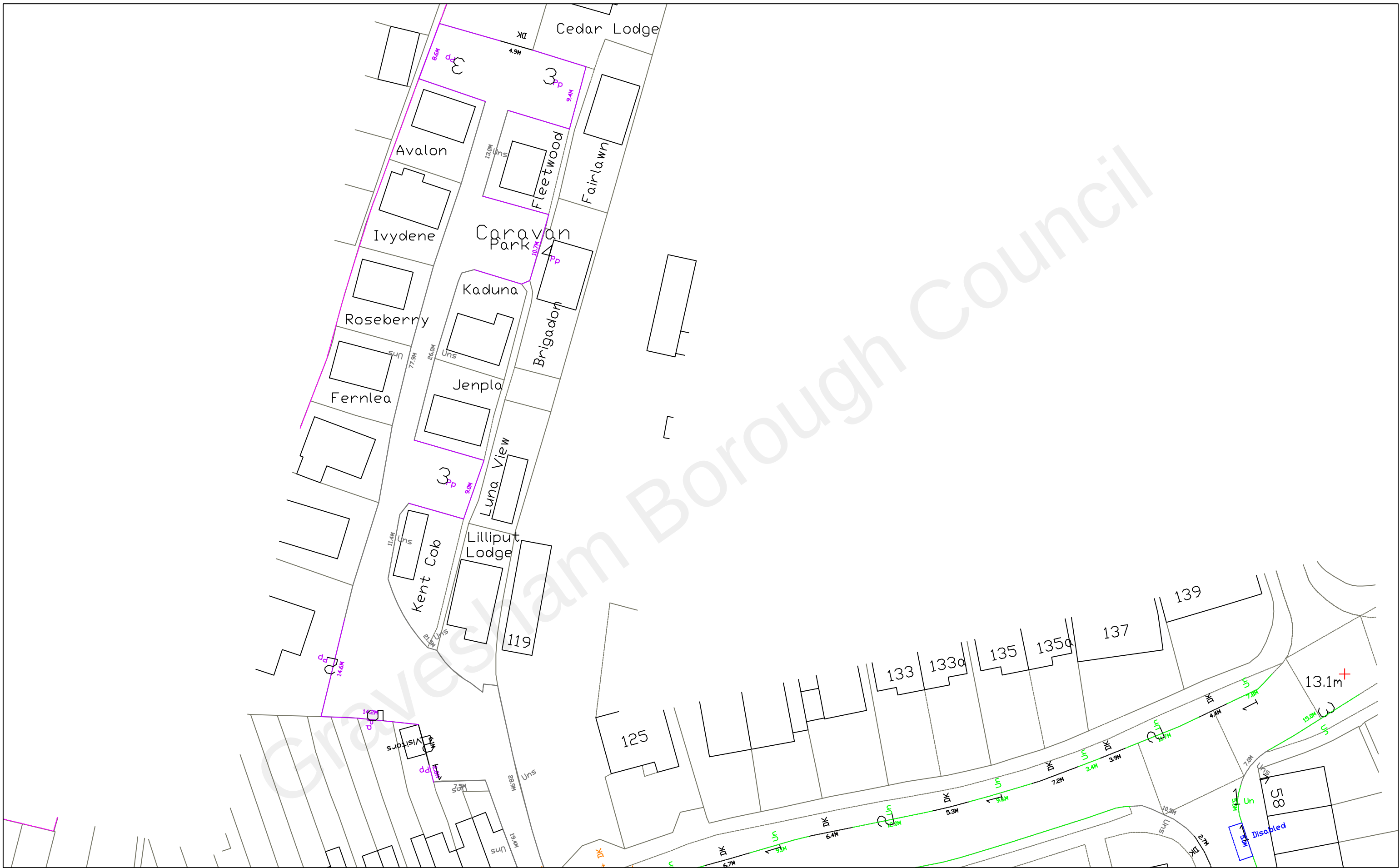
P2577: Garages Off Lower Higham Road, Gravesham, Kent, DA12 2ND

