

HIGHSTEAD ROAD, SITTINGBOURNE

Parking Demand Report

**FOR**  
**SWALE BOROUGH COUNCIL**

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23 February 2018

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Appendix 1 – Original Survey Data

# 1 Introduction and Brief

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This report has been produced to determine the parking demand on the local highway network surrounding Highstead Road, Sittingbourne, Kent.

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## 2 Existing Site Conditions

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The survey area includes the local highway network surrounding Highstead Road, Sittingbourne and comprises Highstead Road (part), Bell Road (part), Kestrel Close, The Finches, Brenchley Road, Capel Road and Grayshott Close. The figure below, shows the extents of the survey area.



Figure 2.1 – Survey Location Plan.

The survey area, while comprising predominantly residential streets does include streets immediately adjacent the Memorial Hospital Sittingbourne and Highstead Grammar School.

### Highstead Road

The section of Highstead Road included within the survey is approximately 600m long and runs between the junction with Bell Road and Swantree Avenue. Highstead Road is bound predominately by residential properties, with footpath provision on both sides. Access is also provided to the Memorial Hospital Sittingbourne and Highstead Grammar School.

Sections of Highstead Road are subject to double yellow line parking restrictions, especially at the junctions with Bell Road and Swantree Avenue. Parking is also restricted outside Highstead Grammar School through the use of school 'zig zag' road markings. However, a large part of Highstead Road provides unrestricted kerb space, available for parking.

### Bell Road

The section of Bell Road included within the survey is approximately 360m long and runs between the junction with Highstead Road and Brenchley Road/Capel Road. Bell Road (within the extents of the survey) is bound by Highstead Grammar School to the east and the Sittingbourne cemetery to the west, with footpath provision on both sides.

Sections of Bell Road are subject to double yellow line parking restrictions, especially at the junctions with Highstead Road and Brenchley Road/Capel Road. Parking is also restricted outside between the junction with Brenchley Road/Capel Road and the Sittingbourne cemetery through the use of single yellow line road markings. These parking restrictions apply between the hours of 08:00 and 18:30 Monday to Saturday.

Additional double yellow line parking restrictions are also in place on both sides of the carriageway between the junction of Little Glovers and Highstead Road, adjacent the Memorial Hospital Sittingbourne.

#### Kestrel Close

Kestrel Close is approximately 100m long and is accessed off Highstead Road. Kestrel Close is bound on both sides by residential properties and has no dedicated footpaths. It should also be noted that Kestrel Close is approximately 5.7m wide and therefore would not support parking on both sides of the road. A turning facility is provided at the north end of the road.

#### The Finches

The Finches is approximately 190m long and is accessed off Kestrel Close. The Finches is bound on both sides by residential properties and has no dedicated footpaths. It should also be noted that The Finches is approximately 5.7m wide and therefore would not support parking on both sides of the road, except in the dedicated area adjacent number 15 and number 17.

A turning facility is provided at the north east end of the road, but on site observations recorded this area as being used as a parking area.

#### Grayshott Close

Grayshott Close is approximately 140m long and is accessed off Highstead Road. Grayshott Close is bound on both sides by residential properties with footpath provision on both sides. Grayshott Close is approximately 5.7m wide and therefore would not support parking on both sides of the road. A turning facility is provided at the north east end of the road, but on site observations recorded this area as being used as a parking area.

### Brenchley Road

The section of Brenchley Road included within the survey is approximately 430m long and runs between the junction with Swantree Avenue/Crocus Drive and Bell Road Road/Capel Road. Brenchley Road (within the extents of the survey) is bound by Highstead Grammar School to the north and residential areas to the south, with footpath provision on both sides. Access is provided to Highstead Grammar School to the western end of Brenchley Road.

The section of Brenchley Road between the roundabouts serving the junctions with Bluebell Drive and Swantree Avenue/Crocus Drive is not subject to any yellow lining and provides unrestricted kerb space for a distance of approximately 120m.

Sections of Brenchley Road are subject to double yellow line parking restrictions, especially at the junction with Bell Road. Parking is also restricted through the use of single yellow line road markings for distance of around 145m from the Bell Road Junction. These parking restrictions apply between the hours of 09:00-09:30 and 14:00-15:30 Monday to Friday. Parking is also restricted outside Highstead Grammar School through the use of school 'zig zag' road markings

### Capel Road

Capel Road is approximately 410m long and is bound to the north and south by residential properties for a distance of around 200m from the junction with Bell Road, with footpath provision on both sides. After this, the site is bound by playing fields to the north and Sittingbourne Cemetery to the south.

Capel Road is subject to various single and double yellow line road markings between the junction Bell Road and Whitehall Road. The remainder of Capel Road is largely unrestricted with dedicated parking bays provided in some sections.

### 3 Parking Survey

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G M Traffic Consultants were commissioned by Considine Ltd to carry out the parking survey on our behalf. Measurements of the roads within the survey extents were taken and the length of unrestricted kerb space recorded. This was then divided in to 6.0m bays, giving the roads potential parking capacity.

Two hour counts were then carried out between 06:00 and 22:00 and the number of parked cars recorded. The results of the survey have been provided below on a road by road basis.



Highstead Road

The section of Highstead Road included within the survey was recorded as having a maximum parking capacity of 66 spaces. This is a combination of available parking space on both the north and south sides of the road.

