

Highways Technical Note

Site: Quigley Dental Practice, Hunt Road, Gravesend
Prepared by: EF
Approved by: DM
Date: 13 February 2024

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Quigley Dental Practice in support of an extension to an existing dental practice located at 25 Hunt Road, Painters Ash Lane, Northfleet, Gravesend (herein referred to as 'the site').
- 1.2 The site is located approximately 2.7km south of Gravesend town centre. The site benefits from close proximity to the A2. The site is located within the administrative boundaries of Gravesham Borough Council (GBC) and Kent County Council (KCC).
- 1.3 The site is an existing dental clinic with a residential flat above. It is proposed that the flat is converted into consultation rooms to expand the dental clinic. This will result in a change of land-use from residential to medical use and increase the provision from 2 consultation rooms to 5 consultation rooms.
- 1.4 A consultee response has been received from KCC. The comments made within the response will be addressed within this Highways Technical Note along with an exploration of the other highways and transportation factors influencing the site.

2.0 Baseline Conditions

Overview

- 2.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

- 2.2 The site is located upon Hunt Road to the south-western extent of Gravesend. The surrounding area can be classified as residential in nature. The site location is shown below in Figure 2.1.

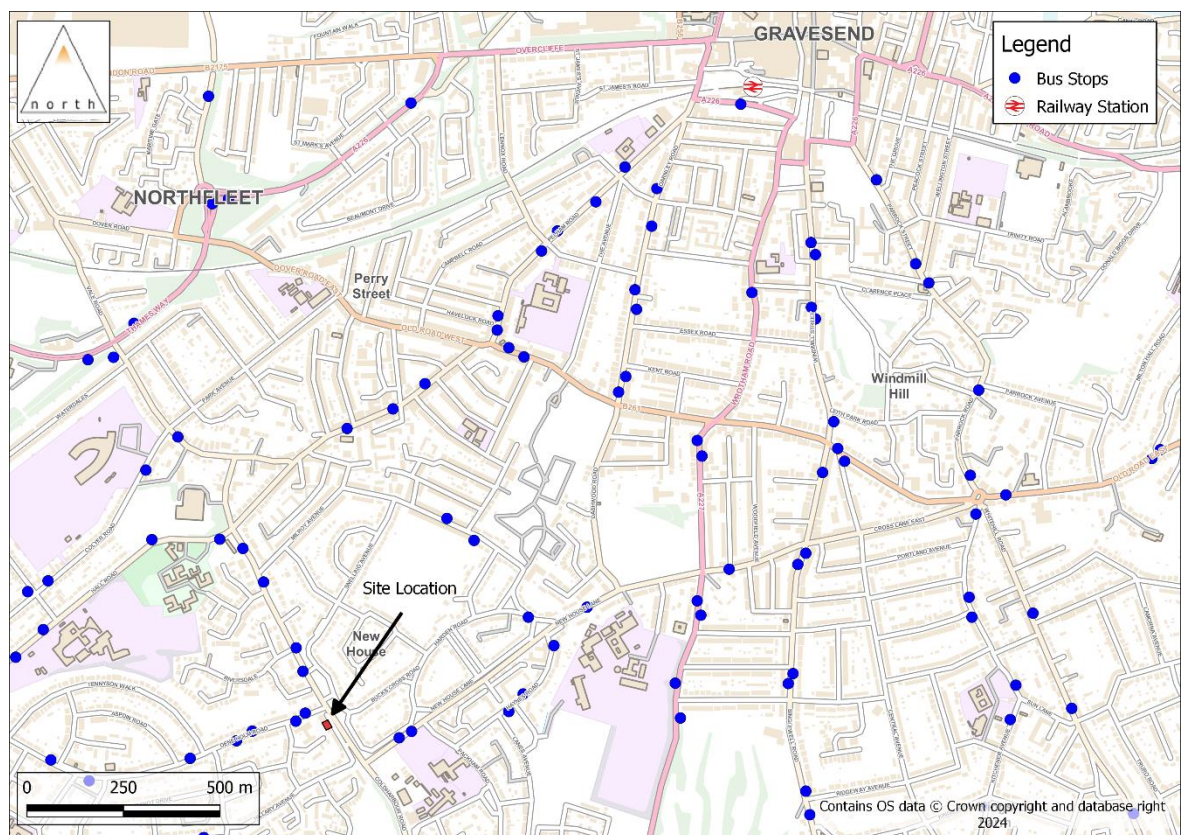


Figure 2.1: Site Location

Existing Highway Network

- 2.3 The site is located on Hunt Road. Hunt Road is a single carriageway, two-way cul-de-sac road subject to a 30mph speed limit. Access can be taken either from Hilary Avenue, which connects to local residential roads, or Coldharbour Road which connects to the A2 to the south and Northfleet to the north.
- 2.4 The site benefits from close proximity to the A2. The A2 connects to the M2 to the east and the M25 to the west providing connections to the wider highway network.

Accessibility of the Site by Non-Car Modes

- 2.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot ... but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 2.6 The National Planning Policy Framework (NPPF) recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas which residents may access comfortably on foot"*.
- 2.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2022 also noted that "83% of all trips under one mile were walks", making it the most frequent mode of travel for very short distances.

Accessibility on Foot

- 2.8 Hunt Road has a continuously lit footway running along the southern extent of the road providing pedestrian access to the site. Eastbound travel along this footway provides routes towards the surrounding residential area. Westbound travel allows for the utilisation of a pedestrian access onto Dene Holm Road and Coldharbour Road and further onward travel.
- 2.9 All local streets are characterised with continuously lit footways with dropped kerbs present to assist pedestrians in the act of crossing.
- 2.10 There is a pedestrian refuge crossing island located approximately 100 metres from the site upon Coldharbour Road characterised with dropped kerbs and tactile paving to assist pedestrians in crossing. This provides access to the northern footway along Coldharbour Road and the wider residential area surrounding the site.

Accessibility by Cycle

- 2.11 There are no on-road cycle facilities provided within the vicinity of the site however the relatively low speed limit and flat topography of the local area ensure that the local highway network can be deemed suitable for cycling.
- 2.12 The National Cycle Network Route 1, Euroroute R1, and EuroVelo 12 run to the north-west of the site. The National Cycle Network Route 1 runs between Dover to the south and Tain in northern Scotland to the north. This route provides a cycle route towards Central London. The Euroroute R1 runs between London and Moscow, whilst the EuroVelo 12 runs between Denmark to the Shetland Islands along the North Sea coast.
- 2.13 The National Cycle Route 177 is located to the south of the site and runs parallel to the A2 as an off-road cycle route. This route connects to those discussed above.

Accessibility by Bus

- 2.14 As shown within Figure 2.1, there are a number of bus stops local to the site. The closest is located on Dene Holm Road, approximately 92 metres north-west of the site. The local bus services operating within the vicinity of the site are shown below in Table 2.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
481	Riverview Park – Denton – Gravesend – Perry Street – Northfleet – Ebbsfleet International Station	1 every hour	1 every hour	No Service
483	Kings Farm – Gravesend – Perry Street – Northfleet – Ebbsfleet International Station – Swanscombe – Bluewater	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
489	New Ash Green – Hartley – Longfield – New Barn – Southfleet – Northfleet – Perry Street – Gravesend – Denton	1 every 2 hours	4 services a day	No Service

Table 2.1: Local Bus Services

- 2.15 Table 2.1 demonstrates that there are regular bus services serving the stops within the immediate vicinity of the site. These services also connect to other bus services and rail services ensuring that the site can be accessed from local residential areas by bus but also from further locations.

Accessibility by Rail

- 2.16 The closest railway station to the site is Gravesend railway station located approximately 2.4km north of the site equivalent to a 34-minute walk, 9-minute cycle, or 13-minute journey via public transport.
- 2.17 Gravesend railway station benefits from 94 car parking spaces, of which 5 are accessible, and 280 sheltered cycle parking spaces. A summary of the direct rail services operating from Gravesend railway station is shown below in Table 2.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Faversham	Gravesend – Strood (Kent) – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Sittingbourne – Faversham	1 every hour	1 every hour	No Direct Service
Ramsgate	Gravesend – Strood (Kent) – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Sittingbourne – Faversham – Whitstable – Herne Bay – Birchington-On-Sea – Margate – Broadstairs – Ramsgate	1 every hour	1 every hour	1 every hour
Rainham (Kent)	Gravesend – Higham – Strood (Kent) – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent)	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
London St Pancras International	Gravesend – Ebbsfleet International – Stratford International – London St Pancras International	1 every 30 minutes	1 every 30 minutes	1 every hour
London Cannon Street	Gravesend – Greenhithe – Dartford – Slade Green – Erith – Belvedere – Abbey Wood – Woolwich Arsenal – Woolwich Dockyard – Charlton – Blackheath – Lewisham – St Johns – New Cross – London Bridge – London Cannon Street	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
London Charing Cross	Gravesend – Northfleet – Swanscombe – Greenhithe – Stone Crossing – Dartford – Crayford – Bexley – Albany Park – Sidcup – New Eltham – Mottingham – Lee (London) – Hither Green – London Bridge – London Waterloo East – London Charing Cross	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
Luton	Gravesend – Northfleet – Swanscombe – Greenhithe – Stone Crossing – Dartford – Slade Green – Abbey Wood – Plumstead – Woolwich Arsenal – Charlton – Westcombe Park – Maze Hill – Greenwich – Deptford – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – Brent Cross West – Mill Hill Broadway – Elstree & Borehamwood – Radlett – St Albans City – Harpenden – Luton Airport Parkway – Luton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes

Table 2.2: Direct Rail Services

- 2.18 Table 2.2 demonstrates the accessibility of the site to the rail network and the connectivity of the site to local destinations and destinations further afield. This highlights that it would be possible for staff to commute to the site from a further distance by sustainable transport methods. Likewise, patients can also make use of both rail and bus services to access the site.

Road Safety Review

- 2.19 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Crashmap for the most recent 5-year period.
- 2.20 A review of the data shows that no collisions were reported at the access points to Hunt Road which demonstrates that there is no existing deficiency within the local highway provision.

Summary

- 2.21 The above review demonstrates that the site is accessible by sustainable transport methods which have the potential to reduce the reliance upon the private car. It has also been demonstrated that the existing highway network is safe within this review.

3.0 Development Proposals

- 3.1 The following section provides details of how the site is to be developed. The proposals seek to change the first floor from an existing flat to additional consultation rooms increasing the provision of consultation rooms at the site from 2 to 5. This would also generate an increase in full time staff numbers from 9 to 12. The proposed site layout is attached within **Appendix A**.

Access Arrangements

- 3.2 Vehicle access to Hunt Road, and therefore the site, is taken either through a priority junction onto Coldharbour Road or via Hillary Avenue. Pedestrian access is also taken through these locations with an additional pedestrian access provided from Dene Holm Road.
- 3.3 These access arrangements will continue to be used as part of the proposed redevelopment with no alternations proposed.

Car Parking

- 3.4 There is no designated parking associated to the site with parking being undertaken on-street within the residential roads surrounding the site. Local residential roads have no parking restrictions placed upon them although Dene Holm Road and Coldharbour Road both have double yellow line restrictions implemented.
- 3.5 This lack of car parking designated to the site is accepted by KCC in their highway comments with an understanding of the site location within a residential area.
- 3.6 There is a car park located approximately 750 metres south-east of the site at 'Morrisons'. It is approximately an 11-minute walk from the car park to the site therefore there is potential to utilise an off-street car park if preferred. This car park is a pay and display car park with full day stay possible ensuring that it can be deemed appropriate for use by staff who choose to drive as well as patients. However in reality free parking is available on local roads, and therefore an assessment of car parking impact is summarised within the following section of this report.

Cycle Parking

- 3.7 There is no patient cycle parking associated to the existing site. It is proposed that a single Sheffield stand is provided at the front of the site to allow for patients to park their cycle for the duration of their appointment.
- 3.8 The site is a residential property converted into a dental practice. As a result, a shed/store is provided within the rear garden associated to the site. Staff cycle parking is able to occur within this store in the same manner as a residential property would be expected to store cycles. This ensures that staff cycles are stored in a secure and sheltered location.

Servicing and Emergency Access

- 3.9 It is proposed that the existing servicing and emergency access of vehicles stopping on street, servicing the site, turning, and exiting from the site in a forward gear continues to occur as a result of the proposed redevelopment of the site.

Summary

- 3.10 The above review has demonstrated that there is little change being proposed as part of the redevelopment from a highways standpoint and that the existing arrangements are suitable for the proposed redevelopment.

4.0 Car Parking Assessment

Overview

- 4.1 As part of their comments, KCC stated that "a parking survey is required to demonstrate sufficient availability within, say, 300 metres of the surgery. Since the dental surgery already exists and there are likely to be vehicles parked in association with the existing staff / patients, this will need to be taken into account".
- 4.2 This section will look to provide evidence that the parking available within a 300-metre distance of the site has sufficient capacity to cope with the increase in consultation rooms proposed at the site.
- 4.3 This will firstly be achieved through an analysis of survey data for both staff and patient travel habits to understand the average daily demand for car parking at the site. There will then be a focus on a parking beat survey completed within the recommendations set out within KCC comments to demonstrate the availability of parking at the site.

Staff Parking Demand

- 4.4 Survey data indicates there are currently 9 full time equivalent staff members working at the site. It is proposed that this will increase to 12 full time equivalent staff members as a result of the proposed expansion.
- 4.5 Travel to work data for the existing staff has been provided and is shown as a modal split in Table 4.1 below. A copy of the staff survey questionnaire is shown within **Appendix B**.

Method of Transport	Modal Split (%)
Walk	11%
Cycle	0%
Bus	0%
Train	0%
Driving	78%
Taxi	11%
Other	0%

Table 4.1: Staff Survey Method of Travel to Work Modal Split

- 4.6 The data provided within Table 4.1 demonstrates that 78% staff commute to the site by private car and therefore park on-street. For the proposed increase in staff, this would equate to 9 staff requiring car parking spaces between the operational hours of the dentists (09:00-17:30); this is an increase of 2 staff requiring additional parking.
- 4.7 Within the staff survey, 70% of staff noted that if there were either better links to public transport or a lift sharing scheme implemented then they would be more likely to not utilise a private car to access the site.

Patient Parking Demand

- 4.8 In order to understand the travel methods for existing patients, a travel survey was also completed. A copy of the patient travel survey questionnaire is shown within **Appendix C**.
- 4.9 The dental practice operates between 09:00-17:30 on weekdays. Within this period, the dental practice is closed for an hour between 13:00-14:00. The practice currently has 2 consultation rooms therefore it can be assumed that the dental practice currently serves circa 30 patients a day (based on two patients per hour per consultation room).
- 4.10 The data collected has been aggregated to generate a modal split for method of travel to the site for patients. This is shown below in Table 4.2.

Method of Transport	Modal Split (%)
Walk	17%
Cycle	0%
Bus	0%
Train	0%
Driving	67%
Passenger in Car	17%
Taxi	0%
Other	0%

Table 4.2: Patient Survey Method of Travel to Site Modal Split

- 4.11 Table 4.2 demonstrates that the most popular method of travel to access the site by patients was by car, with 67% of patients accessing the site by driving. A further 17% accessed the site as a passenger.
- 4.12 The above, based on a maximum of 30 patients per day, suggests that 20 vehicles currently access the site and require car parking. This translates to a demand of 3 vehicles an hour.
- 4.13 Typically, it would be expected that more people would walk or cycle to the dentist due to dental practices typically generating their patient base from the local environs. However, the survey was completed in February 2024 meaning that there is potential that the weather conditions had an influence upon the survey data. This does mean that it has generated a worst-case scenario, but it is still vital to recognise this context and that on days with better weather, it can be expected that more people would walk/cycle/use public transport to access the site. Within the survey data, one response noted the weather as a factor as to why they didn't walk to the site noting that they *"usually walk to the site as it is easier"*.

Proposed Patient Car Parking Demand

- 4.14 The proposed increase in consultation rooms will increase the capacity of the dental practice to 75 patients a day, again based on two patients per hour per consultation room. From the collected data, it can be predicted that this will lead to 50 patients accessing the site via private car over a daily profile. This is equivalent to 7 vehicles an hour, an increase of 4 vehicles an hour compared to the existing situation.
- 4.15 To demonstrate whether the parking provision within the vicinity of the site is sufficient and has capacity for this parking demand, a parking beat survey has been completed within the recommendations of KCC to demonstrate the existing parking demand. This is discussed below.

Parking Survey

- 4.16 Due to the proposed increase in patients and staff attending the dental practice, it is imperative to understand the existing car parking demand for the site throughout the day. This will enable an understanding of the potential impact of the proposed development on local parking demand. The local parking capacity is deemed 'stressed' when on-street parking exceeds 85% capacity.

Survey Design

- 4.17 Car parking surveys were undertaken hourly between the operating hours of the dental practice on Wednesday 31st January 2024. These surveys were undertaken in-line with guidance provided by KCC with surveyed locations being within 300-metres of the site. The car parking surveys were undertaken on the hour between 09:00-17:00.

- 4.18 The survey area was designed to extend 300-metres from the site, with this comprising of the following roads and car parks;
- ▶ Hunt Road;
 - ▶ Hilary Avenue;
 - ▶ Bader Walk;
 - ▶ Gibson Close;
 - ▶ Tensing Avenue;
 - ▶ Everest Close;
 - ▶ Dene Holm Road;
 - ▶ Riversdale;
 - ▶ Coldharbour Road;
 - ▶ St Clements Close;
 - ▶ New House Lane;
 - ▶ Bucks Cross Road; and,
 - ▶ Snelling Avenue.
- 4.19 The number of existing parking spaces in the survey area was identified from on-street observations and site measurement as a part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metres or along vehicle crossovers, have been eliminated from the available kerb space.
- 4.20 The only parking restrictions within the survey area are double yellow line restrictions located on certain roads within the survey area.

Survey Results and Analysis

- 4.21 The parking survey results, including plans of the observed parking locations, are included for reference within **Appendix D**. The results indicate that across the assessment area there are an equivalent of 225 on-street car parking spaces available.
- 4.22 The survey results are shown below in Tables 4.3.

Time	Spaces	Used	% Stress
09:00	225	94	42
10:00	225	93	41
11:00	225	100	44
12:00	225	105	47
13:00	225	106	47
14:00	225	106	47
15:00	225	109	48
16:00	225	115	51
17:00	225	124	55

Table 4.3: Parking Stress Survey Results

- 4.23 Table 4.3 demonstrates that the car parking available at the site is below the 85% threshold for when it would be deemed 'stressed' during the operational hours of the site. The maximum existing stress at the site is 55% recorded at 17:00.

Proposed Site Increase

- 4.24 As shown above, the proposed site will generate an additional demand of 2 staff car parking spaces which would be required between the operational hours of the site. This demand would be supplemented by 4 additional patient cars an hour requiring access to car parking provision. This creates an overall parking demand increase of 6 vehicles per hour.
- 4.25 This predicted increase of 6 vehicles has been added to the car parking demand survey completed to demonstrate the predicted maximum car parking stress on local roads as a result of the proposed expansion of the site. This is shown below in Table 4.4.

Time	Spaces	Used	% Stress
09:00	225	100	44
10:00	225	99	44
11:00	225	106	47
12:00	225	111	49
13:00	225	112	50
14:00	225	112	50
15:00	225	115	51
16:00	225	121	54
17:00	225	130	58

Table 4.4: Predicted Parking Stress

- 4.26 Table 4.4 demonstrates that the predicted increase in vehicles accessing the site will not result in the available car parking provision from passing the 85% threshold for when car parking can be deemed 'stressed'. The maximum stress predicted to occur at the site is 58% at 17:00 hours.
- 4.27 Robustly during changeover in appointments there could be double the number of patients seeking to park on-street. Even in this robust scenario of 10 additional vehicles parked on-street, Table 4.4 serves to show how there are ample parking spaces within close walking distance of the site.

Summary

- 4.28 The above review has demonstrated that within 300 metres of the site, there is sufficient parking provision accessible for use by staff and patients of the dental surgery. The predicted increased demand of vehicles won't result in the car parking provision from becoming 'stressed' acting to ensure that the residential demand within the local area won't be negatively impacted by the proposed expansion of the dental practice.

5.0 Mitigation Strategies

Overview

- 5.1 Despite the review of the car parking demand demonstrating that there will be sufficient car parking available at the site, this section will outline some potential mitigation strategies which will encourage staff and patients to utilise sustainable forms of transport when accessing the site.
- 5.2 There is no requirement for this proposed development to have a Travel Plan associated to it, however, this section will utilise methods typically used within a Travel Plan to emphasise ways in which the dental practice could promote sustainable travel to the site and prevent car parking demand from exceeding provision. There is no requirement for the dental practice to do this as a result of this development but there is encouragement that promotion of sustainable travel will benefit the practice in general.

Walking

- 5.3 As highlighted within Section 2.0, the site is located within an area which is suitable for pedestrian accessibility. This ensures that staff and patients can access the dental practice by foot providing a healthy and economic alternative to the private car.
- 5.4 The patient cliental for dental clinics is typically very local therefore it can be expected that a large proportion of the patients will be able to walk. In order to encourage the take up of this option, the following actions could be employed;
 - ▶ Promote and support 'Walking Buddies' involving staff members who walk a similar route;
 - ▶ Promote the health benefits of walking;
 - ▶ Promote advice and support regarding pedestrian safety; and,
 - ▶ Promote sustainable walking schemes such as 'Walk to Work Week'.

Cycling

- 5.5 Measures could include the promotion of sustainable cycle schemes such as 'Cycle to Work Week'.
- 5.6 There is no patient cycle parking associated to the existing site. It is proposed that a single Sheffield stand is provided at the front of the site to allow for patients to park their cycle for the duration of their appointment.
- 5.7 The site is a residential property converted into a dental practice. As a result, a shed/store is provided within the rear garden associated to the site. Staff cycle parking is able to occur within this store in the same manner as a residential property would be expected to store cycles. This ensures that staff cycles are stored in a secure and sheltered location.

Public Transport

- 5.8 In order to increase awareness of the potential for public transport to replace car journeys, information about local bus and rail services, along with network maps, will be provided to staff and patients.

On-Site Noticeboards

- 5.9 Travel noticeboards could be provided within the reception, waiting rooms, and staff-only areas to display public transport, cycling, and walking information including maps of these networks. Copies of up-to-date bus timetables will also be provided and replenished, if necessary, by a designated member of staff in charge of promoting sustainability.

Website

- 5.10 The dental practice could include a 'Sustainable Modes of Travel' section on their website so that both staff and patients can look up relevant information in advance.

Summary

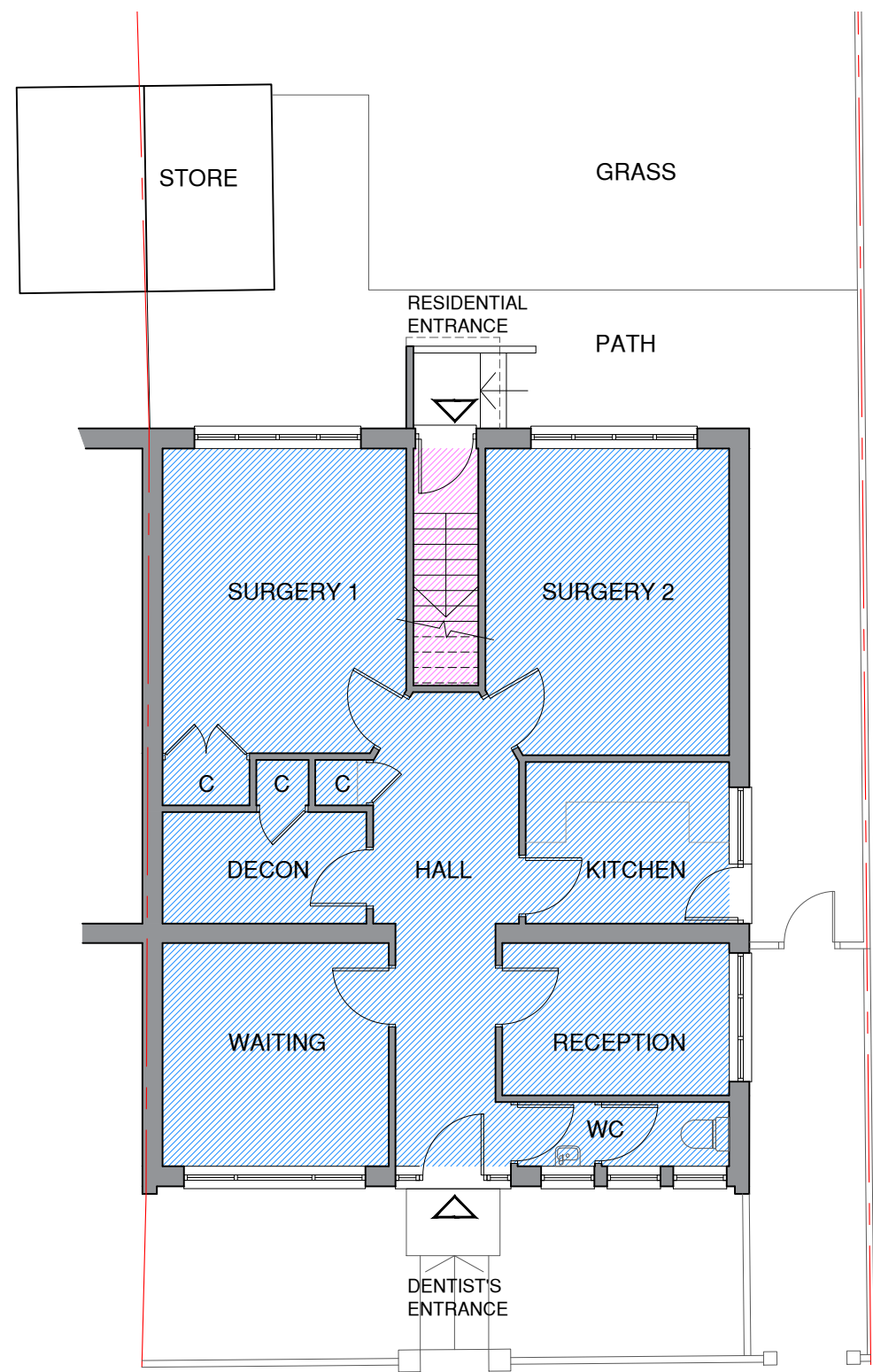
- 5.11 These suggestions for mitigation strategies that could be implemented by the dental practice would act to encourage sustainable transport methods to the site. These suggestions are linked to Section 2.0 which highlights the accessibility of the site in regards to sustainable transport methods.

6.0 Summary and Conclusion

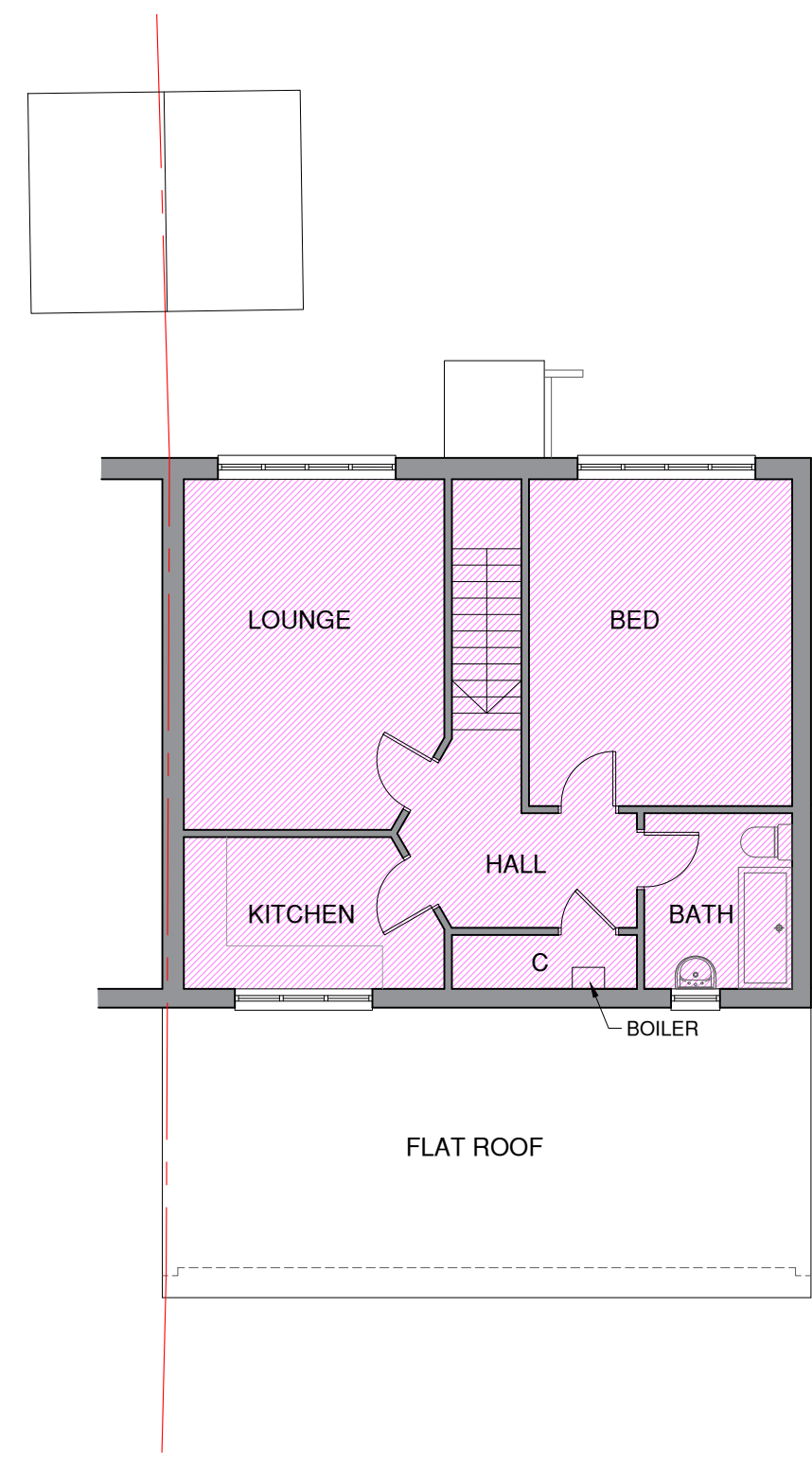
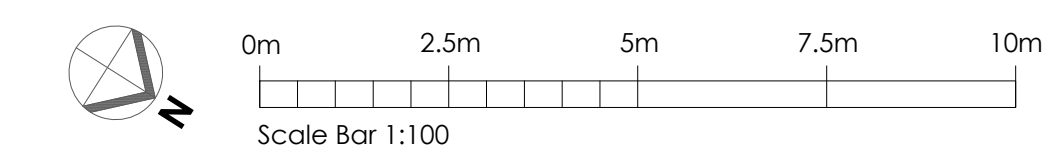
- 6.1 This Highways Technical Note has been prepared on behalf of Quigley Dental Practice in support of the proposed of an existing dental practice located at 25 Hunt Rd, Painters Ash Ln, Northfleet, Gravesend
- 6.2 In summary, this Highways Technical Note has identified the following;
- ▶ That the sustainable transport infrastructure within the local area is sufficient and suitable to provide safe and accessible links between the site and the wider area;
 - ▶ That the staff parking demand is predicted to increase by 2 vehicles a day;
 - ▶ That the parking demand for patients will increase by 4 vehicles an hour;
 - ▶ That the existing car parking provision accessible within 300 metres of the site has capacity for this car parking demand without being deemed 'stressed'.
 - ▶ That off-street car parking is accessible for the duration of a day within Morrisons Car Park located approximately 750 metres south of the site should off-street car parking be required; and,
 - ▶ That there are mitigation strategies that can be implemented by the dental practice to encourage and incentivise the use of sustainable transport methods by staff and patients.
- 6.3 In view of the above, the proposed development is considered acceptable in transport terms and meets with local and national policy criteria. The main issue highlighted by KCC was concerns surrounding the car parking provision accessible to the site. It has been demonstrated that this provision has capacity for the increased parking demand generated by the dental practice and that this provision would not become 'stressed'. Therefore, there are no traffic or transport related reasons as to why the proposed expansion of Quigley's Dental Practice should not be granted planning consent.