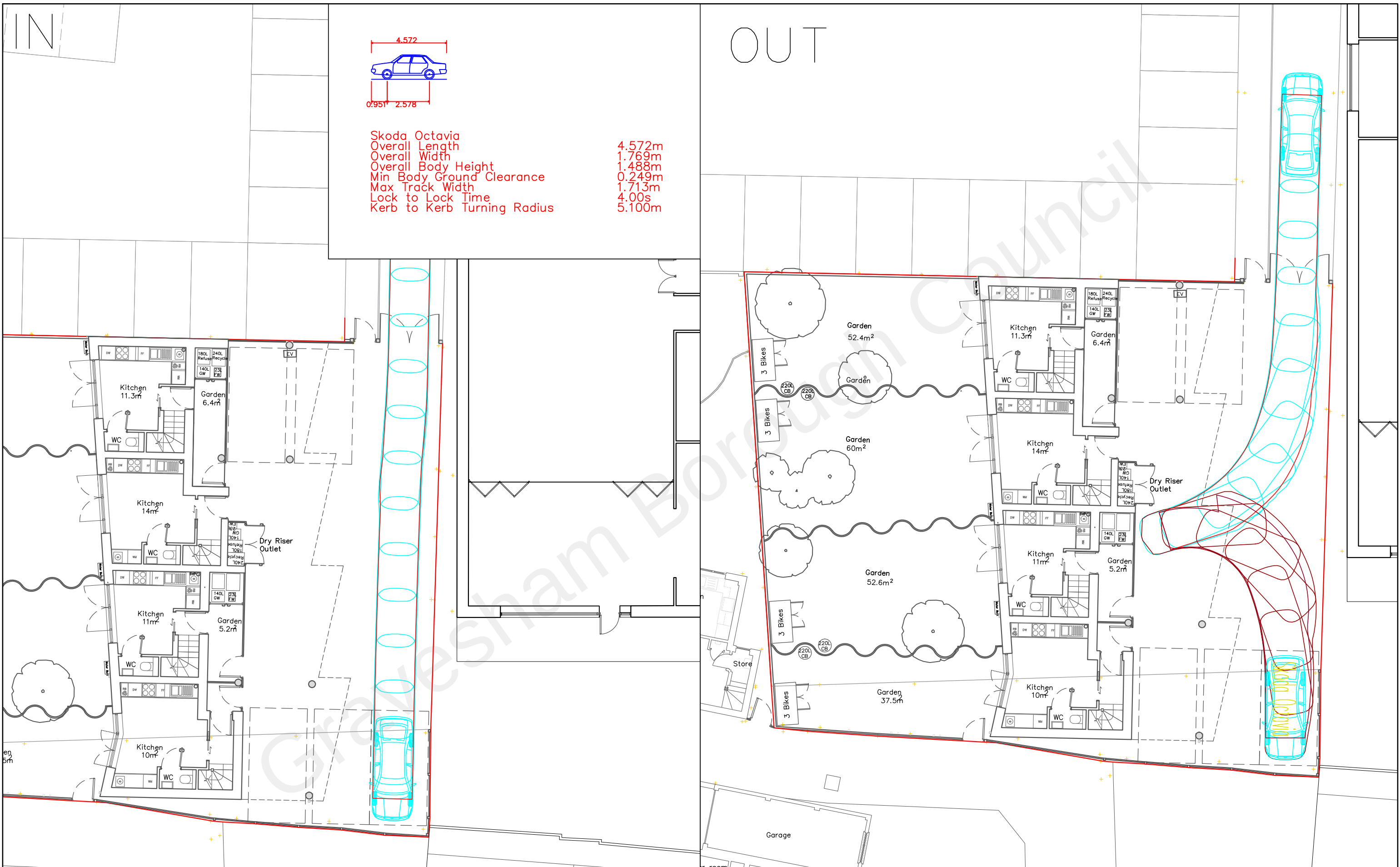
Figure 4
 Parking survey area 200m

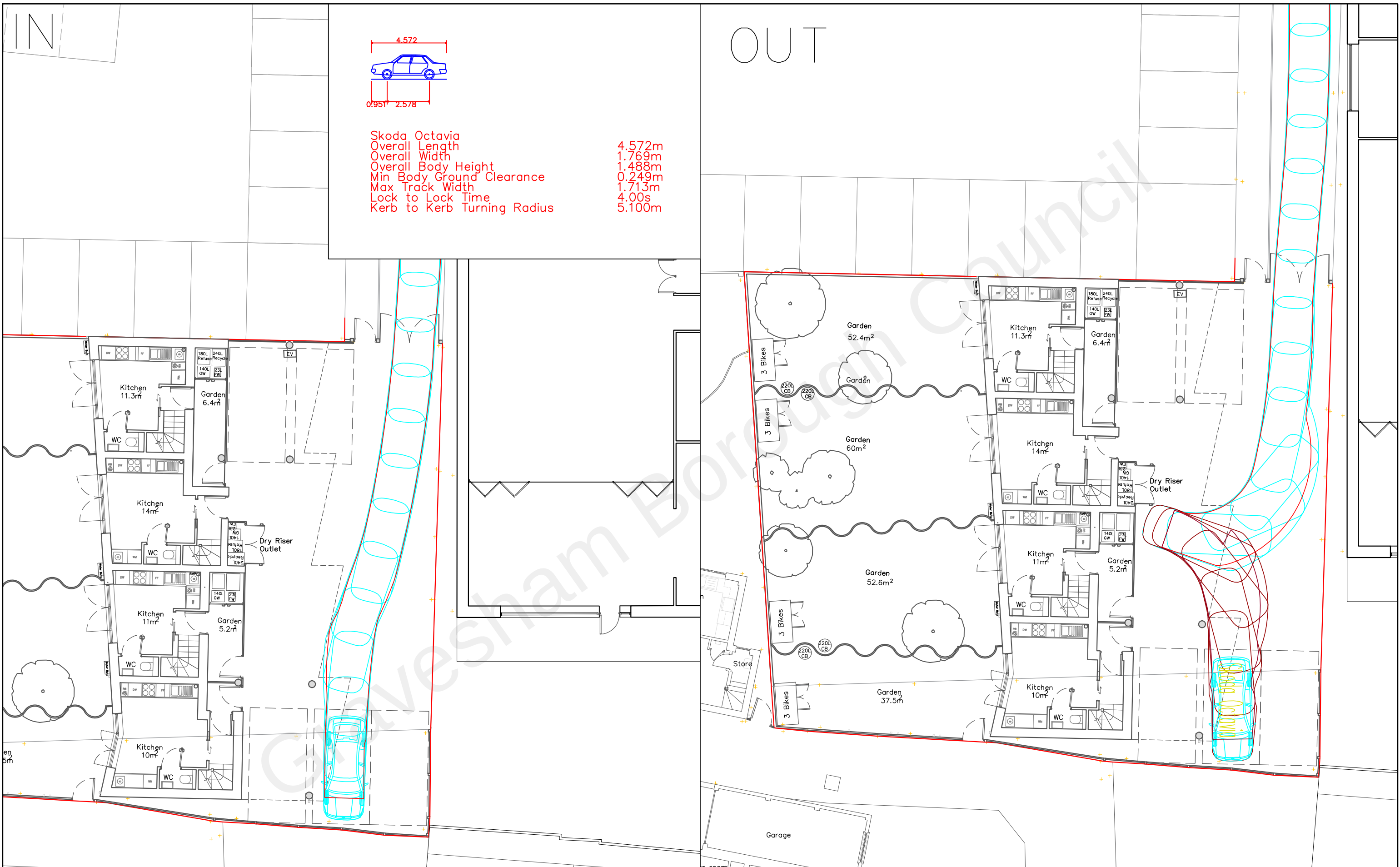


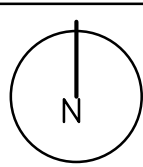
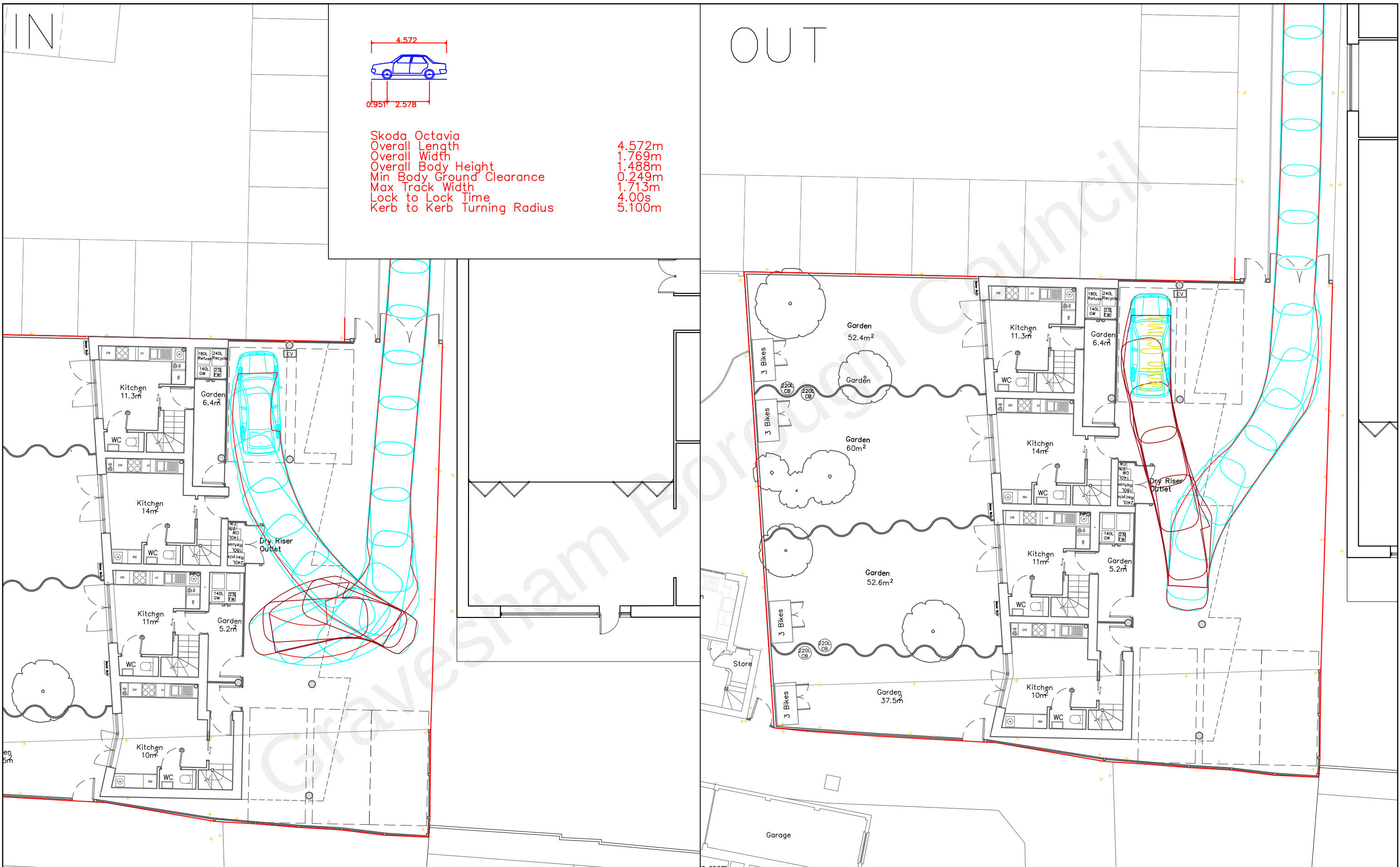
PAUL MEW ASSOCIATES
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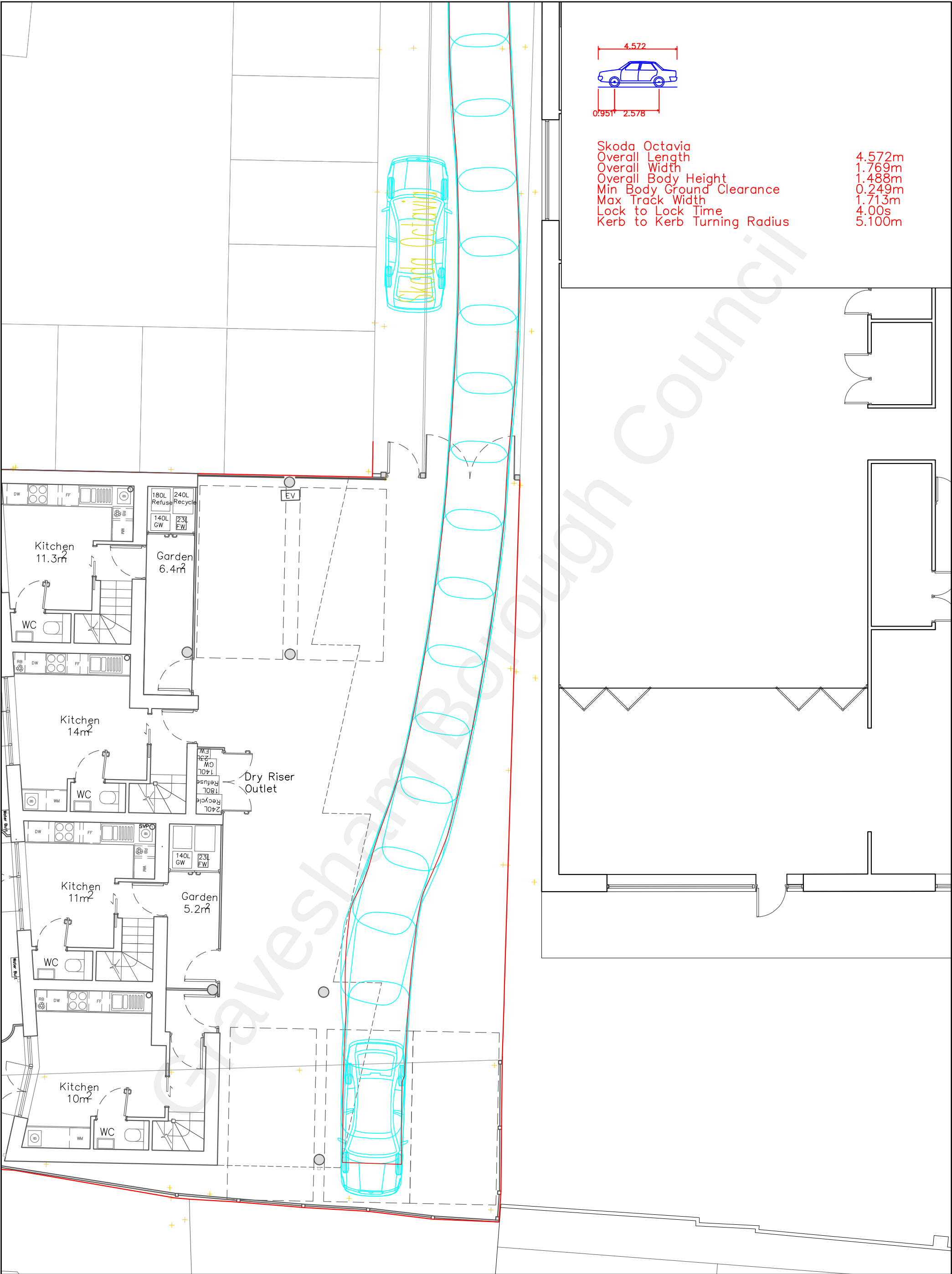




