



Joint Transportation Board

Notice of a Special Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL on Tuesday 11th October 2011 at 7.00pm

The Members of this Committee are:-

Cllr. Burgess (Chairman)
Mr M A Wickham (Vice-Chairman)
Cllrs. Mrs Bell, Mrs Blanford (ex officio), Claughton, Davey, Feacey*, Heyes, Robey, Yeo
*Chairman of the Transport Forum
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed,
Mr J N Wedgbury
Mr R Butcher – KALC Ashford Area Committee

NB: Under the Council's Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)

Agenda

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1. **Apologies/Substitutes** – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest** - Declarations of Interest under the Code of Conduct adopted by the Council on the 24th May 2007 relating to items on this agenda should be made here. The nature as well as the existence of any such interest must also be declared

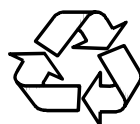
Part I – For Decision

3. Amendment 18 – Proposed Parking Restrictions in Various Locations within the Borough
4. Amendment 19 - Proposed Highway Safety Scheme in Henwood Industrial Estate

Part II – For Information

None for this Meeting

Queries concerning this agenda? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
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Agenda Item No: 3
Report To: Joint Transportation Board
Date: Tuesday 11th October 2011



Report Title: **Amendment 18 - Proposed Parking Restrictions in Various Locations Within the Borough**

Report Author: Ray Wilkinson, Engineering Services Manager

Summary: This report details the results of the recent consultation in respect to the making of the Amendment 18 traffic order.

The traffic order consists of parking and waiting restrictions constituting 5 Highway Member funded schemes in various locations across the Borough. Four of the schemes relate to safety restrictions in the vicinity of schools while the fifth consists of a minor amendment to an existing length of corner protection.

Key Decision: YES

Affected Wards: Beaver, Park Farm South, Downs West, Rolvenden & Tenterden West and Weald North

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

- 1. The Amendment 18 traffic order be made;**
- 2. All required road markings be implemented.**

Financial Implications: Financed from County Member Highway Funds

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Report Title: Amendment 18 – Proposed Parking Restrictions in Various Locations Within the Borough

Purpose of the Report

1. This report provides an explanation of the various proposed schemes which together form Amendment 18 and the representations received during the formal public consultation held on the proposals.

Issue to be Decided

2. As set out in the recommendations of this report, the Board is asked to approve the making of the Traffic Regulation Order and the implementation of the proposed schemes.

Background

3. The five schemes contained within the traffic order are all financed from their respective County Member's Highway Fund. Ashford Borough Council was therefore commissioned by Kent County Council Highway & Transportation to carry out the formulation of the traffic order and consultation on their behalf.
4. The Amendment 18 traffic order was taken to formal public consultation between 1st and 23rd September 2011. A notice was placed in the Kentish Express and copies were placed on site. Letters were sent to all statutory consultees and a set of relevant documents including the traffic order, notice, and statement of reasons was placed on deposit at both Ashford Gateway Plus and Sessions House. In addition all properties on the lengths of roads concerned were sent a letter and plan explaining the proposals and the consultation process.

Beaver Green Community Primary School Highway Safety Scheme

5. This scheme is intended to address the current parking problems affecting those roads in the immediate vicinity of the Beaver Green Community Primary School at the beginning and end of the school day.
6. The proposals consist of a 'school keep clear' restriction on both sides of the carriageway protecting the school patrol crossing point on Cuckoo Lane and 'no waiting at any time' protection around the nearby junctions and bend.
7. A total of 6 representations were received in response to the consultation, the majority of which broadly supported the proposals.
8. Four of the representations expressed the view that the proposals did not go far enough and wished to see the proposed restrictions in Cuckoo Lane

extended further south-west. Of these, one representation stated that the 'no waiting at any time' restriction should be extended on both sides of the carriageway to a point beyond the junction with Hawks Way in order to better protect the bend. The remaining three representations stated that the restrictions should be extended on both sides to a point beyond the junction with the Stanhope Link Road. Comments included concerns that the vehicles displaced by the proposals would park in this location causing; a danger to pedestrians crossing the road at this point, restricted sight lines around the accesses of the Myrtle Grove properties and the additional 3 adjoining properties, and restricted sight lines around the Stanhope Link Road junction. In addition one of the representations stated that traffic already often becomes congested along this section of carriageway as a result of inconsiderate parking practices at the beginning and end of the school day and is likely to be worsened by the addition of vehicles displaced by the proposals.

9. While (subject to funding) the introduction of the suggested additional lengths of restriction could be investigated as a separate order, it cannot simply be added to Amendment 18. The addition of further lengths of waiting restriction would have the effect of making the order more onerous and as such it would require to be taken through the full consultation process once again and incur considerable additional cost. This would have a detrimental effect on all other proposed restrictions, necessitating their delay while a new consultation is held and taken back to the Joint Transportation Board for approval.
10. The remaining two representations related primarily to restrictions within the immediate vicinity of the main school entrance. One representation was broadly in support although did express concern regarding the impact of 'no waiting at any time' restrictions protecting the school patrol crossing point on residents. The representation went on to query the need for the restriction suggesting that the 'school keep clear' restriction alone was adequate. This length of 'no waiting at any time' restriction was proposed in order to protect the pedestrian crossing outside of school hours. Although the greatest demand at the crossing obviously takes place at the beginning and end of the school day (when the 'school keep clear' markings will prohibit loading and unloading as well as waiting), it is also a well used crossing point at other times of day. Under the rules of the Highway Code parking should not take place across a designated pedestrian crossing point at any time of day, the 'no waiting at any time' restriction highlights this requirement.
11. The second of these representations was an objection. It stated that 'no waiting at any time' restrictions could not be justified for use in a scheme aimed at addressing school related parking problems. It went on to say that any yellow line restrictions should be operable only during school hours.
12. Although the majority of parking issues do occur at the beginning and end of the school day when parking competition is at it's highest, the locations in which the safety restrictions are proposed (i.e. around junctions, bends and pedestrian crossings) are unsuitable for parking at any time of day. To introduce single yellow line restrictions would effectively condone parking outside the hours of operation. Single yellow line restrictions are intended for use only in those locations generally suitable for parking (i.e. away from bends, junctions etc) but where extreme variation in traffic flows means that while parking may be acceptable during off-peak periods, during periods of