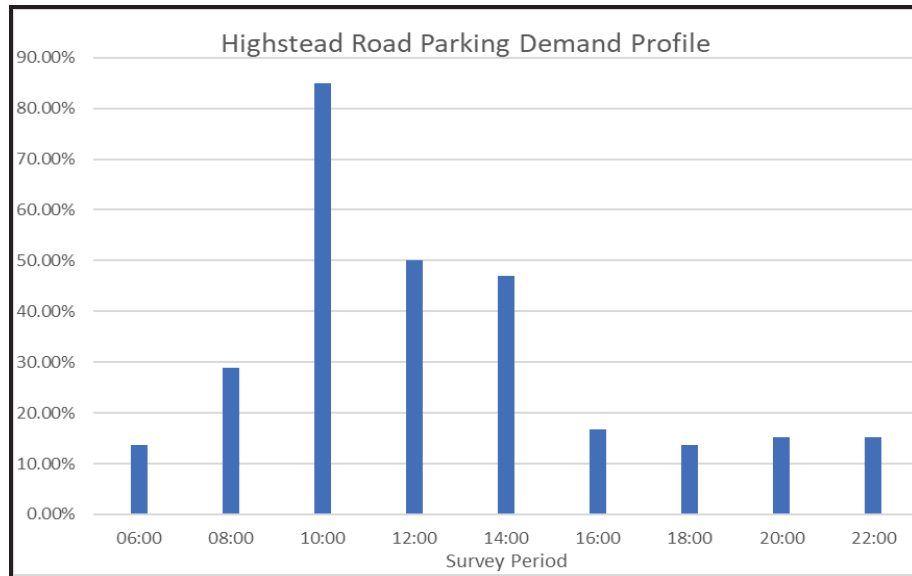


Figure 3.1 – Highstead Road Parking Survey Results

The peak parking demand was recorded between the survey period of 10:00-12:00. A maximum number of 31 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 46.97%. It can be seen from the above, that the parking demand started to increase from 08:00 and returned 'normal' levels by 16:00.

As seen in Figure 3.2, the typical parking profile for the parking demand in this road is typically in the range of 2 hours.

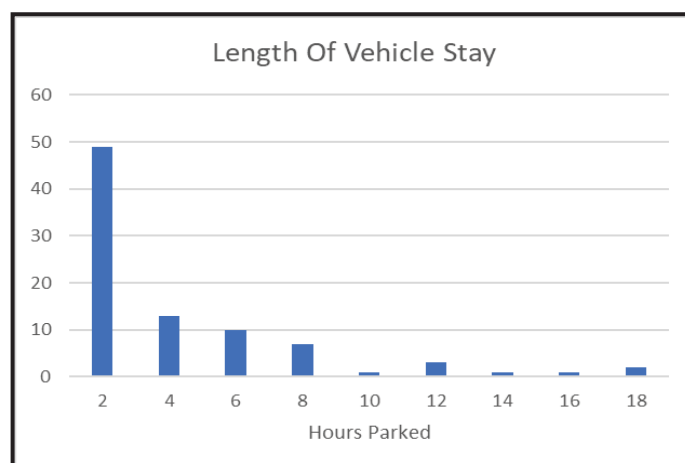


Figure 3.2 – Length of Vehicle Stay

Bell Road

The section of Bell Road included within the survey was recorded as having a maximum parking capacity of 18 spaces. This is a combination of available parking space on both the north and south sides of the road.

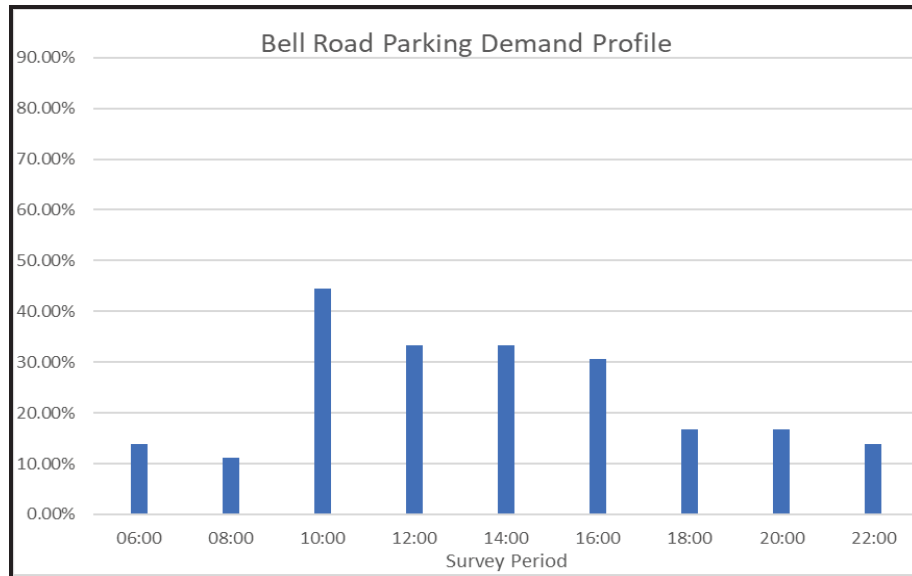


Figure 3.3 – Bell Road Parking Survey Results

The peak parking demand was recorded between the survey period of 10:00 - 12:00. A maximum number of 16 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 44.44%. It can be seen from the above, that the parking demand increased rapidly between 08:00 – 10:00 and returned to ‘normal’ levels by 18:00.

As seen in Figure 3.4, the typical parking profile for the parking demand in this road is typically in the range of 2 hours.