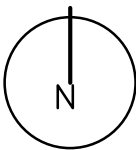




P2577: Garages Rear of Osney Way Car Park, Gravesham, DA12 2ND
Figure 6e.
A Typical Family Car Entering and Exiting Space Five



Date: November 2021
Scale: 1:100@A3
Source: OfficeS&M/PMA
Drawing No. P2577/TS/6f



P2577: Garages Rear of Osney Way Car Park, Gravesham, DA12 2ND
Figure 6f.
Two Family Cars Passing on the Access Road

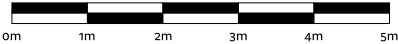

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APPENDIX A Proposed Site Plan

Gravesham Borough Council



Scale: 1:50



Site Boundary

Parish Hall

Outline of building above

-	15/11/21	Planning	PT	HM
Revision	Date	Description	Drawn	Audited

OFFICE
S&M

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18 Ashwin Street
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office@officesandm.com
www.officesandm.com

Project Name Goldsmith Mews Houses	Project No. 21366	Date Created 09/2021
Drawing Name Proposed Ground Floor Plan	Drawing No. 100	Revision -
Status Planning	Scale 1:50 at A1	North ↑

APPENDIX B
Travel Plan Statement

Gravesham Borough Council



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS LTD

TRAVEL PLAN STATEMENT

Author:	Paul Mew Associates
Date:	November 2021
Project:	P2577: Garages Rear of Osney Way Car Park, Gravesham, DA12 2ND
Subject:	Travel Plan Statement

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Office S&M in relation to the proposed development at the garages rear of Osney Way Car Park, Lower Higham Road, DA12 2ND. The local planning authority is Gravesham Borough Council, and the Highways Authority is Kent County Council.
- 1.2 The proposal is for the site to be redeveloped from a garage site to four dwellings comprising of one two-bedroom house and three three-bedroom houses with car parking, gardens, access road and boundary treatment.
- 1.3 Cycle parking will be provided for the new dwellings with secure and safe storage areas in accordance with the Council's minimum policy requirement.
- 1.4 Chapter 5 within the Gravesham Council Local Plan Core Strategy outlines the following information of Travel Plans:

"5.5.34 Travel Plans are aimed at promoting sustainable transport options for sites and reducing car dependence and single car occupancy. They can reduce reliance on the private car by promoting the opportunities for travelling to and from sites by public

transport, walking or cycling and by offering new opportunities to reduce car use, for example through the establishment of car sharing services or car clubs.

5.5.35 The Council will require applicable new developments to prepare and adopt Transport Assessments and Travel Plans using Kent County Council's guidance "Transport Assessments and Travel Plans, October 2008". It will also require developments to take into account current car parking standards. These will be refined taking into account the availability of alternative means of transport and accessibility to services and facilities."

- 1.5 Policy CS11 in Gravesham Local Plan Core Strategy (Adopted September 2014) outlines their Transport policy including the requirement for a Travel Plan.

Policy CS11: Transport

5.5.38 New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.

5.5.39 Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.

5.5.40 The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:

- seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;
- require Key Sites to include provision for buses;
- support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and
- Ensure an adequate supply of public car parking.

5.5.41 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.

5.5.42 Land required for the possible future extension of Crossrail and to protect the High Speed 1 (HS1) railway is safeguarded on the Policies Map and proposals that would prejudice these will be refused.

5.5.43 The Council will support proposals which improve the efficiency of freight transport and provide opportunities for alternatives to road transport where possible. The Council will safeguard wharves, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills).

5.5.44 The Council will support proposals which facilitate the use of the River Thames for passenger transport and enable cruise liners to visit the Borough.

- 1.6 In line with the guidance set out in the Kent County Council's guidance "Transport Assessments and Travel Plans, October 2008" chapter 4, a travel plan is aimed at promoting sustainable transport options to the site and reducing car dependence and single car occupancy. It will enhance the accessibility and transport efficiency of the site, while minimising any adverse impact on either the local highway network or other elements of the local transport system.

- 1.7 The requirement for a Travel Plan is set out under the following guidance from Kent County Council:

“A developer submitting a planning application for a site will be required to include a Travel Plan alongside the application in the following cases:

- 1. Where the acceptability of the proposed development on highways grounds depends on the assumption that a significant proportion of the trips to be generated by the proposal will be made by non-car means*
- 2. Where there are particular transport, accessibility or environmental issues in connection with the proposed site*
- 3. In any case where the development exceeds the threshold given the following table*

C3	Housing	Individually assessed for any proposal over 100 units
----	---------	---

Source: Extract from page 18 of KCC Transport Assessment and Travel Plan, October 2008 “

- I.8 It is anticipated that the Travel Plan initiatives set out in this document will be secured by the Council as a condition of any future planning permission.

2.0 TRAVEL PLAN STATEMENT

- 2.1 Details of important local facilities and amenities including public transport access nodes and service availability within a reasonable travel distance from the site will be publicised to future occupiers of new dwellings through the provision of Travel Information Packs which will be provided to each individual dwelling upon each initial sales/letting transaction.
- 2.2 Cycling to and from the site will be encouraged, with the provision of appropriate cycle facilities. Secure and sheltered cycle parking will be provided on site in accordance with the Council's minimum policy requirements. Separate secure cycle parking store will be provided within each new residential dwelling, each dwelling will be provided with three long stay secure and sheltered cycle storage. A total of twelve cycle parking spaces will be provided across the whole development. The Council will likely secure the details of the cycle parking for this development as a separate condition of any future planning permission.
- 2.3 Due to the benefits of car sharing and car club usage, these services will also be actively promoted to future residents. Details of car sharing databases, and local car club availability will be included within each Travel Information Leaflet and will be displayed on the Travel Information Posters.
- 2.4 To summarise, active and sustainable travel will be promoted to future occupiers through this Travel Plan Statement by way of the following initiatives:
- Provision secure and sheltered long stay cycle parking for the new dwellings in accordance with the Council's minimum policy requirements;
 - Provision of a comprehensive Travel Information Leaflets which will be produced and distributed to each the houses at the time of sales/letting;
 - Provision of a personalised travel planning service which will be made available by the Travel Plan Coordinator and publicised in the Travel Information Leaflets.

2.5 The Travel Plan initiatives will be administered by a Travel Plan Coordinator. Paul Mew Associates will initially act as the point of contact in this regard. Contact details are as follows:

Name: Paul Mew Associates

Email: paul.mew@pma-traffic.co.uk

Phone: 0208 780 0426

Website: www.pma-traffic.co.uk

Gravesham Borough Council

APPENDIX C

I90 Bus Service Timetable

Gravesham Borough Council

From 25 October to 31 October

Monday-Saturday - towards Chatham Waterfront Bus Station

	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Gravesend Railway Station	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400
Gravesend West Street	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402
Gravesend Clock Tower Harmer Street	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403
Gravesend Clock Tower	0924	0944	1004	1024	1044	1104	1124	1144	1204	1224	1244	1304	1324	1344	1404
Milton Albion Road	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405
Milton Church Walk	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406
Denton Milton Ale Shades	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407
Denton Dickens Road	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409
Denton Damigos Road	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411
Chalk North Kent College	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413
Chalk Osney Way	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414
Chalk Vicarage Lane	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414
Chalk Havisham Road	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414
Chalk Road	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415
Chalk Church	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316	1336	1356	1416
Shorne Gravesend Road	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417
Shorne Fairways	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417
Shorne Crossroads	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418
Shorne The Copperfield	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418
Higham The Manor House	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359	1419
Higham Hollytree Drive	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420
Higham Forge Lane	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321	1341	1401	1421
Gadshill Copperfield Crescent	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422
Frindsbury Dillywood Lane	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425
Frindsbury Petrol Station	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427
Frindsbury Gravesend Road	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427
Frindsbury St Nicholas Gardens	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428
Strood The Coach and Horses	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428
Strood Downside	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409	1429
Strood High Street	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430
Strood Canal Road	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432
Rochester Guildhall Museum	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433
Rochester Railway Station	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434
Rochester Community Hub	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434
Rochester Star Hill	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316	1336	1356	1416	1436
Rochester Jacksons Fields	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437
Chatham St Bart's Hospital	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418	1438
Chatham Railway Station New Cut	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321	1341	1401	1421	1441
Chatham Waterfront Bus Station	1004	1024	1044	1104	1124	1144	1204	1224	1244	1304	1324	1344	1404	1424	1444

