

Joint Transportation Board
15th June 2010

Update Report for the Board

At the Outset of the Meeting the Chairman will read out the following words:

“In accordance with Section 100B(4)(b) of the Local Government Act 1972 I have accepted the late inclusion of an item entitled “Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate” as a matter of urgency by reason of special circumstances, namely to highlight the acute parking problems currently experienced on the Henwood Industrial Estate and request that Members approve the introduction of temporary parking restrictions to alleviate the issue while a more permanent solution is developed and taken through statutory process”.

The Chairman will also advise of a change to the order of Business of the meeting (Item 10 will be taken between items 6 and 7). The additional item above will be taken after item 9 (as the last decision item).

Agenda Item 4 – Chairman’s Report of the Transport Forum – 14th May 2010

There are 3 public speakers on this item: -

Firstly Mr Regnier (from the Campaign for free off-peak rail travel for Kent’s Over 60s)

Mrs Whybrow and Mrs Ruck from the Taxi Trade who both wish to pass comment on the Station Improvement Plans and the impact on taxis.
(Representatives from Ashford’s Future and the Station will be on hand to respond).

Agenda Item 5 – Petitions

None received

Agenda Item 6 – Tracker Report

For information only

Agenda Item 10 – A28 Bethersden Speed Limit Review

Tara O'Shea from KHS will introduce her report and give her PowerPoint presentation.

The representatives from Bethersden (Mrs Buckley and Mr Williams) will give their PowerPoint presentation.

The discussion will be opened up to Members whilst bearing in mind that this is only an information item.

Agenda Item 7 – Proposed Alterations to the Waiting and Parking Restrictions in Ashford Town Centre – Amendment 16

Ray Wilkinson from ABC will introduce his report.

There are 2 public speakers on this item: -

Mr Hoare from Car Right Car Sales, Gas Works Lane, Ashford

Mrs Kenny – Ashford Town Centre Partnership (whose detailed comments are given below): -

REVISED OBJECTION TO AMENDMENT NO. 16

RE: PROHIBITIONS AND RESTRICTIONS ON THE WAITING OF VEHICLES OR THE LOADING OR UNLOADING OF VEHICLES

The Town Centre Partnership is making representation on behalf of the following businesses

**Kamsons, 24 Bank Street
Cross's, 22 Bank Street
Lesley's Florist, 18 Bank Street
Wimpy, 20-22 Tufton Street
Jades, 2 Middle Street**

2(a) The existing table to Article 8 to be deleted and replaced with the following: (refer to table)

OBJECTION: We would object in principle to the total prohibition to restrict vehicles between 7am and 7pm Monday to Saturday, unless further loading areas can be identified in the restricted zone particularly on the middle section of Bank Street / Middle Street / Tufton Street. These areas are not easily accessible to the designated loading bay areas in the restricted zone.

GROUND: Without an alternative loading area for use between 7am and 7pm, this would impact on business activity with deliveries and customer collections to a wide variety of traders in the area. It would also have an

impact on residents who could not take deliveries, facilitate removals or have the ability to offload large goods outside their place of residence during the hours of 7am to 7pm, Monday to Saturday.

9. In the Sixth Schedule PARKING BAYS AVAILABLE TO DISABLED PERSONS ONLY AT ALL TIMES

(b) all reference to MIDDLE STREET be deleted and replaced with the following (see table):

OBJECTION - We would raise an objection to the placing of the disabled parking space in closest proximity to County Square on Middle Street

GROUND: A number of vehicles parked in the furthest disabled space from 26 Bank Street have been subject to damage by delivery vehicles accessing County Square Loading Area 2 (Service Yard B). The turning angle for larger delivery vehicles access this area is not sufficient as to allow a safe turn without 'clipping' vehicles parked in this space.

NOTE: – If, after our objections, the 7am-7pm restriction is applied, and as loading and unloading area has not been provided to service the businesses located at Nos. 18 – 26 Bank Street and Nos. 1 and 2 Middle Street, this disabled space may be better served as a loading bay if the 7am to 7pm restriction on loading applies.

(d) All reference to Tufton Street be deleted and replaced with the following:

Items 1, 2 and 3 (refer to schedule)

NOTE: – If, after our objections, the 7am-7pm restriction is applied, and as loading and unloading area has not been provided to service the businesses located on 18 - 26 Bank Street, Nos. 1 and 2 Middle Street and those without rear access on Tufton Street, then a space currently designated for disabled use in this area may be better served as a loading bay if the 7am to 7pm restriction on loading applies.

10 Seventh Schedule

STREET OR LENGTH OF STREET DESIGNATED AS LOADING BAY OPERATING AT ANY TIME IN WHICH GOODS VEHICLES MAY BE LEFT FOR A PERIOD NOT EXCEEDING ONE HOUR, PROVIDED THAT CONTINUOUS LOADING IS TAKING PLACE

OMISSION – We feel there are insufficient loading bays to service approx 40 businesses on Bank Street Elwick Road, Middle Street and Tufton Street.

GROUND: The 2 allocated loading bays identified on Bank Street and Elwick Road are too distant to be able to easily service those businesses in the vicinity of 26 Bank Street and beyond, as well as those on Middle Street

and Tufon Street. This distance could cause a danger to delivery drivers who have to manoeuvre, with sometimes heavy and bulky goods through busy pedestrian flows and vehicle traffic including bus traffic. In addition, delivery drivers could be at risk of receiving an enforcement notice as they are likely to be away from their vehicles for 10-15 minutes each time as this would therefore give the impression that continuous loading / unloading is not taking place.