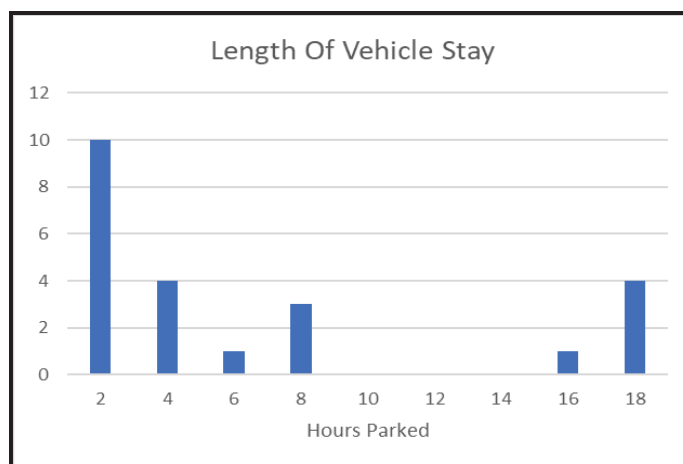


Figure 3.4 – Length of Vehicle Stay

Kestrel Close

Kestrel Close was recorded as having a maximum parking capacity of 34 spaces, however on-site observations have confirmed the road is not wide enough to support parking on both sides. We have therefore reduced the maximum parking capacity by 50% for each direction and rounded down (16).

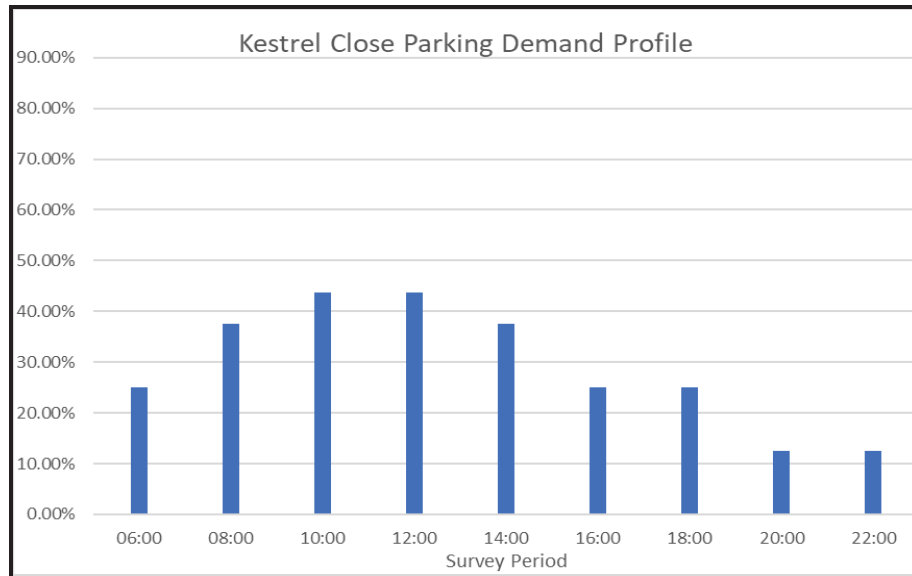


Figure 3.5 – Kestrel Close Parking Survey Results

The peak parking demand was recorded between the survey period of 10:00 - 14:00. A maximum number of 9 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 26.47%. It can be seen from the above, that the parking demand increased between 06:00 – 10:00 and returned to ‘normal’ levels by 20:00.

As seen in Figure 3.6, the typical parking profile for the parking demand in this road is typically in the range of 2 hours.

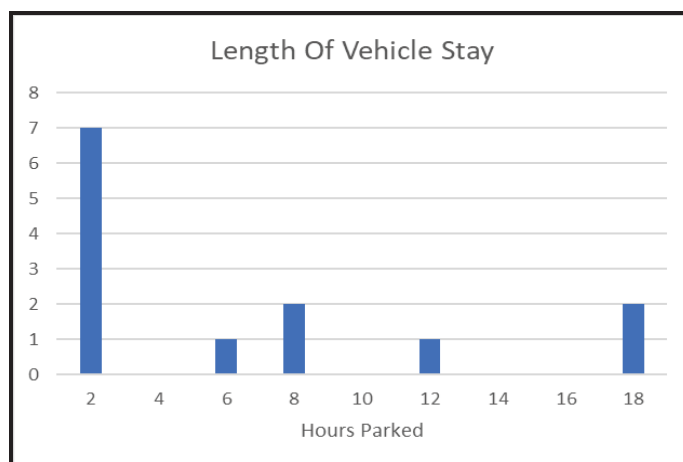


Figure 3.6 – Length of Vehicle Stay

The Finches

The Finches was recorded as having a maximum parking capacity of 34 spaces, however on-site observations have confirmed the road is not wide enough to support parking on both sides. We have therefore reduced the maximum parking capacity by 50% for each direction and rounded down (16).