Appendix A

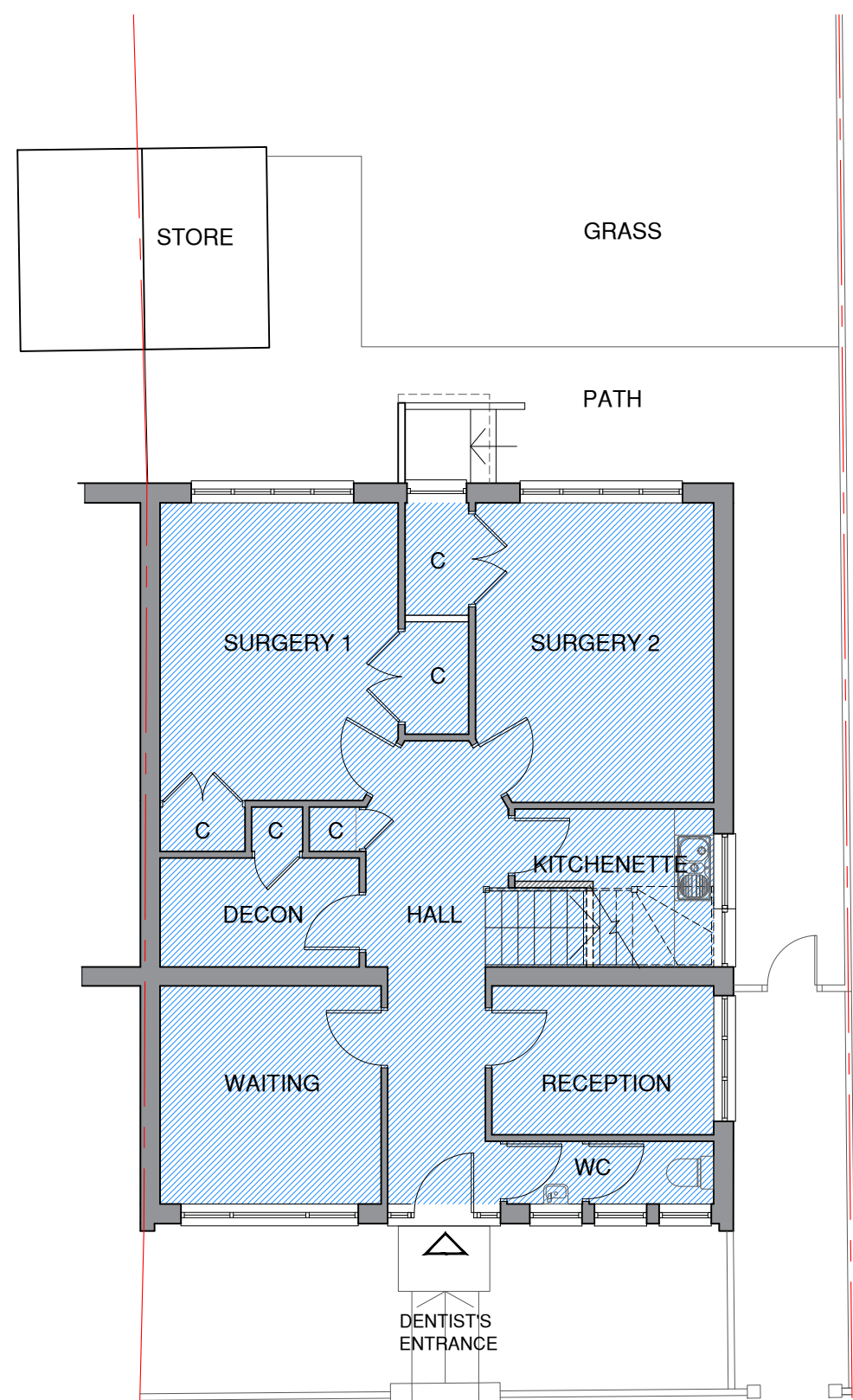
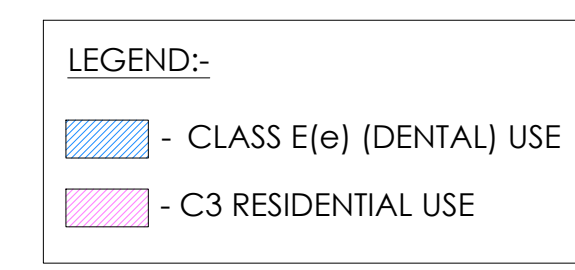
Site Layout



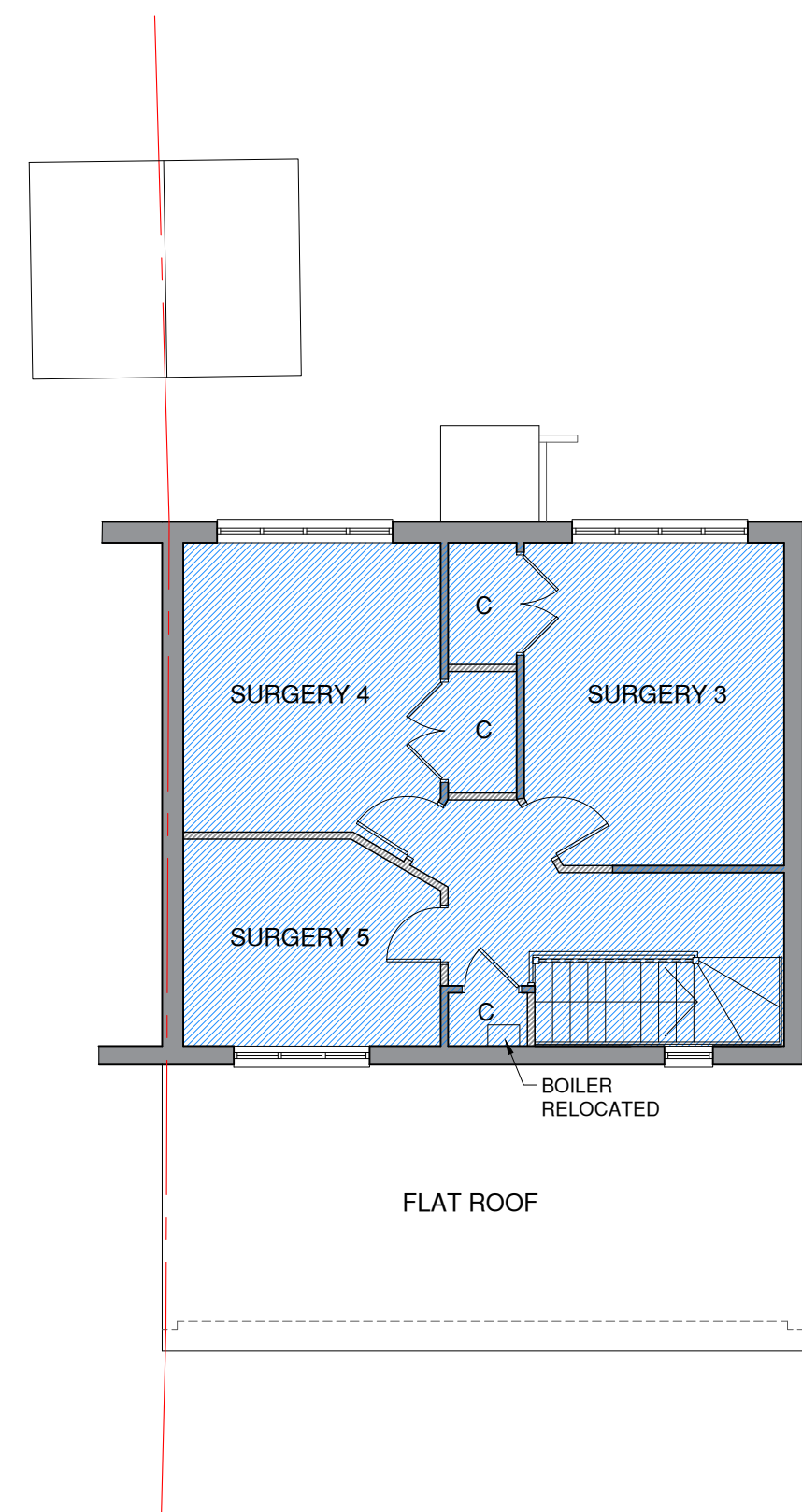
EXISTING GROUND FLOOR PLAN
SCALE 1:100



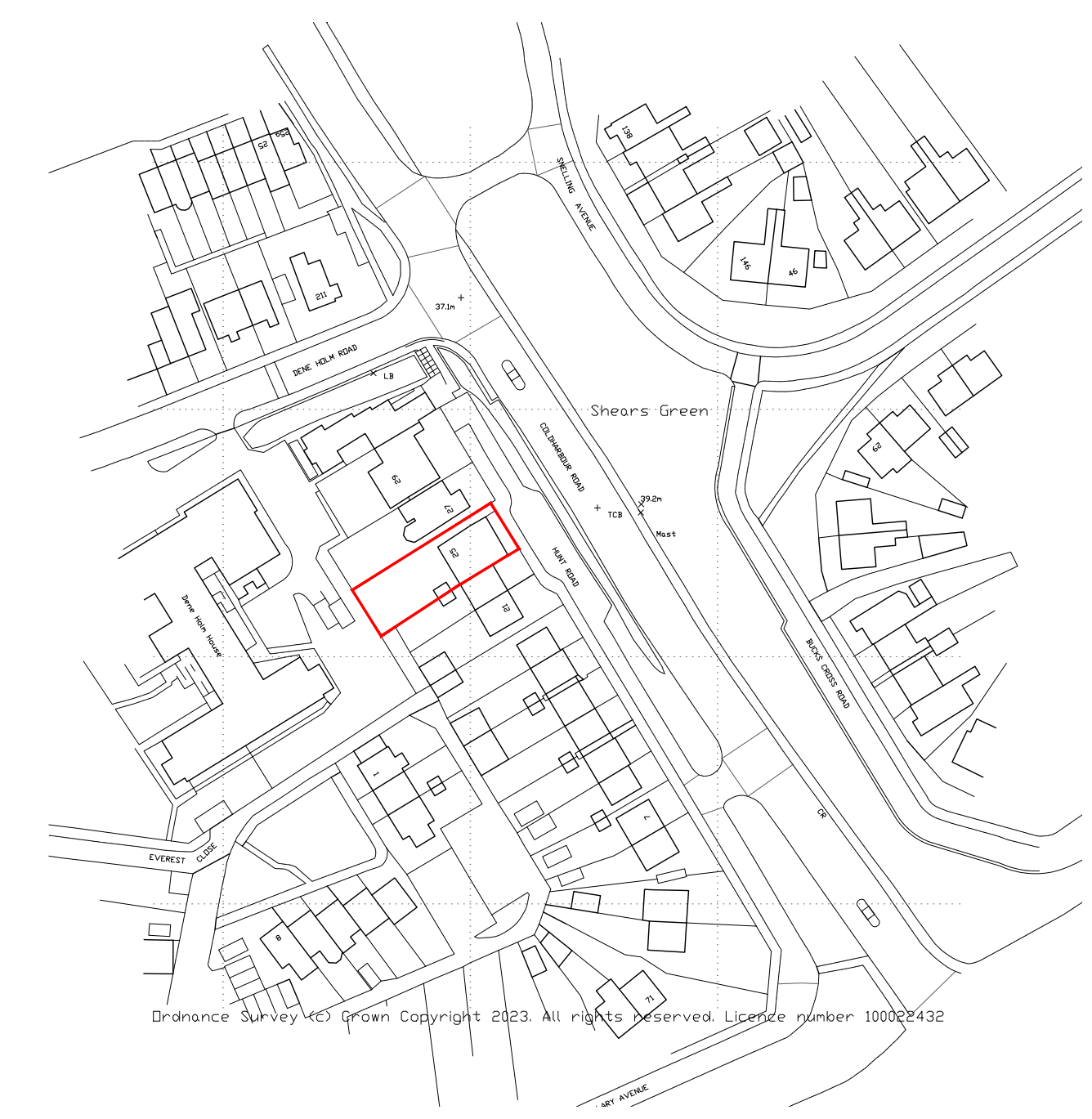
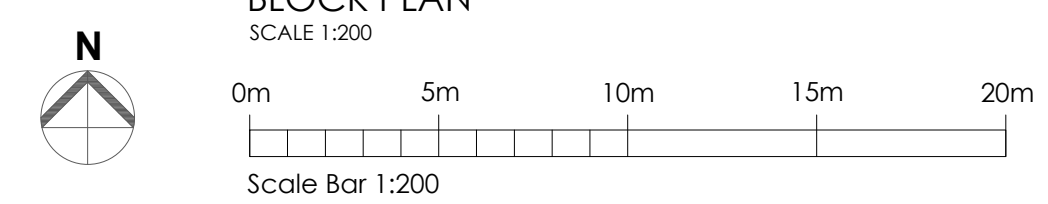
EXISTING FIRST FLOOR PLAN
SCALE 1:100



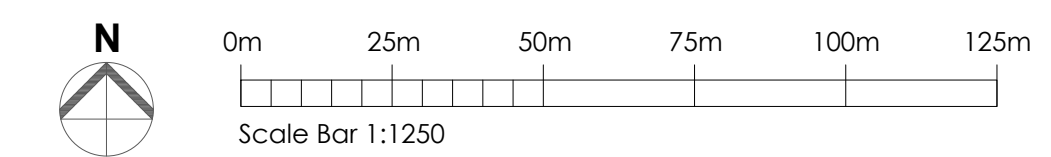
PROPOSED GROUND FLOOR PLAN
SCALE 1:100



PROPOSED FIRST FLOOR PLAN
SCALE 1:100



SITE LOCATION PLAN
SCALE 1:1250



A 30.10.23 EXTERNAL DOORS REINSTATED AS PER EXISTING.		
Rev	Date	Comments

PLANNING

Client
Dr Mihir Shar

Project
Quigley Dental Practice
25 Hunt Road
Painters Ash
Northfleet, Gravesend
DA11 8JT

Title
Existing and Proposed Plans
+ Site and Location Plan

Project No.	Date
8618	September 2023
Drawing No.	Revision
8618-PD-01	A
Scale	Drawn
As shown @ A1	MN
	Check
	RC

Nepicor House, London Road,
Wrotham Heath, Kent, TN15 7RS
phone: 01732 753333
fax: 01732 753334
info@offsetarchitects.co.uk
www.offsetarchitects.co.uk



Appendix B

Example Staff Survey Questionnaire

Quigley Dental Practice – Staff Survey

Q1: Please state your full home postcode

Q2: Which days do you work within a typical week? *(Please tick those that apply)*

Monday
Tuesday
Wednesday
Thursday
Friday

Q3: Do you have a mobility impairment which impacts your travel choice? *(Please only select one response)*

Yes
No
Prefer not to stay

Q4: What is the main mode of travel that you use to get to and from work? *(Please only select one response)*

	To Work	From Work
Walk		
Cycle		
Bus		
Train (including TfL services)		
Driving (on own)		
Driving (with passengers)		
By car (as a passenger)		
Taxi		
Other (Please state)		

Q5: When your regular mode is not available, which other mode(s) do you use to get to and from work *(Please select all that apply)*

	To Work	From Work
Walk		
Cycle		
Bus		
Train (including TfL services)		
Driving (on own)		
Driving (with passengers)		
By car (as a passenger)		
Taxi		
Other (Please state)		

Q6: What is the primary motivation for using your regular mode of travel?

- Safer than other forms of travel
- Faster than other forms of travel
- Cheaper than other forms of travel
- For health and/or wellbeing reasons
- No other alternatives available
- A car is essential for work
- The driver is already making the journey
- To relax whilst commuting
- Other (Please state)

Q7: If you normally drive or ride to work, where do you park?

- On-site cycle parking
- Off-site car parking (please state location)

Q8: Which, if any, of the following would you like to see happen/would encourage you to travel more often via other modes?

- Better on-site cycle parking
- Better changing, showering, and equipment storage facilities
- Joining a lift-share scheme
- Financial incentives (season ticket loan etc.)
- Cycle to work scheme
- Better walking/cycling networks/links
- Better links to public transport
- Other (Please state)

Thank you for completing this survey. Please state any additional comments below:

Appendix C

Example Patient Survey Questionnaire

Quigley Dental Practice – Patient Survey

Q1: Please state your full home postcode:

Q2: Do you have a mobility impairment that affects your travel choices?

Yes

No

Prefer not to stay

Q3: What is the main mode of travel that you use to get to and from the dentist? *(Please only select one response)*

	To Dentist	From Dentist
Walk		
Cycle		
Bus		
Train (including TfL services)		
Driving (on own)		
Driving (with passengers)		
By car (as a passenger)		
Taxi		
Other (Please state)		

Q4: What is the primary motivation for using your regular mode of travel?

Safer than other forms of travel

Faster than other forms of travel

Cheaper than other forms of travel

For health and/or wellbeing reasons

No other alternatives available

The driver is already making the journey

To relax whilst travelling

Other (Please state)

Q5: If you normally drive or ride, where do you park?

On-site cycle parking

Off-site car parking (please state location)

Q6: Which, if any, of the following would you like to see happen/would encourage you to travel more often via other modes?

Better on-site cycle parking

Better changing, showering, and equipment storage facilities

Better walking/cycling networks/links

Better links to public transport

Other (Please state)

Thank you for completing this survey. Please state any additional comments below:

Appendix D

Parking Beat Survey

QUIGLEYS DENTIST,
HUNT ROAD, GRAVESEND DA11 8JT.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

FEBRUARY 2024



BENCHMARK DATA COLLECTION

QUIGLEYS DENTIST, HUNT ROAD, GRAVESEND DA11 8JT - PARKING CAPACITY

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)
HUNT ROAD	287.8	60.2	10
HILLARY AVENUE	287.6	108	19
BADER WALK	222.6	100.6	18
GIBSON CLOSE	203.1	100.7	17
TENSING AVENUE	337	136.8	25
EVEREST CLOSE	160.2	15	3
DENE HOLM ROAD	378.7	67.9	10
RIVERSDALE	103.5	46.3	9
COLDHARBOUR ROAD	898.5	72.2	13
ST CLEMENTS CLOSE	79.8	0	0
NEW HOUSE LANE	295	0	0
BUCKS CROSS ROAD	685.4	280	56
SNELLING AVENUE	568.5	232.1	45
TOTAL	4507.7	1219.8	225

QUIGLEYS DENTIST, HUNT ROAD, GRAVESEND DA11 8JT - PARKING STRESS SURVEY - WEDNESDAY 31/01/2024

TIME OF OBSERVATION	09:00		10:00		11:00	
ROAD NAME	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %
HUNT ROAD	8	80	8	80	8	80
HILLARY AVENUE	4	21	6	32	7	37
BADER WALK	10	56	11	61	12	67
GIBSON CLOSE	13	76	14	82	12	71
TENSING AVENUE	6	24	5	20	7	28
EVEREST CLOSE	2	67	2	67	2	67
DENE HOLM ROAD	4	40	3	30	3	30
RIVERSDALE	4	44	4	44	4	44
COLDHARBOUR ROAD	2	15	2	15	1	8
ST CLEMENTS CLOSE	0	-	0	-	0	-
NEW HOUSE LANE	0	-	0	-	0	-
BUCKS CROSS ROAD	22	39	19	34	26	46
SNELLING AVENUE	19	42	19	42	18	40
TOTAL	94	42	93	41	100	44

QUIGLEYS DENTIST, HUNT ROAD, GRAVESEND DA11 8JT - PARKING STRESS SURVEY - WEDNESDAY 31/01/2024

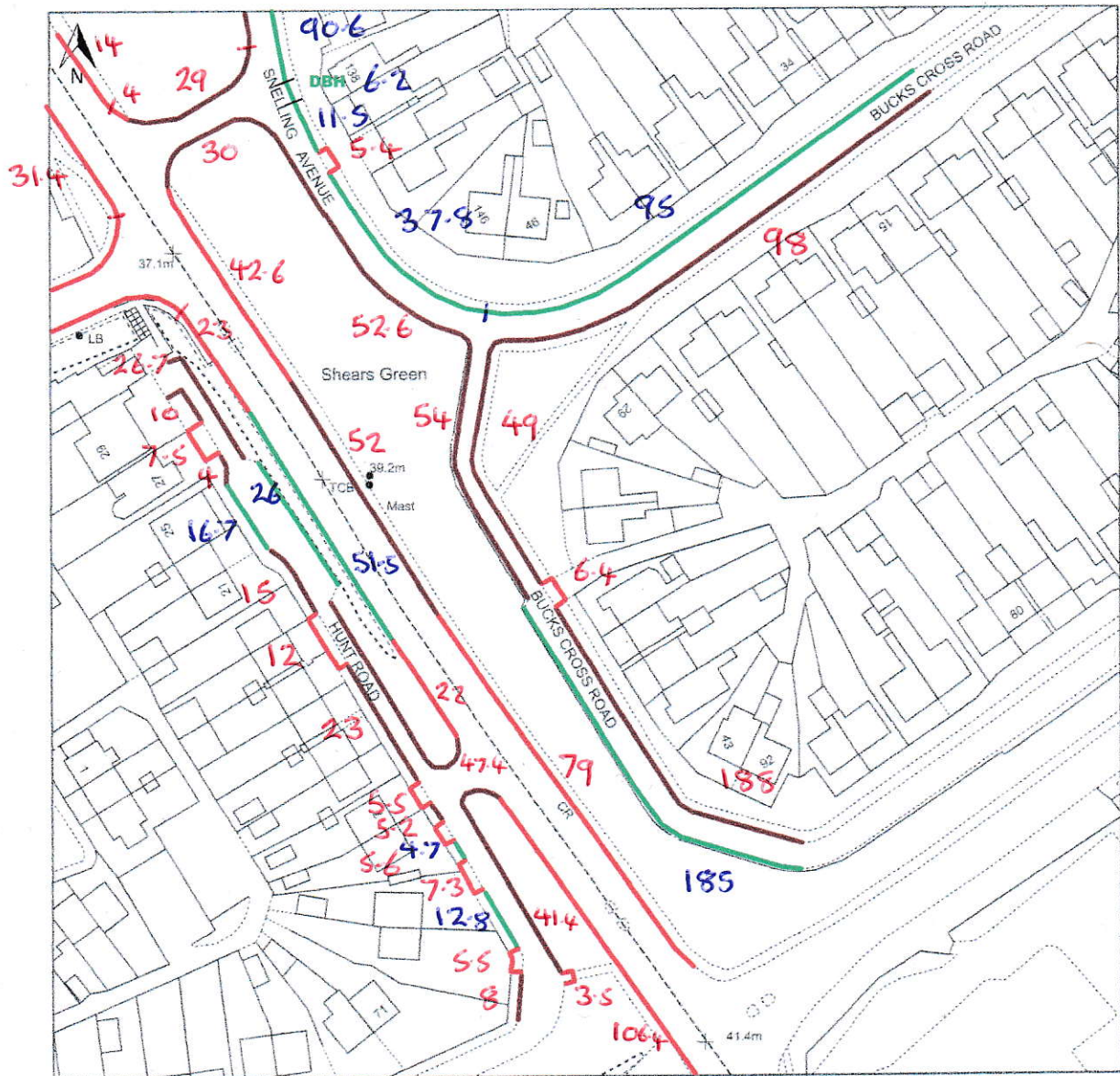
TIME OF OBSERVATION	12:00		13:00		14:00	
ROAD NAME	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %
HUNT ROAD	7	70	6	60	7	70
HILLARY AVENUE	7	37	7	37	6	32
BADER WALK	12	67	12	67	12	67
GIBSON CLOSE	15	88	15	88	15	88
TENSING AVENUE	6	24	6	24	8	32
EVEREST CLOSE	2	67	2	67	2	67
DENE HOLM ROAD	5	50	6	60	5	50
RIVERSDALE	4	44	4	44	4	44
COLDHARBOUR ROAD	3	23	3	23	3	23
ST CLEMENTS CLOSE	0	-	0	-	0	-
NEW HOUSE LANE	0	-	0	-	0	-
BUCKS CROSS ROAD	26	46	26	46	24	43
SNELLING AVENUE	18	40	19	42	20	44
TOTAL	105	47	106	47	106	47

QUIGLEYS DENTIST, HUNT ROAD, GRAVESEND DA11 8JT - PARKING STRESS SURVEY - WEDNESDAY 31/01/2024

TIME OF OBSERVATION	15:00		16:00		17:00	
ROAD NAME	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF VEHICLES PARKED	PARKING STRESS %
HUNT ROAD	8	80	6	60	7	70
HILLARY AVENUE	6	32	4	21	5	26
BADER WALK	11	61	10	56	9	50
GIBSON CLOSE	15	88	17	100	20	118
TENSING AVENUE	7	28	9	36	12	48
EVEREST CLOSE	2	67	2	67	2	67
DENE HOLM ROAD	5	50	5	50	5	50
RIVERSDALE	4	44	5	56	5	56
COLDHARBOUR ROAD	3	23	4	31	4	31
ST CLEMENTS CLOSE	0	-	0	-	0	-
NEW HOUSE LANE	0	-	0	-	0	-
BUCKS CROSS ROAD	26	46	32	57	33	59
SNELLING AVENUE	22	49	21	47	22	49
TOTAL	109	48	115	51	124	55

SURVEY
AREA





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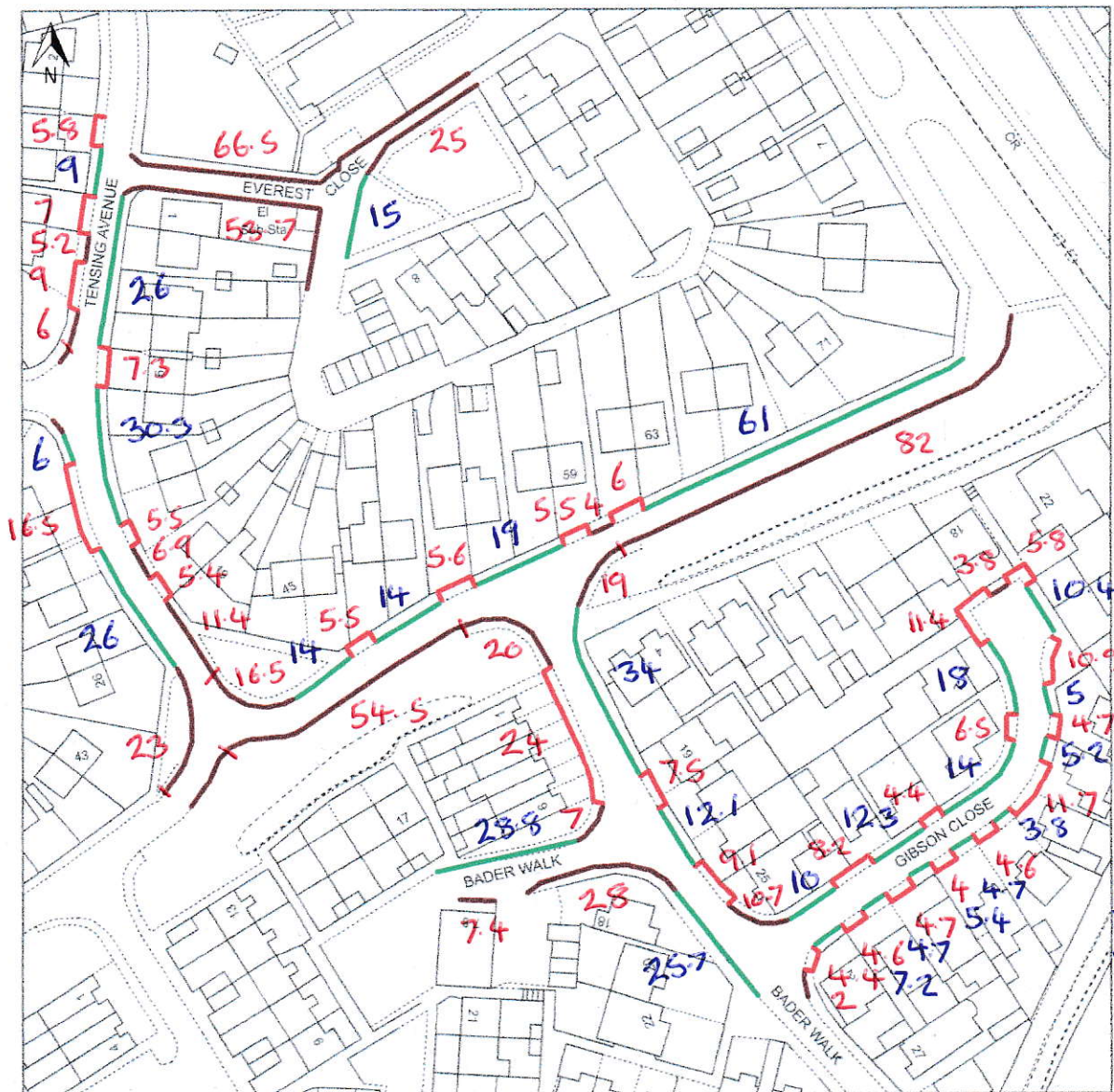
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- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ⌈ DROPPED KERB