peak traffic flow additional carriageway width is required to ensure the free flow of traffic and therefore the carriageway becomes unsuitable for parking.

13. Another concern raised in one of the objections was that the presence of 'no waiting at any time' restrictions would prevent deliveries being made to those properties which they front. This is not however the case, 'no waiting at any time' restrictions are subject to a number of exemptions, including vehicles being actively loaded / unloaded.

Furley Park Primary School Highway Safety Scheme

14. This scheme consists of the proposed removal of the existing informal 'school keep clear' restriction across the vehicular access to the school and the introduction of formal 'school keep clear' restrictions protecting the pedestrian crossings to either side of the school access with a 'no waiting at any time' restriction on both sides of the carriageway protecting the bend between them.
15. The consultation attracted a total of 4 representations, all of which were in support of the proposals. This included a submission from Kingsnorth Parish Council and a petition with a total of 12 signatories.
16. The only additional comment received was a request to see the scope of the proposals extended to include bend protection elsewhere in Reed Crescent. As discussed earlier in relation to the requested extension of proposed restrictions within the Beaver Green Community Primary School Highway Safety Scheme, in practical terms any such proposals would need to be consulted on as a separate traffic order.

Challock Primary School Highway Safety Scheme

17. This scheme consists of the removal of an existing advisory only 'school keep clear' marking across the vehicular access of the school and the introduction of 'no waiting at any time' restrictions around the junctions and bends between the school and The Lees and Village Hall sites from which 'walking buses' are run at the beginning and end of the school day. The restrictions are intended to prevent parking in those locations where it would cause a danger or obstruction to other traffic and also to address the issue of pavement parking where it would obstruct the 'walking buses'.
18. A total of 10 representations were received in response to the consultation. Two responses expressed support for the proposals while the remaining 8 took the form of objections.
19. The most commonly expressed concern within the representations was that there was currently, or would be subsequent to completion of the planned expansion of the school, insufficient parking available for parents dropping off and picking up their children from the school. The comments stated the current parking arrangements at The Lees and the Village Hall car park were insufficient and that the loss of on-street parking in the vicinity of the school would exacerbate the problem. This comment was referred back to the school

for response in which they stated that the Village Hall car park is rarely full. However in response to the concerns expressed they have liaised with the Parish Council who will ask traders attending the bi-monthly Farmers Market to park to the rear of the Village Hall thereby avoiding competition with parents for parking spaces. In addition although the lack of gritting in the Village Hall car park was a concern during winter months (and investigation had previously taken place into a potential solution without success), Church Lane is similarly ungritted and therefore fails to present any better conditions for parking in icy weather.

20. The second most common concern, referred to in two of the representations was that the proposed restrictions were excessive. The first of these representations stated that although the need for restrictions in Church Lane along the side opposite the school (north-western side) was understood, there was no need for restrictions on the other side of the road which appeared motivated by the personal preferences of residents rather than safety. The second representation which was made on behalf of the Challock Primary School Board of Governors suggested that the only restrictions required were the formalisation of the existing 'school keep clear' markings and 'no waiting at any time' restrictions on the bend in Church Lane (adjacent to Church House).
21. The proposed restrictions are only placed in those locations where the Highway Code states that parking should not take place and where to do so would cause a danger and/or obstruction. Removal of the proposed restrictions on the south-eastern side of Church Lane would leave current problems of vehicles parking partly on the footway and causing an obstruction to pedestrians (including the walking buses) unresolved as well as issues concerning obstruction of the school vehicular access and private road serving Nine Chimneys Farm. In addition parking, even on the outside of the bend, is a safety hazard particularly given the narrowness of the carriageway at this location.
22. In respect of the location of the current informal 'school keep clear' marking, this does not fulfil the function for which this form of restriction is designed. 'School keep clear' markings are intended to protect sight lines around major crossing points used by children and parents at the beginning and end of the school day. At present the 'school keep clear' marking is located across the school's vehicular access. The vast majority of pupils arriving at and leaving the school on foot walk north along the generally south-eastern side of Church Lane toward the parking areas (the footway does not run continuously along the generally north-western side). There is therefore little justification for a 'school keep clear' marking at any point along Church Lane. In respect of removing the proposed restrictions around the school and junction with St Cosmus Close and the junction of Church Lane with Blind Lane, this would encourage parking in those locations where they would obstruct sight lines.
23. Another representation stated that the introduction of the proposed scheme would fail to address the safety and congestion issues, simply forcing the vehicles to park in other unsuitable locations such as on the Church Lane verges to the south of the school, in Kiln Close, Blind Lane and The Lees. The representation went on to suggest that the only solution was to abandon the planned expansion of the school. Another representation expressed concerns

over the potential displacement of vehicles currently parking on-street into The Lees resulting to damage to the track and grass, while a third representation expressed the view that the proposals would fail to reduce the traffic congestion because parents would simply drop their children off within Church Lane rather than stopping to park.