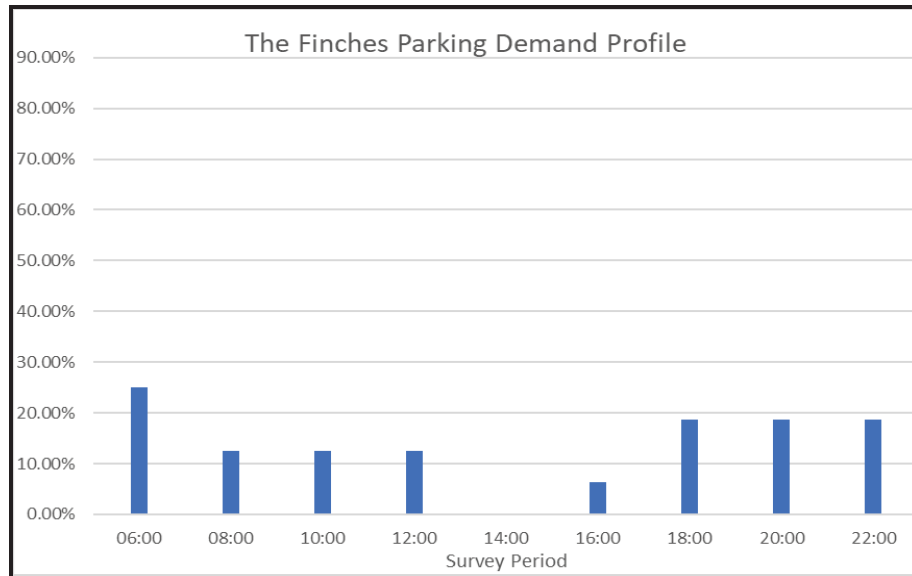


Figure 3.7 – The Finches Parking Survey Results

The peak parking demand was recorded between the survey period of 06:00 - 08:00. A maximum number of 6 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 17.65%. It can be seen from the above, that the parking demand remains relatively consistent throughout the day with a reduction in parking demand between 12:00 and 18:00.

As seen in Figure 3.8, the typical parking profile for the parking demand in this road is typically in the range of 2 hours.

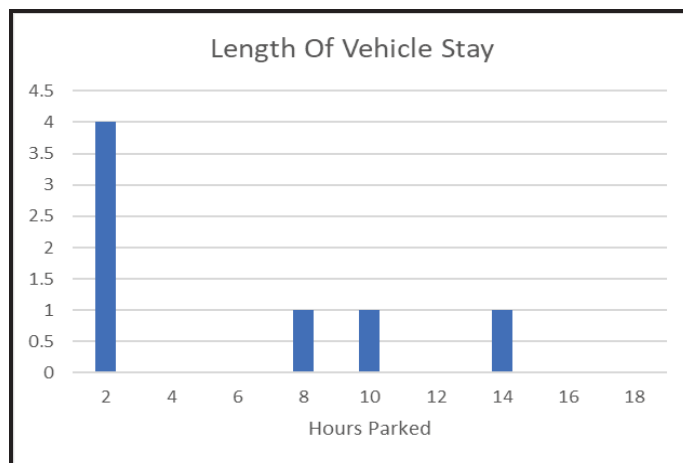


Figure 3.8 – Length of Vehicle Stay

Grayshott Close

Grayshott Close was recorded as having a maximum parking capacity of 44 spaces, however on-site observations have confirmed the road is not wide enough to support parking on both sides. We have therefore reduced the maximum parking capacity by 50% (22).

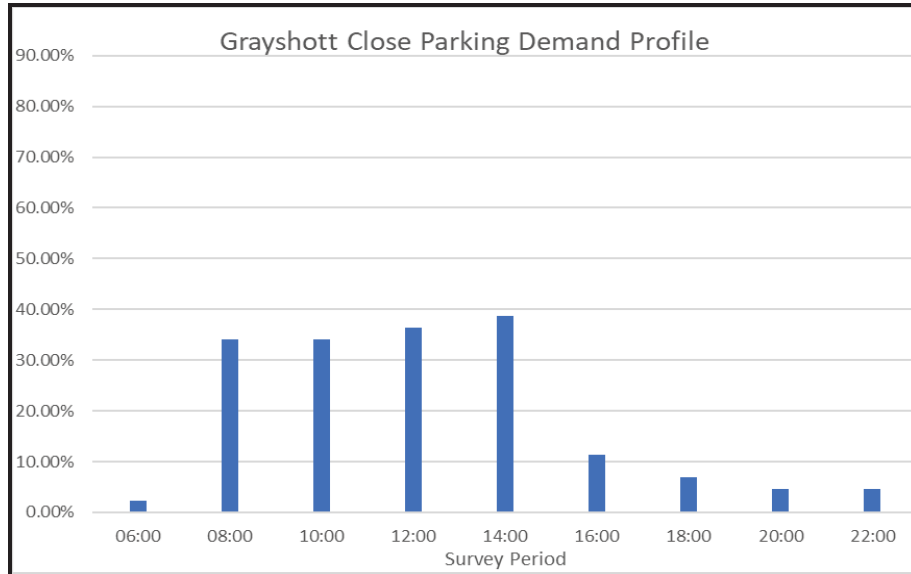


Figure 3.9 – Grayshott Close Parking Survey Results

The peak parking demand was recorded between the survey period of 14:00 - 16:00. A maximum number of 17 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 38.64%. It can be seen from the above, that the parking demand increased rapidly between 06:00 and 08:00 with a steady increase between 08:00 and 16:00 where parking demand reduced returning to 'normal' levels at 20:00.

As seen in Figure 3.10, the typical parking profile for the parking demand in this road is typically in the range of 2 hours or 8 hours.

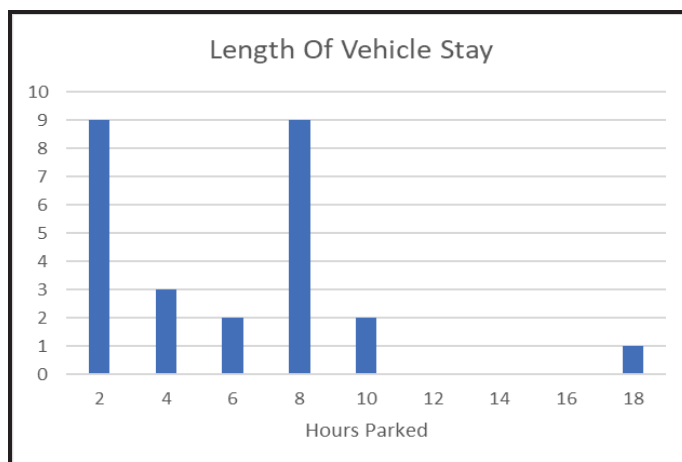


Figure 3.10 – Length of Vehicle Stay

Brenchley Road

The section of Brenchley Road included within the survey was recorded as having a maximum parking capacity of 22 spaces. This is a combination of available parking space on both the north and south sides of the road.