Scale: 1:1250

Paper Size: A4

PARKING RESTRICTIONS

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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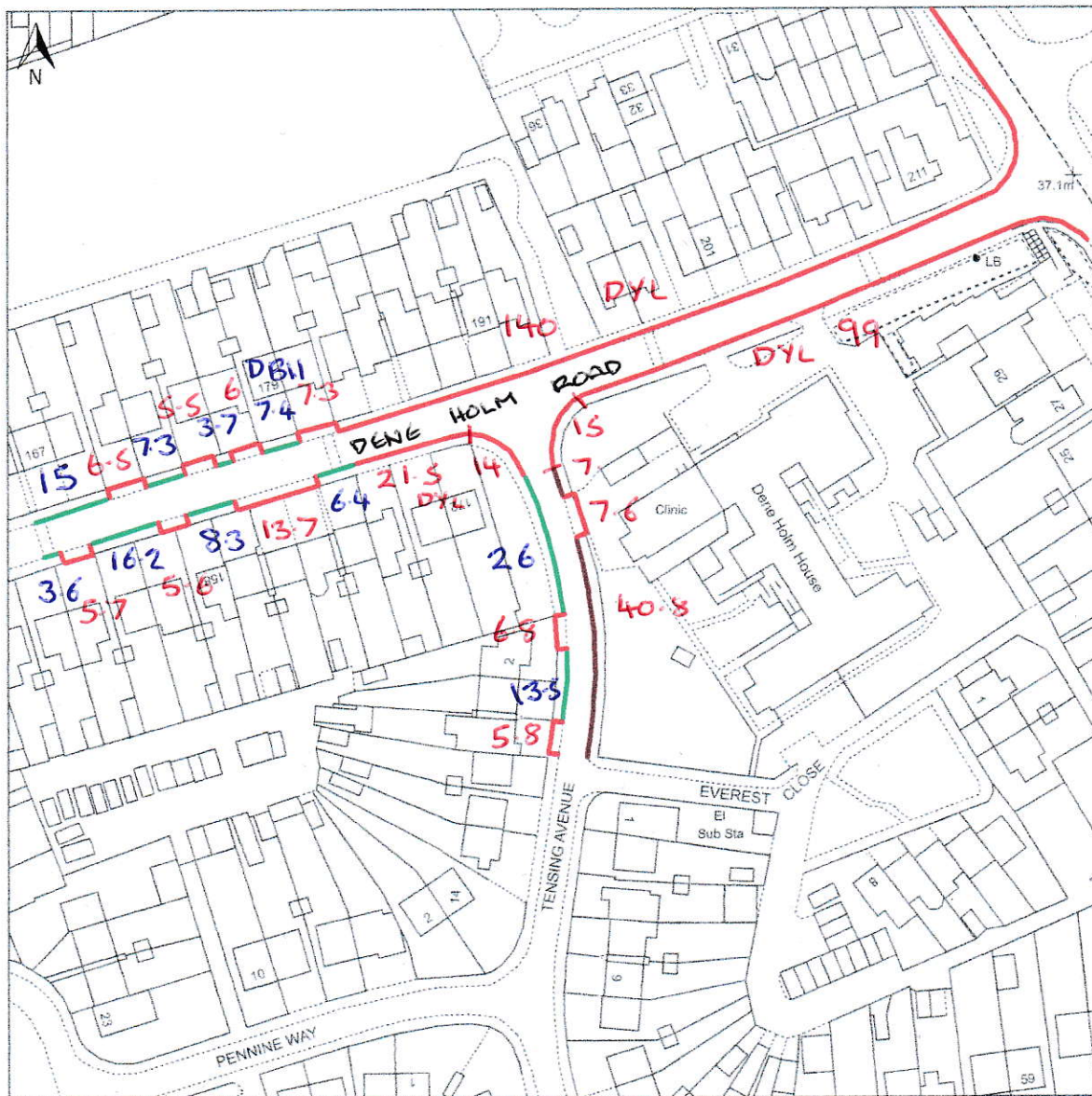
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

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PARKING RESTRICTIONS



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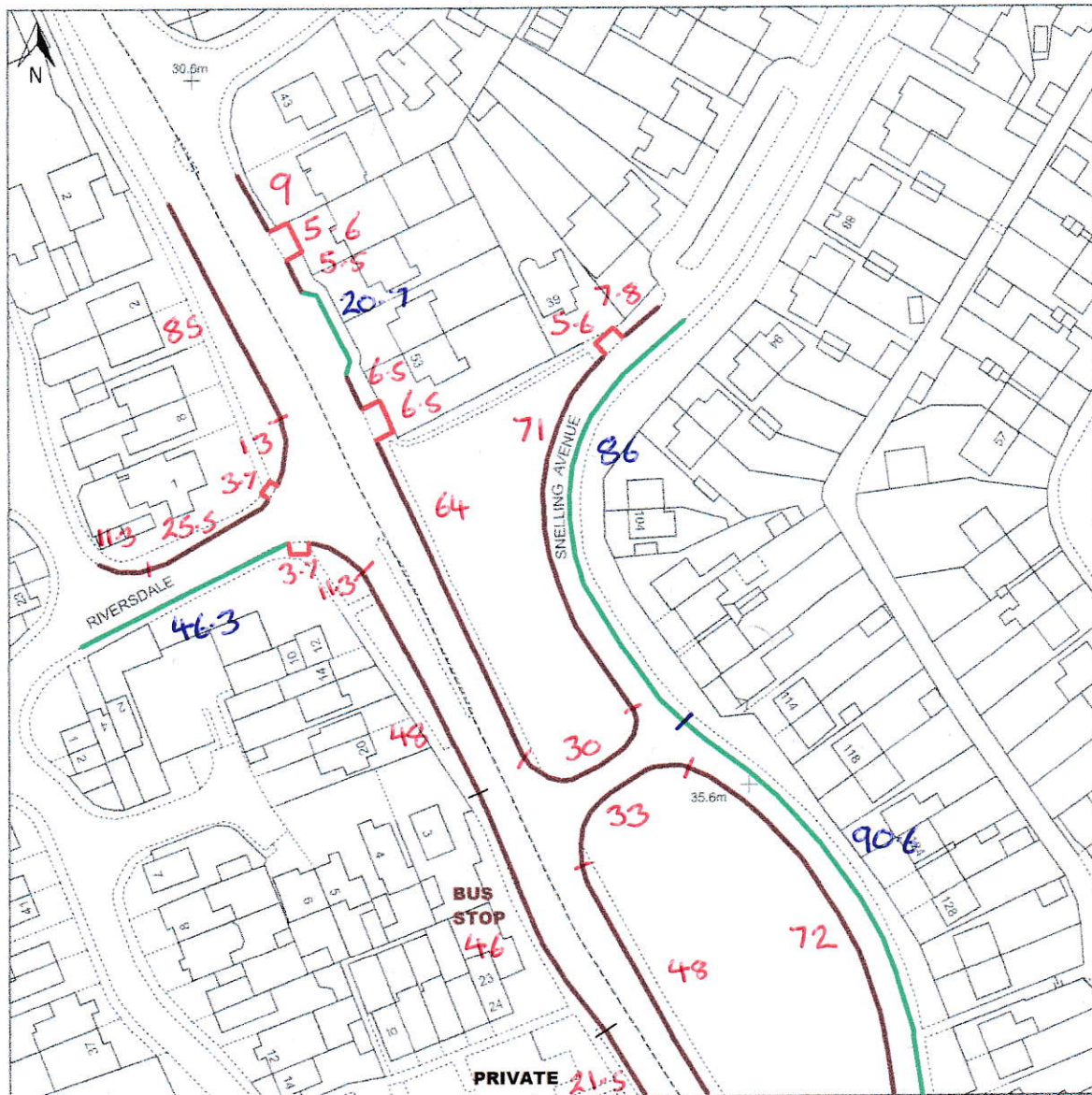
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PARKING RESTRICTIONS

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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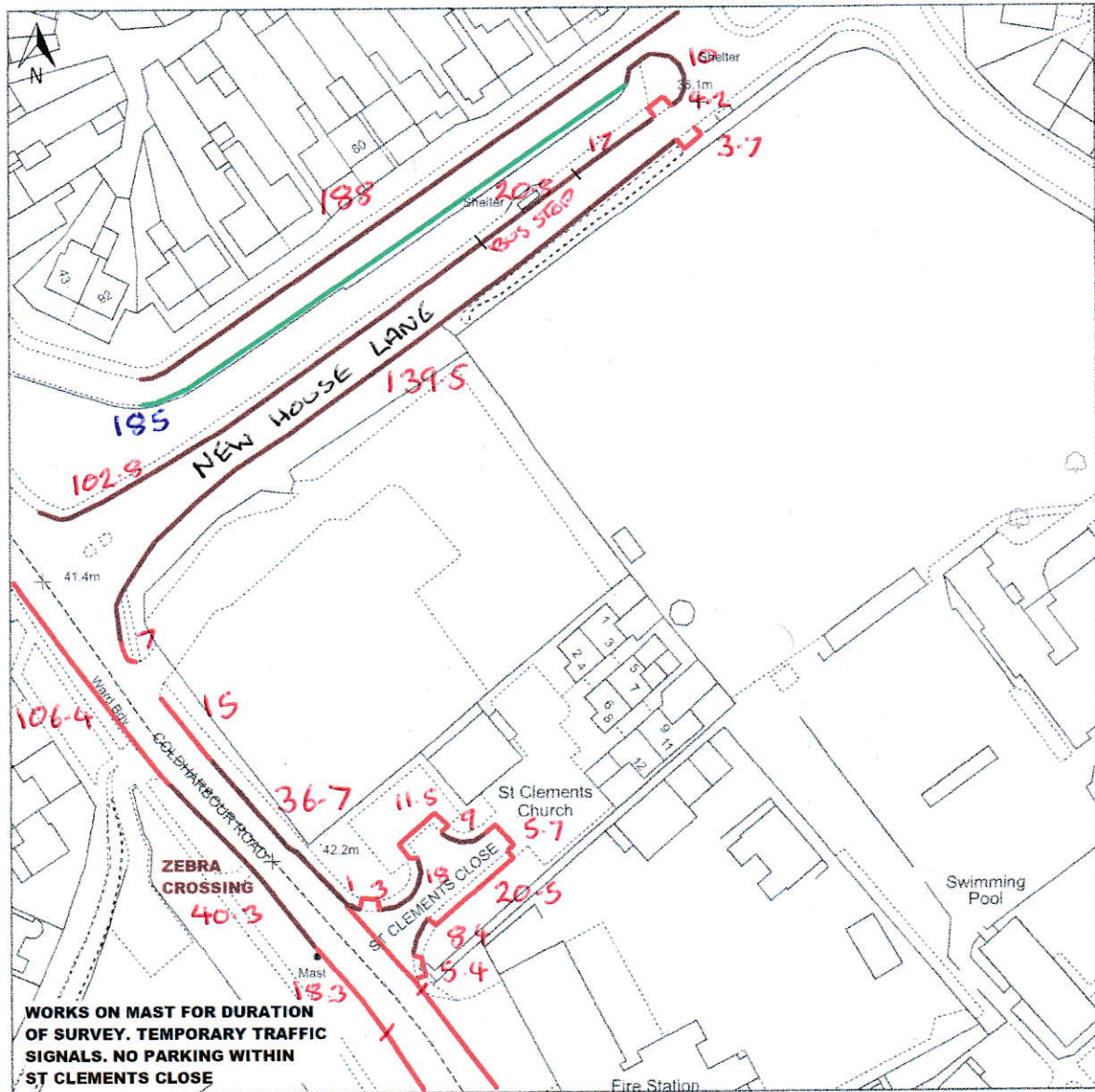
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ALL MEASUREMENTS IN METRES

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PARKING RESTRICTIONS



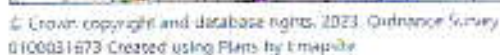
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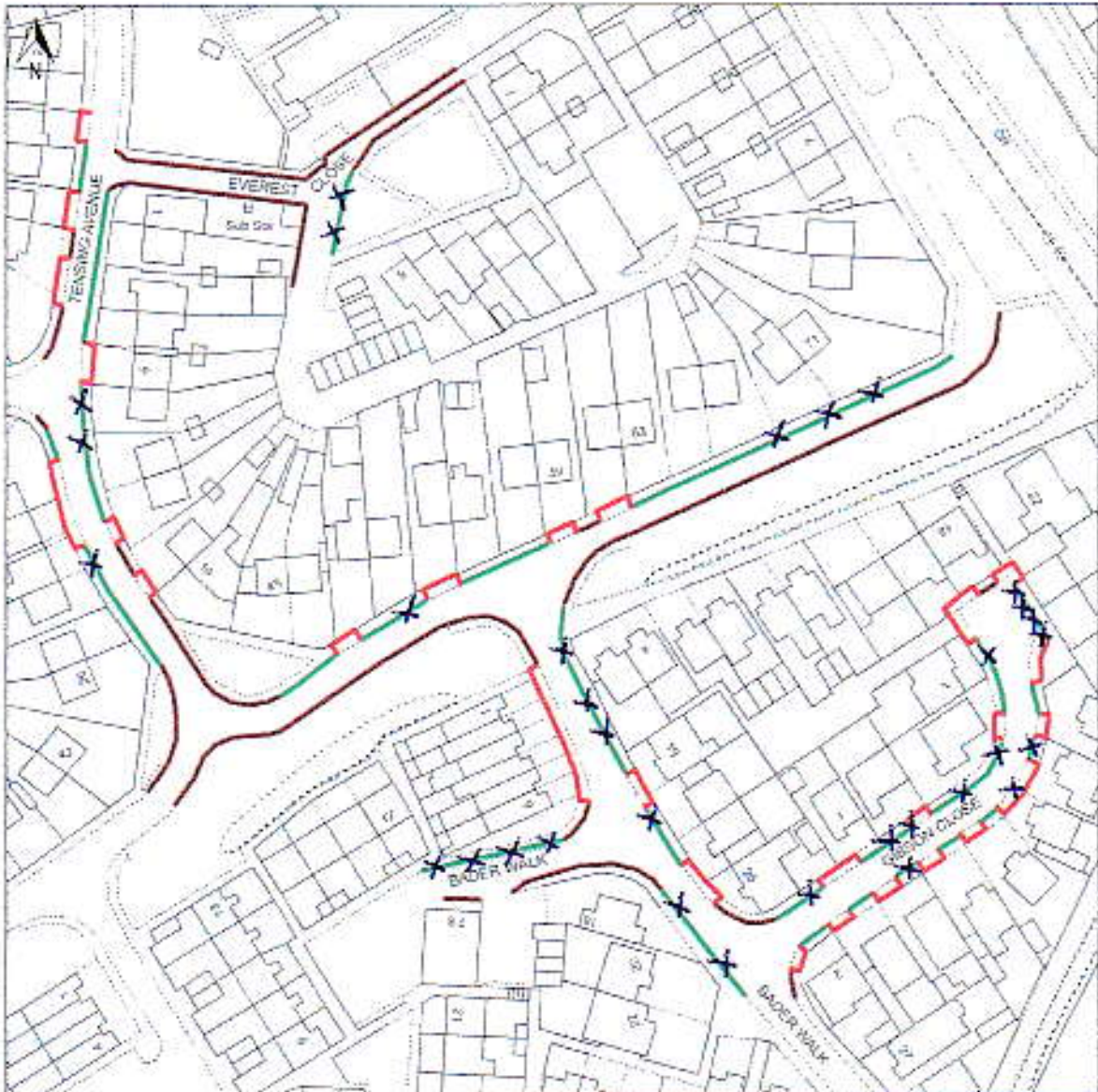
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ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS



- DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

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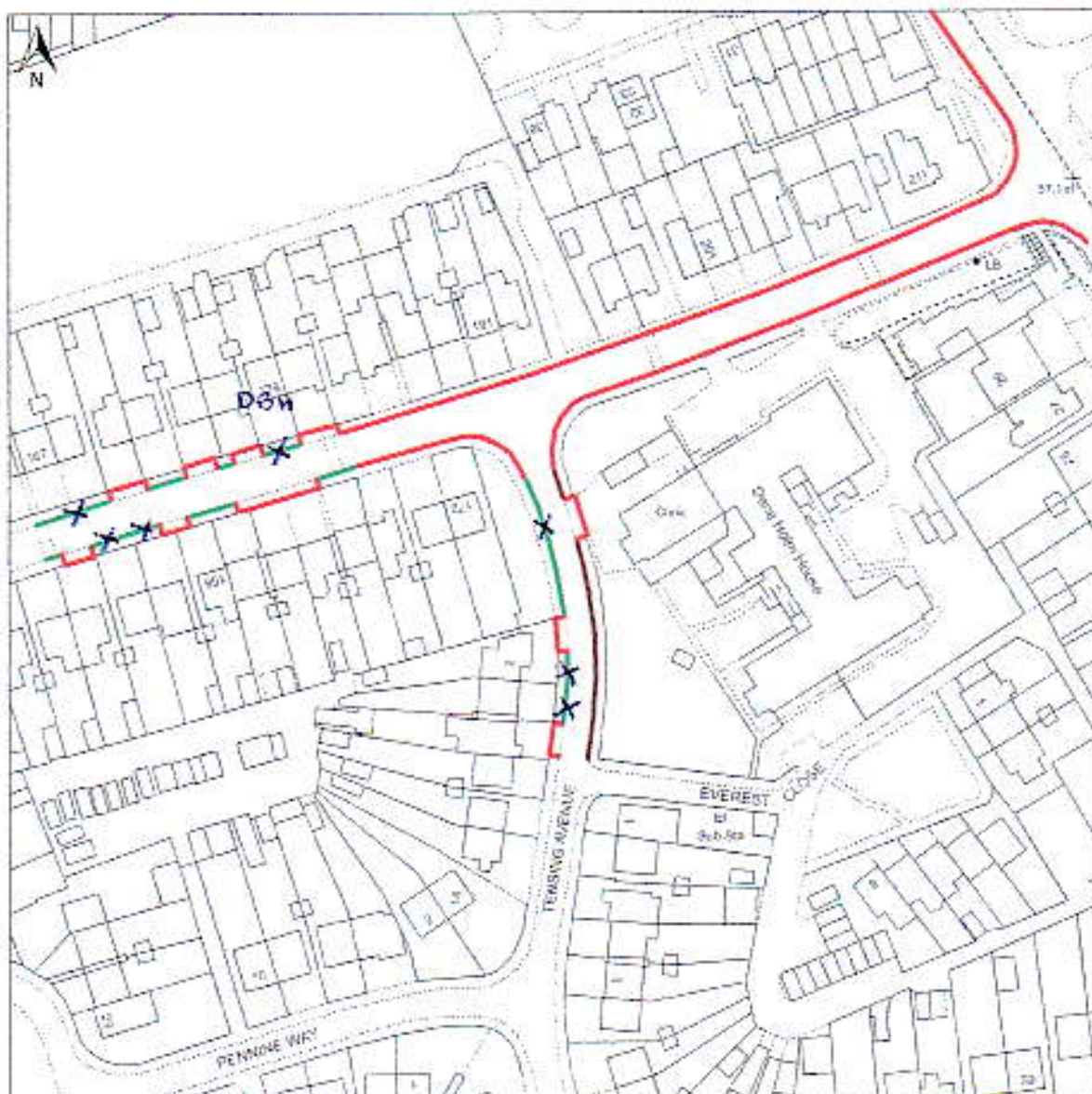
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PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 09:00

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 ALL MEASUREMENTS IN METRES



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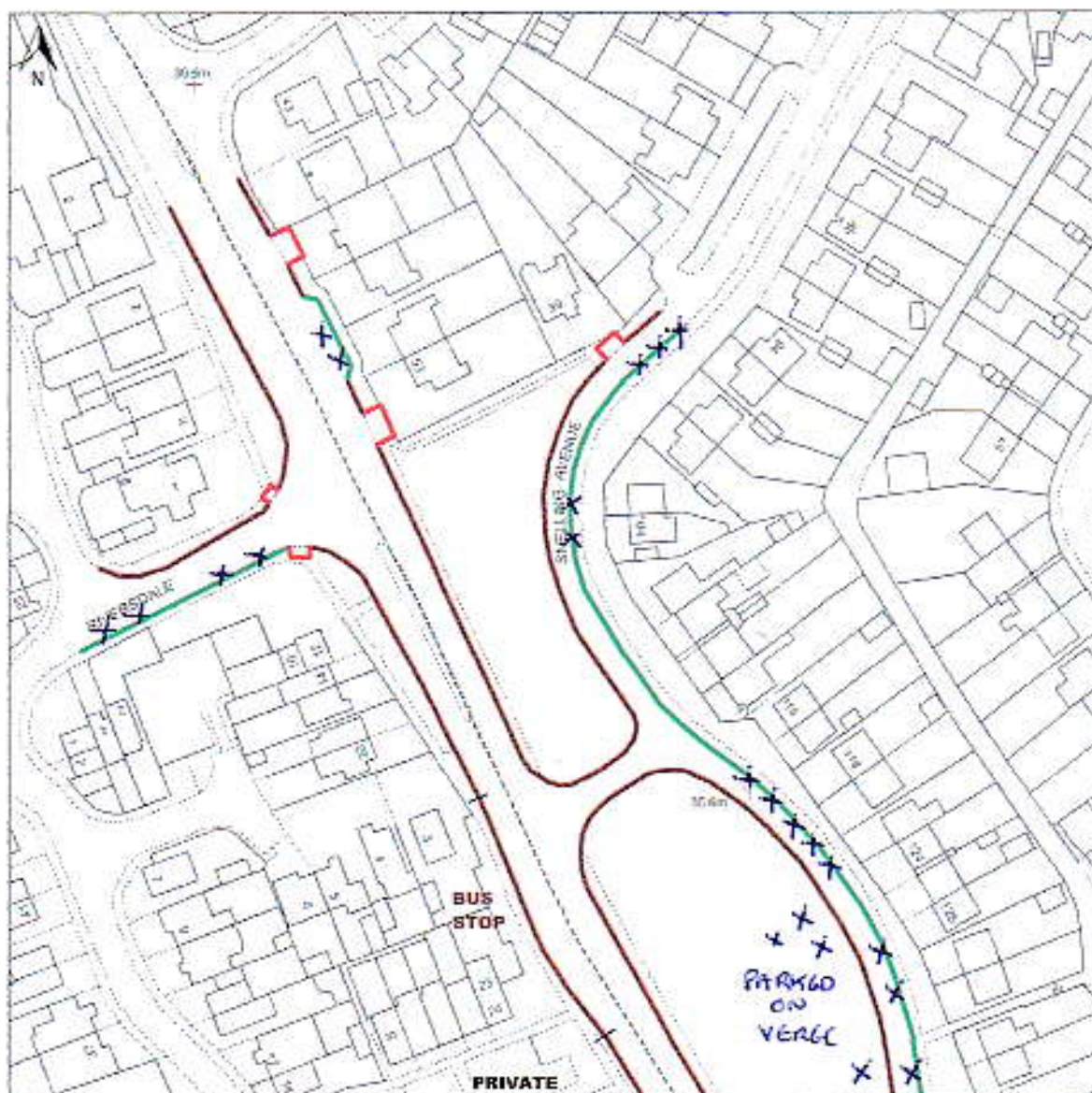
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WEDNESDAY 31/01/2024 - 09:00

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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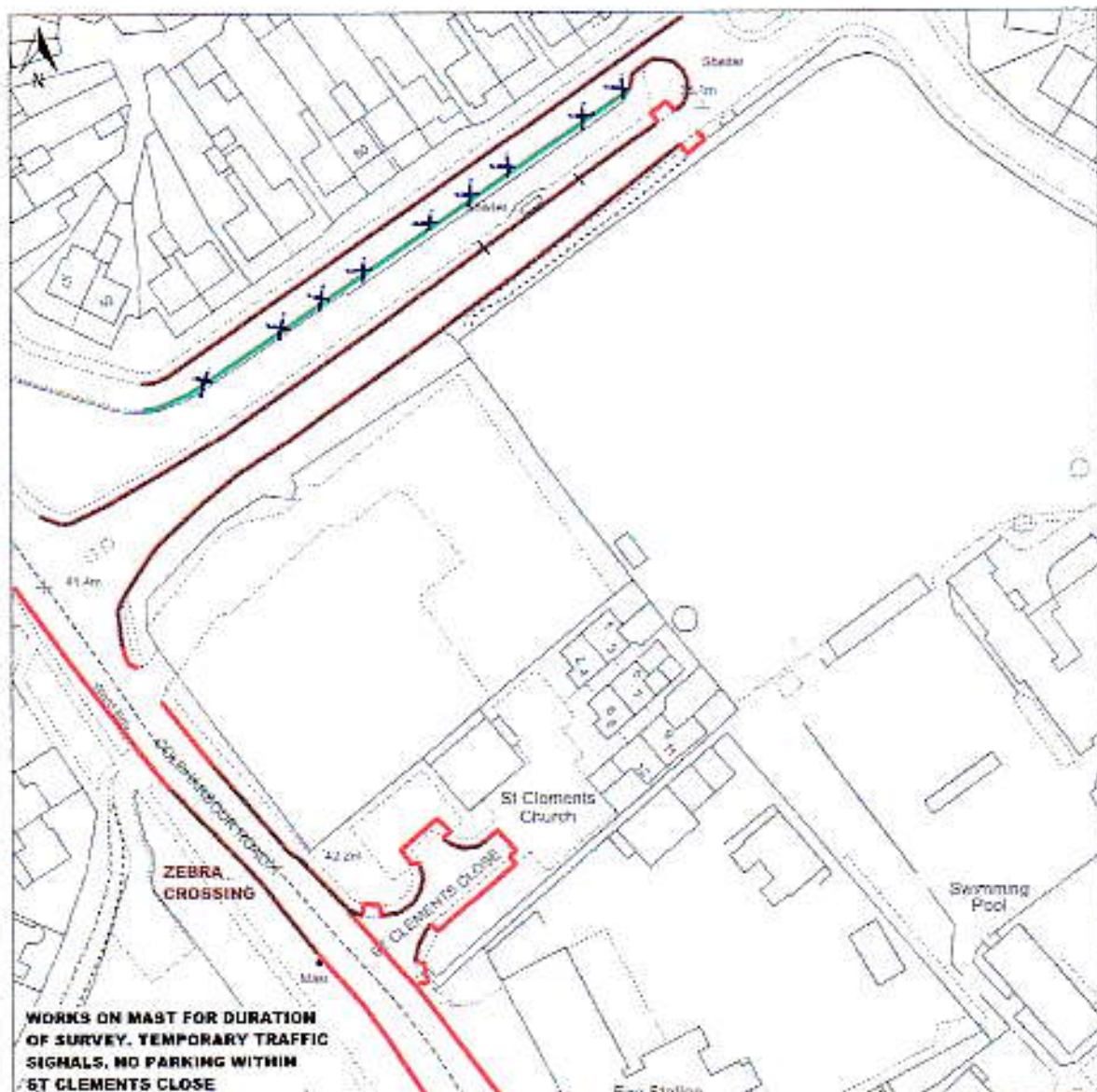
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WEDNESDAY 31/01/2024 - 09:00