24. Obviously any decision on the expansion of the school (which has already been granted planning approval and is underway) falls outside the remit of this scheme. However it is anticipated that the majority of displaced vehicles, will relocate to the 'walking bus' parking areas which are heavily promoted by the school. It is understood that the majority of parents currently parking on-street in the vicinity of the school do so in order to save time. If on-street parking becomes less convenient they are therefore more likely to turn to the off-street parking provision. In addition it is understood that the school are currently investigating the potential provision of a school bus in order to reduce the volume of traffic at the beginning and end of the school day.
25. In answer to the last assertion (that parents will simply drop off their children in Church Lane without parking), the introduction of 'no waiting at any time' restrictions not only makes enforcement possible but also makes it clear to drivers that the location concerned is unsuitable for parking. As such motorists are considerably more reluctant to pull up on double yellow lines. In addition, parents are required (unless using the walking bus) to take their children to the school itself and similarly pick them up from the grounds necessitating leaving the vehicle.
26. Another representation received suggested that in order to avoid unnecessary impact on residents the proposed 'no waiting at any time' restrictions could instead be installed as 'no waiting' restrictions operable only at the beginning and end of the school day (the impact on residents parking was also mentioned in a second representation). Following a response from officers explaining that the locations concerned were not suitable for parking at any time of day, the correspondant suggested that having re-examined the proposals they agreed but that given that the Highway Code dictates that parking should not take place in these locations, presumably the Police could carry out enforcement without the need for lines.
27. This suggestion was echoed in two other representations. The first of these was motivated by the concern that the introduction of double yellow lines would have a negative impact on the aesthetic appeal of Church Lane and its surroundings and would effectively urbanise the neighbourhood (the objector also stated that they would prefer to deal with the existing parking problems rather than have double yellow lines introduced). The second representation stated that parents should also be encouraged to park more responsibly and that the cost of installing the scheme could be avoided.
28. Although the Highway Code does state that parking should not take place in these locations (around bends, junctions etc). These rules are not in themselves enforceable. In order to take enforcement action under criminal law, the police must be able to evidence the fact that a dangerous obstruction has taken place. Gathering such evidence is both difficult and time consuming and, given the other competing priorities with which the Police must deal, cannot be carried out on a routine basis. With the introduction of a traffic order

and the required road markings, parking in these locations becomes a civil contravention enforced by Ashford Borough Council's Civil Enforcement Team. Such a contravention is considerably more straight forward to enforce against and takes the onus away from the Police. The lines themselves also have a significant deterrent effect –considerably reducing the number of vehicles parking in these unsuitable locations.

29. A final comment received requested a slight extension to the proposed 'no waiting at any time' restriction protecting the bend on the south-western side of Church Lane. The writer was concerned that the small gap between the proposed north-western extent of the restriction and the access of Church House would encourage motorists to attempt to park in it thereby partially obstructing the access. As explained in reference to the requested extension of proposed restrictions in the Beaver Green Community Primary School scheme, this can only be achieved by taking the full scheme back through the consultation process or alternatively creating a separate traffic order for the extension to take to consultation.

Rolvenden Primary School Highway Safety Scheme

30. This scheme consists of the proposed introduction of 'school keep clear' restrictions on both sides of the carriageway protecting the school patrol crossing point. No representations were received in response to the consultation.

Smarden Primary School Highway Safety Scheme

31. This scheme consists of the formalisation of the existing 'school keep clear' restriction fronting the school (to maintain site lines for children and parents crossing the road at the beginning and end of the school day) and 'no waiting at any time' restrictions on both sides of the carriageway to protect the adjoining bend.
32. Two representations were received in response to the consultation, one from Smarden Parish Council expressing their support for the proposals and another from a resident requesting the conversion of the 'school keep clear' restriction to 'no waiting at any time' in order to protect the junction of Greenside and Pluckley Road. This representation stated that the 'school keep clear' restriction was effectively an invitation to park.
33. Although the 'school keep clear' marking is currently advisory only, under the proposals it will become fully enforceable. Although only applicable between 8am and 5pm Monday to Friday, the restriction is more onerous than a 'no waiting at any time' restriction. Double yellow lines have are subject to a number of exemptions including a 3 hour exemption for blue badge holders and an exemption for vehicles being actively loaded and unloaded. As such CEOs must carry out a period of observation prior to the issue of a penalty charge notice (PCN). This often results in problems at the beginning and end of the school day when parents are tempted to park in unsuitable locations and simply 'keep an eye out' for CEOs. They then simply drive around the block (which itself causes congestion issues) and then park once again. With

the introduction of a formal (enforceable) 'school keep clear' restriction, CEOs are able to issue PCNs immediately making 'taking a chance' parking on a 'school keep clear' restriction less appealing.

34. The 'school keep clear' restriction also allows parking outside the school day – for example at weekends when football matches take place on the adjacent recreation ground. This section of carriageway is located well away from the bend and is relatively wide so does not pose an safety concern in respect of sight lines for passing vehicles.

Amendment to Corner Protection in The Street, Smarden

35. This scheme simply consists of the proposed conversion of a length of 'no waiting between 8am and 6pm Monday to Saturday' restriction to 'no waiting at any time' at the junction of The Street and Water Lane and a slight reduction in its length. This amendment was proposed in order to address inappropriate parking taking place on the junction during the evenings.
36. No representations were received in response to the consultation.