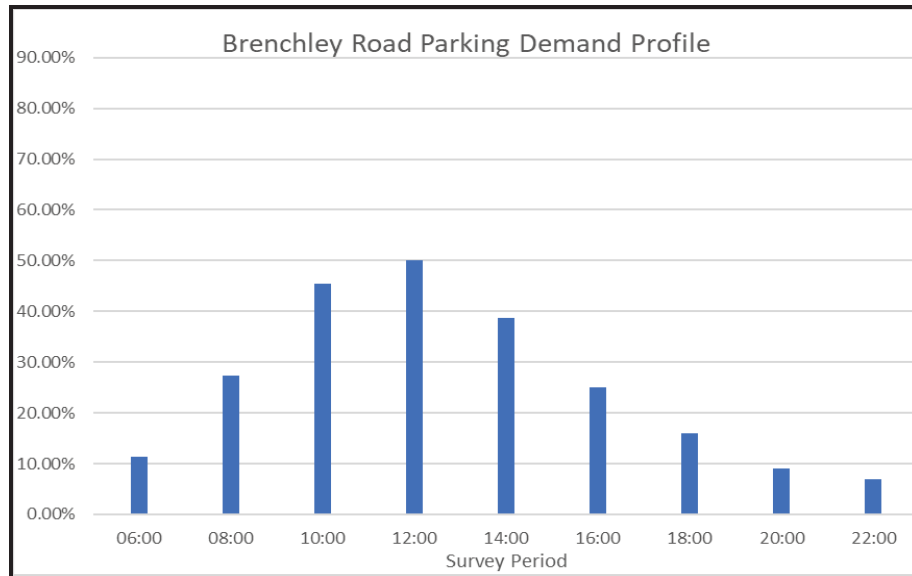


Figure 3.11 – Brenchley Road Parking Survey Results

The peak parking demand was recorded between the survey period of 12:00 - 14:00. A maximum number of 16 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 36.36%. It can be seen from the above, that the parking demand follows an approximate bell-curve with a return to 'normal' levels at 20:00.

As seen in Figure 3.12, the typical parking profile for the parking demand in this road is typically in the range of 2 hours.

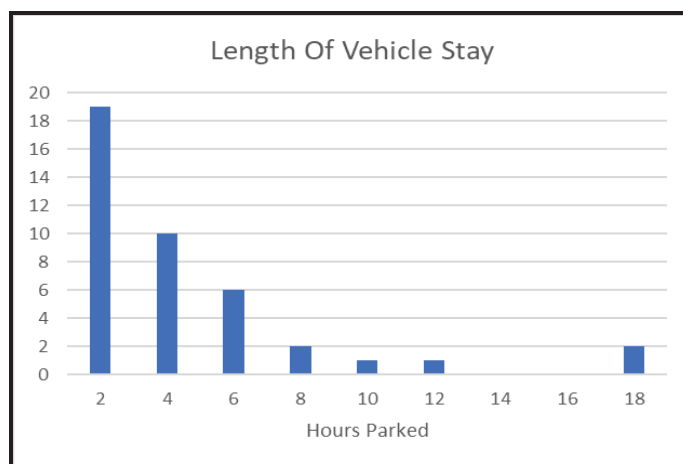


Figure 3.12 – Length of Vehicle Stay

Capel Road

The section of Capel Road included within the survey was recorded as having a maximum parking capacity of 33 spaces. This is a combination of available parking space on both the north and south sides of the road.

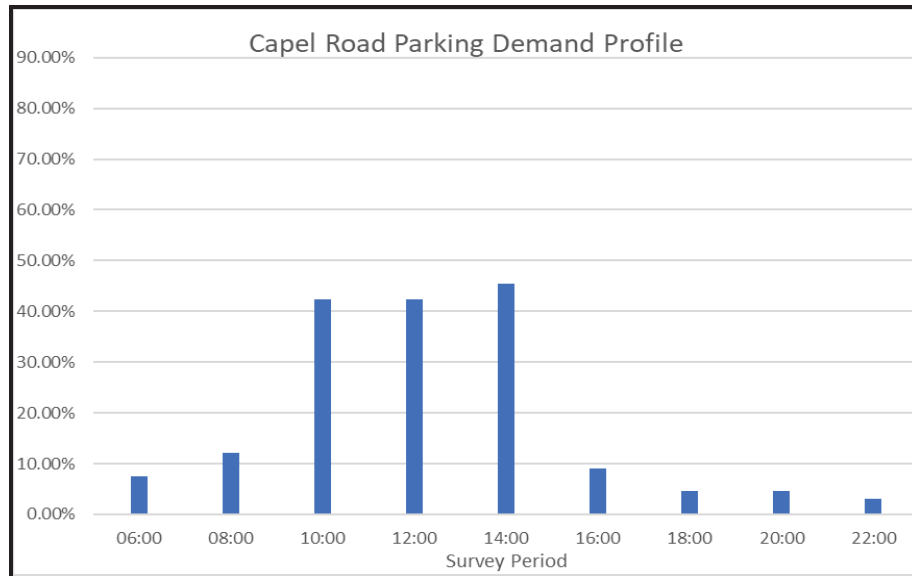


Figure 3.13 – Capel Road Parking Survey Results

The peak parking demand was recorded between the survey period of 14:00 - 16:00. A maximum number of 15 vehicles were recorded in this survey period, resulting in a maximum recorded parking stress of 22.73%. It can be seen that the parking demand increased rapidly between 06:00 and 10:00 with an increase between 10:00 and 16:00 where parking demand rapidly reduced, returning to 'normal' levels at 18:00.