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ALL MEASUREMENTS IN METRES



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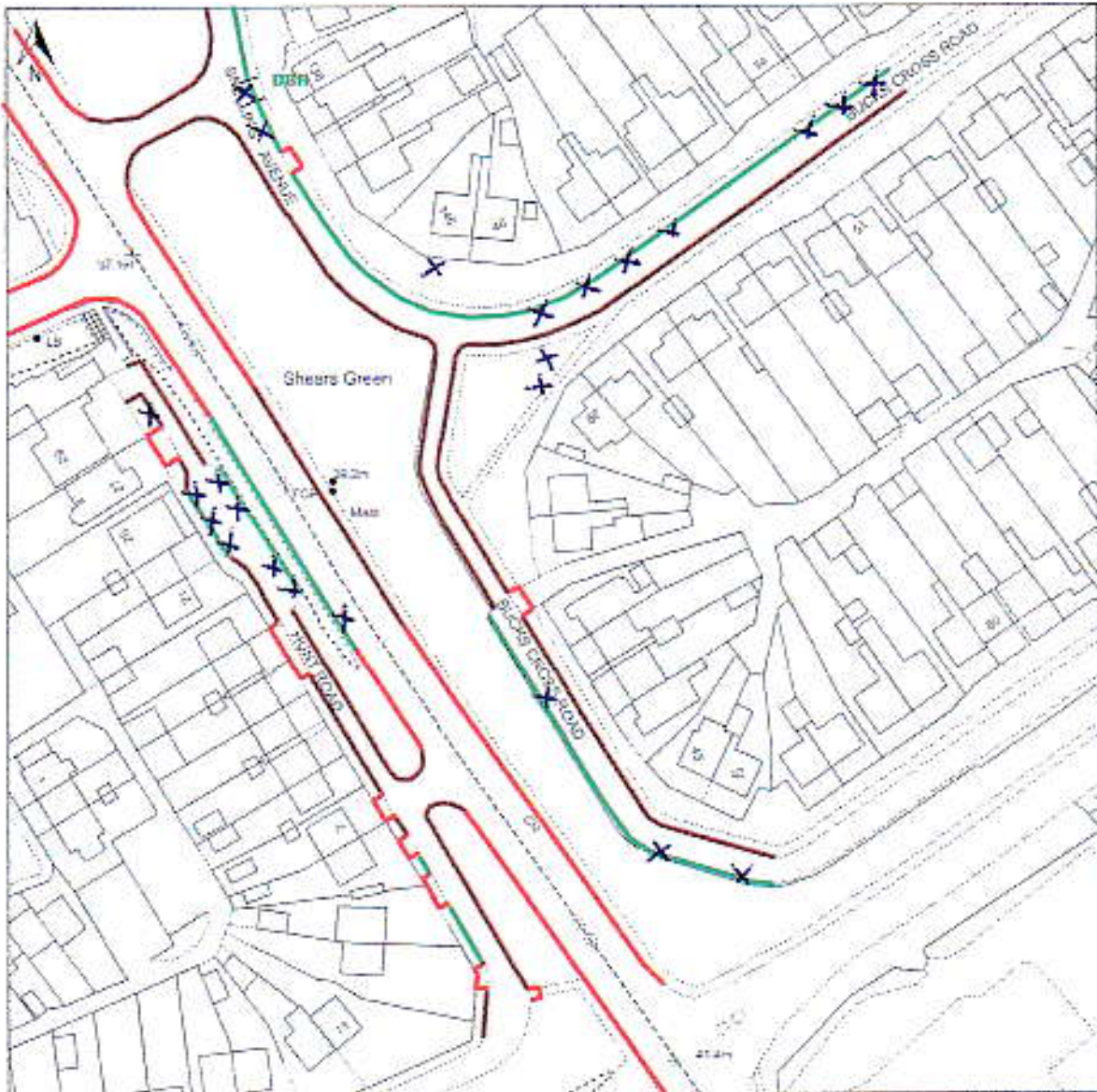
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- DROPPED KERB

DBH DISABLED BADGE HOLDER
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PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 09:00



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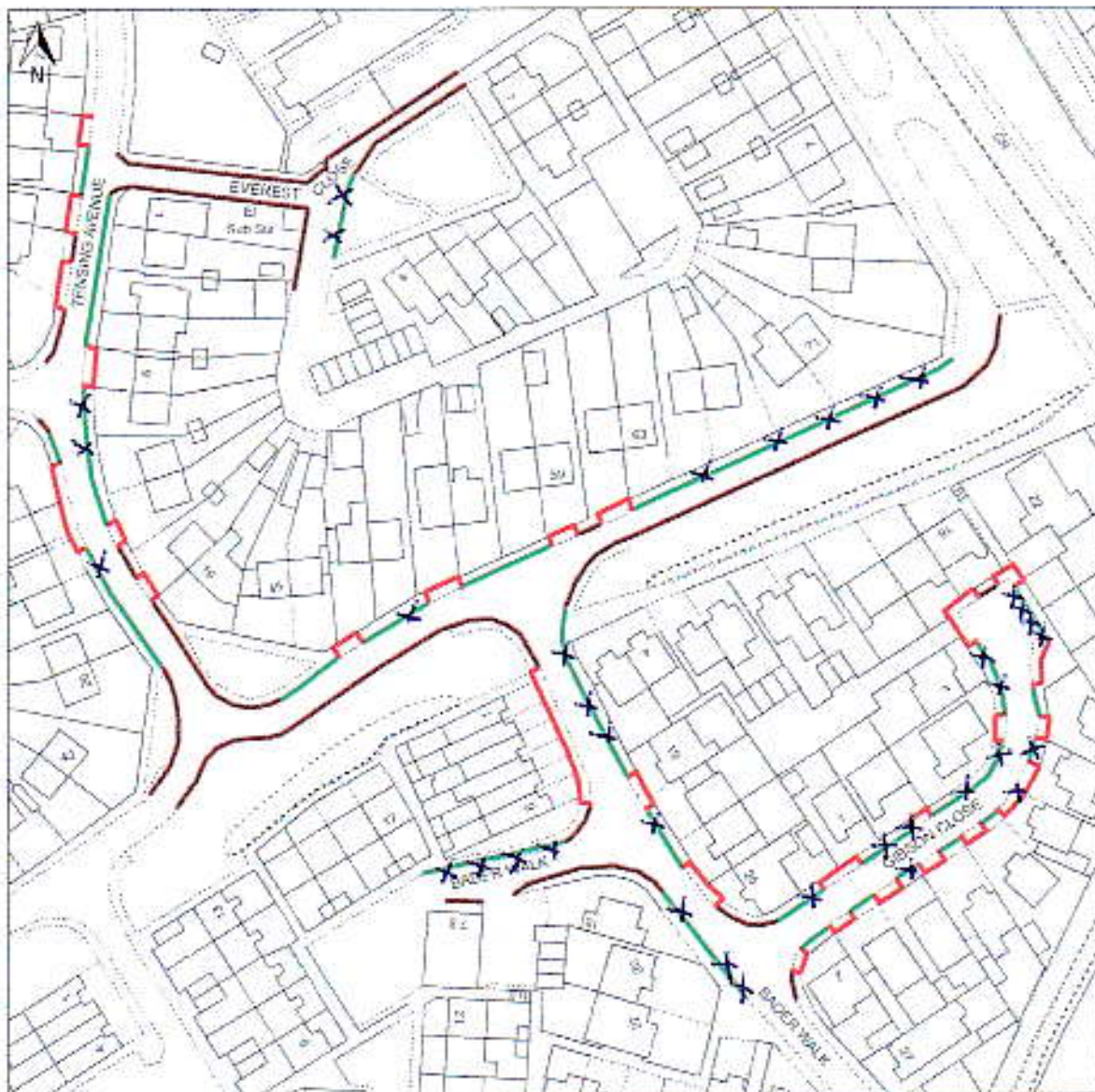
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PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 10:00

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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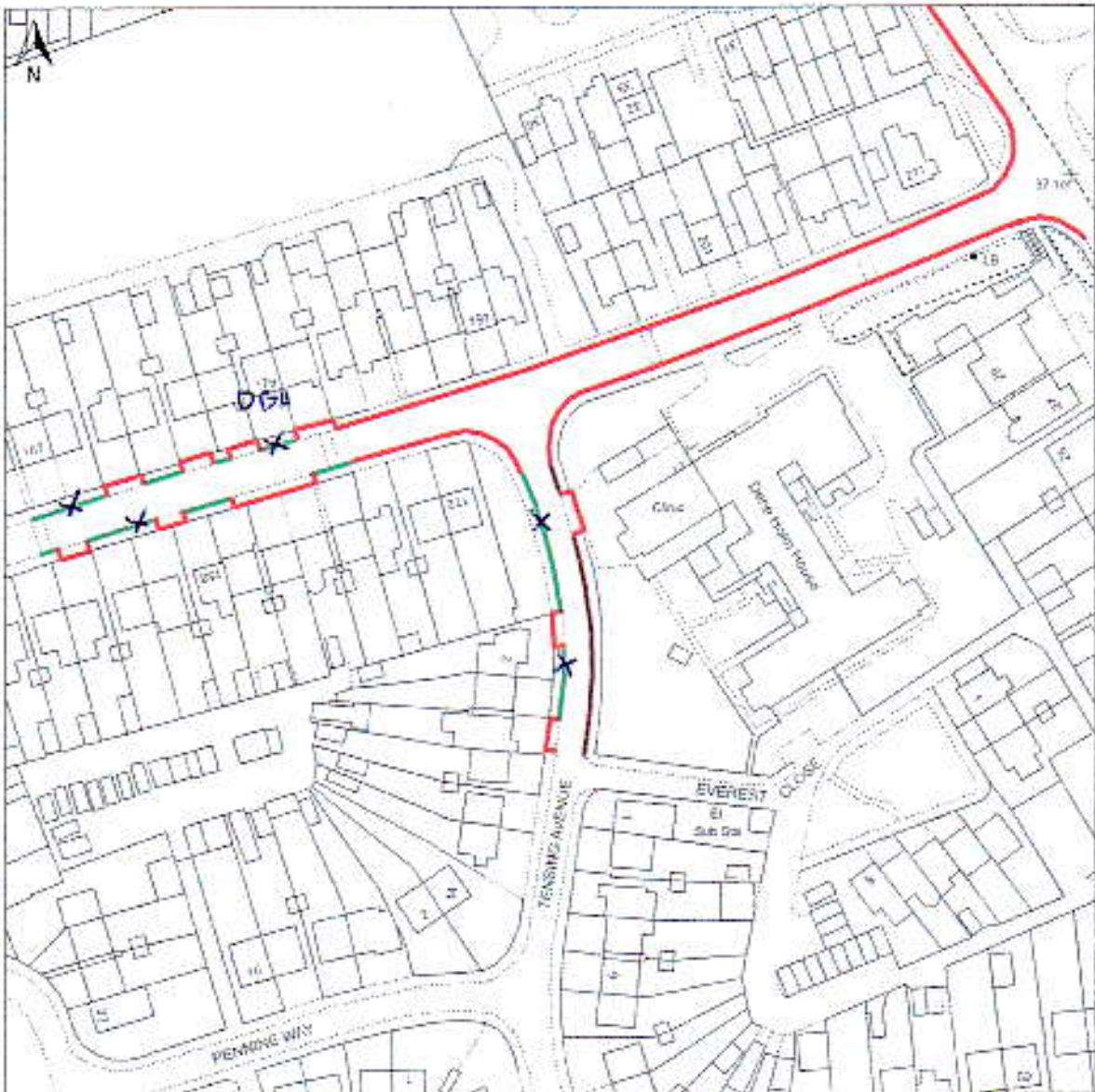
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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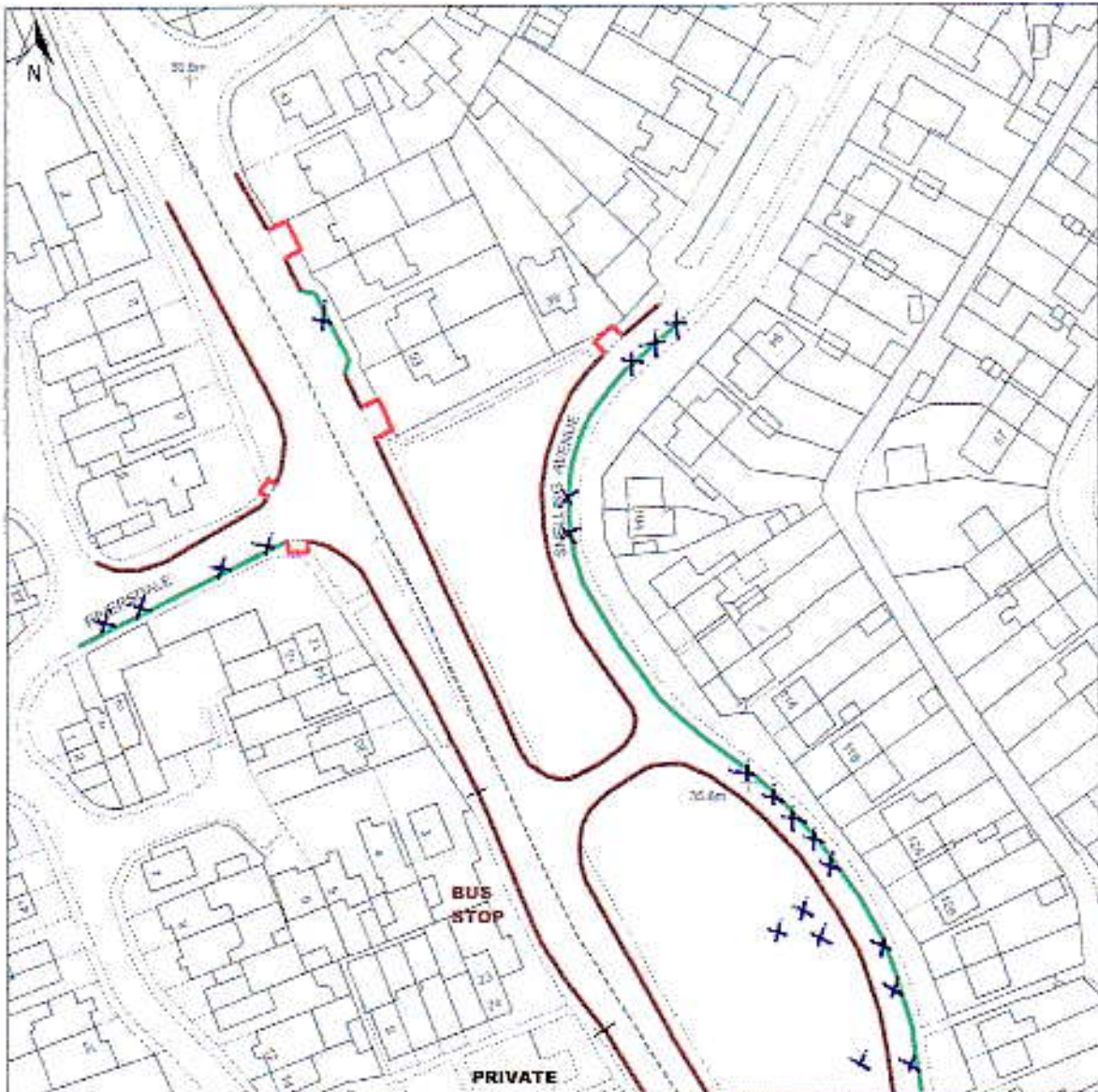
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 10:00



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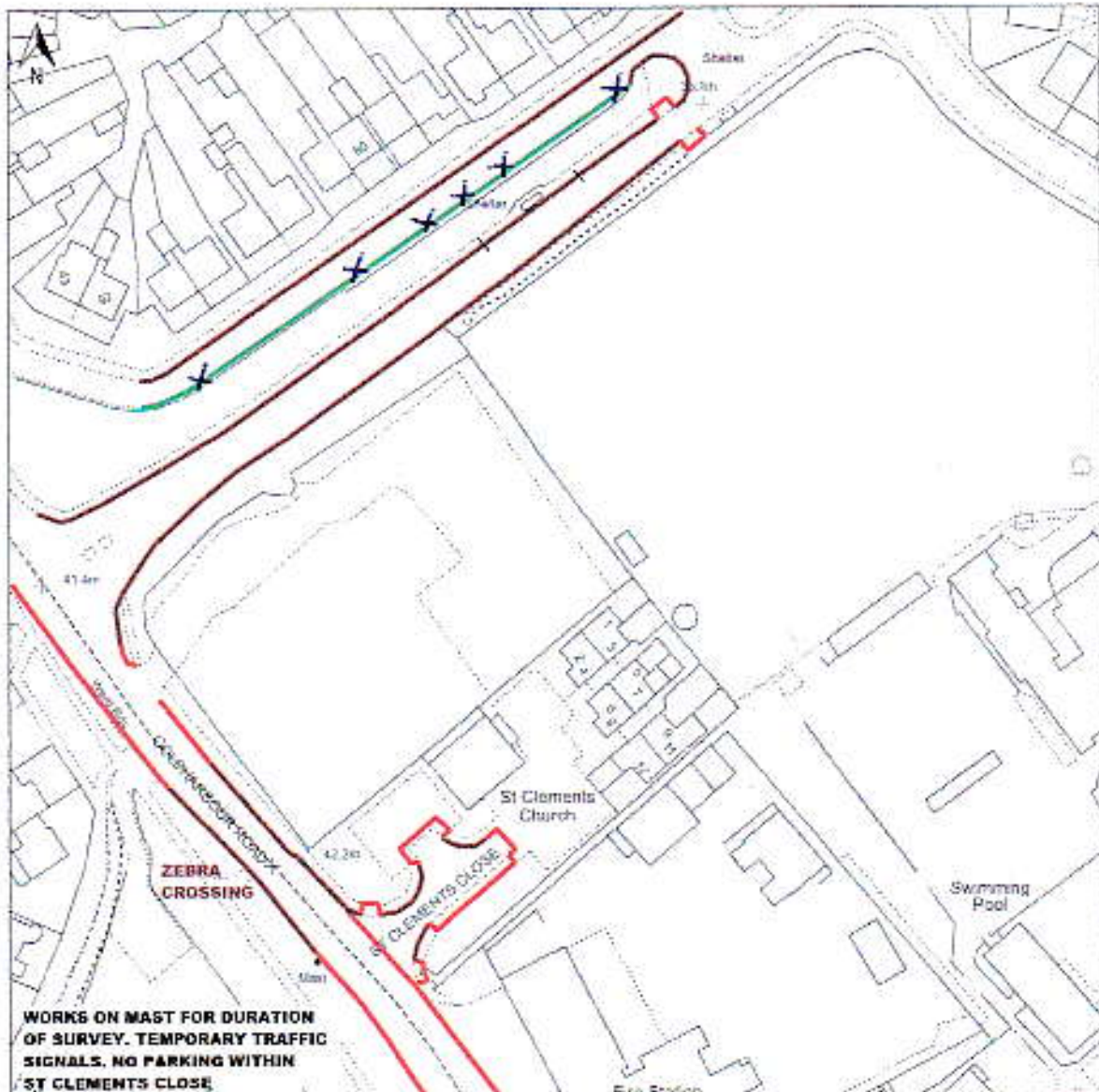
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PARKED VEHICLE LOCATION

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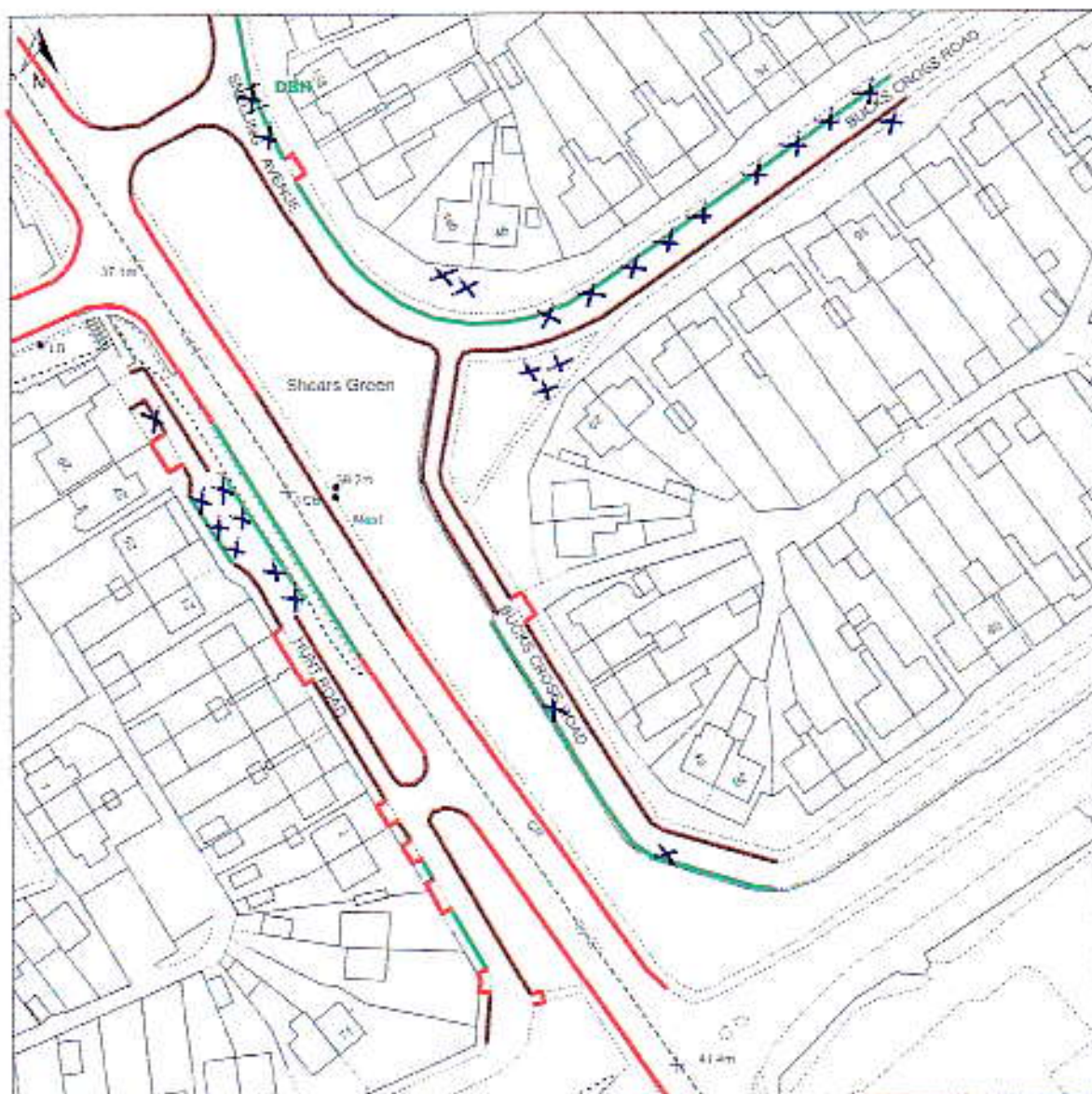
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PARKED VEHICLE LOCATION

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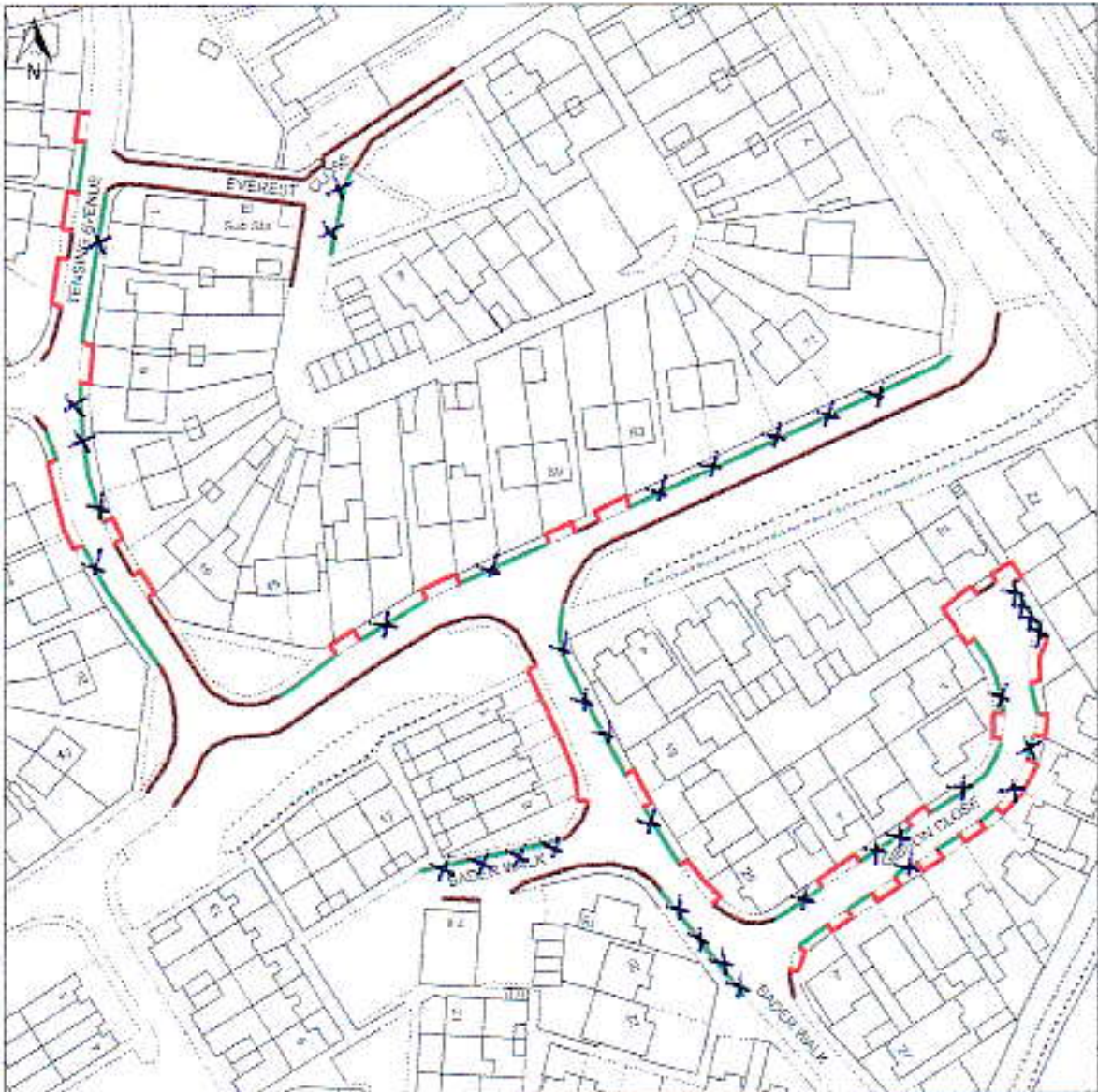
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WEDNESDAY 31/01/2024 - 11:00



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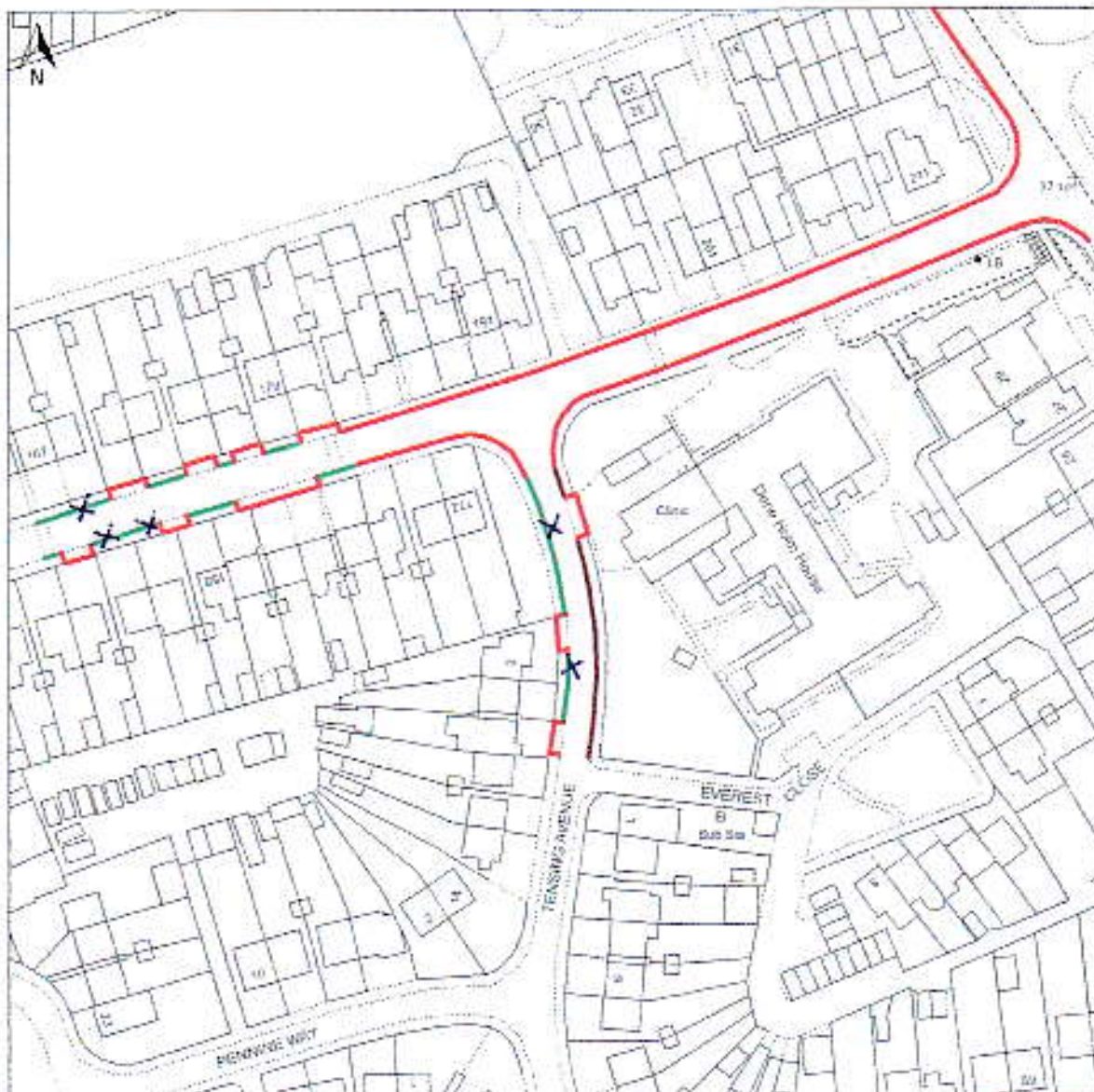
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WEDNESDAY 31/01/2024 - 11:00