Conclusion

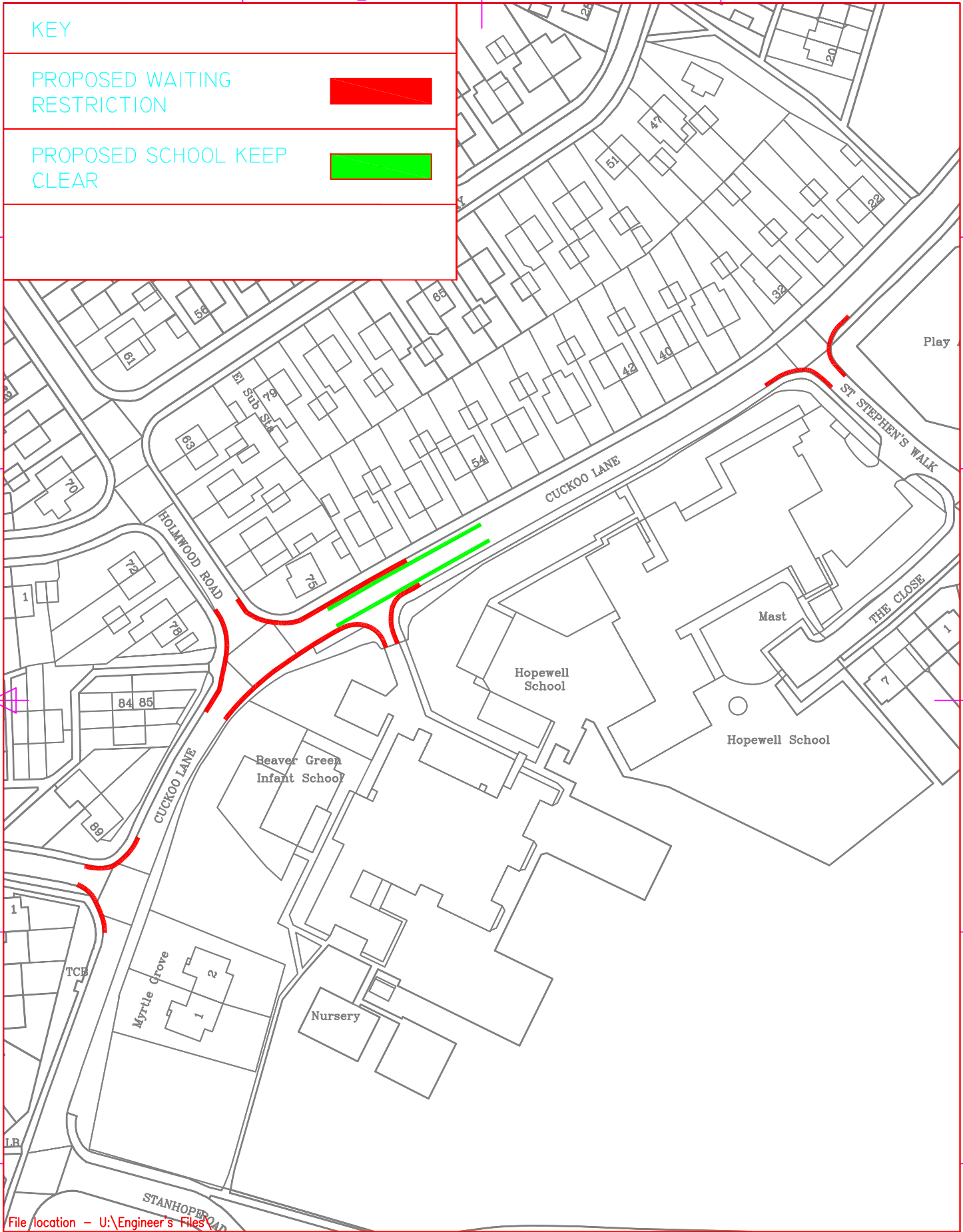
37. The Amendment 18 traffic order is necessary in to ensure safe parking practices are observed in the vicinity of Beaver Green Community Primary School, Furley Park Primary School, Challock Primary School, Rolvenden Primary School and Smarden Primary School for the benefit of pupils, teachers and parents at the beginning and end of the school day. In addition the traffic order addresses current parking problems regarding evening parking on the junction of The Street and Water Lane, Smarden.
38. In respect to those various objections received, while it is recognised that parking is a valuable resource, safety must be considered paramount. It is the view of Officers that the proposals represent the most effective means of addressing the parking issues around the schools concerned – balancing the demands of safety with the need to allow parking where safe to do so.
39. In relation to the requested extensions to the proposals within the Beaver Green Community Primary School and Challock Primary School Highway Safety Schemes, as explained to modify Amendment 18 to accommodate these requests would necessitate considerable delay and additional expenditure. It is intended that, subject to the approval of the Board, the schemes be implemented during the school Autumn Half Term (week commencing 17th October) in order to both avoid unnecessary disruption during term time and avoid further delay as the weather deteriorates (making road marking conditions unreliable).