As seen in Figure 3.14, the typical parking profile for the parking demand in this road is typically in the range of 6 hours.

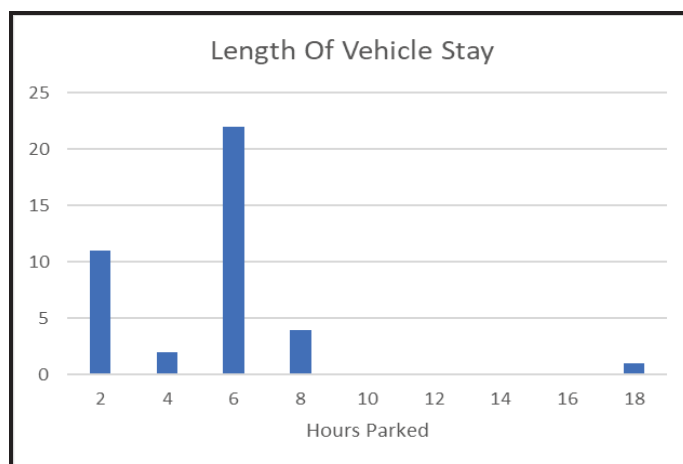


Figure 3.14 – Length of Vehicle Stay

## 4 Summary

The combined parking demand data has been collated in Figure and appears to indicate a general trend towards increased parking demand between 06:00 and 18:00 during the surveyed times.

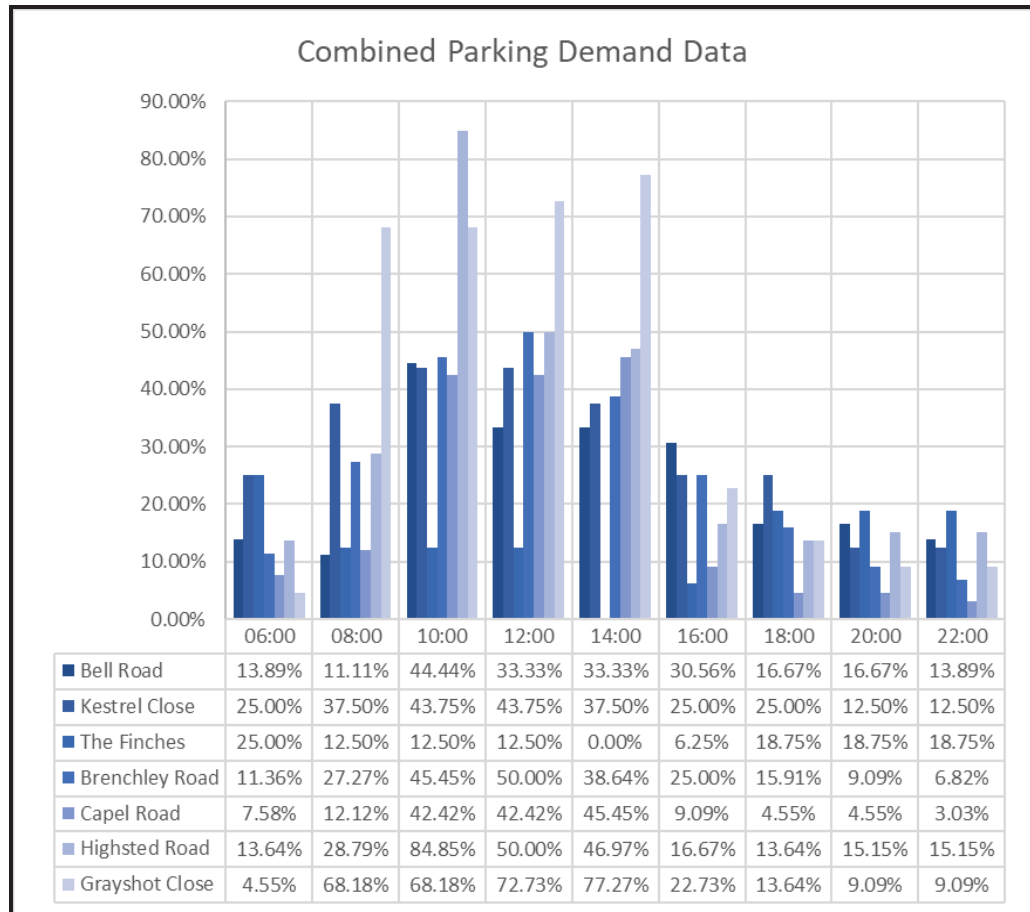


Figure 4.1 – Combined Parking Demand Data

During the assessment it was noted that The Finches does not follow the general trend within the data set with a comparable drop in parking demand during the middle of the day. This may be due to reduced carriageway widths and open front gardens which may limit public parking. Figure 4.2 indicates the average parking demand for the surveyed roads both including and excluding The Finches from the data set. Trendlines have been applied to aid visual clarity of the periods of increased parking demand.