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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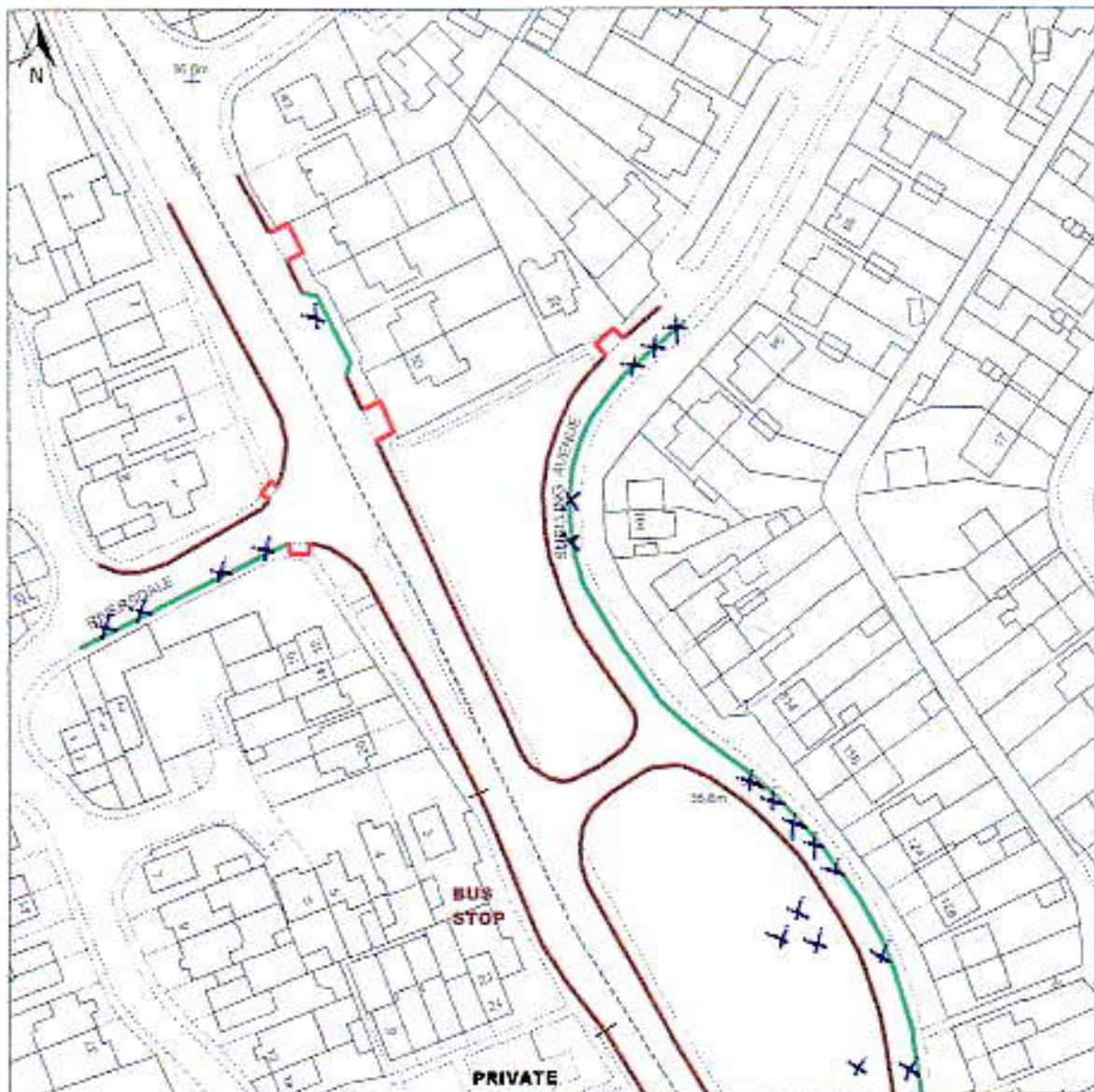
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 11:00



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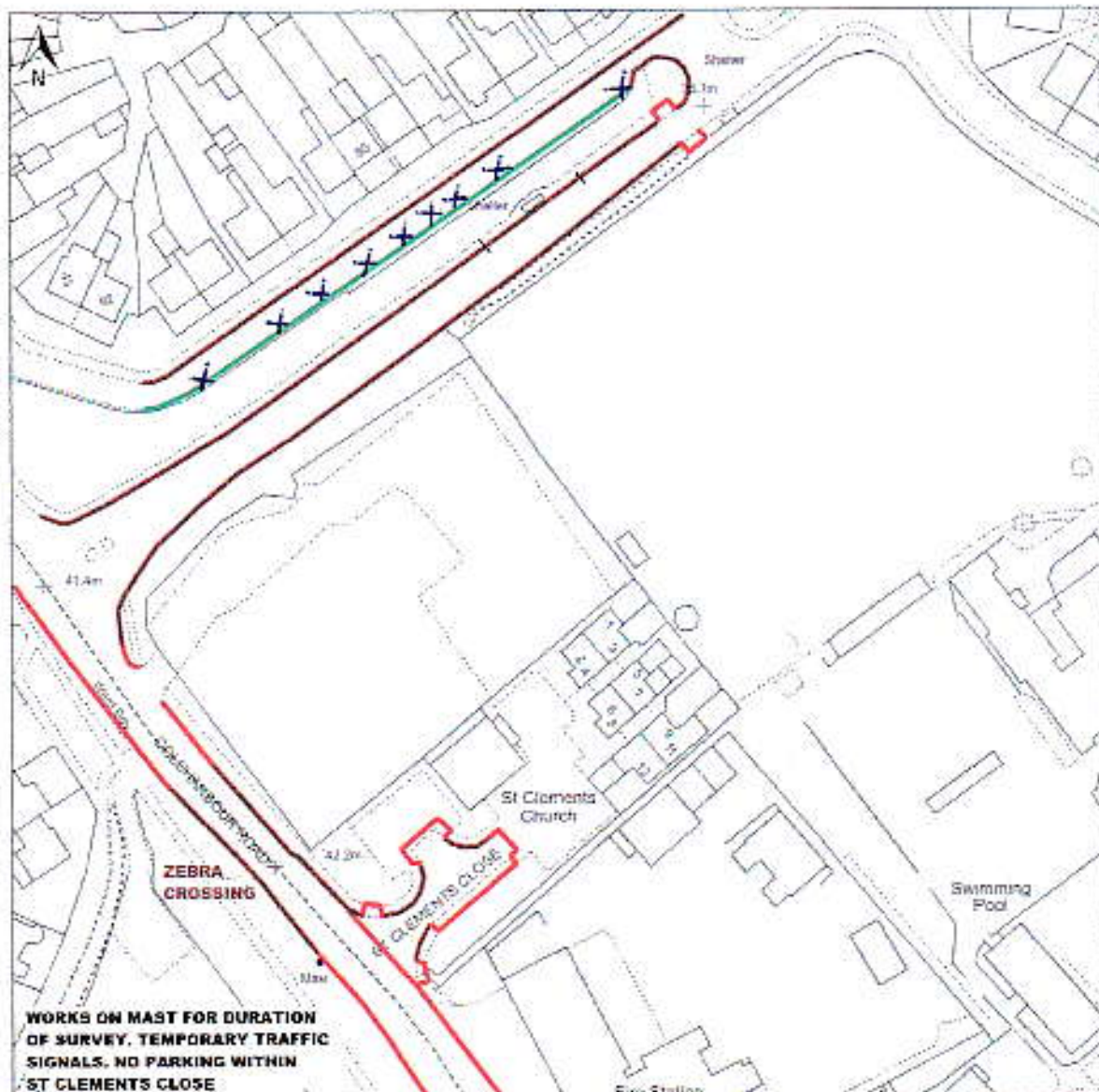
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DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 11:00



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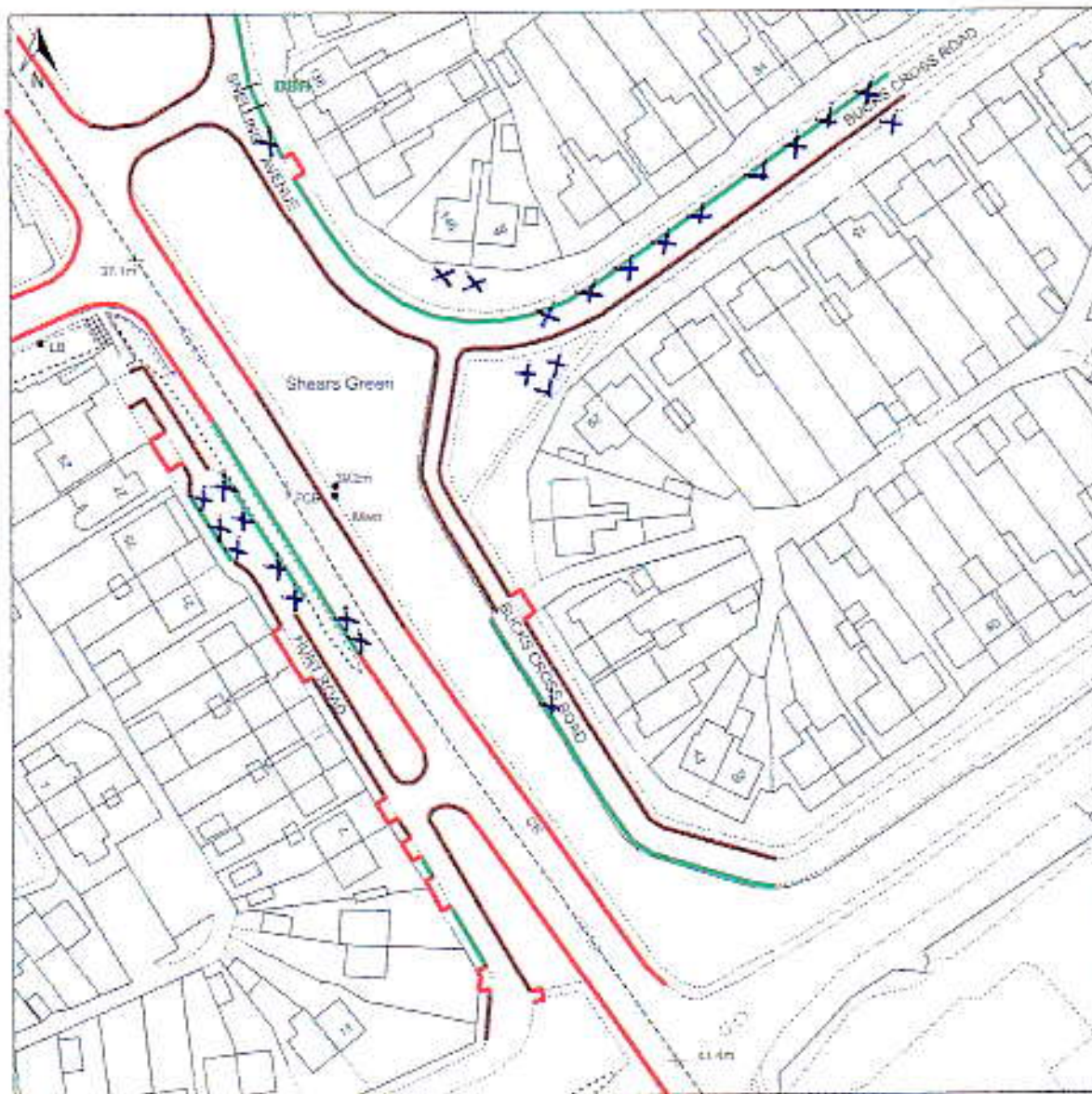
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 11:00



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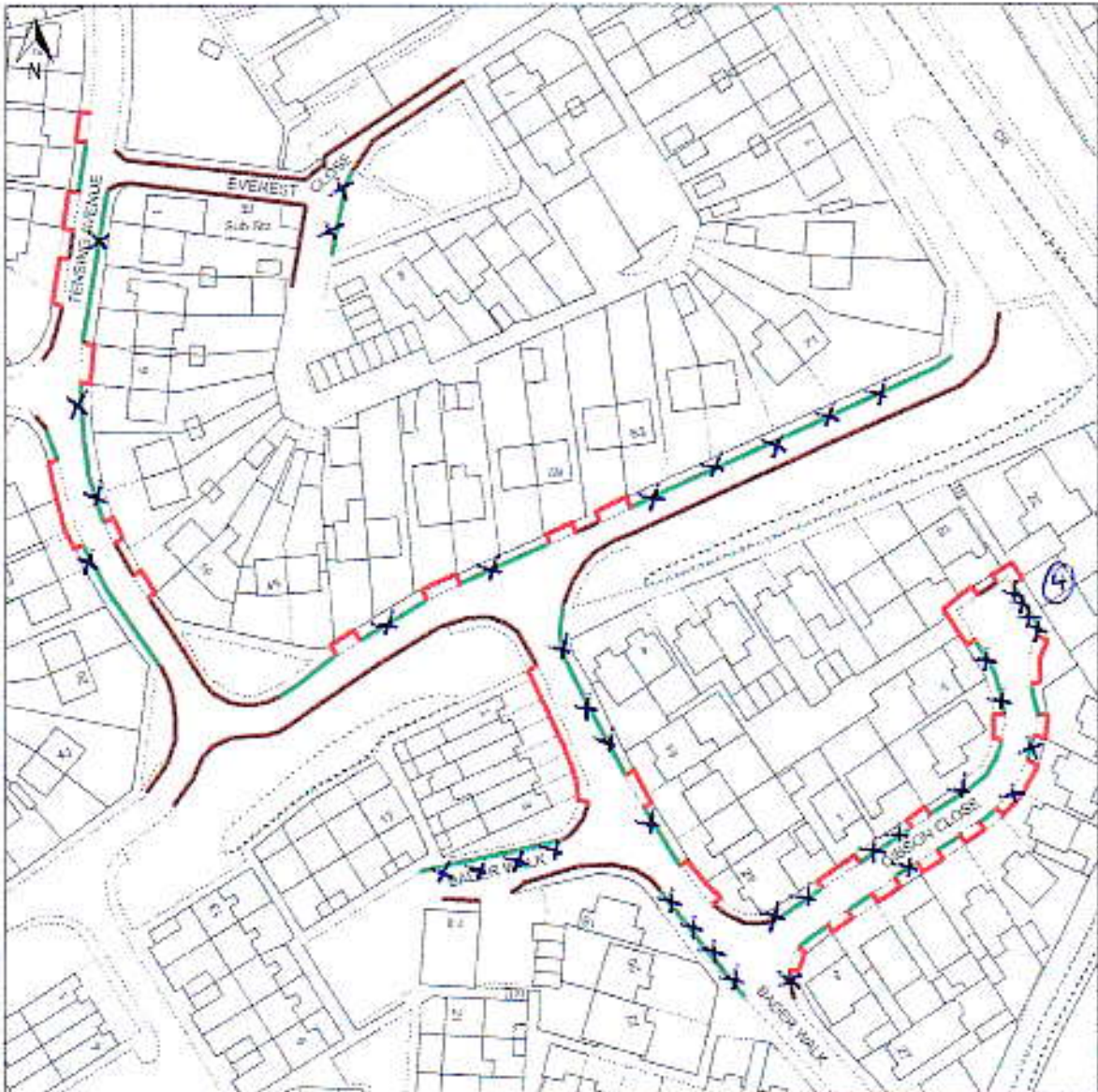
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PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 12:00

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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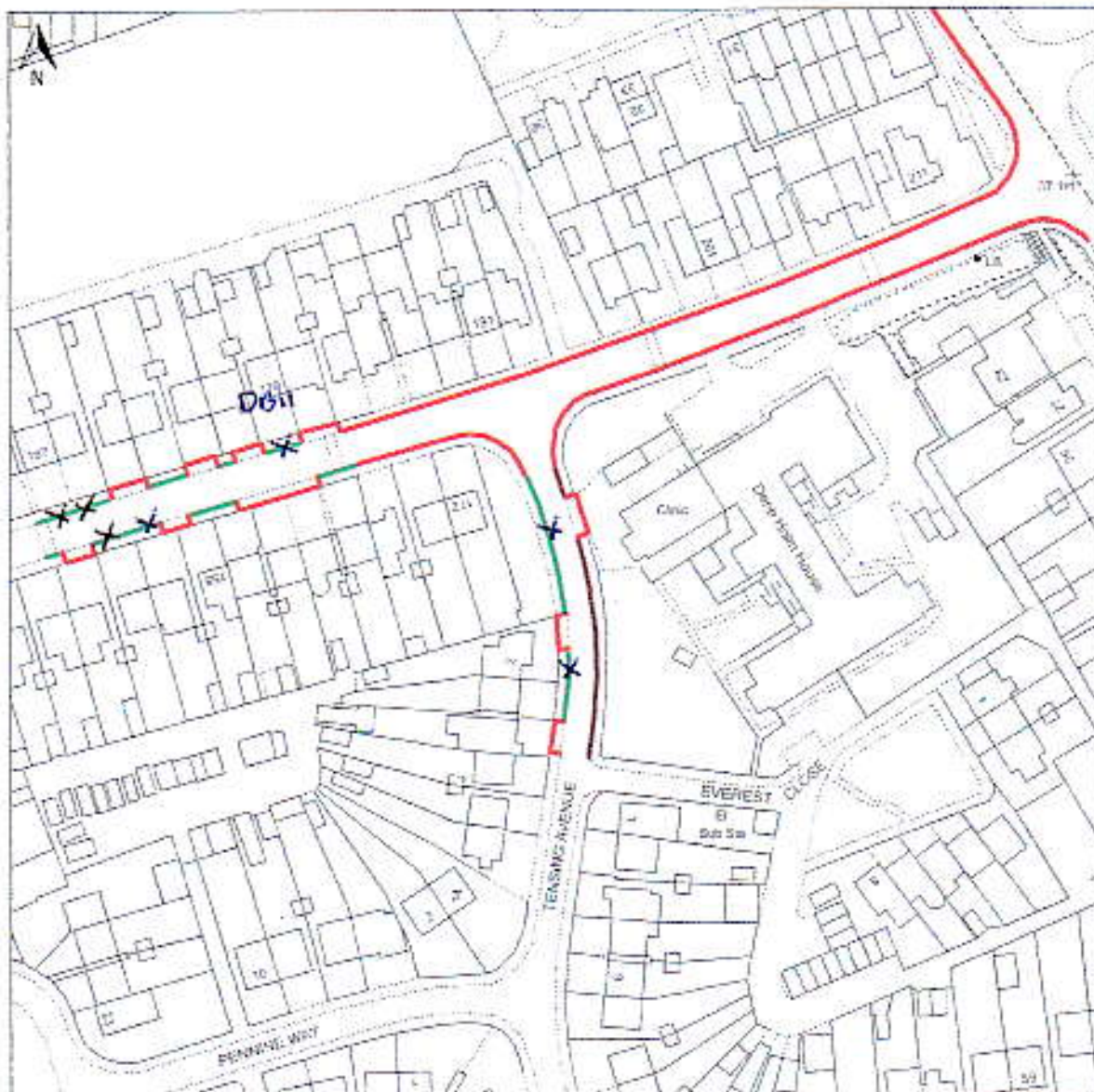
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PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 12:00

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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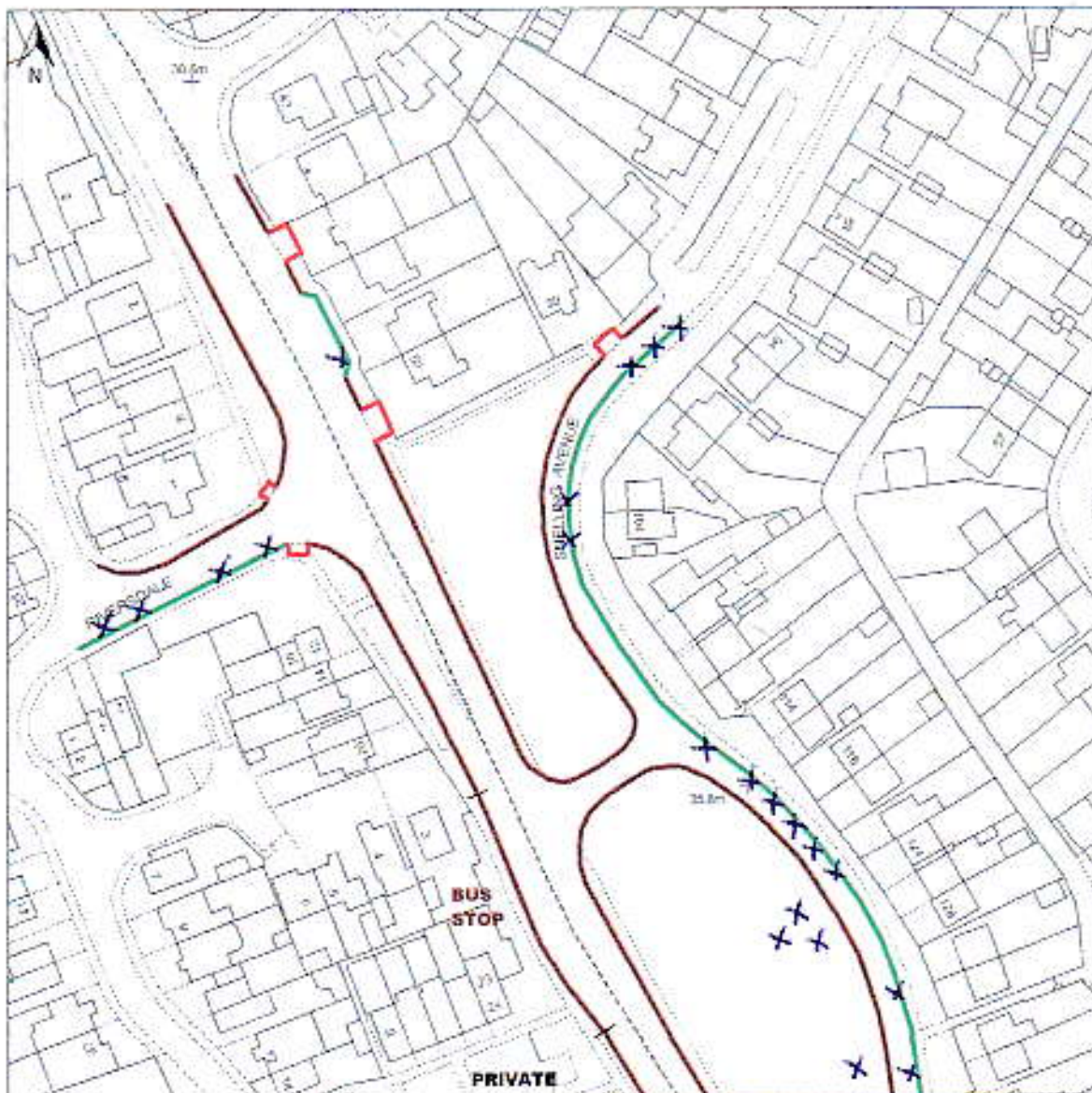
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 12:00



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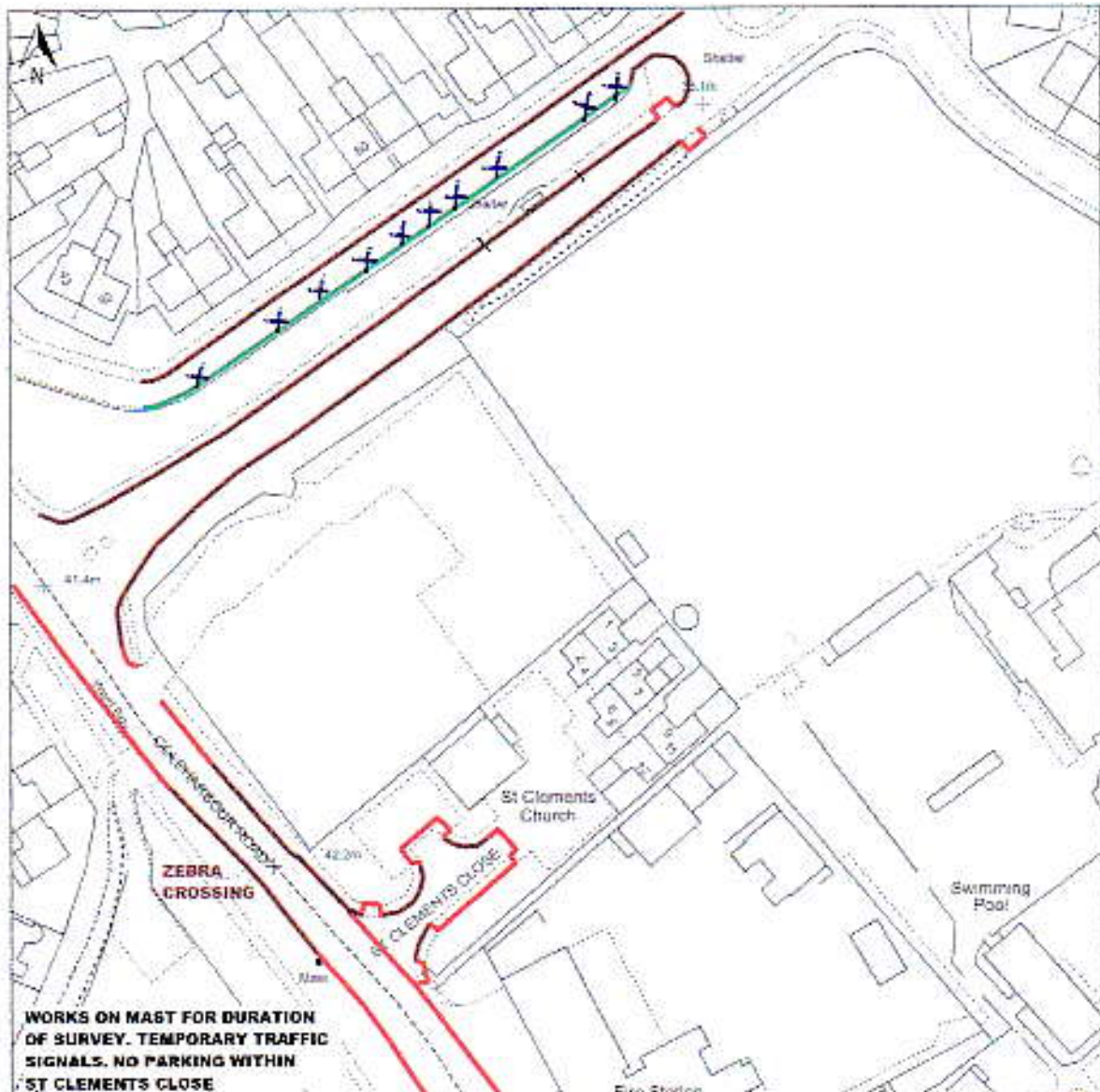
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DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 12:00



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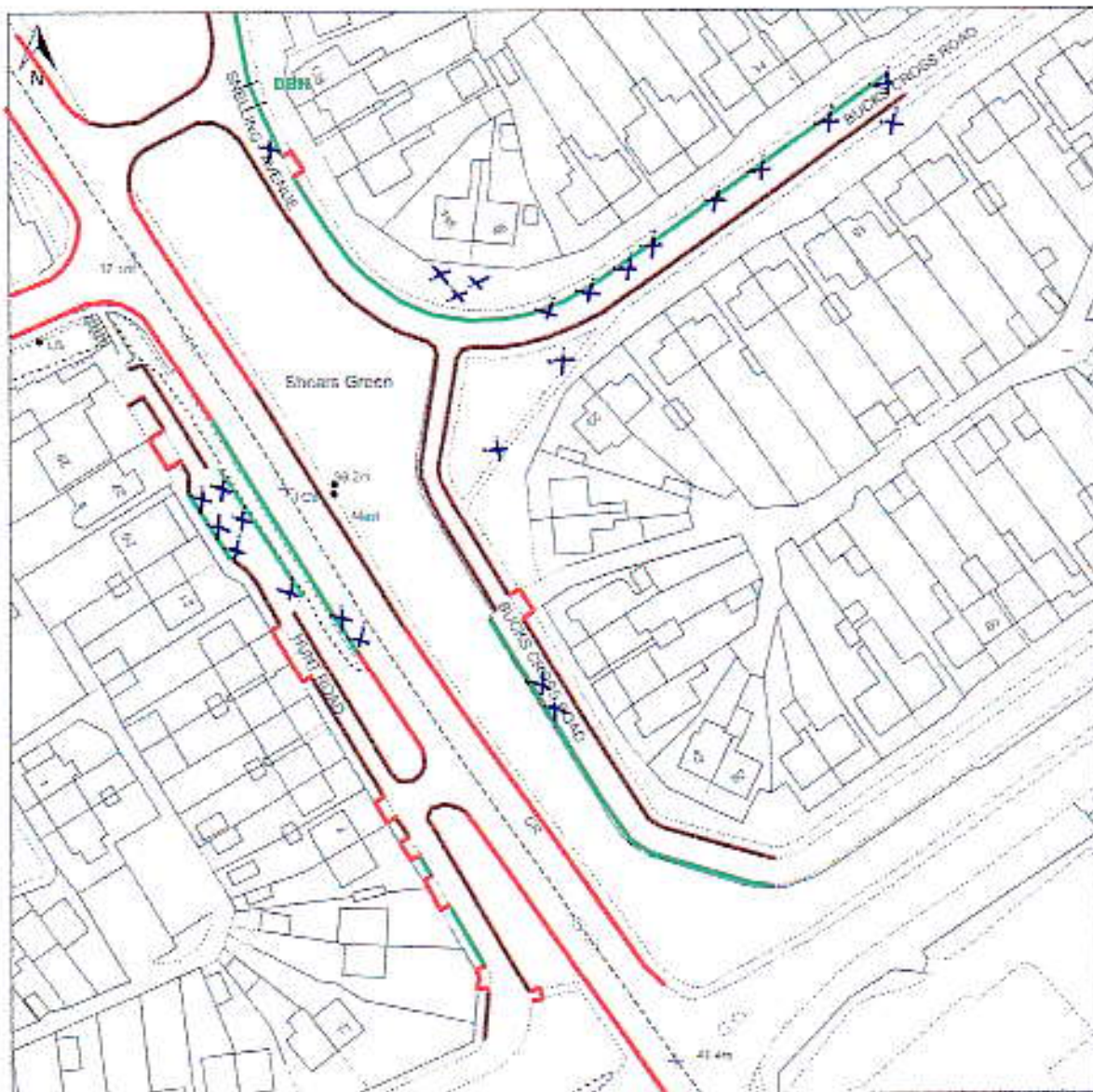
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- DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 12:00