Portfolio Holder's Views

40. The Portfolio Holders comments are not available at the time of writing but will be provided verbally at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

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BOROUGH COUNCIL
 ENVIRONMENTAL SERVICES
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel : 01233 331111 fax : 01233 645654

PROJECT AMENDMENT 18				
DRAWING TITLE PROPOSED WAITING RESTRICTIONS AND SCHOOL KEEP CLEAR, ASHFORD				
DRAWN RJW	AUTOCAD FILE FILE No.	DATE 26/08/11	SCALE 1/1250	DRG.No. 18/1
				REV. -

File location - U:\Engineer's Files\

Appendix 1(ii) Amendment 18 – Beaver Green Community Primary School Highway Safety Scheme: Table of Responses

Ref.	Representation	Response
Am18/BGS/01	<p>I would like to object to the restrictions proposed to parking on Cuckoo Lane. It is my belief that if the restrictions are implemented all that will happen is the parking problem will move to between Hawks Way and Stanhope Road, creating a problem at a busy junction. This will put at risk the pedestrians crossing the road from the bus stop and school children crossing the road. It will also put at risk the entrance to Myrtle Grove and the proposed development of the three houses on the corner of Cuckoo Lane/Stanhope Road.</p> <p>In my opinion the "Double Yellow Lines" should go from 60 Cuckoo Lane unbroken until opposite 4 Summer Hill, this would remove the problem completely.</p> <p>The new entrance for the school, can you tell when planning was given for this entrance as it is in a dangerous position to close to a blind bend creating a new safety concern.</p>	<p>In respect to your request to further extend the 'no waiting' restrictions to a point opposite 4 Summer Hill, this will of course be put to the Board. However it must be borne in mind that it is important to strike a balance when determining the extent of restrictions. Furthermore although the traffic order process allows for proposed restrictions to be reduced following consultation and prior to implementation, they cannot be made more onerous. If the Board were to decide to pursue an extension to the proposed restrictions it would therefore have to decide on whether to implement the current proposals and hold a separate consultation on the additional restrictions or to scrap the current proposals and begin the consultation process from scratch thereby delaying the introduction of the main body of restrictions.</p> <p>In relation to your query on the planning permission for the school entrance, I understand that this permission would have been granted by Kent County Council. Although Ashford Borough Council is responsible for the majority of planning matters in the Borough, Kent County Council deal with applications for county council developments (schools, libraries, care homes etc), and mineral and waste installations. I understand however that this access predates the recent extension to the school. If you wish to make further enquiries</p>

		<p>on this matter I recommend addressing them to:</p> <p>Planning Applications Planning and Environment 1st floor, Invicta House County Hall Maidstone Kent ME14 1XX ✉ planning.applications@kent.gov.uk ☎ 01622 221070</p>
Am18/BGS/02	<p>Would you please take the following into consideration: The lay out of the proposed restrictions are very good with the exception that you have not taken into account that with the passed planing permission given to Kent county council for the building of 3 houses next to Myrtle grove have to have line of sight (clear vision) for exit for 43 meters (as agreed in application 11/00730/AS) as well as Myrtle grove's line of sight, the problem will arise due to the fact that Cuckoo lane narrows significantly after the point at Holmwood road down to the Stanhope road turning, If the propsted parking restrictions are put into place the only available parking area would be on both sides of the road between holmwood road and the stanhope road, the solution to be considered would be to have the opposite side fully yellow lines between the school entrance and the stanhope turning. This would stop conjection and keep the road passable at all</p>	<p>In respect to your suggestion to further extend the 'no waiting' restrictions, this will of course be put to the Board. However it must be borne in mind that it is important to strike a balance when determining the extent of restrictions. Furthermore although the traffic order process allows for proposed restrictions to be reduced following consultation and prior to implementation, they cannot be made more onerous. If the Board were to decide to pursue an extension to the proposed restrictions it would therefore have to decide on whether to implement the current proposals and hold a separate consultation on the additional restrictions or to scrap the current proposals and begin the consultation process from scratch thereby delaying the introduction of the main body of restrictions.</p>

	times.	
Am18/BGS/03	<p>With reference to your letter dated 1st September I should like to say I support the proposals regarding parking restrictions around the school, I would however like the scheme extended to include the junction of Cuckoo Lane and Stanhope Road.</p> <p>This area I have found to be particularly congested with parked cars on at schools drop off and pick up times, and it is likely to be worsened by traffic being displaced from the other areas and using the school footpath in Stanhope Road to get to the new school site. There is quite often a blockage at the junction with cars parked and traffic trying to pass through, also pedestrians cross here to gain the footpath opposite the Stanhope road entrance (adjacent to the Postbox).</p>	<p>In respect to your suggestion to further extend the 'no waiting' restrictions, this will of course be put to the Board. However it must be borne in mind that it is important to strike a balance when determining the extent of restrictions. Furthermore although the traffic order process allows for proposed restrictions to be reduced following consultation and prior to implementation, they cannot be made more onerous. If the Board were to decide to pursue an extension to the proposed restrictions it would therefore have to decide on whether to implement the current proposals and hold a separate consultation on the additional restrictions or to scrap the current proposals and begin the consultation process from scratch thereby delaying the introduction of the main body of restrictions.</p>
Am18/BGS/04	<p>Thank you for your letter and diagram of proposed new double yellow lines around entrance of Beaver Green Primary School. I approve of the proposed new road markings but feel for safety's sake the new lines should be both sides of the road continuing between Holmwood Road and Hawks Way. The reason for my request is to stop cars being parked on a blind curve of the road. I have marked this suggestion with pink highlighter pen.</p>	<p>In respect to your suggestion to further extend the 'no waiting' restrictions, this will of course be put to the Board. However it must be borne in mind that it is important to strike a balance when determining the extent of restrictions. Furthermore although the traffic order process allows for proposed restrictions to be reduced following consultation and prior to implementation, they cannot be made more onerous. If the Board were to decide to pursue an extension to the proposed restrictions it would therefore have to decide on whether to implement the current proposals and hold a separate consultation on the additional restrictions or to scrap</p>

