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HIGHWAY PARKING ASSESSMENT & SURVEY

In the vicinity of: 66-68 Singlewell Road, Gravesend, Kent, DA11 7PW

In respect of: Variation of operating hours

1 Introduction

On the request of our client a parking assessment and survey was undertaken of the current parking activity in the area of 66-68 Singlewell Road, Gravesend, Kent, DA11 7PW.

On site observations were undertaken at 15-minute intervals between the hours of 6.30pm to 8.00pm. The surveys took place on three separate days of Thursday 10th, Friday 11th and Saturday 12th June 2021.

2 Methodology

It is understood that our client agreed the below survey methodology with the Local Planning Authority in the form of the Highways Development Planning Officer.

- Preferred days of survey Thursday, Friday and Saturday.
- Between the hours of the proposed new closing time.
- Maximum distance of 100 metres from premises.
- Including time-controlled parking bays and unrestricted on street parking.
- Carried out at 15-minute intervals.
- Spacing of 6 metre gaps for kerb side parking.
- Does not coincide with any school holiday or bank holiday weekend period.
- Spaces for available parking do not include dropped kerbs for pedestrian or vehicles.

The surveys for all zones were undertaken on separate days and based on the total number of time restricted parking bays and unrestricted substantial lengths of on street parking spaces available within the study area.

The aim of the survey is to provide an overview of the current parking usage and the capacity available in the local vicinity.

The roads / areas which were included within the 100 metres study area are Singlewell Road North, Leigh Road, Cross Lane East, Portland Avenue, Singlewell Road South and Cross Lane West.

To establish capacity within the study area, a survey was undertaken of the roads and areas as identified above, recording the number of available parking spaces, which permit the free flow of traffic on the main road with allowance for easy access for customers to the Local District Centre and to the nearby residential houses.

3 Operations of the modern takeaway industry

This industry was changing over the years, but the current Covid pandemic has widened the dimensions and greatly accelerated the rate of change. Many of these changes, such as home deliveries 70-80% in general, can be expected to continue after the Covid crisis ends because they are proving so popular with customers.

The modern business forms an important part of local way of life with customers able to choose from an online menu, place an order and pay from the convenience of their own mobile phones. With the increase in deliveries the amount of actual vehicular traffic associated with customers is reduced and the meals delivered in an efficient manner usually involving small vehicles such as motor scooters.

The numbers of people driving to the site to collect their own food is further limited by the way in which the orders are only accepted according to the cooking capacity available when the telephone or online order is made. It should not therefore be visualised that large numbers of cars will descend on the food outlet at any one time.

Furthermore, the provision of a new facility in this location will be a valuable asset in the move towards sustainability in serving the large number of residences in the local area without the need for residents to travel further afield.

4 Local on-street parking provision

The area is within easy walking of Gravesend Town Centre and is only a short distance (12 walking minutes) away, there is also an excellent public transport network within close proximity of the site, supported by bus & coach stops and walking routes adjacent to the client's premises. It was also noted that the area has a high presence of cyclists, possibly due to the nearby Cyclopark (5 cycle minutes) offering world class facilities for the area and Woodlands Recreational Park (5 walking minutes) and a Golf Club (5 walking minutes).

Singlewell Road North & South and Cross Lane East & West are not categorised as A or B Roads, unlike Wrotham Road (A227) and Old Road East & West (B261) which run parallel and cater for main traffic towards and out of Gravesend Town Centre.

Singlewell Road & Cross Lane - C Roads are generally smaller roads intended to connect unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network.

Cross Lane East of which is part one way with no entry from Echo Square roundabout, therefore limiting the through flow of traffic towards the client's entrance to the premises.

There are four distinct areas in front of the parades of shops which are serviced by parking bays installed and maintained by the Local Authority Highways and have already been deemed to be safe and sufficient for use despite the proximity to the traffic light-controlled junction. These are signed "Mon-Sat 8.00am-6.30pm 30 mins No return within an hour". These will have been designed to ensure parking is available for shop customers.

5 Summary of Results

The following table shows the study area and spaces which were unoccupied at the time of survey giving an indication of the facilities available for shop users.

Zone	Area	Limitations		Within 100 metres of premises	Available spaces 6 metre gaps				
Zone 1	Cross Lane (East)	Timed bays 8.00am-6.30pm		Yes	4				
Zone 2	Cross Lane (West)			Yes	5				
Zone 3	Singlewell Road (North)			Yes	3				
Zone 4	Singlewell Road (South)			Yes	5				
Zone 5	Cross Lane (East)	Unrestricted parking		Yes	28				
Zone 6	Singlewell Road (South)			Yes	4				
Zone 7	Portland Avenue			Yes	15				
Zone 8	Leigh Road	Unrestricted parking (excluding 1-2pm)		Yes	11				
N/A	Cross Lane (West)	No parking – double yellow lines		Yes	-				
N/A	Singlewell Road (North)	No parking – double yellow lines		Yes	-				
Day	Zone	Available Spaces	Unoccupied Spaces (PM)						
			6.30	6.45	7.00	7.15	7.30	7.45	8.00
Thursday	Zone 1	4	3	3	4	2	3	4	3
	Zone 2	5	2	2	4	1	4	4	4
	Zone 3	3	2	3	2	3	2	2	1
	Zone 4	5	1	1	3	3	3	2	3
	Zone 5	28	13	10	12	11	10	6	6
	Zone 6	5	4	1	4	4	2	4	3
	Zone 7	34	8	7	9	9	9	6	4
	Zone 8	11	5	5	2	5	6	2	4
Friday	Zone 1	4	4	2	1	2	4	2	2
	Zone 2	5	3	3	4	2	5	2	2
	Zone 3	3	1	3	3	1	3	3	3
	Zone 4	5	2	1	2	2	1	2	2
	Zone 5	28	8	8	8	8	6	6	4
	Zone 6	5	3	3	3	1	1	2	1
	Zone 7	34	10	7	8	6	6	7	5
	Zone 8	11	9	9	8	9	5	7	4
Saturday	Zone 1	4	1	3	3	3	3	2	3
	Zone 2	5	4	5	2	3	3	5	4
	Zone 3	3	2	3	1	1	2	1	2
	Zone 4	5	2	1	2	1	1	2	2
	Zone 5	28	14	14	14	16	13	8	8
	Zone 6	5	3	3	4	4	4	5	4
	Zone 7	34	11	9	10	10	10	7	6
	Zone 8	11	7	7	7	9	3	4	3

It is demonstrated from the above survey that, even within the limited walking distance, there are significant numbers of unoccupied street parking spaces available for use for those customers who choose to collect their own pre-ordered food. It is especially noticeable that spaces at Zone 1, 5 and 7 are available in the parking area immediately outside the application site where they will be of greatest value in catering for any demand.

6 Conclusion

The results of the parking survey show that there is a generous amount of vacant car parking spaces within all zones and immediate vicinity of the proposed site during the evening. It is evident that this parking area provides for the needs of local shops, business and there is clearly enough capacity to accommodate the parking requirements of the proposed business, without causing inconvenience for residents or hampering customers using the existing businesses.

It is anticipated that 85% of customers will be local footfall residents and businesses, as observed during the survey many of the businesses in the Local Centre benefit from local footfall resident and business trade; this will potentially have significant reduction on any anticipated impact on traffic and parking within the local area.

For those customers choosing to collect for themselves, and who elect to travel by car, the survey shows that there is sufficient availability for on street parking to meet foreseeable demand.

In these circumstances I consider that there should be no highway objection to this application.