RECOMMENDATION: Whilst we welcome the Shared Space scheme uplifting areas of the town centre and making a more pleasant environment, we feel this should not be at the detriment to the trading environment. We would therefore request amendments as above including an additional allowance for a loading bay and we have made recommendations under 'Notes' above. This would enable businesses to receive deliveries and service customers who stop to load or unload.

ASHFORD TOWN CENTRE PARTNERSHIP

19th May 2010

revised from the original submission for JTB 14th June 2010

c.c. Jamie Watson, Project Manager, Kent Highway Services

Extra Agenda Item - Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate

Please find the urgent report referred to above. This is appended to this update report.

Agenda Items 8, 9, 11, 12 and 13 will be dealt with in the normal way

Agenda Item 14 – Winter Service Consultation

The Chairman will go through the questions on pages 92-93 of the Agenda one by one and invite Member's responses.

Agenda Item No: 15
Report To: Joint Transportation Board
Date: Tuesday 15th June 2010
Report Title: Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate
Report Author: Ray Wilkinson

Summary:	This late report has been submitted in order to highlight the acute parking problems currently experienced on the Henwood Industrial Estate and request that Members approve the introduction of temporary parking restrictions to alleviate the issue while a more permanent solution is developed and taken through statutory process.
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Key Decision: YES

Affected Wards: Stour Ward

Recommendations: **Subject to the views of the Board it is proposed that:-**

- 1. Prohibition of waiting restrictions be implemented under a temporary traffic regulation order to address dangerous and obstructive parking on the Henwood Industrial Estate;**
- 2. A review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent;**
- 3. The formulation of the final parking restrictions be informed by the review and the supporting permanent traffic regulation order be taken to statutory consultation and any objections received be reported to a future meeting of the Board.**

Financial Implications: Funding to be provided by Kent Highway Services

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Report Title: Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate

Purpose of the Report

1. This report provides an explanation of the acute parking issues currently affecting the Henwood Industrial Estate and outlines the options for installing parking restrictions under a temporary traffic regulation order as a short term emergency measure while permanent restrictions are formulated and taken through the statutory process.

Issue to be Decided

2. As set out in the recommendations of this report, the Board is asked to approve the making of a temporary traffic regulation order and the formulation of, and statutory consultation on, a subsequent permanent traffic order (if required) to address the parking problems on the Henwood Industrial Estate through the introduction of prohibition of waiting restrictions in those locations where parking would cause a danger or obstruction.

Background

3. Three independent complaints have been received from businesses within the Henwood Industrial Estate within the last 2 months, 2 of these being within the last fortnight. These complaints relate to difficulties experienced by large articulated vehicles accessing their respective premises as a result of inconsiderate on-street parking practices. In addition 2 of these complaints also referred to lorries damaging cars whilst attempting to manoeuvre in and out of accesses. One of the businesses also claims that following such an incident some of their hauliers have refused to make deliveries and collections from the premises until such time as the parking problem is resolved.
4. It is alleged by the companies concerned that the parking problem has considerably worsened over recent months since new tenants have moved into the Highpoint Business Village, attracting much larger volumes of on-street parking despite the close proximity of the Henwood public car park.
5. A site visit has been conducted by Officers and the findings corroborate these claims. In addition it was noted that the on-site parking at the Highpoint Business Village was generally well used and there was little potential to accommodate additional vehicles on-site.
6. The proposed restrictions would displace a number of vehicles from where they currently park on-street. However these vehicles could be safely accommodated on-street elsewhere within the estate by more even distribution across the estate. Alternatively drivers may choose to relocate to the nearby under-utilised Henwood public car park.

Proposals

7. Given the recent emergence of this problem, Officers have as yet had no opportunity to formulate detailed scheme proposals.
8. However in general terms it is proposed that a safety scheme be introduced consisting of prohibition of waiting restrictions in order to discourage parking in those locations where it would pose a danger or obstruction. Due to the severity of the issue, and the length of time required to formulate and implement a permanent scheme (which is largely dependant on the lengthy statutory procedure laid down for making a permanent traffic order) it is recommended that a temporary traffic order be made in the interim to manage the problem.
9. An additional benefit of making an initial temporary order is that observation of the resulting displacement can be employed to inform the final permanent scheme. This therefore offers the opportunity to refine the restrictions as necessary.
10. The relevant officers at Kent Highway Services have been consulted over the issue and support the above proposal. Furthermore it has been agreed that although under the Parking Operational Protocol the scheme falls under the remit of Kent Highway Services, in the interests of expediency the work would be carried out by Ashford Borough Council and funded by Kent Highway Services.

Conclusion

11. Given the significant impact this issue is currently having on the businesses concerned, it is felt the problem justifies a more immediate response than can be achieved through the permanent traffic order making process.
12. Officers are therefore seeking the support of Members prior to introducing the temporary restrictions in view of the anticipated opposition from those drivers currently parking at the locations in question.

Portfolio Holder's Views

13. Portfolio Holder's views to be given in person at the meeting.

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