		<p>the current proposals and begin the consultation process from scratch thereby delaying the introduction of the main body of restrictions.</p>
<p>Am18/BGS/04</p>	<p>I wish to object to the above scheme for the following reasons:</p> <ul style="list-style-type: none"> - The introduction of double yellow lines cannot be described as a restriction of traffic. It is a complete no waiting at any time ban. This ban would be in force for 24 hours a day, 7 days a week and 52 weeks a year. Such a ban cannot be justified on the grounds of the safety of school children who use the area only during school hours and on school days. - This scheme is intended to improve both pedestrian and motorist safety as well as ensuring the free flow of traffic – particularly at the beginning and end of the school day. So why is there a need to have double yellow lines extending for 25 yards along Cuckoo Lane beyond its junction with Holmwood Road? The controlling of the area around the proposed school crossing-point by means of “School Keep Clear” markings would seem sensible but banning traffic entirely is overkill of the worst kind and entirely unjustifiable. - Any large deliveries to and collections from 75 Holmwood Road or 64 Cuckoo Lane would be almost impossible at any time. - Surely it would make more sense to replace the double yellow lines with single yellow lines thereby restricting parking during school hours (say plus a hour). - Finally, if such a draconian traffic control system is needed, why was it not included in the original Planning Application No AS/09/867 in July 2009 when the amalgamation of Beaver 	<p>In respect to the specific points raised in your letter, I have attempted to answer these in order below;</p> <ol style="list-style-type: none"> 1. Although the double yellow lines have been proposed primarily in response to parking issues at the beginning and end of the school day, the section of road concerned is not suitable for parking at any time. To introduce single yellow lines would be to condone parking in these locations outside of the hours of operation. 2. The extension of the double yellow lines along Cuckoo Lane south-east of its junction with Holmwood Road not only protect the junction but also the bend where sight lines for passing traffic would be obscured by parked vehicles. 3. There are a number of exemptions to double yellow line restrictions. These include vehicles being actively loaded / unloaded. Delivery vehicles are therefore permitted to wait on double yellow lines for the time required to unload their goods. 4. As mentioned in point 1 the locations at which double yellow lines are proposed are not suitable for parking at

Green Infant and Junior Schools was proposed? Surely the safety aspects and implications of this were considered then. If not why not?

I am however, very impressed by your obvious concerns for the safety of school children in this area and feel sure that you will express those same concerns over Kent County Council's proposals to build houses with vehicle accesses across the pavement on the school side of Cuckoo Lane (see Application 10/00715/AS).

any time of day. The Highway Code specifically instructs motorists not to park on a pedestrian crossing (rule 40), near a school entrance (rule 243), opposite or within 10 metres of a junction (rule 243) or on a bend (rule 243).

5. Unfortunately I am unable to comment on Planning Application No. AS/09/867 - I understand that this permission would have been granted by Kent County Council. Although Ashford Borough Council is responsible for the majority of planning matters in the Borough, Kent County Council deal with applications for county council developments (schools, libraries, care homes etc), and mineral and waste installations. If you wish to make further enquiries on this matter I recommend addressing them to:

Planning Applications
Planning and Environment
1st floor, Invicta House
County Hall
Maidstone
Kent ME14 1XX
Email: planning.applications@kent.gov.uk
Tel: 01622 221070

Lastly in respect of Planning Application No. 10/00715/AS, I have forwarded your comments on to the Kent County Council officer responsible for commenting on the application in respect of highway implications for consideration.

<p>Am18/BGS/05</p>	<p>As a local resident and the School Crossing Patrol operating at this crossing point I have heard comments from many drivers, parents and residents about the proposals for the new restrictions.</p> <p>The residents' main concern is that as shown on the drawing for Amendment 18 (2), the red and green lines overlap outside their houses. We had thought that the lines were going to be painted as they had been outlined on the pavements on August 1st, in accordance with Drawing No.10-MHF-AS-15/1101 Rev.B., which would have been acceptable. Residents are also unhappy about the time restrictions on the signs, as they would have supported restrictions that applied to school hours and term times, but not "No waiting at any time."</p> <p>The proposed dropped kerbs will be welcomed by parents, as at present the dropped kerb on the residential side coincides with a large puddle when it rains.</p> <p>Junction Protection at Holmwood Road will make it much easier for parents and children to cross that road and encourage them to use the designated crossing. So many at present cross Cuckoo Lane diagonally from the school gate to avoid crossing between parked cars at this junction.</p> <p>I hope you will be able to implement that changes at the earliest opportunity, as the current situation with temporary</p>	<p>In relation to your specific concern on the use of 'no waiting at any time' (double yellow line) restrictions, they are intended to protect those areas unsuitable for parking at any time. In line with the requirements of the Highway Code, this restriction is intended to protect the junctions, bend and pedestrian crossing - if these lengths of restriction were to be installed as single yellow line it would effectively condone parking in these locations outside the hours of restriction.</p> <p>The 'School Keep Clear' restriction however will only operate between 8am - 5pm Mon - Fri.</p>
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	crossing markings and no protection is creating more congestion and a dangerous situation.	
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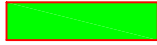
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KEY