Monday-Friday - towards Gravesend Railway Station

	190	190 ¹	190	190	190 ¹	190 ¹	190 ¹	190 ¹	190	190	190 ¹	190 ¹	190	190	190	190
Chatham Waterfront Bus Station	0508	0558	0635	0700	0722	0749	0812	0832	0852	0912	0932	0952	1012	1032	1052	1112
Chatham Railway Station	0511	0601	0638	0703	0725	0752	0815	0835	0855	0915	0935	0955	1015	1035	1055	1115
Chatham St Bart's Hospital	0512	0602	0639	0704	0726	0753	0816	0836	0856	0916	0936	0956	1016	1036	1056	1116
Rochester Jacksons Fields	0513	0603	0640	0705	0727	0754	0817	0837	0857	0917	0937	0957	1017	1037	1057	1117
Rochester Star Hill	0514	0604	0641	0706	0728	0755	0818	0838	0858	0918	0938	0958	1018	1038	1058	1118
Rochester Community Hub	0515	0605	0642	0707	0729	0756	0819	0839	0859	0919	0939	0959	1019	1039	1059	1119
Rochester Railway Station	0516	0606	0643	0708	0730	0757	0820	0840	0900	0920	0940	1000	1020	1040	1100	1120
Rochester Guildhall Museum	0516	0606	0643	0709	0731	0758	0821	0841	0901	0921	0941	1001	1021	1041	1101	1121
Strood Canal Road	0519	0609	0646	0712	0734	0801	0824	0844	0904	0924	0944	1004	1024	1044	1104	1124
Strood Commercial Road	0520	0610	0647	0713	0735	0802	0825	0845	0905	0925	0945	1005	1025	1045	1105	1125
Strood Downside	0521	0611	0648	0714	0736	0803	0826	0846	0906	0926	0946	1006	1026	1046	1106	1126
Strood The Coach and Horses	0521	0611	0649	0715	0737	0804	0827	0847	0907	0927	0947	1007	1027	1047	1107	1127
Frindsbury St Nicholas Gardens	0522	0612	0649	0716	0738	0805	0828	0848	0908	0928	0948	1008	1028	1048	1108	1128
Frindsbury Gravesend Road	0522	0612	0650	0716	0738	0805	0828	0848	0908	0928	0948	1008	1028	1048	1108	1128
Frindsbury Petrol Station	0523	0613	0650	0717	0739	0806	0829	0849	0909	0929	0949	1009	1029	1049	1109	1129
Frindsbury Dillywood Lane	0524	0614	0652	0718	0740	0807	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130
Gadshill Copperfield Crescent	0526	0616	0654	0721	0743	0810	0833	0853	0913	0933	0953	1013	1033	1053	1113	1133
Higham Forge Lane	0528	0618	0656	0723	0745	0812	0835	0855	0915	0935	0955	1015	1035	1055	1115	1135

	190	190 ¹	190	190	190 ¹	190 ¹	190 ¹	190 ¹	190	190	190 ¹	190 ¹	190	190	190	190
Higham Pear Tree Lane	0528	0618	0656	0723	0745	0812	0835	0855	0915	0935	0955	1015	1035	1055	1115	1135
Higham The Manor House	0529	0619	0657	0724	0746	0813	0836	0856	0916	0936	0956	1016	1036	1056	1116	1136
Shorne The Copperfield	0529	0619	0657	0725	0746	0813	0836	0856	0916	0936	0956	1016	1036	1056	1116	1136
Shorne Crossroads	0530	0620	0658	0726	0747	0814	0837	0857	0917	0937	0957	1017	1037	1057	1117	1137
Shorne Fairways	0530	0620	0658	0726	0748	0815	0838	0858	0918	0938	0958	1018	1038	1058	1118	1138
Shorne Gravesend Road	0531	0621	0659	0727	0748	0815	0838	0858	0918	0938	0958	1018	1038	1058	1118	1138
Chalk Church	0531	0621	0659	0728	0749	0816	0839	0859	0919	0939	0959	1019	1039	1059	1119	1139
Chalk Havisham Road	0533	0623	0701	0730	0751	0818	0841	0901	0921	0941	1001	1021	1041	1101	1121	1141
Chalk Vicarage Lane	0533	0623	0701	0730	0751	0818	0841	0901	0921	0941	1001	1021	1041	1101	1121	1141
Chalk Osney Way	0534	0624	0702	0731	0752	0819	0842	0902	0922	0942	1002	1022	1042	1102	1122	1142
Denton Damigos Road	0537	0627	0705	0734	0755	0822	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145
Denton Lion Garage	0538	0628	0706	0735	0756	0823	0846	0906	0926	0946	1006	1026	1046	1106	1126	1146
Denton Abbey Road	0539	0629	0707	0737	0757	0824	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147
Denton St John's School	0540	0630	0708	0738	0758	0825	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148
Milton Church Walk	0541	0631	0710	0739	0800	0827	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150
Milton Albion Road	0542	0632	0711	0741	0801	0828	0851	0911	0931	0951	1011	1031	1051	1111	1131	1151
Gravesend Clock Tower	0543	0633	0712	0742	0802	0829	0852	0912	0932	0952	1012	1032	1052	1112	1132	1152
Gravesend King Street	0544	0634	0713	0743	0803	0830	0853	0913	0933	0953	1013	1033	1053	1113	1133	1153
Gravesend Railway Station	0545	0635	0715	0745	0805	0832	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155

¹ Only During School Holidays

Monday-Friday - towards Gravesend Railway Station

	190	190	190	190	190	190	190	190	190	190	190	190 ¹	190	190 ¹	190 ¹	190 ¹
Chatham Waterfront Bus Station	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1455	1520	1545	1610	1635	1700
Chatham Railway Station	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	1458	1524	1549	1614	1639	1704
Chatham St Bart's Hospital	1136	1156	1216	1236	1256	1316	1336	1356	1416	1436	1459	1525	1550	1615	1640	1705
Rochester Jacksons Fields	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1500	1527	1552	1617	1641	1706
Rochester Star Hill	1138	1158	1218	1238	1258	1318	1338	1358	1418	1438	1501	1527	1552	1617	1642	1707
Rochester Community Hub	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	1502	1529	1554	1619	1643	1708
Rochester Railway Station	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1503	1530	1555	1620	1644	1709
Rochester Guildhall Museum	1141	1201	1221	1241	1301	1321	1341	1401	1421	1441	1504	1531	1557	1622	1646	1711
Strood Canal Road	1144	1204	1224	1244	1304	1324	1344	1404	1424	1444	1507	1534	1601	1626	1650	1715
Strood Commercial Road	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	1508	1535	1602	1627	1651	1716
Strood Downside	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	1509	1536	1603	1628	1652	1717
Strood The Coach and Horses	1147	1207	1227	1247	1307	1327	1347	1407	1427	1447	1510	1537	1604	1629	1653	1718
Frindsbury St Nicholas Gardens	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1511	1538	1605	1630	1654	1719
Frindsbury Gravesend Road	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1512	1539	1606	1631	1654	1719
Frindsbury Petrol Station	1149	1209	1229	1249	1309	1329	1349	1409	1429	1449	1512	1539	1606	1631	1655	1720
Frindsbury Dillywood Lane	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1514	1541	1608	1633	1656	1721
Gadshill Copperfield Crescent	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453	1517	1544	1611	1636	1659	1724
Higham Forge Lane	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1519	1546	1613	1638	1701	1726
Higham Pear Tree Lane	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1519	1546	1613	1638	1701	1726
Higham The Manor House	1156	1216	1236	1256	1316	1336	1356	1416	1436	1456	1520	1547	1614	1639	1702	1727
Shorne The Copperfield	1156	1216	1236	1256	1316	1336	1356	1416	1436	1456	1520	1547	1614	1639	1702	1727
Shorne Crossroads	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457	1521	1548	1615	1640	1703	1728
Shorne Fairways	1158	1218	1238	1258	1318	1338	1358	1418	1438	1458	1522	1549	1616	1641	1704	1729
Shorne Gravesend Road	1158	1218	1238	1258	1318	1338	1358	1418	1438	1458	1522	1549	1616	1641	1704	1729
Chalk Church	1159	1219	1239	1259	1319	1339	1359	1419	1439	1459	1523	1550	1617	1642	1705	1730
Chalk Havisham Road	1201	1221	1241	1301	1321	1341	1401	1421	1441	1501	1525	1552	1619	1644	1707	1732
Chalk Vicarage Lane	1201	1221	1241	1301	1321	1341	1401	1421	1441	1501	1525	1552	1619	1644	1707	1732
Chalk Osney Way	1202	1222	1242	1302	1322	1342	1402	1422	1442	1502	1526	1553	1620	1645	1708	1733
Denton Damigos Road	1205	1225	1245	1305	1325	1345	1405	1425	1445	1505	1529	1556	--	--	--	--
Denton Lion Garage	1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	1530	1557	1621	1646	1709	1734
Denton Abbey Road	1207	1227	1247	1307	1327	1347	1407	1427	1447	1507	1532	1559	1623	1648	1711	1736
Denton St John's School	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1533	1600	1624	1649	1712	1737
Milton Church Walk	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1534	1601	1626	1651	1714	1739
Milton Albion Road	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	1536	1603	1627	1652	1715	1740
Gravesend Clock Tower	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512	1537	1604	1629	1654	1717	1742
Gravesend King Street	1213	1233	1253	1313	1333	1353	1413	1433	1453	1513	1538	1605	1630	1655	1718	1743
Gravesend Railway Station	1215	1235	1255	1315	1335	1355	1415	1435	1455	1515	1540	1607	1632	1657	1720	1745