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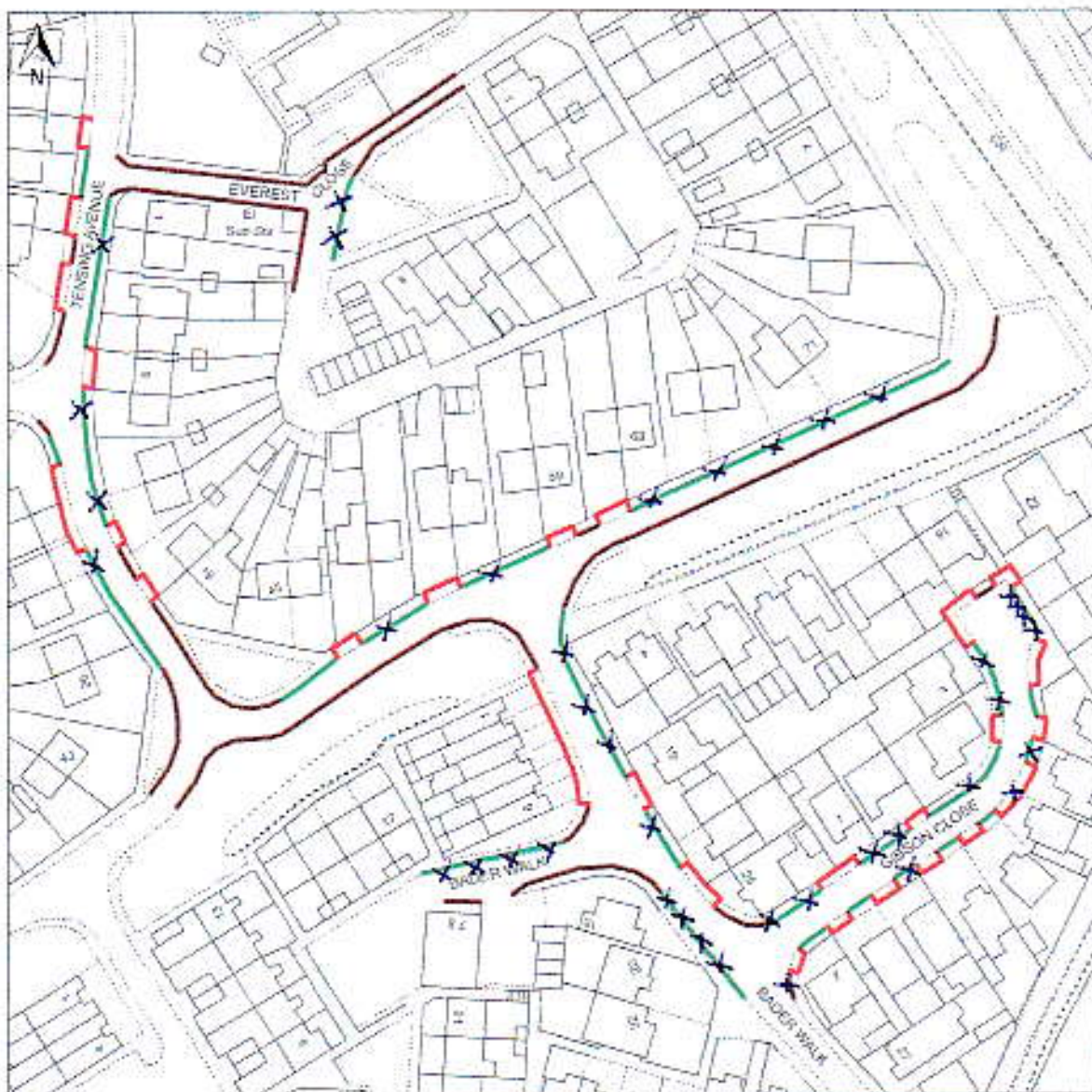
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- SINGLE YELLOW LINE (SYL)
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- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 13:00



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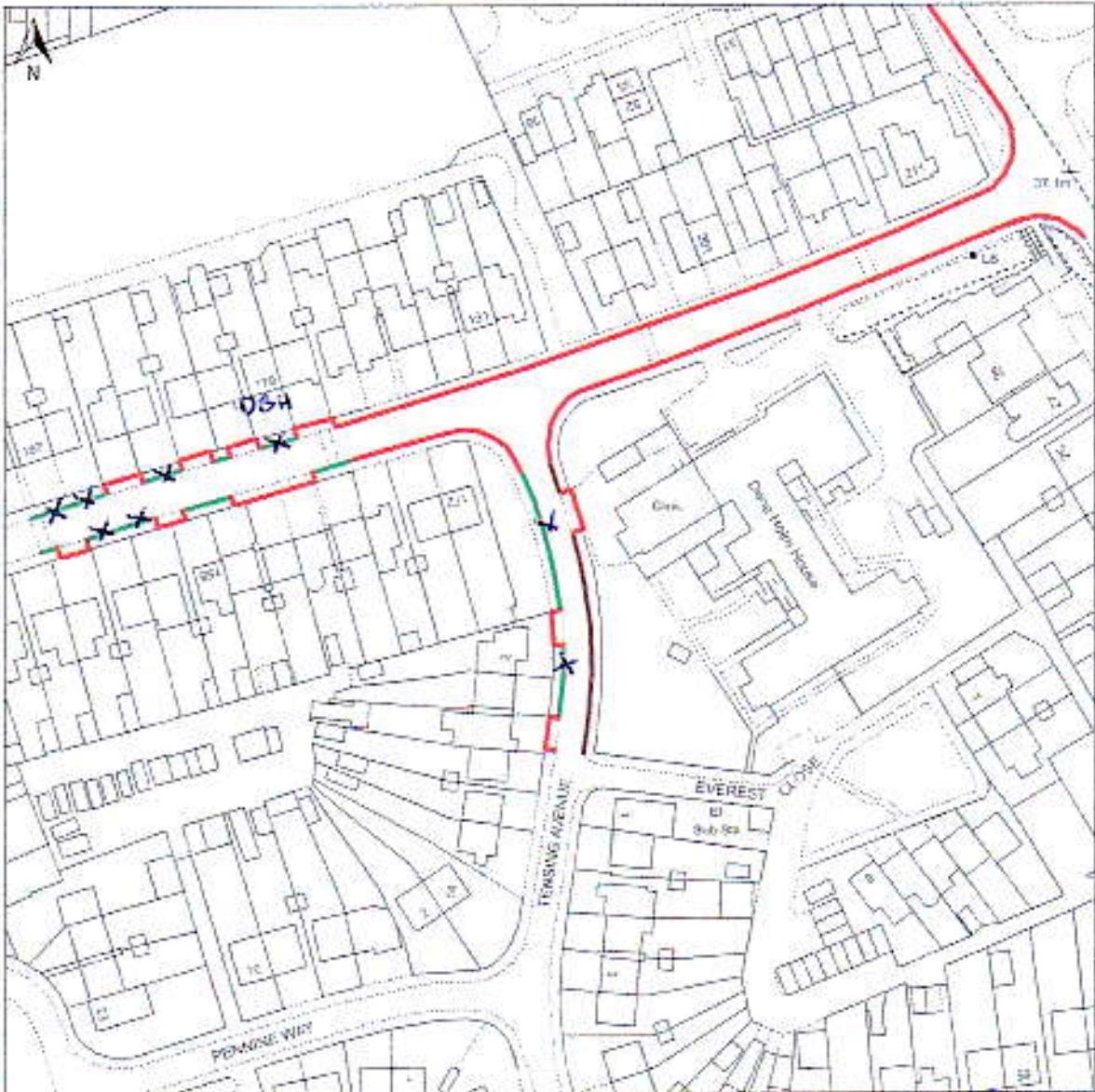
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 13:00



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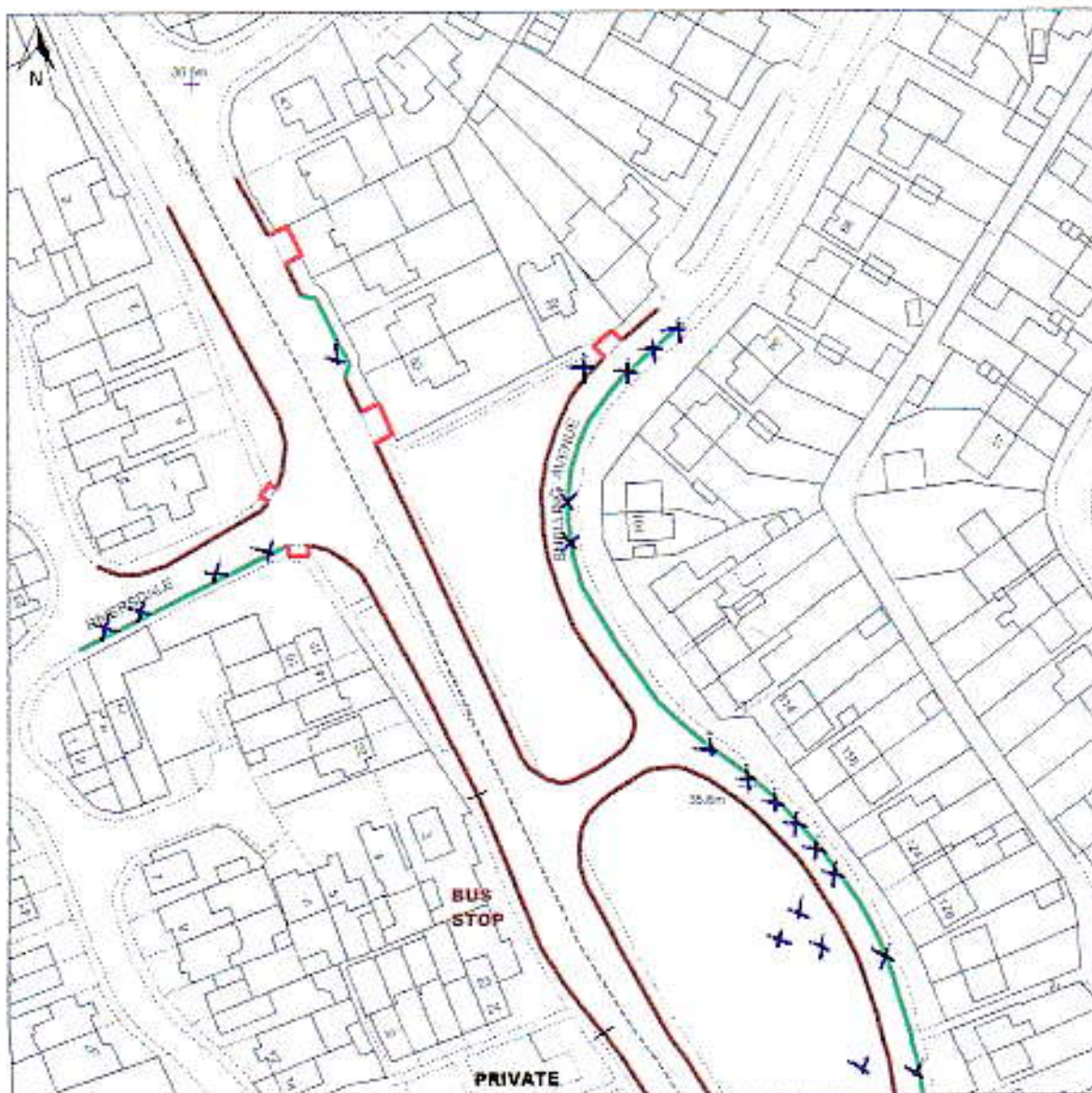
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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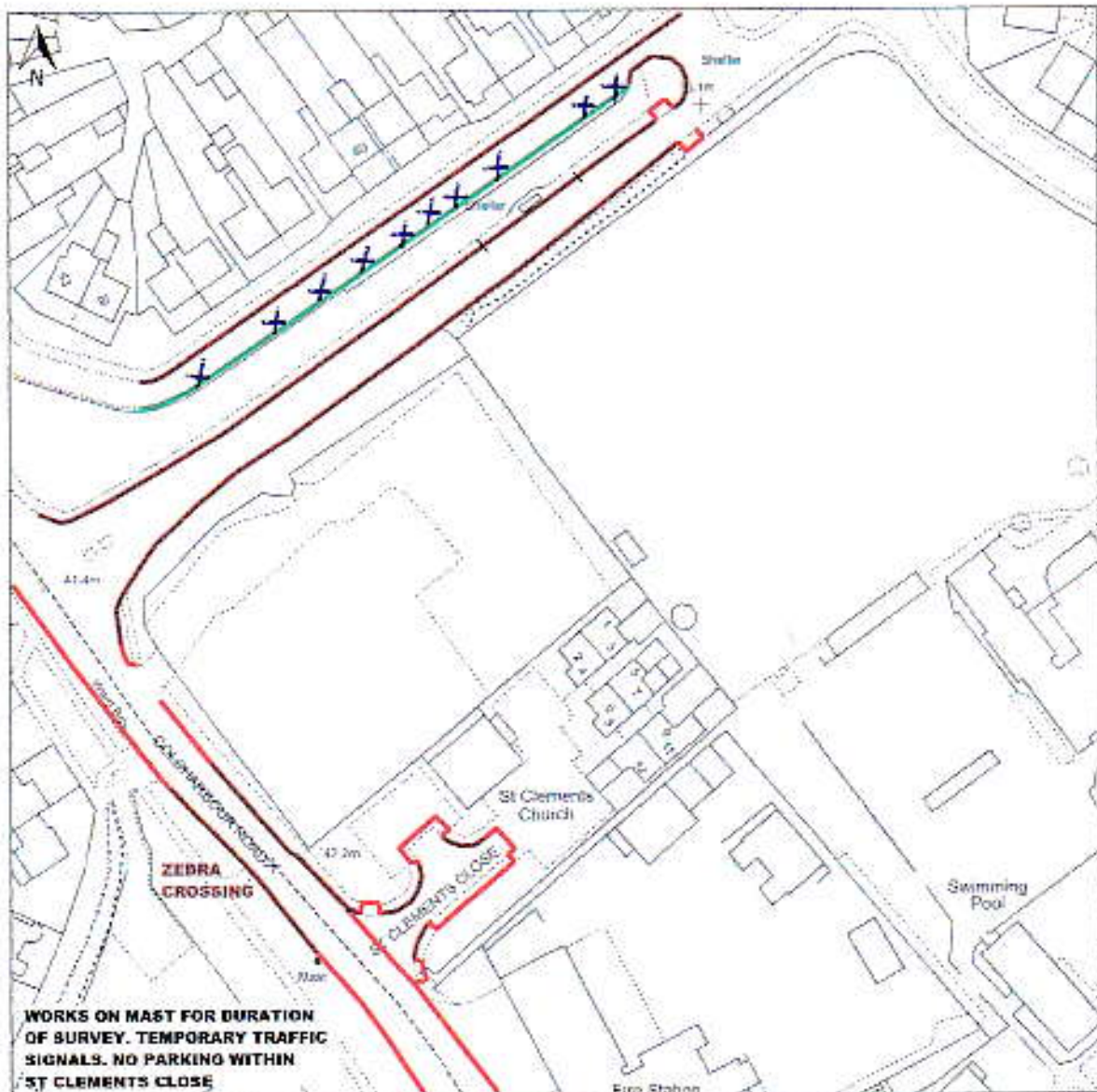
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DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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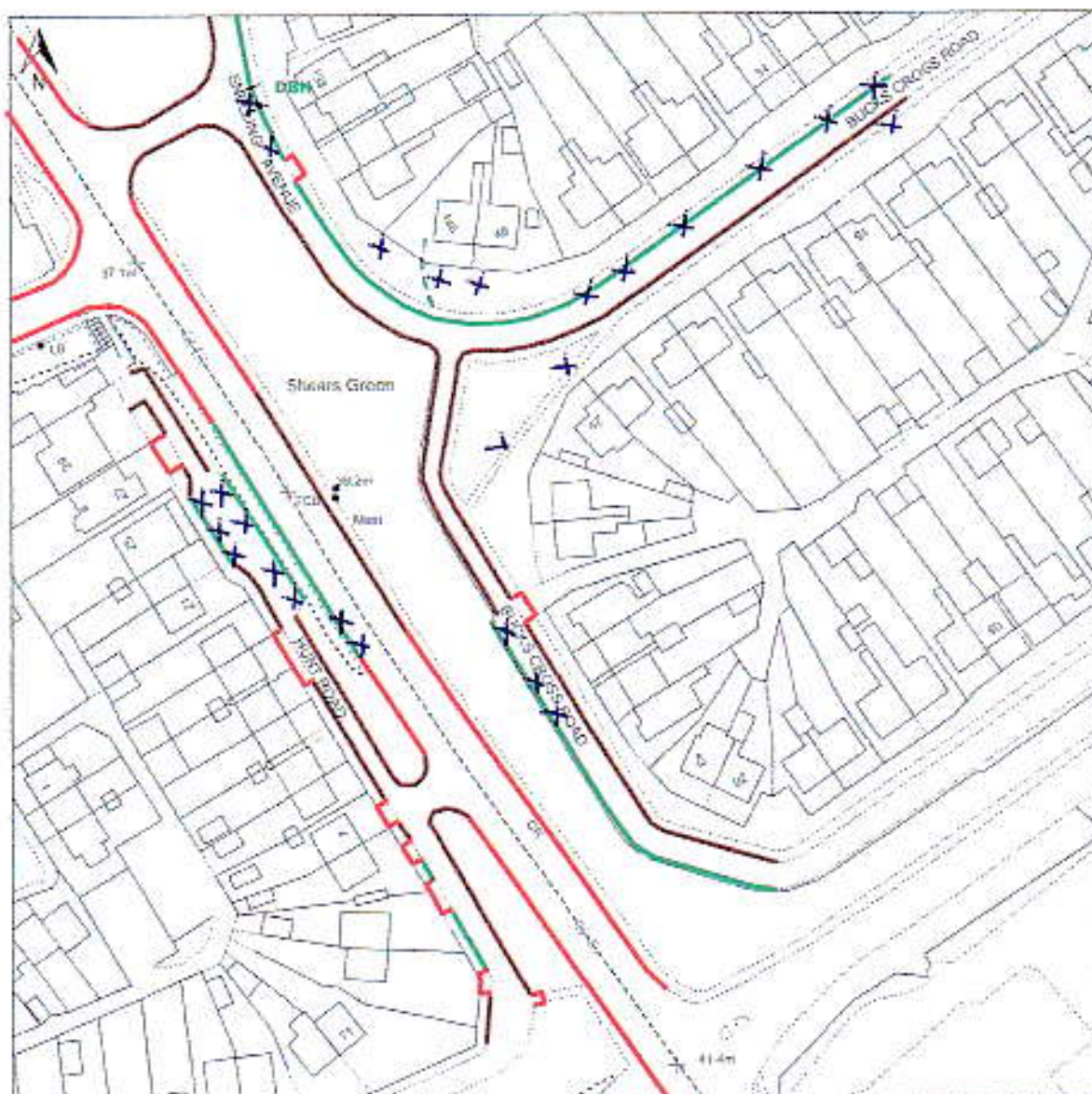
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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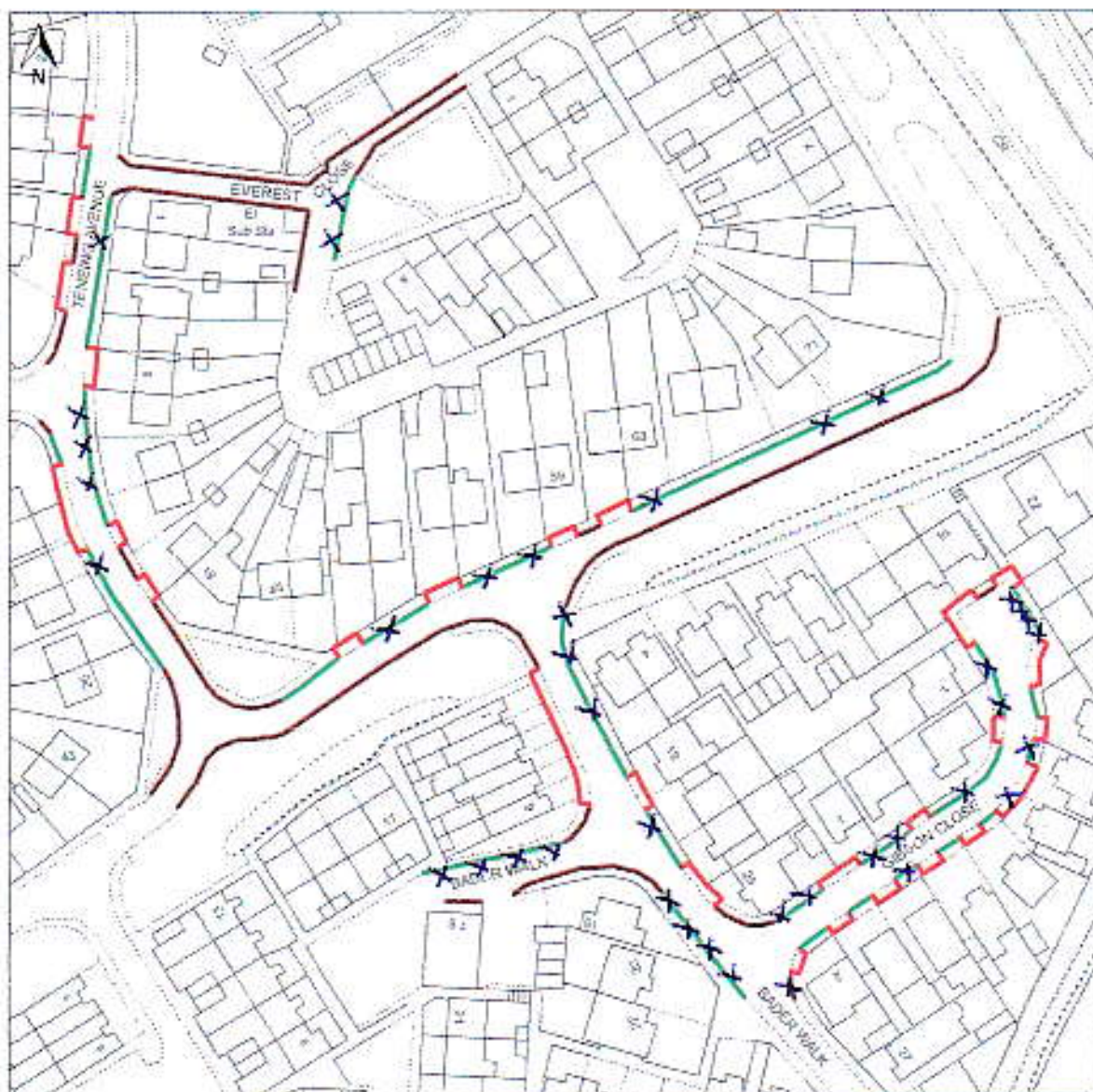
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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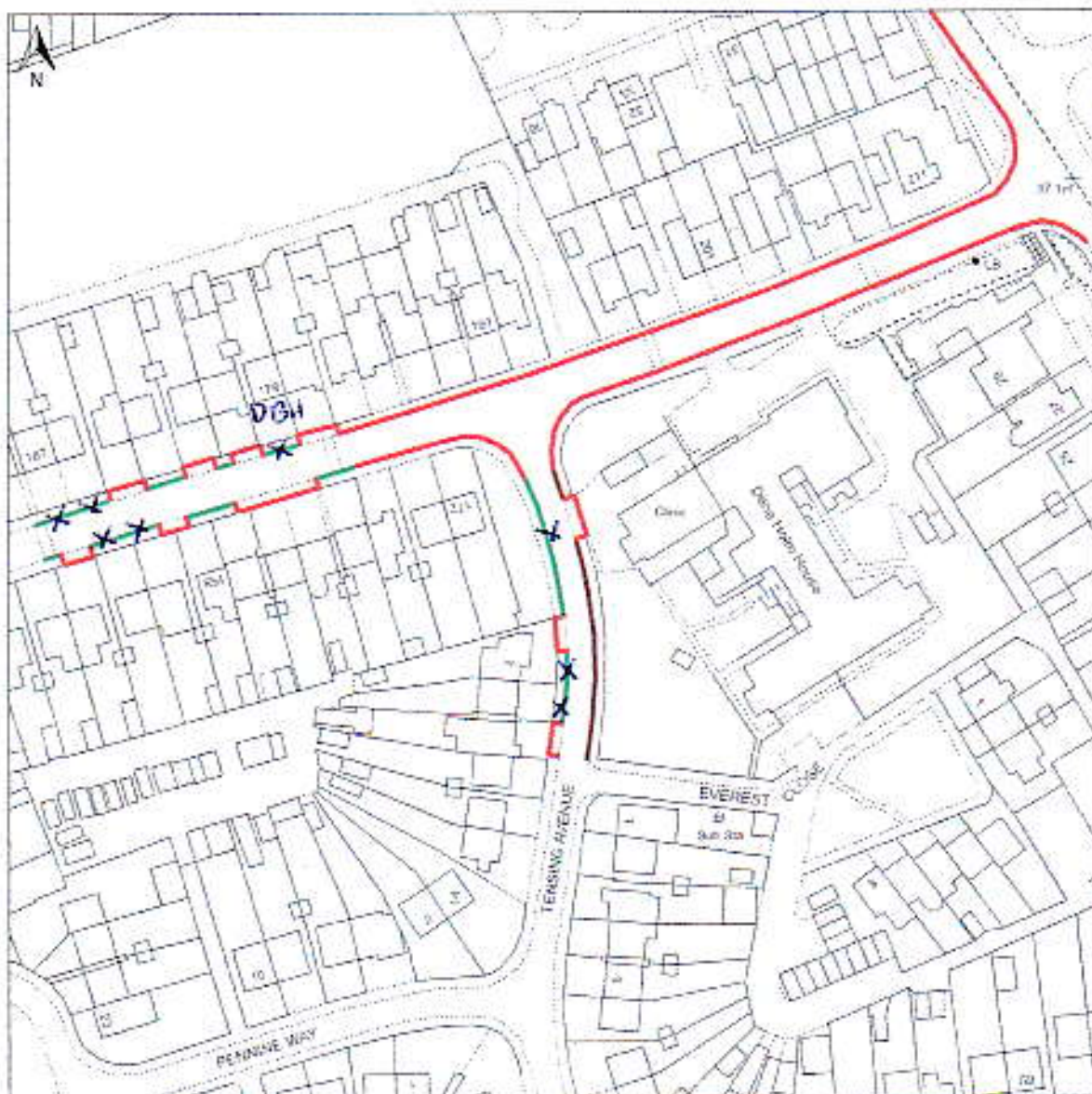
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 14:00



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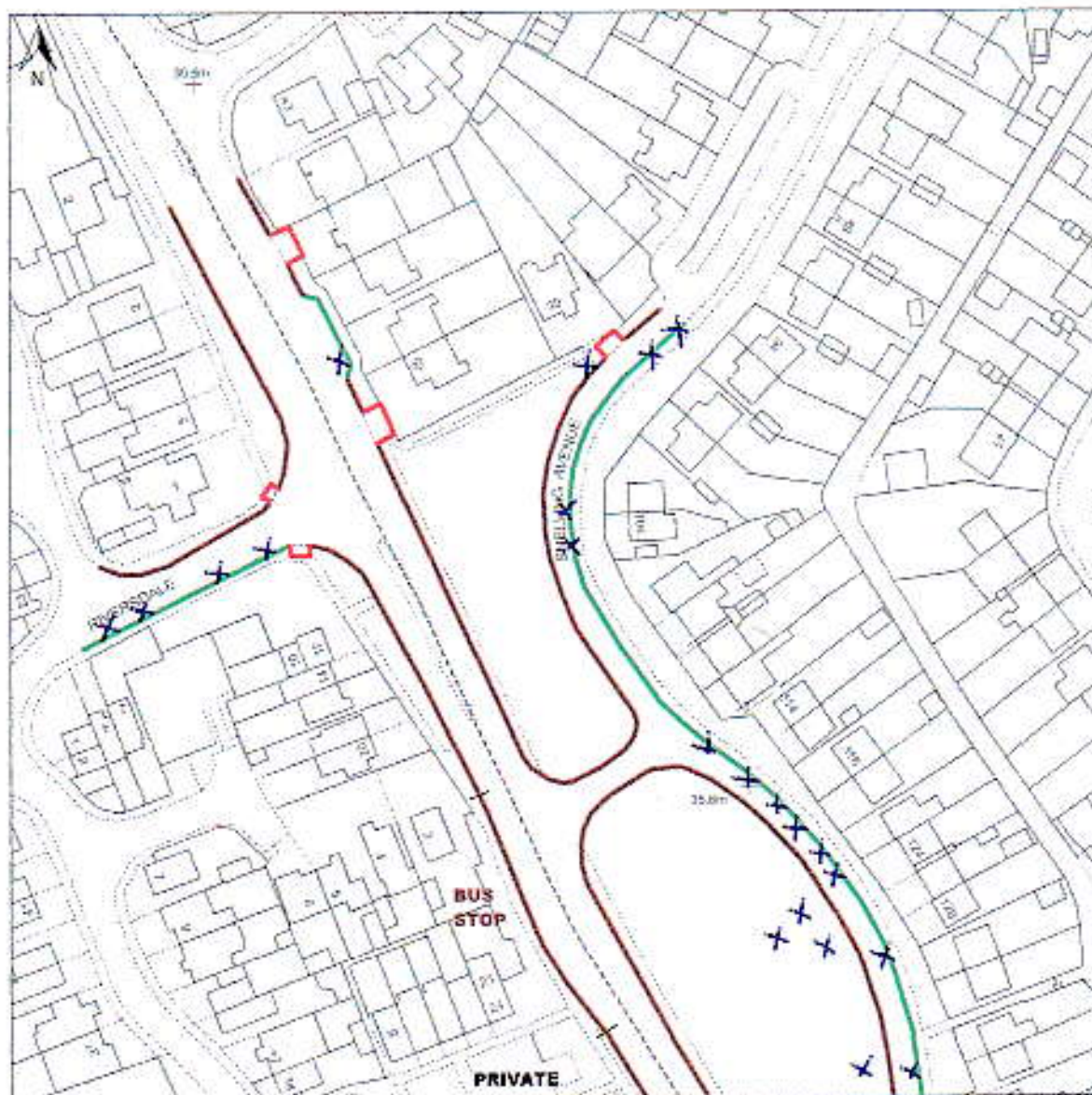
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 14:00