PROPOSED WAITING RESTRICTION



PROPOSED SCHOOL KEEP CLEAR



A

A

B

B

C

C

D

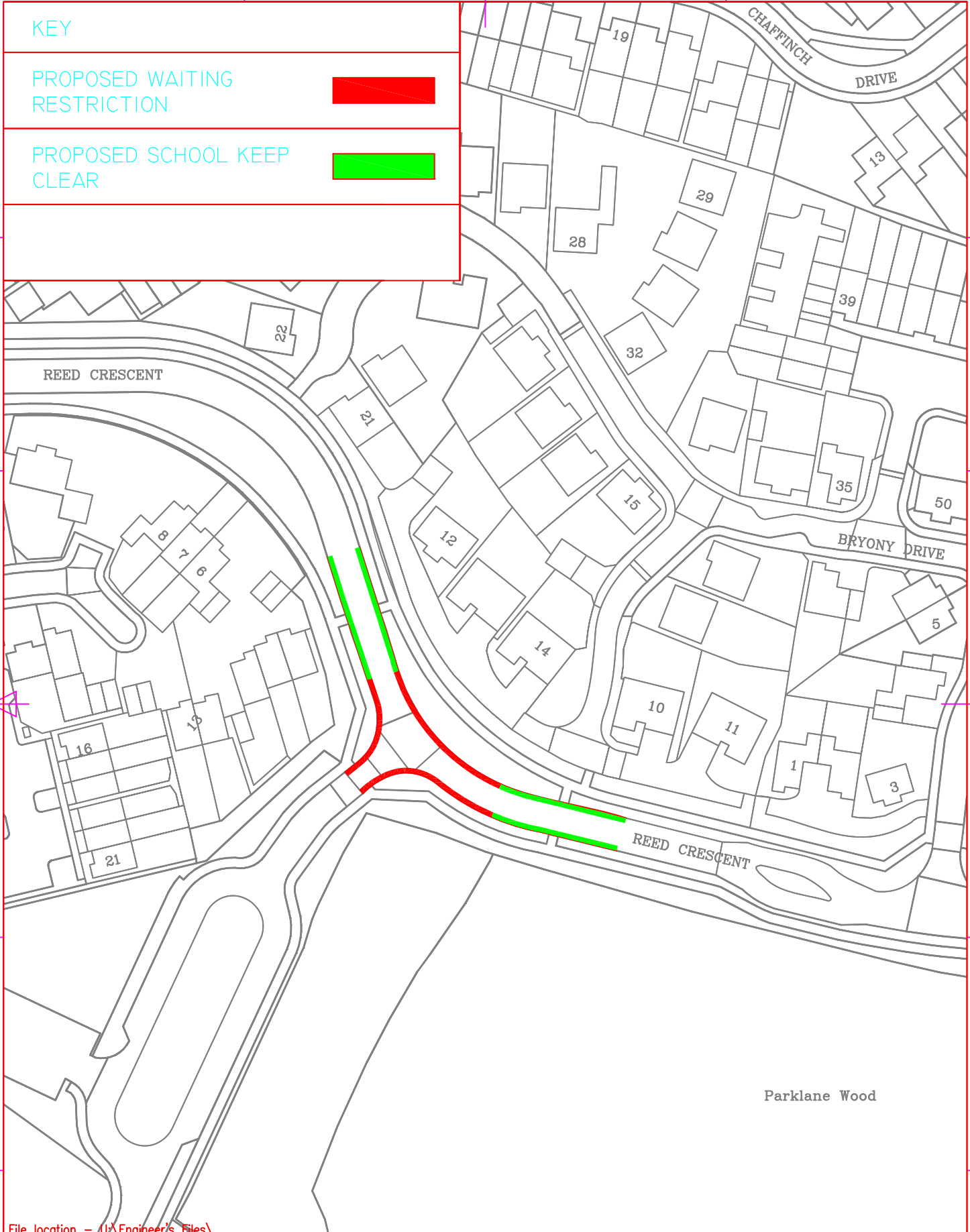
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REED CRESCENT

CHAFFINCH DRIVE

BRYONY DRIVE

REED CRESCENT

Parklane Wood

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ASHFORD BOROUGH COUNCIL

ENVIRONMENTAL SERVICES
Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
tel : 01233 331111 fax : 01233 645654

PROJECT AMENDMENT 18

DRAWING TITLE PROPOSED WAITING RESTRICTIONS AND SCHOOL KEEP CLEAR, KINGSNORTH

DRAWN RJW	AUTOCAD FILE FILE No.	DATE 26/08/11	SCALE 1/1000	DRG.No. 18/2	REV. -
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Appendix 2(ii) Amendment 18 – Furley Park Primary School Highway Safety Scheme: Table of Responses

Ref.	Representation	Response
Am18/FPS/01	I wish to register my support for the proposals.	
Am18/FPS/02	<p>I am writing this email to show support for the new road markings outside Furley Park Primary School.</p> <p>this road is a total nightmare and once parents are picking up and dropping off at school times it becomes a very hard road to get down , only today i seen a bus get stuck and ended up blocking off the whole road because it could not get past the parked cars.</p> <p>when your walking its very hard to see past the parked cars to see up or down the road when your trying to cross over.</p> <p>When your trying to turn into the school its hard enough to see if anything is coming because of the bend in the road, this task is made worse when its busy.</p> <p>Im sure im not alone when i say that these markings need to go further to cover the other corners in the road, but the markings in this phase is a major step forward which needs to happen sooner rather later.</p> <p>many thanks for taking time in reading this email</p>	
Am18/FPS/03	At a recent Parish Council meeting, Councillors considered the proposed safety restrictions at Furley Park School, as above,	

	reference AM18/FurlPkCons, and are in support.	
Am18/FPS/04	We the undersigned fully support the proposals of Ashford Borough Council to the introduction of new 'school keep clear' and 'no waiting at any time' restrictions in the vicinity of Furley Park Primary School in Reed Crescent, Ashford (12 signatories)	