¹ Only During School Holidays

Monday-Friday - towards Gravesend Railway Station

	190 ¹	190 ¹	190 ¹	190 ¹
Chatham Waterfront Bus Station	1720	1745	1810	1830
Chatham Railway Station	1724	1749	1813	1833

	190 ¹	190 ¹	190 ¹	190 ¹
Chatham St Bart's Hospital	1725	1750	1814	1834
Rochester Jacksons Fields	1726	1751	1815	1835
Rochester Star Hill	1727	1752	1816	1836
Rochester Community Hub	1728	1753	1817	1837
Rochester Railway Station	1729	1754	1818	1838
Rochester Guildhall Museum	1731	1756	1819	1839
Strood Canal Road	1735	1800	1823	1842
Strood Commercial Road	1736	1801	1824	1843
Strood Downside	1737	1802	1825	1844
Strood The Coach and Horses	1738	1803	1826	1844
Frindsbury St Nicholas Gardens	1739	1803	1826	1845
Frindsbury Gravesend Road	1739	1804	1827	1845
Frindsbury Petrol Station	1740	1804	1827	1846
Frindsbury Dillywood Lane	1741	1806	1829	1847
Gadshill Copperfield Crescent	1744	1808	1831	1849
Higham Forge Lane	1746	1810	1833	1851
Higham Pear Tree Lane	1746	1810	1833	1851
Higham The Manor House	1747	1811	1834	1852
Shorne The Copperfield	1747	1811	1834	1852
Shorne Crossroads	1748	1812	1835	1853
Shorne Fairways	1749	1812	1835	1853
Shorne Gravesend Road	1749	1813	1836	1854
Chalk Church	1750	1813	1836	1854
Chalk Havisham Road	1752	1815	1838	1856
Chalk Vicarage Lane	1752	1815	1838	1856
Chalk Osney Way	1753	1816	1839	1857
Denton Lion Garage	1754	1817	1840	1858
Denton Abbey Road	1756	1818	1841	1859
Denton St John's School	1757	1820	1842	1900
Milton Church Walk	1759	1821	1843	1901
Milton Albion Road	1800	1823	1844	1902
Gravesend Clock Tower	1802	1824	1846	1904
Gravesend King Street	1803	1825	1847	1905
Gravesend Railway Station	1805	1827	1848	1906

¹ Only During School Holidays

Monday-Friday - towards Chatham Waterfront Bus Station

	190	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190	190	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Gravesend Railway Station	0553	0642	0736	0800	0820	0837	0900	1420	1445	1514	1542	1605	1624	1651	1716	1740	
Gravesend West Street	0554	0644	0738	0802	0822	0839	0902	1422	1447	1516	1544	1607	1626	1653	1718	1742	
Gravesend Clock Tower Harmer Street	0556	0646	0739	0803	0823	0841	0903	1424	1449	1517	1545	1609	1628	1655	1720	1744	
Gravesend Clock Tower	0556	0646	0740	0804	0824	0842	0904	1424	1450	1518	1546	1609	1629	1656	1721	1745	
Milton Albion Road	0557	0648	0741	0805	0825	0843	0905	1426	1451	1519	1547	1610	1630	1657	1722	1746	
Milton Church Walk	0558	0649	0742	0806	0826	0844	0906	1427	1452	1520	1548	1611	1631	1658	1723	1747	
Denton Milton Ale Shades	0559	0650	0743	0807	0827	0845	0907	1428	1453	1521	1549	1612	1633	1700	1725	1749	
Denton Dickens Road	0600	0652	0745	0809	0829	0847	0909	1430	1455	1523	1551	1614	1635	1702	1727	1751	
Denton Damigos Road	0602	0654	0747	0811	0831	0850	0911	1432	1458	1525	1553	--	--	--	--	--	
Chalk North Kent College	0604	0656	0749	0813	0833	0852	0913	1434	1500	1527	1555	1615	1636	1703	1728	1752	
Chalk Osney Way	0605	0657	0750	0814	0834	0853	0914	1435	1501	1528	1556	1617	1638	1705	1730	1754	
Chalk Vicarage Lane	0605	0657	0750	0814	0834	0853	0914	1435	1501	1528	1556	1617	1638	1705	1730	1754	
Chalk Havisham Road	0605	0657	0750	0814	0834	0853	0914	1435	1501	1528	1556	1617	1638	1705	1730	1754	
Chalk Road	0606	0658	0751	0815	0835	0854	0915	1436	1502	1529	1557	1618	1639	1706	1731	1755	
Chalk Church	0606	0659	0752	0816	0836	0855	0916	1437	1503	1530	1558	1619	1640	1707	1732	1756	
Shorne Gravesend Road	0607	0700	0753	0817	0837	0856	0917	1438	1504	1531	1559	1620	1641	1708	1733	1757	
Shorne Fairways	0608	0701	0753	0817	0837	0856	0917	1438	1504	1531	1559	1620	1641	1708	1733	1757	
Shorne Crossroads	0608	0701	0754	0818	0838	0857	0918	1439	1505	1532	1600	1621	1642	1709	1734	1758	
Shorne The Copperfield	0609	0702	0754	0818	0838	0857	0918	1439	1505	1532	1600	1621	1642	1709	1734	1758	
Higham The Manor House	0609	0703	0755	0819	0839	0858	0919	1440	1506	1533	1601	1622	1643	1710	1735	1759	
Higham Hollytree Drive	0610	0704	0756	0820	0840	0859	0920	1441	1507	1534	1602	1623	1644	1711	1736	1800	
Higham Forge Lane	0611	0705	0757	0821	0841	0900	0921	1442	1508	1535	1603	1624	1645	1712	1737	1801	
Gadshill Copperfield Crescent	0611	0706	0758	0822	0842	0901	0922	1443	1509	1536	1604	1625	1646	1713	1738	1802	
Frindsbury Dillywood Lane	0614	0709	0801	0825	0845	0904	0925	1446	1512	1539	1607	1628	1649	1716	1741	1805	
Frindsbury Petrol Station	0615	0711	0803	0827	0847	0906	0927	1448	1514	1541	1609	1630	1651	1718	1743	1807	
Frindsbury Gravesend Road	0616	0712	0803	0827	0847	0906	0927	1449	1515	1541	1609	1630	1651	1718	1743	1807	
Frindsbury St Nicholas Gardens	0616	0712	0804	0828	0848	0907	0928	1449	1515	1542	1610	1631	1652	1719	1744	1808	
Strood The Coach and Horses	0617	0713	0804	0828	0848	0907	0928	1450	1516	1542	1610	1631	1652	1719	1744	1808	
Strood Downside	0618	0714	0805	0829	0849	0908	0929	1451	1517	1543	1611	1632	1653	1720	1745	1809	
Strood High Street	0618	0715	0806	0830	0850	0909	0930	1452	1518	1544	1612	1633	1654	1721	1746	1810	

	190	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190	190	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Strood Canal Road	0620	0717	0808	0832	0852	0911	0932	1454	1520	1546	1614	1635	1656	1723	1748	1812
Rochester Guildhall Museum	0621	0718	0809	0833	0853	0912	0933	1455	1521	1547	1615	1636	1657	1724	1749	1813
Rochester Railway Station	0621	0719	0810	0834	0854	0913	0934	1456	1522	1548	1616	1637	1658	1725	1750	1814
Rochester Community Hub	0622	0719	0810	0834	0854	0913	0934	1456	1522	1548	1616	1637	1658	1725	1750	1814
Rochester Star Hill	0623	0721	0812	0836	0856	0915	0936	1458	1524	1550	1618	1639	1700	1727	1752	1816
Rochester Jacksons Fields	0624	0722	0813	0837	0857	0916	0937	1459	1525	1551	1619	1640	1701	1728	1753	1817
Chatham St Bart's Hospital	0625	0724	0814	0838	0858	0917	0938	1501	1527	1552	1620	1641	1702	1729	1754	1818
Chatham Railway Station New Cut	0627	0727	0817	0841	0901	0920	0941	1504	1530	1555	1623	1644	1705	1732	1757	1821
Chatham Waterfront Bus Station	0630	0730	0820	0844	0904	0924	0944	1507	1533	1558	1626	1647	1708	1735	1800	1824