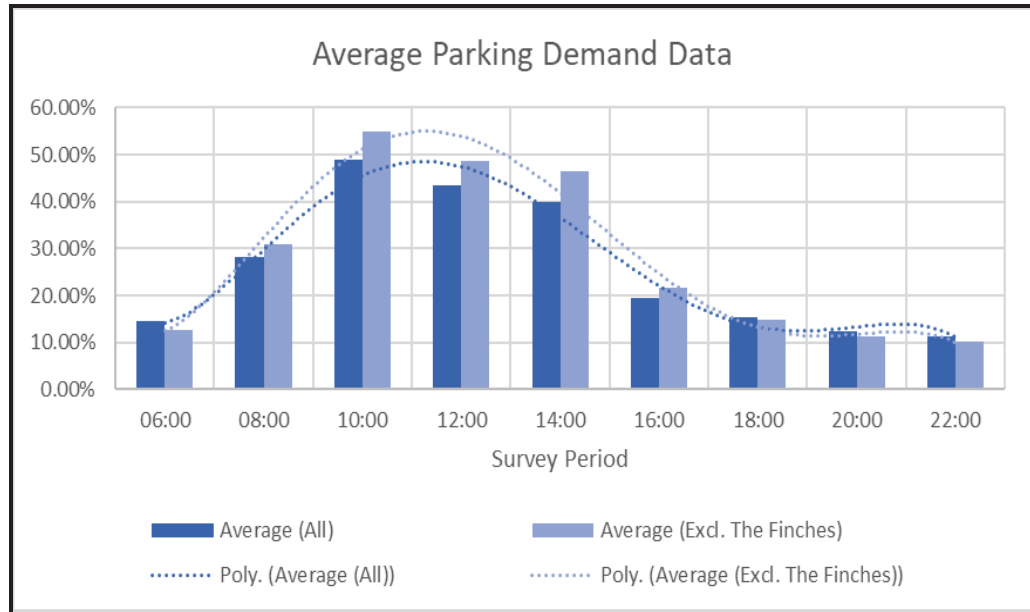


Figure 4.2 – Average Parking Demand Comparison

The comparison indicates that evening and overnight parking (typically 18:00 to 08:00) is consistent between 10-15%. Between the hours of 08:00 and 16:00 parking demand increases with an average peak between 10:00 and 12:00.

There are a number of amenities within the area that are open during these times. Table 4.1 provides indicative times that these locations are officially open/closed as well as indicative open/closed times (denoted by a \*) in the case of schools, etc.

Location	Open	Close
Fulston Manor School	08:00*	16:00*
Highsted Grammar School	08:00*	16:00*
Sittingbourne Cemetery	00:00*	00:00*
Frank Lloyd Unit	10:00	20:00
Memorial Medical Centre (GP)	08:30	18:30
Memorial Pharmacy	09:00	18:00
Memorial Hospital	09:00	21:00

Table 4.1 – Local Amenity Open/Close Times

It is reasonable to assume that the rise in parking demand between the hours of 08:00 and 16:00 is directly influenced the local amenities listed in Table 4.1. This is further compounded by evidence that the car park for the Hospital and associated facilities is typically heavily used. It is believed that visitors may be parking on the surrounding roads.

It is also reasonable to assume that staff / students for the Hospital and schools may also contribute to the parking demand of the surveyed roads. It is noted that whilst there are a number of car parks located within the grounds of the two schools and the hospital, these may not have been designed to accommodate students, visitors or other additional parking demands which are associated with these locations.

Figure 4.3 shows the comparison of the length of stay of vehicles parked per surveyed road.

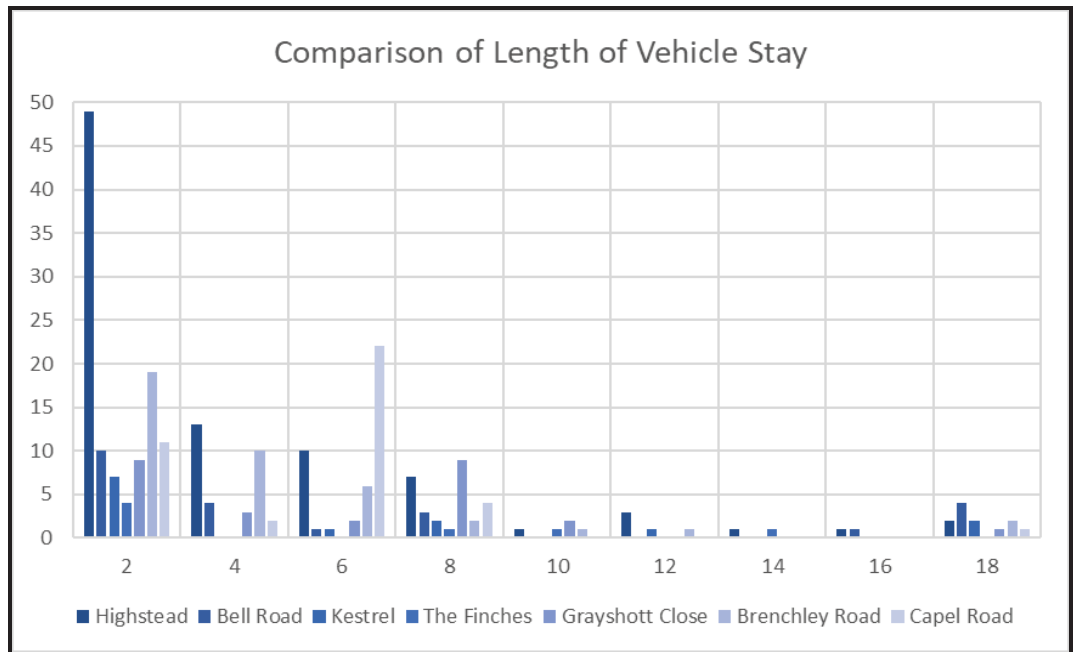


Figure 4.3 – Comparison of Length of Vehicle Stay

Figure 4.4 averages the vehicle length of stay for the surveyed roads to determine the average length of stay and the percentage of this for the area surveyed.