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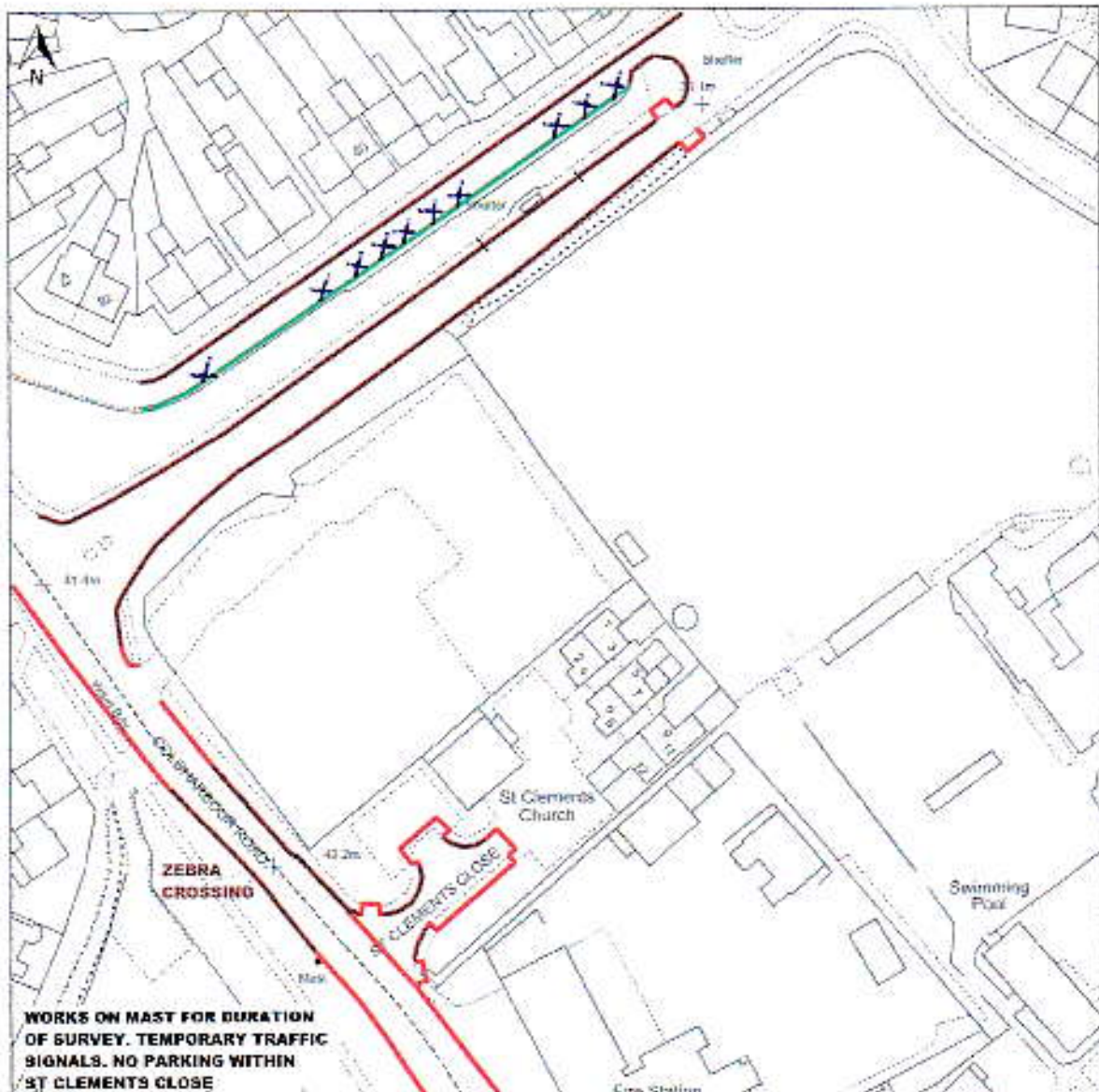
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DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 14.00



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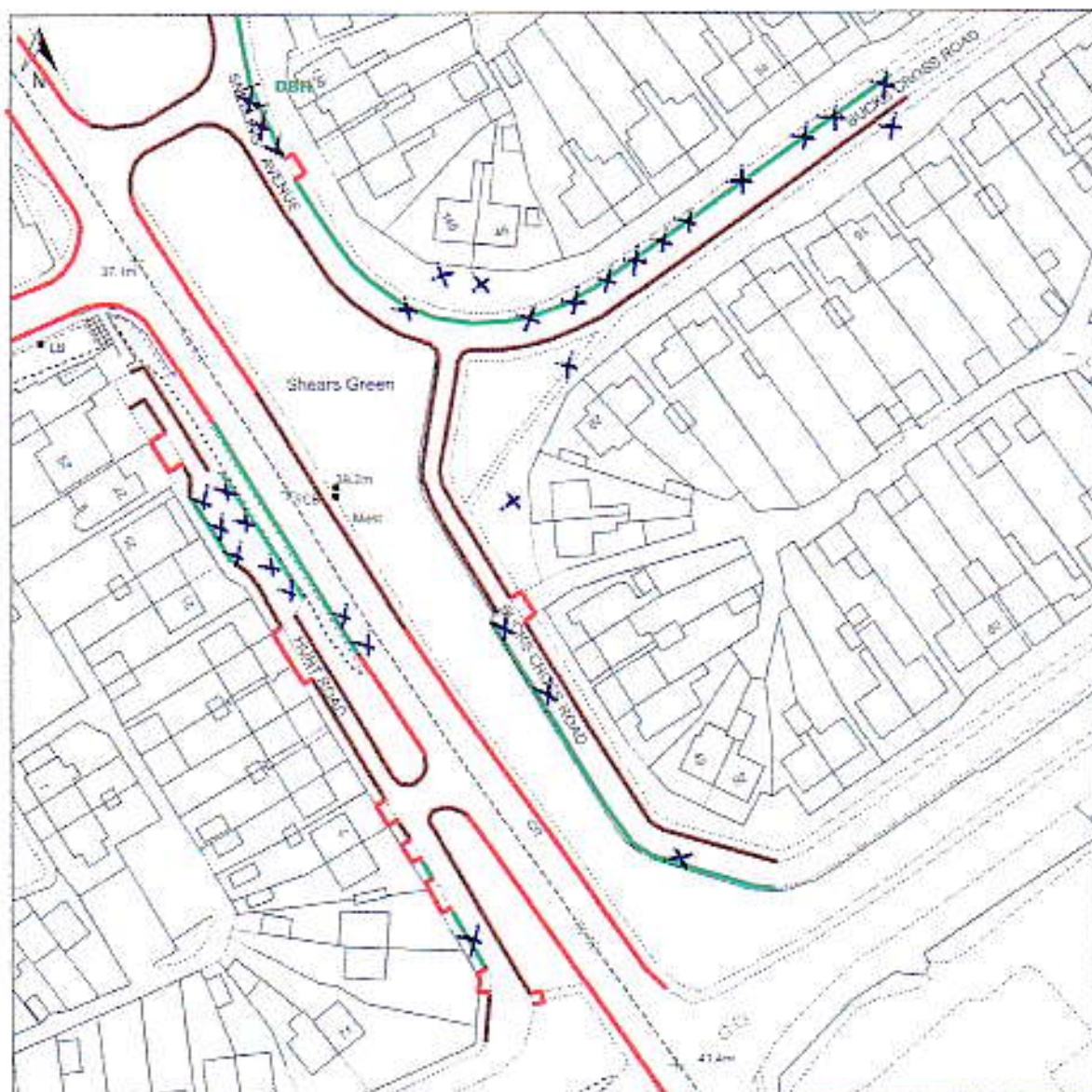
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PARKED VEHICLE LOCATION

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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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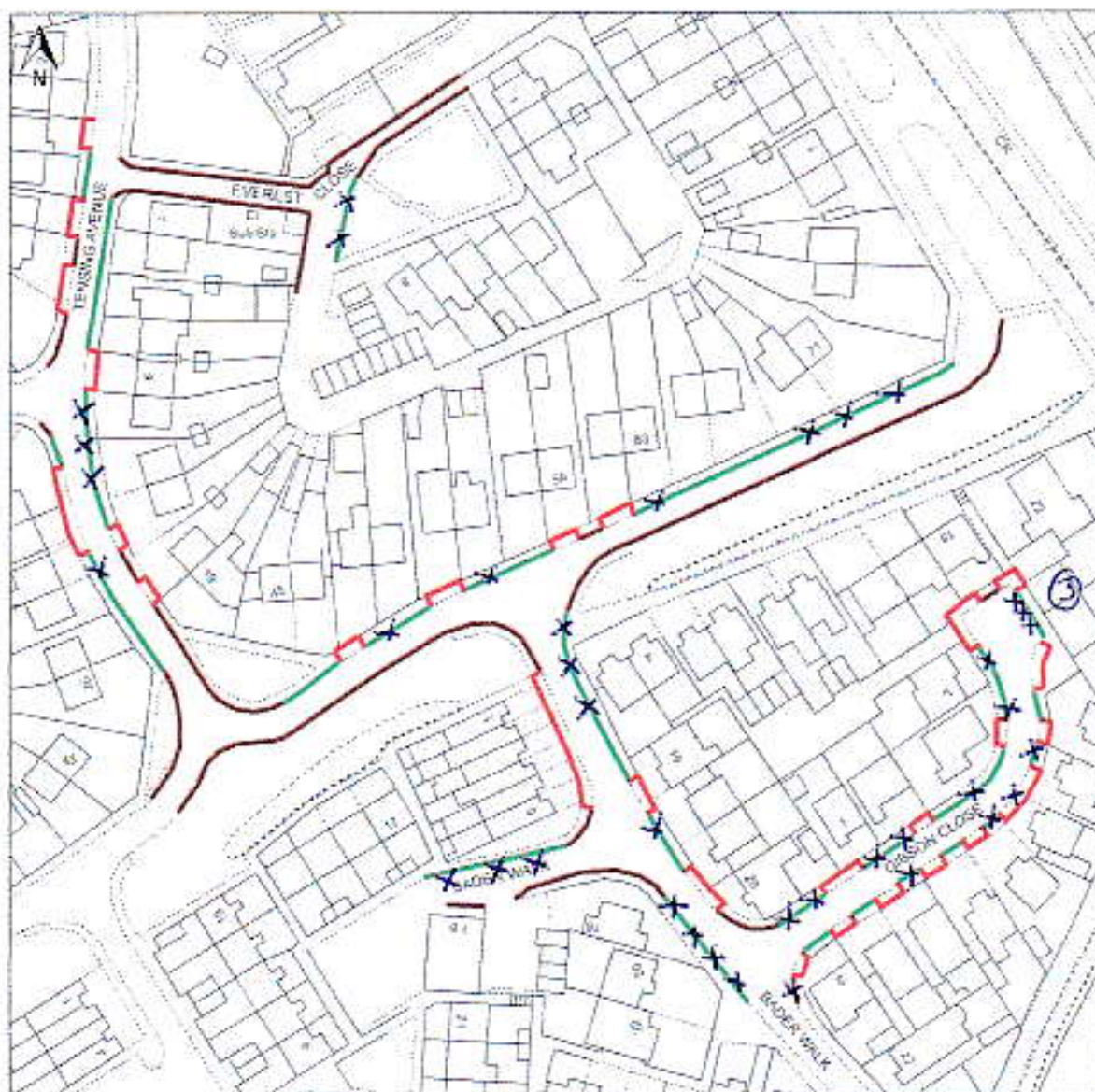
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 15:00



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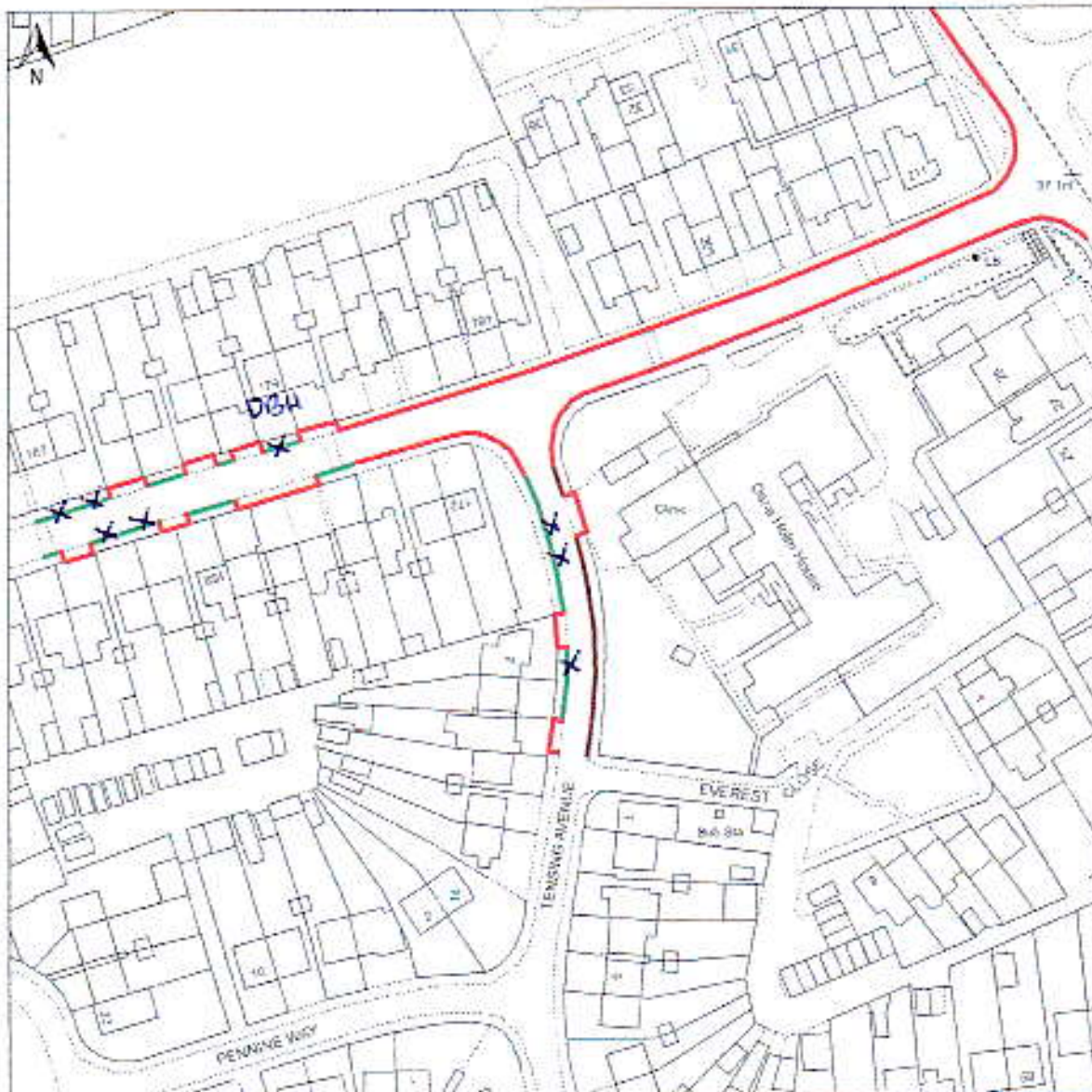
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 15:00



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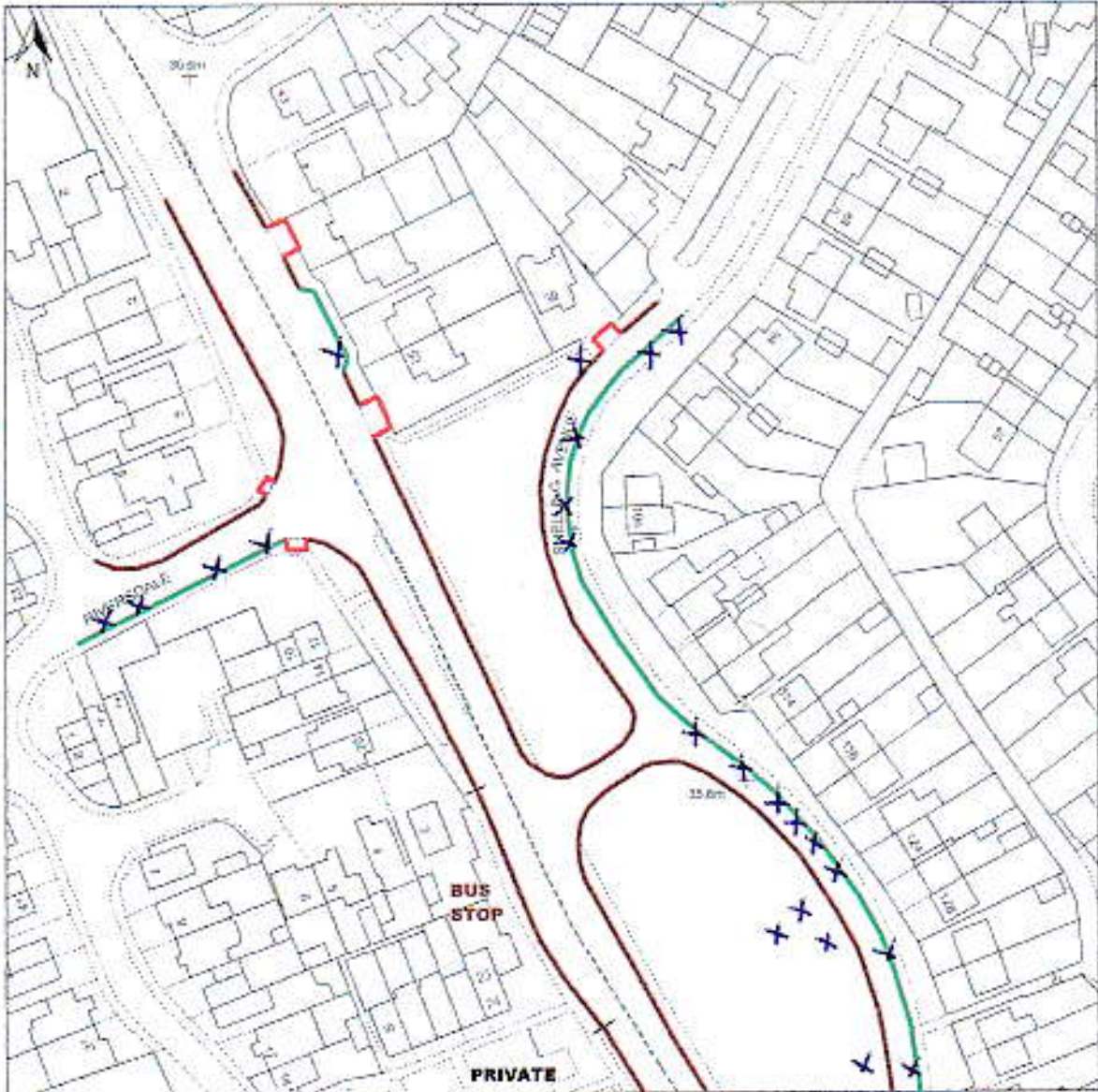
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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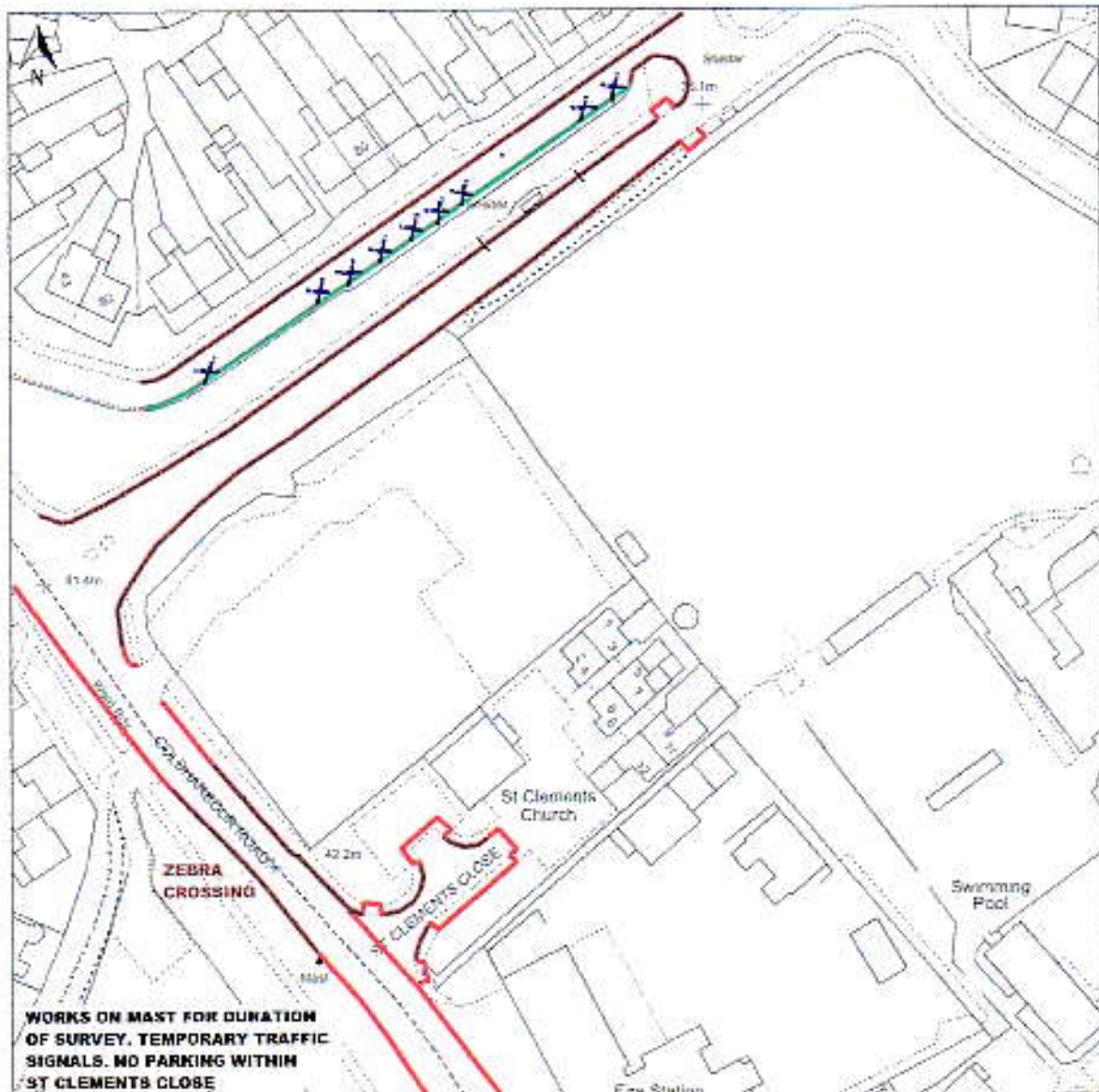
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 31/01/2024 - 15:00