¹ Only During School Holidays

Monday-Friday - towards Chatham Waterfront Bus Station

	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Gravesend Railway Station	1801	1815	1835	1855	1920
Gravesend West Street	1803	1817	1837	1857	1922
Gravesend Clock Tower Harmer Street	1805	1819	1838	1858	1923
Gravesend Clock Tower	1806	1819	1838	1858	1923
Milton Albion Road	1807	1820	1839	1859	1924
Milton Church Walk	1808	1821	1840	1900	1925
Denton Milton Ale Shades	1810	1822	1841	1901	1926
Denton Dickens Road	1812	1824	1843	1903	1928
Chalk North Kent College	1813	1825	1843	1903	1928
Chalk Osney Way	1815	1827	1845	1905	1930
Chalk Vicarage Lane	1815	1827	1845	1905	1930
Chalk Havisham Road	1815	1827	1845	1905	1930
Chalk Road	1816	1828	1846	1906	1931
Chalk Church	1817	1829	1847	1907	1932
Shorne Gravesend Road	1818	1830	1848	1908	1933
Shorne Fairways	1818	1830	1848	1908	1933
Shorne Crossroads	1819	1831	1849	1909	1934
Shorne The Copperfield	1819	1831	1849	1909	1934
Higham The Manor House	1820	1832	1850	1910	1935
Higham Hollytree Drive	1821	1833	1851	1911	1936
Higham Forge Lane	1822	1834	1852	1912	1937
Gadshill Copperfield Crescent	1823	1835	1853	1913	1937
Frindsbury Dillywood Lane	1826	1839	1856	1916	1940
Frindsbury Petrol Station	1828	1842	1858	1918	1942
Frindsbury Gravesend Road	1828	1843	1858	1918	1943
Frindsbury St Nicholas Gardens	1829	1843	1859	1919	1943
Strood The Coach and Horses	1829	1844	1859	1919	1943
Strood Downside	1830	1845	1900	1920	1944
Strood High Street	1831	1846	1901	1921	1945
Strood Canal Road	1833	1849	1903	1923	1947
Rochester Guildhall Museum	1834	1850	1904	1924	1948
Rochester Railway Station	1835	1851	1905	1925	1949
Rochester Community Hub	1835	1851	1905	1925	1949
Rochester Star Hill	1837	1853	1907	1927	1951
Rochester Jacksons Fields	1838	1854	1908	1928	1952
Chatham St Bart's Hospital	1839	1856	1910	1929	1953
Chatham Railway Station New Cut	1842	1859	1913	1932	1956
Chatham Waterfront Bus Station	1845	1902	1916	1935	1959

¹ Only During School Holidays

Saturday - towards Gravesend Railway Station

	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Chatham Waterfront Bus Station	0712	0755	0832	0852	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252
Chatham Railway Station	0715	0758	0835	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255
Chatham St Bart's Hospital	0716	0759	0836	0856	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256
Rochester Jacksons Fields	0716	0800	0837	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257
Rochester Star Hill	0717	0801	0838	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258
Rochester Community Hub	0718	0802	0839	0859	0919	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259
Rochester Railway Station	0719	0803	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300
Rochester Guildhall Museum	0720	0804	0841	0901	0921	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301
Strood Canal Road	0723	0807	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144	1204	1224	1244	1304
Strood Commercial Road	0723	0807	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305
Strood Downside	0724	0808	0846	0906	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306

	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Strood The Coach and Horses	0725	0809	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307
Frindsbury St Nicholas Gardens	0725	0809	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308
Frindsbury Gravesend Road	0726	0810	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308
Frindsbury Petrol Station	0726	0810	0849	0909	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309
Frindsbury Dillywood Lane	0727	0811	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310
Gadshill Copperfield Crescent	0730	0814	0853	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313
Higham Forge Lane	0731	0815	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315
Higham Pear Tree Lane	0731	0815	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315
Higham The Manor House	0732	0816	0856	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316
Shorne The Copperfield	0732	0816	0856	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316
Shorne Crossroads	0733	0817	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317
Shorne Fairways	0733	0817	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318
Shorne Gravesend Road	0734	0818	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318
Chalk Church	0734	0818	0859	0919	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259	1319
Chalk Havisham Road	0736	0820	0901	0921	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321
Chalk Vicarage Lane	0736	0820	0901	0921	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321
Chalk Osney Way	0737	0821	0902	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322
Denton Damigos Road	0740	0824	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325
Denton Lion Garage	0742	0826	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327
Denton Abbey Road	0743	0827	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328
Denton St John's School	0744	0828	0909	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329
Milton Church Walk	0746	0830	0911	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331
Milton Albion Road	0747	0831	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332
Gravesend Clock Tower	0748	0832	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333
Gravesend King Street	0749	0833	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334
Gravesend Railway Station	0750	0834	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335

Saturday - towards Gravesend Railway Station

	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Chatham Waterfront Bus Station	1312	1332	1352	1412	1432	1452	1512	1532	1602	1632	1702	1732	1802			
Chatham Railway Station	1315	1335	1355	1415	1435	1455	1515	1535	1605	1635	1705	1735	1805			
Chatham St Bart's Hospital	1316	1336	1356	1416	1436	1456	1516	1536	1606	1636	1706	1736	1806			
Rochester Jacksons Fields	1317	1337	1357	1417	1437	1457	1517	1537	1607	1637	1707	1737	1807			
Rochester Star Hill	1318	1338	1358	1418	1438	1458	1518	1538	1608	1638	1708	1738	1808			
Rochester Community Hub	1319	1339	1359	1419	1439	1459	1519	1539	1609	1639	1709	1739	1809			
Rochester Railway Station	1320	1340	1400	1420	1440	1500	1520	1540	1610	1640	1710	1740	1810			
Rochester Guildhall Museum	1321	1341	1401	1421	1441	1501	1521	1541	1611	1641	1711	1741	1811			
Strood Canal Road	1324	1344	1404	1424	1444	1504	1524	1544	1614	1644	1714	1744	1814			
Strood Commercial Road	1325	1345	1405	1425	1445	1505	1525	1545	1614	1644	1714	1744	1814			
Strood Downside	1326	1346	1406	1426	1446	1506	1526	1546	1615	1645	1715	1745	1815			
Strood The Coach and Horses	1327	1347	1407	1427	1447	1507	1527	1547	1616	1646	1716	1746	1816			
Frindsbury St Nicholas Gardens	1328	1348	1408	1428	1448	1508	1528	1548	1616	1646	1716	1746	1816			
Frindsbury Gravesend Road	1328	1348	1408	1428	1448	1508	1528	1548	1617	1647	1717	1747	1817			
Frindsbury Petrol Station	1329	1349	1409	1429	1449	1509	1529	1549	1617	1647	1717	1747	1817			
Frindsbury Dillywood Lane	1330	1350	1410	1430	1450	1510	1530	1550	1618	1648	1718	1748	1818			
Gadshill Copperfield Crescent	1333	1353	1413	1433	1453	1513	1533	1553	1621	1651	1721	1751	1821			
Higham Forge Lane	1335	1355	1415	1435	1455	1515	1535	1555	1622	1652	1722	1752	1822			
Higham Pear Tree Lane	1335	1355	1415	1435	1455	1515	1535	1555	1622	1652	1722	1752	1822			
Higham The Manor House	1336	1356	1416	1436	1456	1516	1536	1556	1623	1653	1723	1753	1823			
Shorne The Copperfield	1336	1356	1416	1436	1456	1516	1536	1556	1623	1653	1723	1753	1823			
Shorne Crossroads	1337	1357	1417	1437	1457	1517	1537	1557	1624	1654	1724	1754	1824			
Shorne Fairways	1338	1358	1418	1438	1458	1518	1538	1558	1624	1654	1724	1754	1824			
Shorne Gravesend Road	1338	1358	1418	1438	1458	1518	1538	1558	1625	1655	1725	1755	1825			
Chalk Church	1339	1359	1419	1439	1459	1519	1539	1559	1625	1655	1725	1755	1825			
Chalk Havisham Road	1341	1401	1421	1441	1501	1521	1541	1601	1627	1657	1727	1757	1827			
Chalk Vicarage Lane	1341	1401	1421	1441	1501	1521	1541	1601	1627	1657	1727	1757	1827			
Chalk Osney Way	1342	1402	1422	1442	1502	1522	1542	1602	1628	1658	1728	1758	1828			
Denton Damigos Road	1345	1405	1425	1445	1505	1525	1545	--	--	--	--	--	--			
Denton Lion Garage	1347	1407	1427	1447	1507	1527	1547	1603	1629	1659	1729	1759	1829			
Denton Abbey Road	1348	1408	1428	1448	1508	1528	1548	1604	1630	1700	1730	1800	1830			
Denton St John's School	1349	1409	1429	1449	1509	1529	1549	1606	1632	1702	1732	1802	1832			
Milton Church Walk	1351	1411	1431	1451	1511	1531	1551	1607	1633	1703	1733	1803	1833			
Milton Albion Road	1352	1412	1432	1452	1512	1532	1552	1609	1635	1705	1735	1805	1835			
Gravesend Clock Tower	1353	1413	1433	1453	1513	1533	1553	1610	1636	1706	1736	1806	1836			
Gravesend King Street	1354	1414	1434	1454	1514	1534	1554	1611	1637	1707	1737	1807	1837			
Gravesend Railway Station	1355	1415	1435	1455	1515	1535	1555	1613	1639	1709	1739	1809	1839			