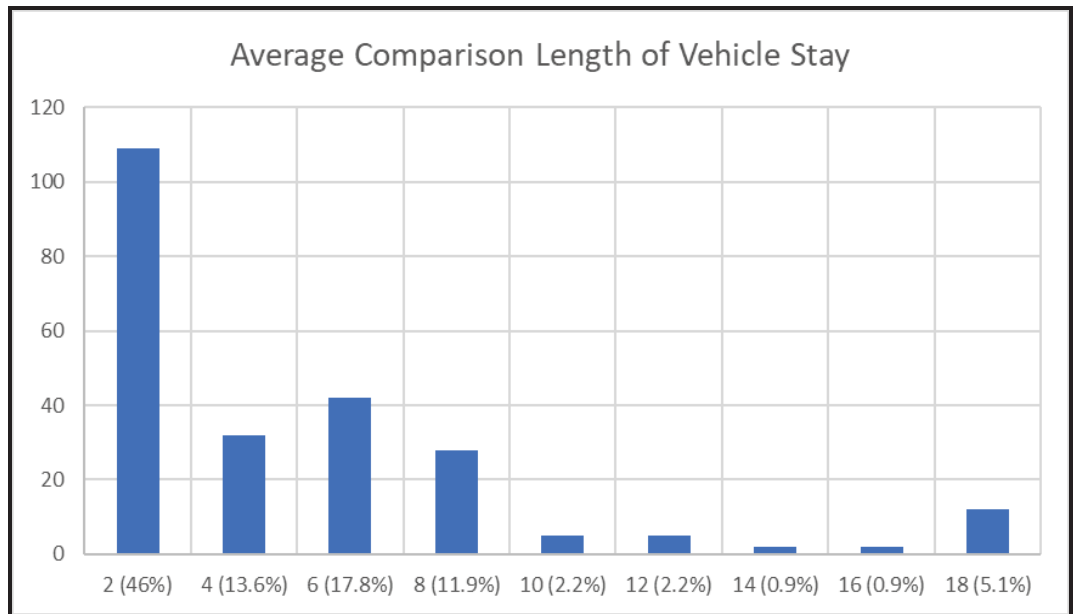


Figure 4.4 – Average Comparison of Length of Vehicle Stay

Therefore Figures 4.3 and 4.4 indicate that the area accommodates a significant number of short term parking with an average 59.6% being within the 2 - 4 hour period. This

would further support the parking demand being influenced by the local amenities during the peak demand times.

It is important to note that whilst reasonable assumptions can be made, accurate statements cannot be made with the data gathered. Further sampling including, but not limited to surveys, interviews and driver movement tracking (ie following them from their parked vehicle to their destination), may be required.

In addition, whilst the survey has noted parking demand every 2 hours this will not account for fluctuations within these periods. Statistically the parking demand will follow general trends however there may be additional peaks or troughs in demand not seen within this assessment. This is also applicable to overnight parking demand between the hours of 22:00 and 06:00.

# Appendix 1

Original Survey Data

BELL ROAD

06:00		08:00		10:00		12:00		14:00		16:00		18:00		20:00		22:00	
NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH
			PFO														
			TPX		TPX												
			ZHG														
			UFT														
					VTT		VTT										
YWH		YWH		YWH	YWH		YWH	YWH	YWH	YWH	YWH	YWH	YWH	YWH	YWH	YWH	YWH
					JPO		JPO	JPO	JPO	JPO	JPO	JPO	JPO	JPO	JPO	JPO	JPO
					FBK		FBK	FBK	FBK	FBK	FBK	FBK	FBK	FBK	FBK	FBK	FBK
				ABN	WJO		WJO		EFZ								
					JZP		JZP	JZP	JZP		GOC						
					XXD		XXD	XXD	XXD		XXD						
PKM					PKM		PKM	PKM	PKM		PKM				PKM		PKM
FKE					FKE		FKE	FKE	FKE		FKE				FKE		FKE
									BNE		BNE						
OMR					OMR		OMR	OMR	OMR		OMR				OMR		OMR
HGK					HGK		HGK	HGK	HGK		HGK				HGK		HGK
						ZSY											
											PFK						



THE FINCHES

06:00		08:00		10:00		12:00		14:00		16:00		18:00		20:00		22:00	
NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH
LPP		LPP				LPP				LPP		LPP		LPP		LPP	
WDS												WDS		WDS		WDS	
BGU		BGU										BGU		BGU		BGU	
						DMY											
						ADV											
							SPW										









GRAYSHOTT CLOSE

06:00	08:00		10:00		12:00		14:00		16:00		18:00		20:00		22:00	
	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST
	LEJ		LEJ		LEJ		LEJ		LEJ							
	XWW		XWW		XWW		XWW		XWW							
	VXB				TGY				UXP							
VAA	VAA		VAA		VAA		VAA		VAA		VAA		VAA		VAA	
	XDG		XDG		XDG		XDG		XDG							
			CYE		CYE		CYE		NMU							
	PYG		PYG		PYG		PYG		PYG		PYG					
	OVX		OVX		OVX		OVX		OVX							
	NMU		NMU		NMU		NMU		NMU							
	RWL		RWL		RWL		RWL		RWL		RWL					
	LCJ		LCJ		LCJ		LCJ		LCJ							
	WUX		WUX		WUX		WUX		WUX		HNA					
	GUD		BKZ		BKZ		BKZ		UBR							
	LHX		LHX		LHX		LHX		LHX							
	HLD		HLD		HLD		HLD		HLD		TEN					
	DET		DET		DET		DET		DET		UWS		UWS		UWS	