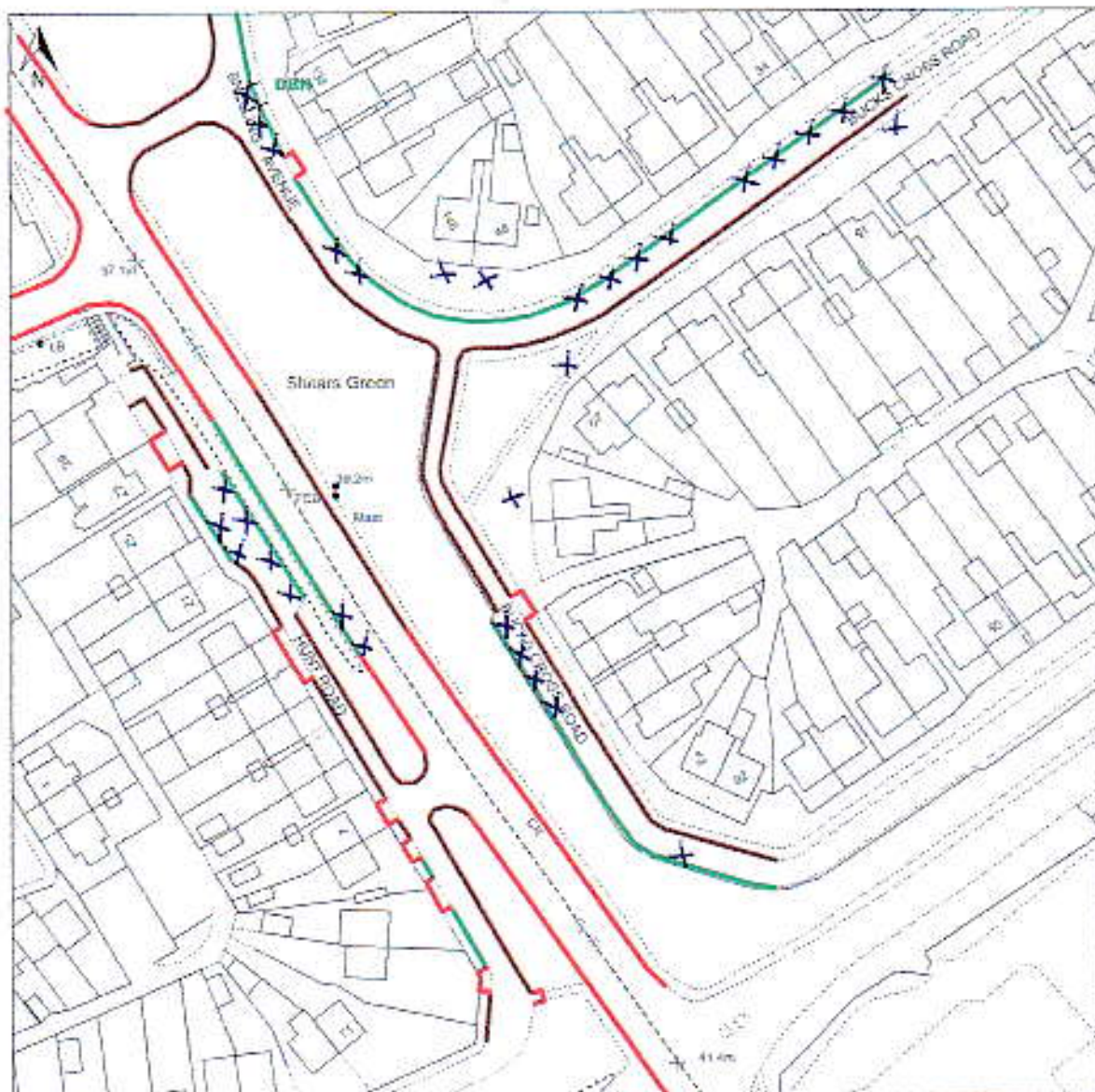
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- ⌞ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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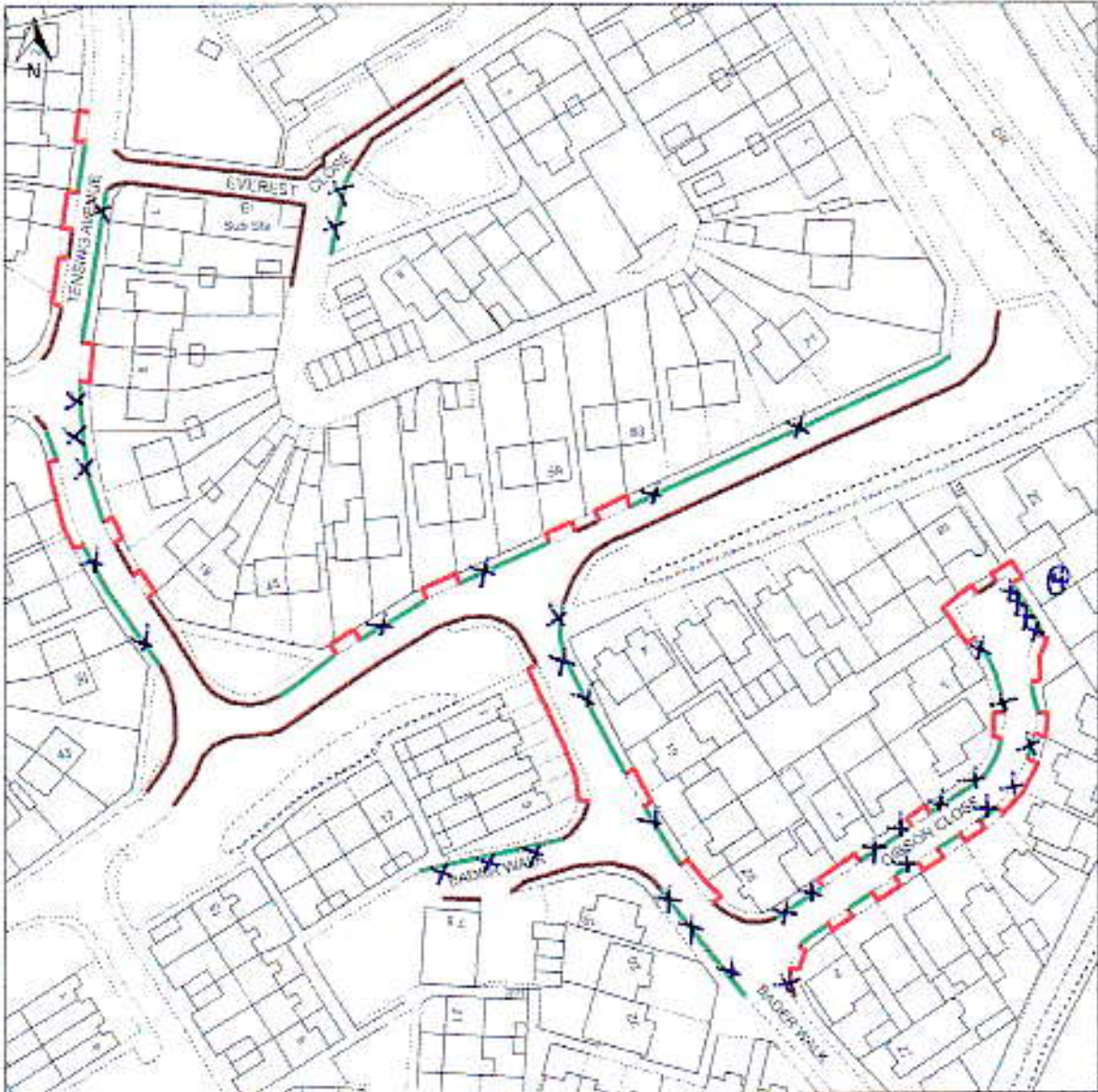
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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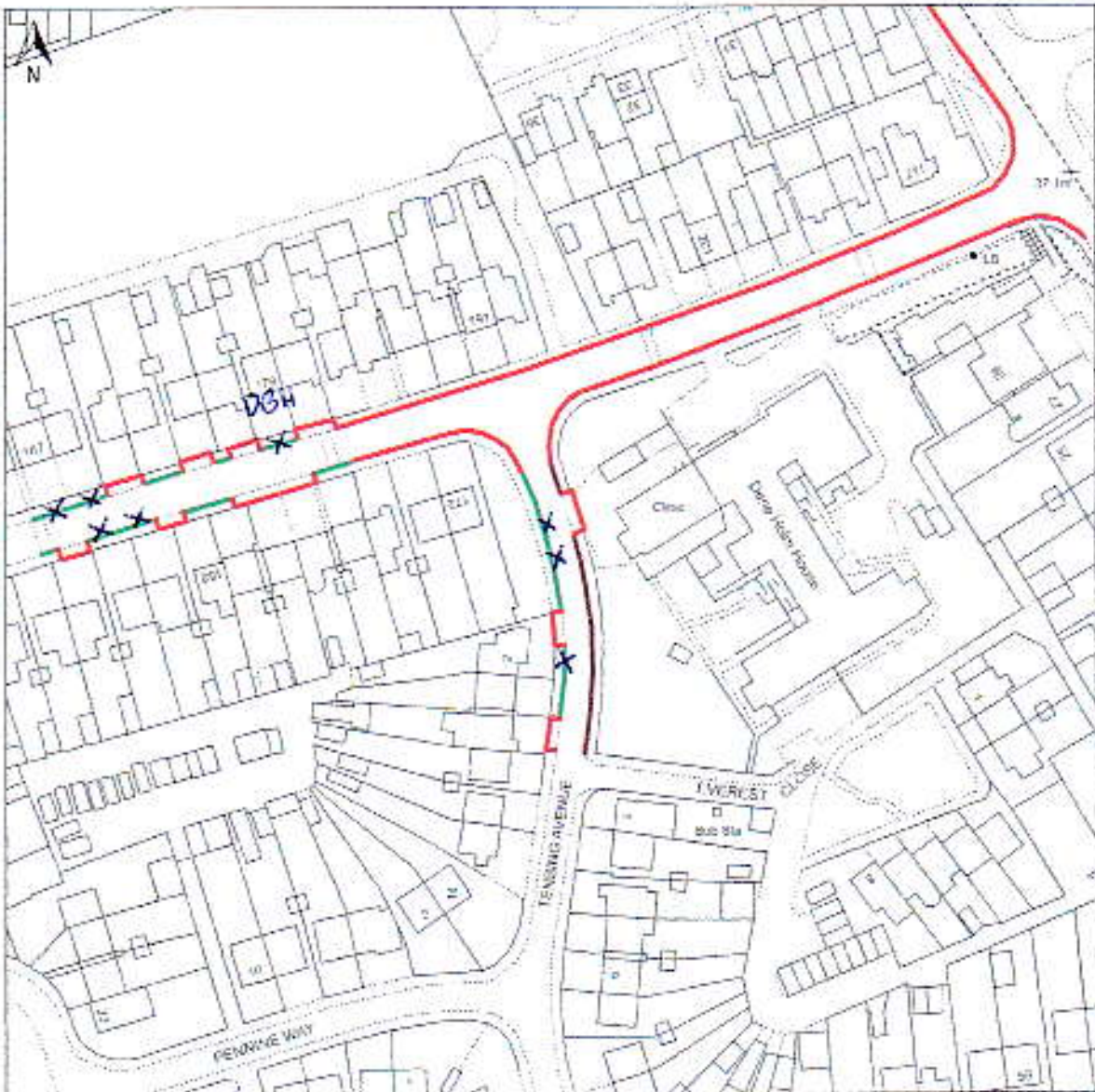
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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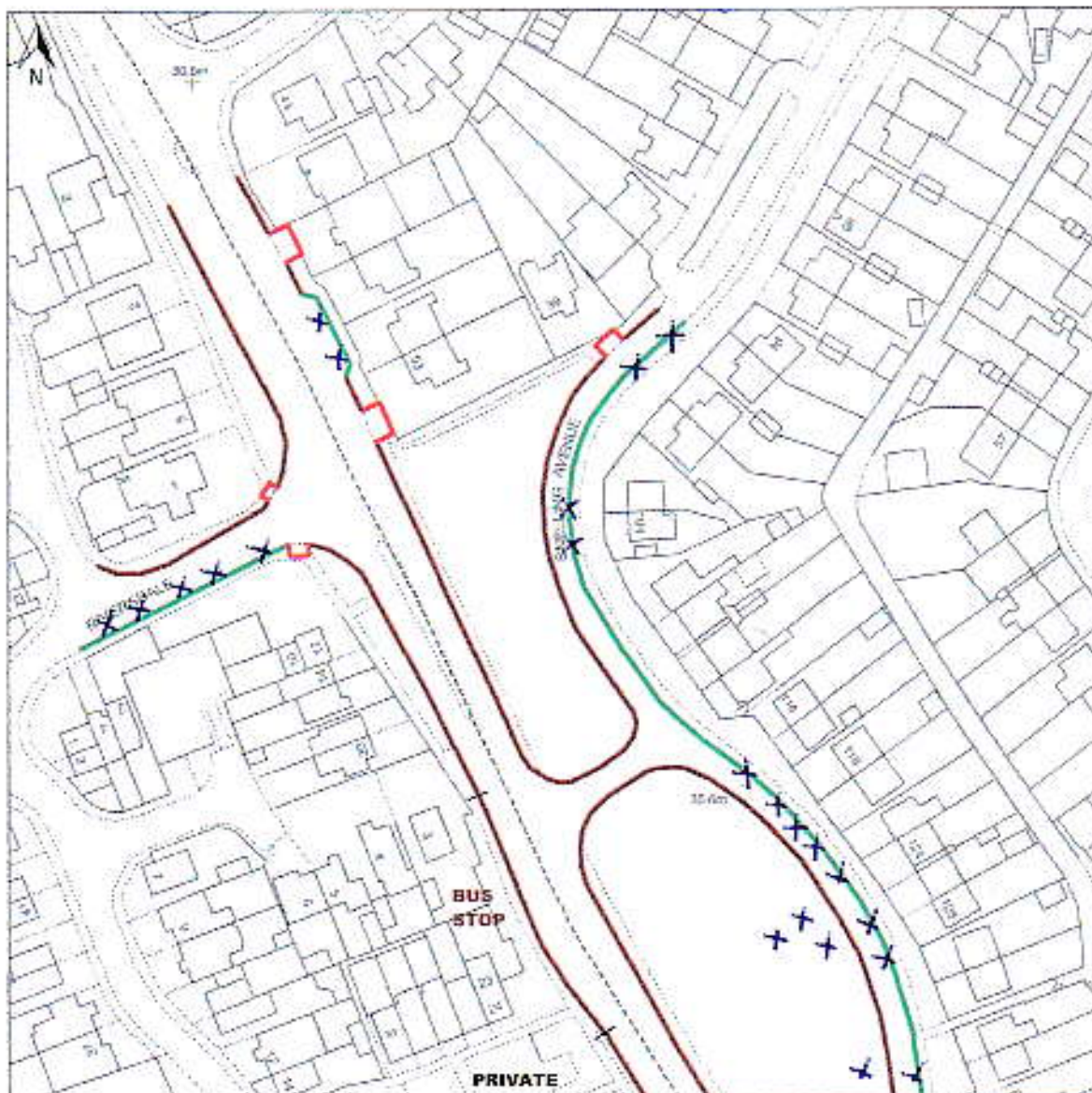
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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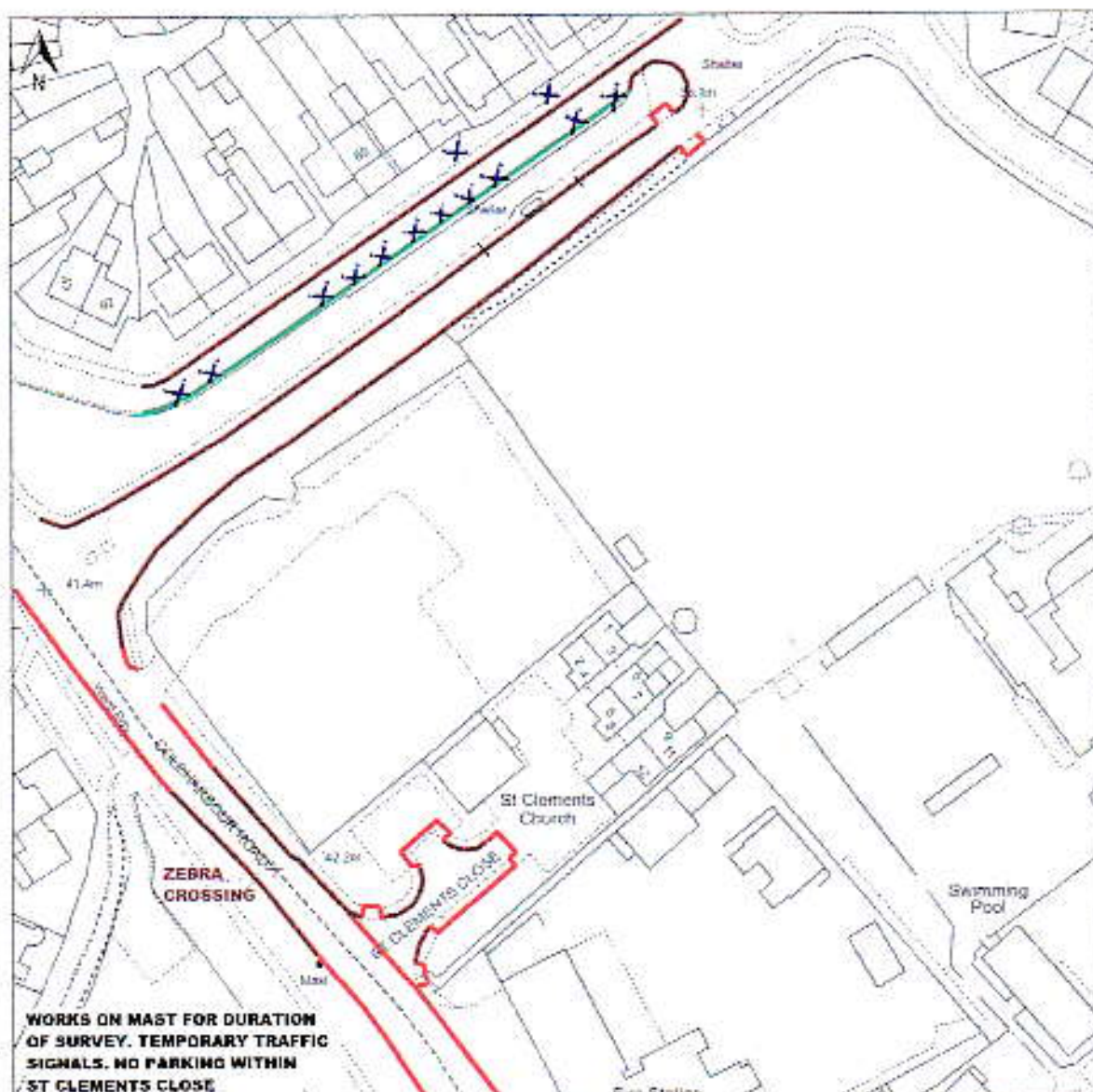
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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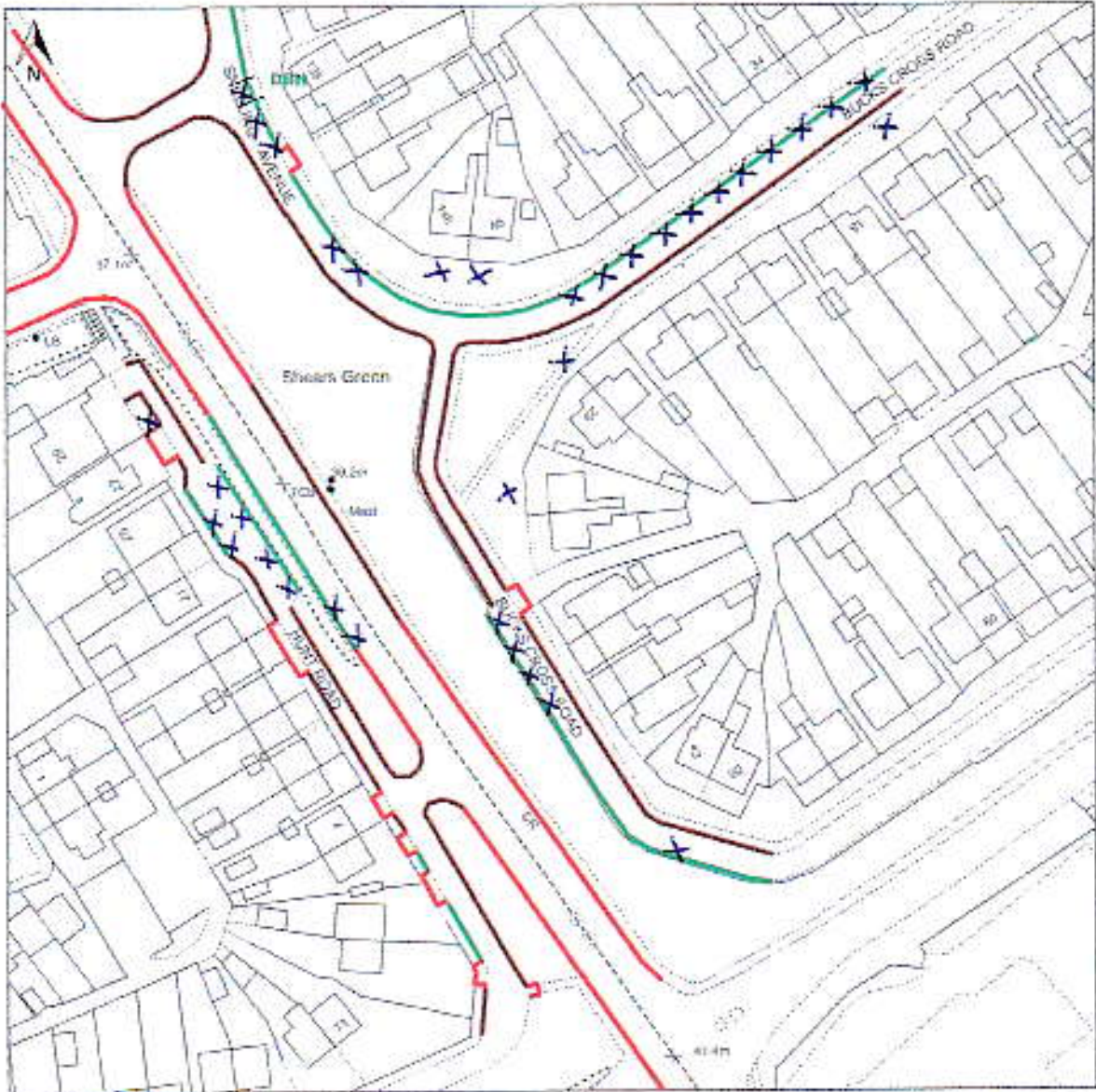
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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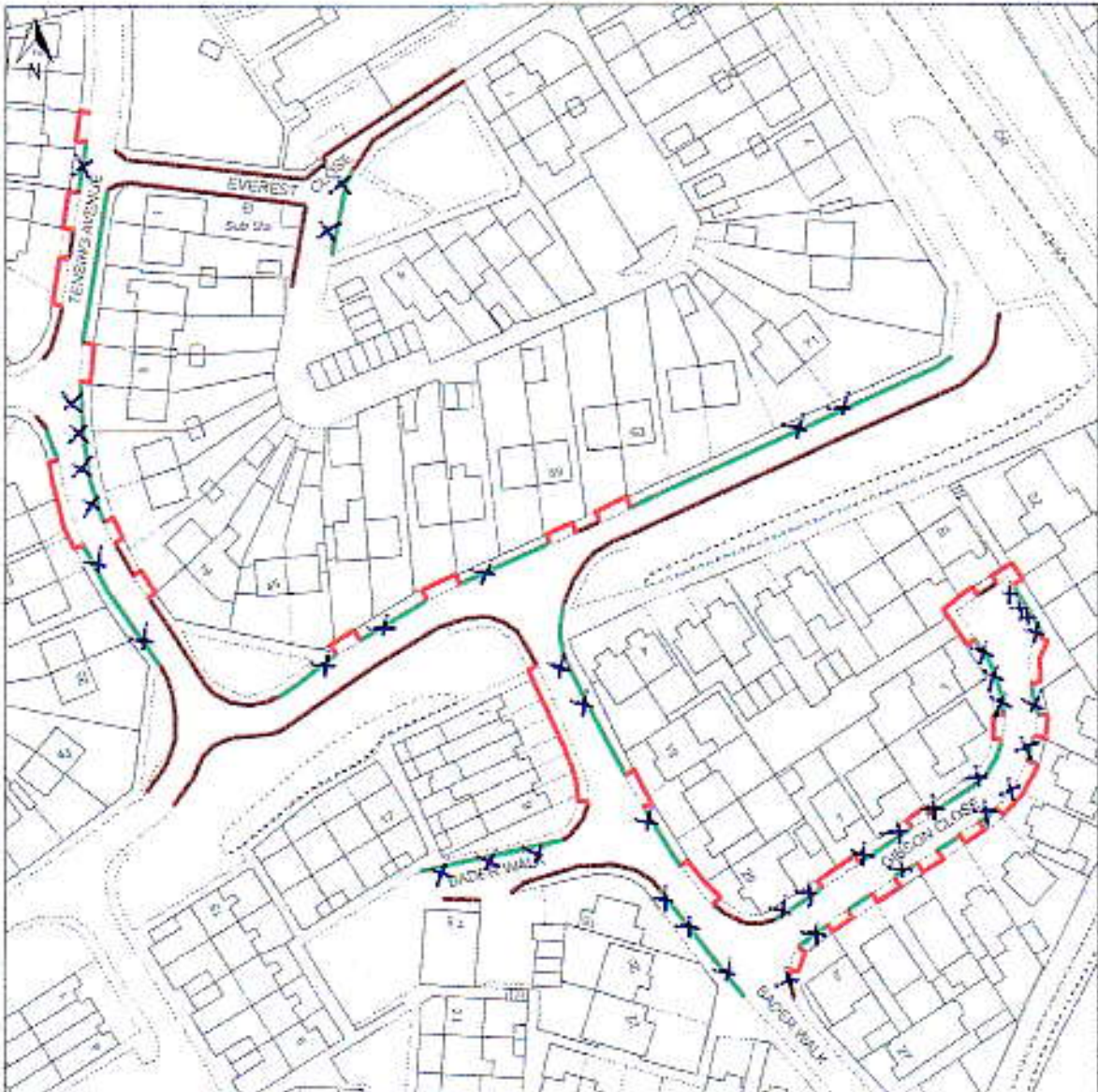
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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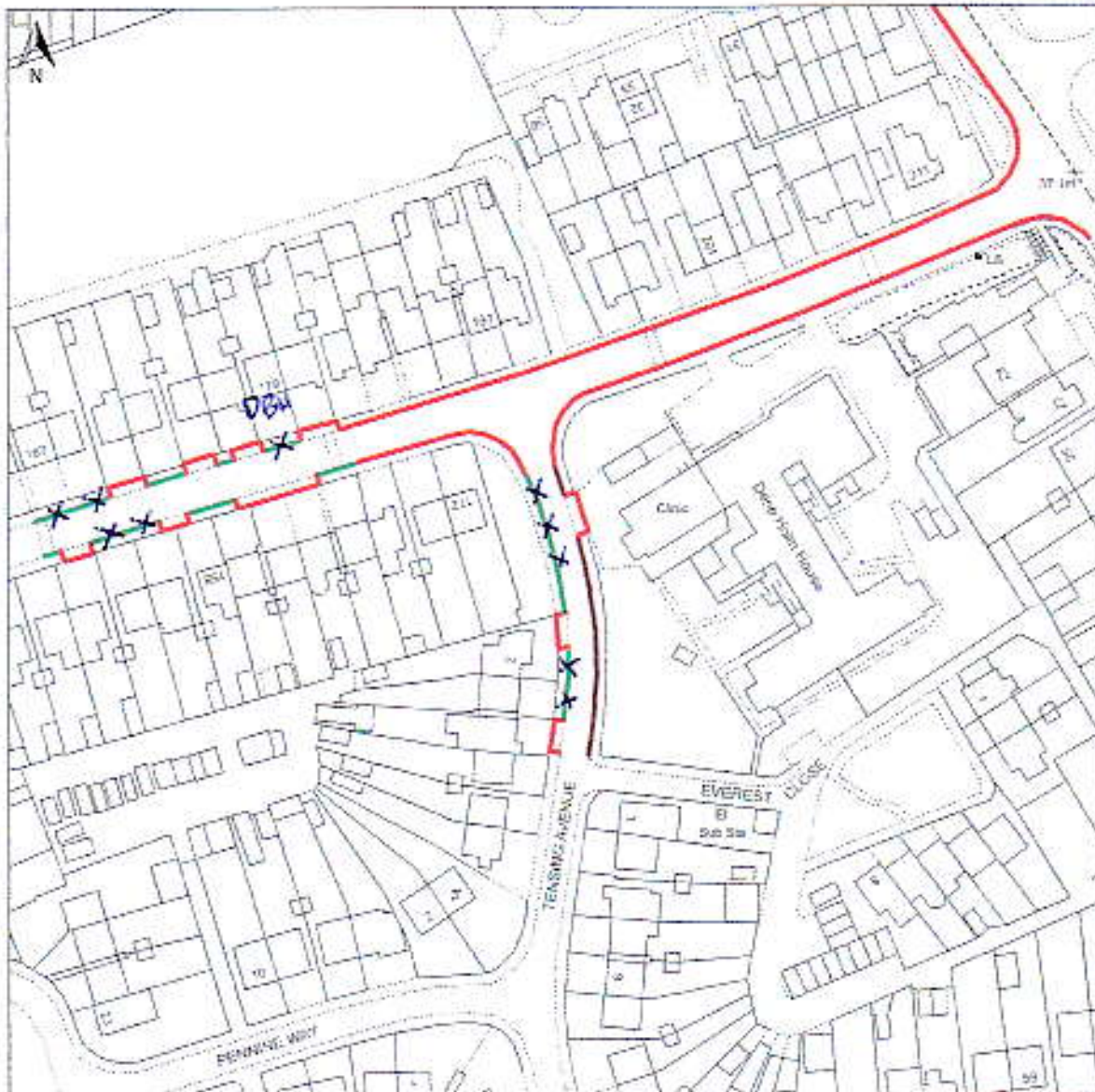
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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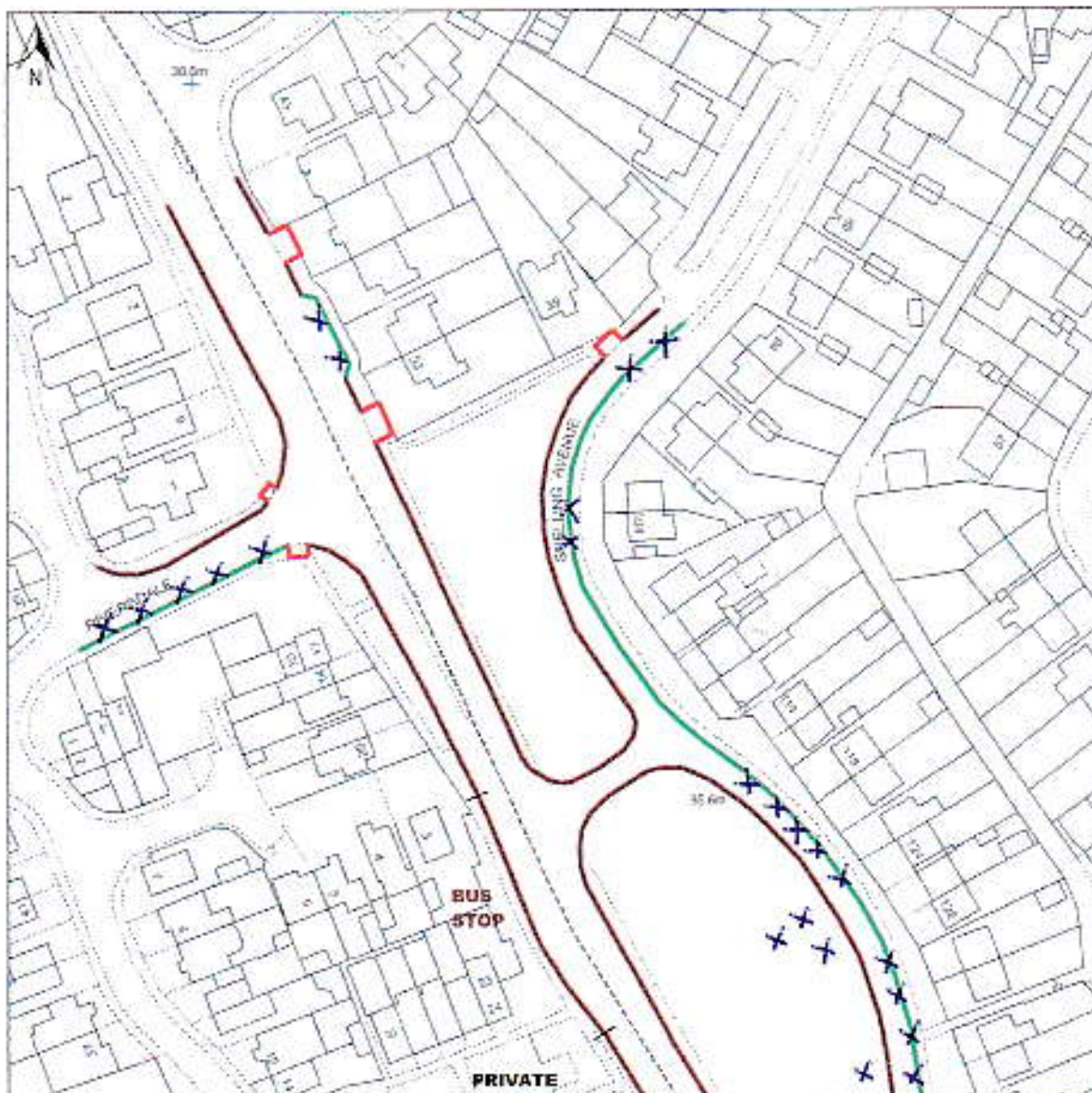
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

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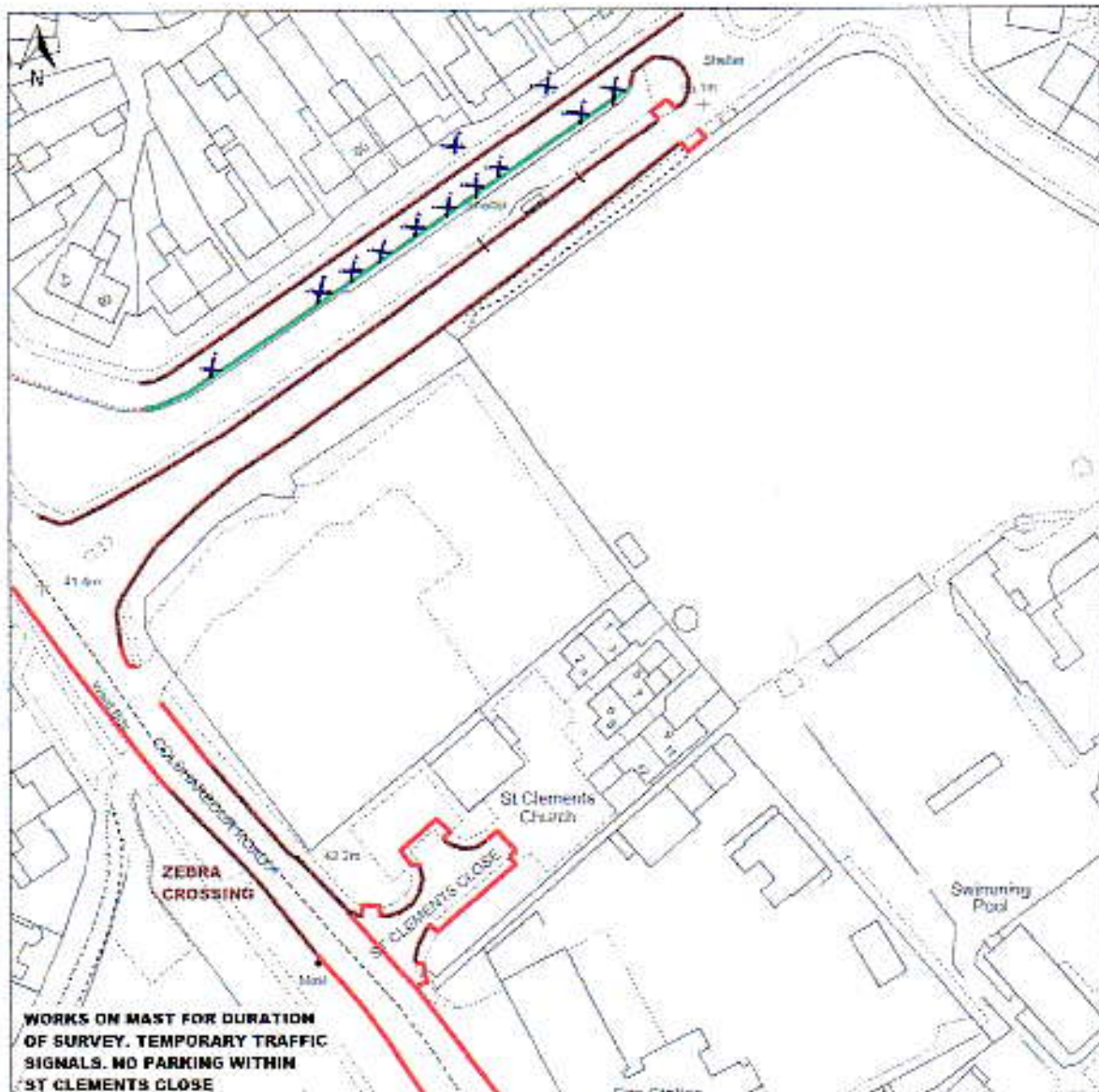
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DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

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DBH DISABLED BADGE HOLDER
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