Saturday - towards Chatham Waterfront Bus Station

	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Gravesend Railway Station	0757	0840	1420	1440	1500	1520	1540	1617	1647	1717	1747	1817	1847	
Gravesend West Street	0758	0842	1422	1442	1502	1522	1542	1618	1648	1718	1748	1818	1848	
Gravesend Clock Tower Harmer Street	0800	0843	1423	1443	1503	1523	1543	1620	1650	1720	1750	1820	1850	
Gravesend Clock Tower	0800	0844	1424	1444	1504	1524	1544	1620	1650	1720	1750	1820	1850	
Milton Albion Road	0801	0845	1425	1445	1505	1525	1545	1621	1651	1721	1751	1821	1851	
Milton Church Walk	0802	0846	1426	1446	1506	1526	1546	1622	1652	1722	1752	1822	1852	
Denton Milton Ale Shades	0803	0847	1427	1447	1507	1527	1547	1622	1652	1722	1752	1822	1852	
Denton Dickens Road	0804	0849	1429	1449	1509	1529	1549	1624	1654	1724	1754	1824	1854	
Denton Damigos Road	0806	0851	1431	1451	1511	1531	1551	--	--	--	--	--	--	
Chalk North Kent College	0807	0853	1433	1453	1513	1533	1553	1625	1655	1725	1755	1825	1855	
Chalk Osney Way	0808	0854	1434	1454	1514	1534	1554	1626	1656	1726	1756	1826	1856	
Chalk Vicarage Lane	0808	0854	1434	1454	1514	1534	1554	1626	1656	1726	1756	1826	1856	
Chalk Havisham Road	0808	0854	1434	1454	1514	1534	1554	1626	1656	1726	1756	1826	1856	
Chalk Road	0809	0855	1435	1455	1515	1535	1555	1627	1657	1727	1757	1827	1857	
Chalk Church	0809	0856	1436	1456	1516	1536	1556	1627	1657	1727	1757	1827	1857	
Shorne Gravesend Road	0810	0857	1437	1457	1517	1537	1557	1628	1658	1728	1758	1828	1858	
Shorne Fairways	0811	0857	1437	1457	1517	1537	1557	1629	1659	1729	1759	1829	1859	
Shorne Crossroads	0811	0858	1438	1458	1518	1538	1558	1629	1659	1729	1759	1829	1859	
Shorne The Copperfield	0812	0858	1438	1458	1518	1538	1558	1630	1700	1730	1800	1830	1900	
Higham The Manor House	0812	0859	1439	1459	1519	1539	1559	1630	1700	1730	1800	1830	1900	
Higham Hollytree Drive	0813	0900	1440	1500	1520	1540	1600	1631	1701	1731	1801	1831	1901	
Higham Forge Lane	0814	0901	1441	1501	1521	1541	1601	1632	1702	1732	1802	1832	1902	
Gadshill Copperfield Crescent	0814	0902	1442	1502	1522	1542	1602	1632	1702	1732	1802	1832	1902	
Frindsbury Dillywood Lane	0817	0905	1445	1505	1525	1545	1605	1635	1705	1735	1805	1835	1905	
Frindsbury Petrol Station	0819	0907	1447	1507	1527	1547	1607	1637	1707	1737	1807	1837	1907	
Frindsbury Gravesend Road	0820	0907	1447	1507	1527	1547	1607	1638	1708	1738	1808	1838	1908	
Frindsbury St Nicholas Gardens	0820	0908	1448	1508	1528	1548	1608	1638	1708	1738	1808	1838	1908	
Strood The Coach and Horses	0820	0908	1448	1508	1528	1548	1608	1638	1708	1738	1808	1838	1908	
Strood Downside	0821	0909	1449	1509	1529	1549	1609	1639	1709	1739	1809	1839	1909	
Strood High Street	0822	0910	1450	1510	1530	1550	1610	1640	1710	1740	1810	1840	1910	
Strood Canal Road	0824	0912	1452	1512	1532	1552	1612	1642	1712	1742	1812	1842	1912	
Rochester Guildhall Museum	0825	0913	1453	1513	1533	1553	1613	1643	1713	1743	1813	1843	1913	
Rochester Railway Station	0826	0914	1454	1514	1534	1554	1614	1644	1714	1744	1814	1844	1914	
Rochester Community Hub	0826	0914	1454	1514	1534	1554	1614	1644	1714	1744	1814	1844	1914	
Rochester Star Hill	0828	0916	1456	1516	1536	1556	1616	1646	1716	1746	1816	1846	1916	
Rochester Jacksons Fields	0829	0917	1457	1517	1537	1557	1617	1647	1717	1747	1817	1847	1917	
Chatham St Bart's Hospital	0830	0918	1458	1518	1538	1558	1618	1648	1718	1748	1818	1848	1918	
Chatham Railway Station New Cut	0833	0921	1501	1521	1541	1601	1621	1651	1721	1751	1821	1851	1921	
Chatham Waterfront Bus Station	0836	0924	1504	1524	1544	1604	1624	1654	1724	1754	1824	1854	1924	

Sunday - towards Gravesend Railway Station

	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Chatham Waterfront Bus Station	0902	1002	1102	1202	1302	1402	1502	1602	1702	
Chatham Railway Station	0905	1005	1105	1205	1305	1405	1505	1605	1705	
Chatham St Bart's Hospital	0906	1006	1106	1206	1306	1406	1506	1606	1706	
Rochester Jacksons Fields	0907	1007	1107	1207	1307	1407	1507	1607	1707	
Rochester Star Hill	0908	1008	1108	1208	1308	1408	1508	1608	1708	
Rochester Community Hub	0909	1009	1109	1209	1309	1409	1509	1609	1709	
Rochester Railway Station	0910	1010	1110	1210	1310	1410	1510	1610	1710	
Rochester Guildhall Museum	0911	1011	1111	1211	1311	1411	1511	1611	1711	
Strood Canal Road	0914	1014	1114	1214	1314	1414	1514	1614	1714	
Strood Commercial Road	0915	1015	1115	1215	1315	1415	1515	1615	1715	
Strood Downside	0916	1016	1116	1216	1316	1416	1516	1616	1716	
Strood The Coach and Horses	0917	1017	1117	1217	1317	1417	1517	1617	1717	
Frindsbury St Nicholas Gardens	0918	1018	1118	1218	1318	1418	1518	1618	1718	
Frindsbury Gravesend Road	0918	1018	1118	1218	1318	1418	1518	1618	1718	
Frindsbury Petrol Station	0919	1019	1119	1219	1319	1419	1519	1619	1719	
Frindsbury Dillywood Lane	0920	1020	1120	1220	1320	1420	1520	1620	1720	
Gadshill Copperfield Crescent	0923	1023	1123	1223	1323	1423	1523	1623	1723	
Higham Forge Lane	0925	1025	1125	1225	1325	1425	1525	1625	1725	
Higham Pear Tree Lane	0925	1025	1125	1225	1325	1425	1525	1625	1725	
Higham The Manor House	0926	1026	1126	1226	1326	1426	1526	1626	1726	
Shorne The Copperfield	0926	1026	1126	1226	1326	1426	1526	1626	1726	
Shorne Crossroads	0927	1027	1127	1227	1327	1427	1527	1627	1727	
Shorne Fairways	0927	1027	1127	1227	1327	1427	1527	1627	1727	
Shorne Gravesend Road	0928	1028	1128	1228	1328	1428	1528	1628	1728	

	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Chalk Church	0928	1028	1128	1228	1328	1428	1528	1628	1728
Chalk Havisham Road	0930	1030	1130	1230	1330	1430	1530	1630	1730
Chalk Vicarage Lane	0930	1030	1130	1230	1330	1430	1530	1630	1730
Chalk Osney Way	0931	1031	1131	1231	1331	1431	1531	1631	1731
Denton Lion Garage	0932	1032	1132	1232	1332	1432	1532	1632	1732
Denton Abbey Road	0933	1033	1133	1233	1333	1433	1533	1633	1733
Denton St John's School	0934	1034	1134	1234	1334	1434	1534	1634	1734
Milton Church Walk	0936	1036	1136	1236	1336	1436	1536	1636	1736
Milton Albion Road	0937	1037	1137	1237	1337	1437	1537	1637	1737
Gravesend Clock Tower	0938	1038	1138	1238	1338	1438	1538	1638	1738
Gravesend King Street	0939	1039	1139	1239	1339	1439	1539	1639	1739
Gravesend Railway Station	0941	1041	1141	1241	1341	1441	1541	1641	1741

¹ Only During Bank Holidays

Sunday - towards Chatham Waterfront Bus Station

	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹	190 ¹
Gravesend Railway Station	0946	1046	1146	1246	1346	1446	1546	1646	1746
Gravesend West Street	0948	1048	1148	1248	1348	1448	1548	1648	1748
Gravesend Clock Tower Harmer Street	0949	1049	1149	1249	1349	1449	1549	1649	1749
Gravesend Clock Tower	0949	1049	1149	1249	1349	1449	1549	1649	1749
Milton Albion Road	0950	1050	1150	1250	1350	1450	1550	1650	1750
Milton Church Walk	0951	1051	1151	1251	1351	1451	1551	1651	1751
Denton Milton Ale Shades	0952	1052	1152	1252	1352	1452	1552	1652	1752
Denton Dickens Road	0954	1054	1154	1254	1354	1454	1554	1654	1754
Chalk North Kent College	0954	1054	1154	1254	1354	1454	1554	1654	1754
Chalk Osney Way	0956	1056	1156	1256	1356	1456	1556	1656	1756
Chalk Vicarage Lane	0956	1056	1156	1256	1356	1456	1556	1656	1756
Chalk Havisham Road	0956	1056	1156	1256	1356	1456	1556	1656	1756
Chalk Road	0957	1057	1157	1257	1357	1457	1557	1657	1757
Chalk Church	0957	1057	1157	1257	1357	1457	1557	1657	1757
Shorne Gravesend Road	0958	1058	1158	1258	1358	1458	1558	1658	1758
Shorne Fairways	0959	1059	1159	1259	1359	1459	1559	1659	1759
Shorne Crossroads	0959	1059	1159	1259	1359	1459	1559	1659	1759
Shorne The Copperfield	1000	1100	1200	1300	1400	1500	1600	1700	1800
Higham The Manor House	1000	1100	1200	1300	1400	1500	1600	1700	1800
Higham Hollytree Drive	1001	1101	1201	1301	1401	1501	1601	1701	1801
Higham Forge Lane	1002	1102	1202	1302	1402	1502	1602	1702	1802
Gadshill Copperfield Crescent	1003	1103	1203	1303	1403	1503	1603	1703	1803
Frindsbury Dillywood Lane	1006	1106	1206	1306	1406	1506	1606	1706	1806
Frindsbury Petrol Station	1008	1108	1208	1308	1408	1508	1608	1708	1808
Frindsbury Gravesend Road	1008	1108	1208	1308	1408	1508	1608	1708	1808
Frindsbury St Nicholas Gardens	1009	1109	1209	1309	1409	1509	1609	1709	1809
Strood The Coach and Horses	1009	1109	1209	1309	1409	1509	1609	1709	1809
Strood Downside	1010	1110	1210	1310	1410	1510	1610	1710	1810
Strood High Street	1011	1111	1211	1311	1411	1511	1611	1711	1811
Strood Canal Road	1013	1113	1213	1313	1413	1513	1613	1713	1813
Rochester Guildhall Museum	1014	1114	1214	1314	1414	1514	1614	1714	1814
Rochester Railway Station	1015	1115	1215	1315	1415	1515	1615	1715	1815
Rochester Community Hub	1015	1115	1215	1315	1415	1515	1615	1715	1815
Rochester Star Hill	1017	1117	1217	1317	1417	1517	1617	1717	1817
Rochester Jacksons Fields	1017	1117	1217	1317	1417	1517	1617	1717	1817
Chatham St Bart's Hospital	1018	1118	1218	1318	1418	1518	1618	1718	1818
Chatham Railway Station New Cut	1020	1120	1220	1320	1420	1520	1620	1720	1820
Chatham Waterfront Bus Station	1022	1122	1222	1322	1422	1522	1622	1722	1822

¹ Only During Bank Holidays

APPENDIX D

Lambeth Parking Stress Survey Methodology

Gravesham Borough Council

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys **should not** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ejò, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX E

Full Parking Survey Results (Overnight and Daytime)

Gravesham Borough Council

P2390- Garages Rear of Osney Way Car Park , Gravesham, DA12 2ND

Overnight Parking Survey 1 - Monday 19th October 2020 04:15

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	15	39%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	62	78%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	7	39%	-	-	-	8	3	38%	-	-	-
Miller Road	13	15	115%	-	-	-	-	-	-	-	-	-
Osney Way	13	12	92%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	4	67%	3	4	133%	-	-	-
Pirrup Close	11	10	91%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	9	47%	-	-	-	-	-	-	1	1	100%
Total	192	130	68%	20	6	30%	13	9	69%	1	1	100%

Notes:

Source: PMA Survey

Overnight Parking Survey 2 - Tuesday 20th October 2020 04:30

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	19	50%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	62	78%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	5	28%	-	-	-	8	4	50%	-	-	-
Miller Road	13	18	138%	-	-	-	-	-	-	-	-	-
Osney Way	13	13	100%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	4	67%	3	4	133%	-	-	-
Pirrup Close	11	10	91%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	13	68%	-	-	-	-	-	-	1	1	100%
Total	192	140	73%	20	6	30%	13	10	77%	1	1	100%

Average Overnight Parking Survey

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	17	45%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	62	78%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	6	33%	-	-	-	8	4	44%	-	-	-
Miller Road	13	17	127%	-	-	-	-	-	-	-	-	-
Osney Way	13	13	96%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	4	67%	3	4	133%	-	-	-
Pirrup Close	11	10	91%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	11	58%	-	-	-	-	-	-	1	1	100%
Total	192	135	70%	20	6	30%	13	10	73%	1	1	100%

Daytime Parking Survey - Monday 19th October 2020 13:15

Road	Unrestricted Kerbside			Forecourt Parking			Private Parking			Disabled Parking		
	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress	Number of Parking Spaces	Number of Cars parked	Parking Stress
Site	-	-	-	7	1	14%	-	-	-	-	-	-
Chalk Road	38	11	29%	-	-	-	-	-	-	-	-	-
Lower Higham Road	80	55	69%	-	-	-	-	-	-	-	-	-
Lower Higham Road Car Park	18	10	56%	-	-	-	8	3	38%	-	-	-
Miller Road	13	8	62%	-	-	-	-	-	-	-	-	-
Osney Way	13	11	85%	-	-	-	-	-	-	-	-	-
Oxford Close	-	-	-	6	1	17%	3	3	100%	-	-	-
Pirrup Close	11	8	73%	7	1	14%	2	2	100%	-	-	-
Vicarage Lane	19	9	47%	-	-	-	-	-	-	1	1	100%
Total	192	112	58%	20	3	15%	13	8	62%	1	1	100%

APPENDIX F

Email Correspondence with Kent County Council Highway

Gravesham Borough Council

Abigail Lindsay

From: David.Barton@kent.gov.uk
Sent: 16 October 2020 14:52
To: Abigail Lindsay
Subject: RE: P2390: Osney Way DA12 2NG

Hi Abi

Yes that's fine with me, but will be subject to any changes which may be necessary once the results of the surveys are known.

Many thanks
Dave

PS The message heading appears to be incorrect.

David Barton
Senior Development Planner
Kent County Council Highways & Transportation
07715 428802

From: Abigail Lindsay <abigail.lindsay@pma-traffic.co.uk>
Sent: 16 October 2020 14:49
To: David Barton - GT HTW <David.Barton@kent.gov.uk>
Subject: RE: P2390: Osney Way DA12 2NG

Hi David,

Thank you for your email.

This is very helpful. We will follow the Lambeth methodology and carry out a daytime survey too.

For the daytime survey, we will carry out a survey between 13:00-14:00 as a snapshot, is this acceptable?

Kind regards,
Abi

Abigail Lindsay
[Paul Mew Associates](#)
Traffic Consultants
Tel: 0208 780 0426
Email: abigail.lindsay@pma-traffic.co.uk

From: David.Barton@kent.gov.uk <David.Barton@kent.gov.uk>
Sent: 16 October 2020 12:41

To: Abigail Lindsay <abigail.lindsay@pma-traffic.co.uk>

Subject: RE: P2390: Osney Way DA12 2NG

Hi Abigail

Thank you for your email. You may be aware that KCC currently charges for highways pre-application advice (details at <https://www.kent.gov.uk/waste-planning-and-land/planning-applications/planning-advice/highway-pre-application-advice>) but I will briefly answer your questions without you making a formal request.

No neighbour consultation is necessary for a CTMP and if it is submitted with the application documents then the neighbours will have the opportunity to comment on it when the planners consult them.

As you are no doubt aware the present Covid-19 pandemic is having an impact on traffic flows but I agree with you that is anything parking levels in residential areas are likely to be higher than "normal" due to a greater number of residents working from home during the day.

I am not familiar with the Merton Methodology, only the Lambeth Methodology, which I assume is similar. It would help if a brief resume of the method is included in any TA.

I am happy with the survey days and timings although for robustness I suggest a single daytime survey is carried out during the same period. This may get raised during the application process.

In respect of the private roads I suggest that the survey could include them but any assessment i.e. number of available spaces, should be restricted to the public adopted roads only. This is because the HA have no control over these roads and could be closed, obstructed or similar at any time. Maybe the parking in private roads can be shown as "additional parking available".

I hope that this helps. If you require any further advice I am afraid I must ask you to submit a formal request form.

Many thanks

Dave

David Barton

Senior Development Planner

Kent County Council Highways & Transportation

07715 428802

From: Abigail Lindsay <abigail.lindsay@pma-traffic.co.uk>

Sent: 15 October 2020 16:28

To: David Barton - GT HTW <David.Barton@kent.gov.uk>

Subject: P2390: Osney Way DA12 2NG

Dear David,

I hope you are well.

I am currently the Transport Consultant working on the proposal at Osney Mews; Garages off of Lower Higham Road, Gravesham, Kent, DA12 2NG. Within the pre-application advice for the site, your contact details were given as the best to contact regarding the site.

We are currently preparing a Transport Statement and a Construction Traffic Management Plan for the development.

For the CTMP, do Kent Highway require a neighbour consultation to be carried out as part of this document?

With regards to the Parking Stress survey, we are looking to carry out these surveys as soon as possible. If acceptable, we aim to carry out these surveys at the start of next week 19th and 20th October or week commencing Monday 2nd November. We wanted confirmation that this would be acceptable by the council.

We aim to carry out the parking surveys in line with Merton Methodology and carry out two overnight parking surveys (Monday to Thursday 00:30-5:30). Due to the current restrictions, the parking surveys at this time are more likely to provide a true reflection or worst-case scenario of the parking stress within the local area.

I have attached the 200m survey area for your referral. The 200m Survey Area currently includes roads which as indicated on Google street views and Google Maps are private parking, this has been included for our consideration but once on-site, our surveyor will indicate the use of these roads.

Whilst carrying out the initial desktop study of the area, I noticed parts of the roads included within the study area do not appear to be adopted highway. Please could you confirm if the tracks between roads are considered public highway would require to be included within the 200m survey area?

Thank you for your help in advance.

I look forward to hearing from you.

Kind regards,
Abigail

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426 Web: <http://www.pma-traffic.co.uk/>

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