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KEY

PROPOSED WAITING RESTRICTION 

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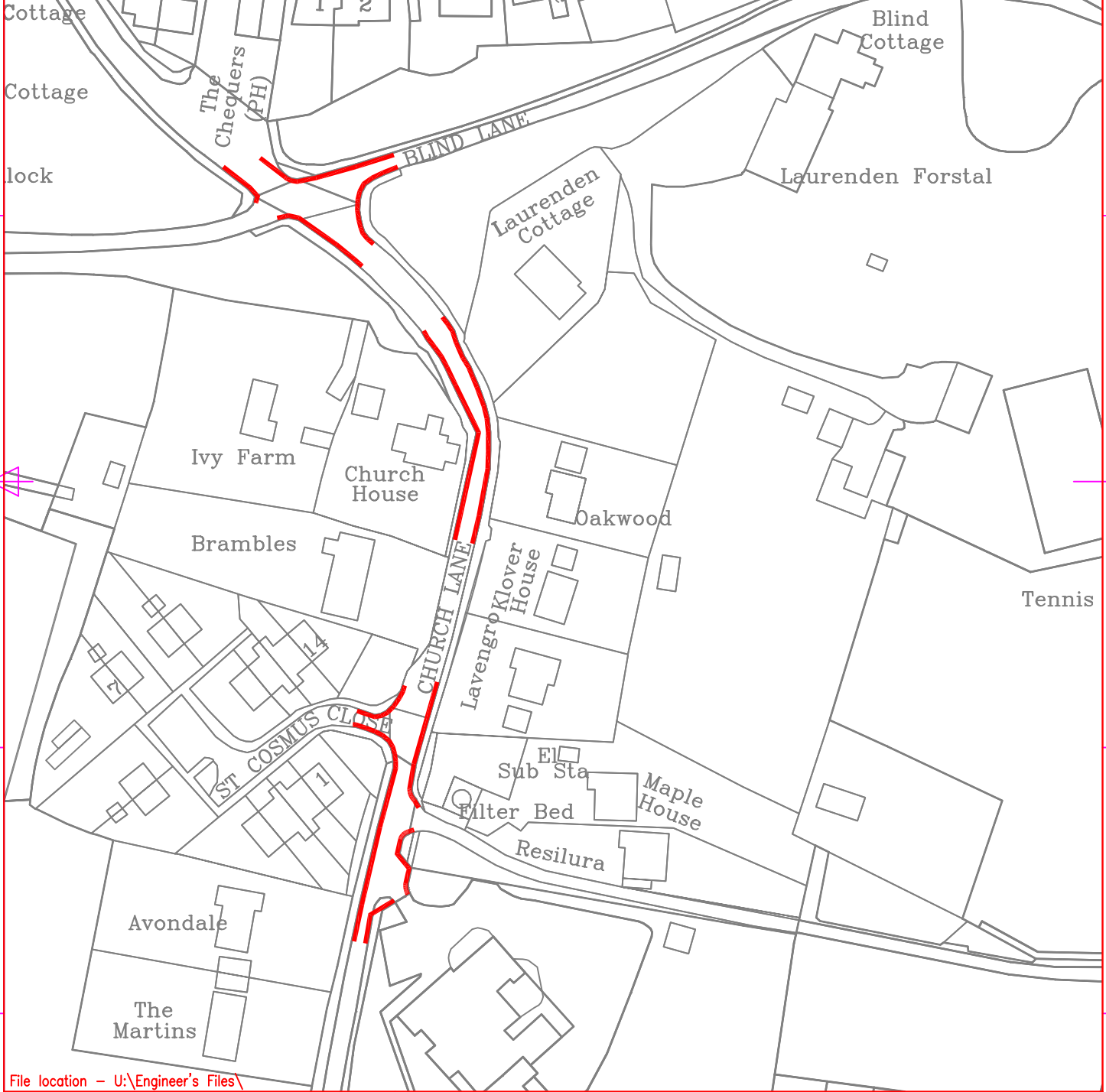
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ENVIRONMENTAL SERVICES

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PROJECT AMENDMENT 18

DRAWING TITLE PROPOSED WAITING RESTRICTIONS

DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	26/08/11	1/1250	18/3	-

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Appendix 3(ii) Amendment 18 – Challock Primary School Highway Safety Scheme: Table of Responses

Ref.	Representation	Response
Am18/CPS/01	<p>I refer to the proposed plans to restrict waiting times along Church Lane in Challock to include St Cosmus Close and Blind Lane. With the current expansion of the school already in progress I am concerned that alternative parking arrangements for parents have not been considered. The reception class has increased to 30 from 20 and will continue at this level from September 2011 onwards.</p> <p>I have two children attending the school and park at the village hall where we meet the walking bus. This week we have added significantly to our numbers as new parents have embraced the scheme which has been promoted during the welcome meetings at school. The village hall car park has limited spaces and if restrictions are in place elsewhere in the village this will not be sufficient to meet the needs of a growing school. I also have concerns that during the winter months this car park is not gritted and can be extremely dangerous for both drivers and walking children. Please note that during the last winter this parking facility was effectively completely inaccessible for several weeks, forcing parents to park elsewhere.</p> <p>I understand the need for some restrictions on the side opposite the school, however feel that those proposed on the school side are excessive, and seem more likely to be</p>	<p>In relation to your specific concerns over the availability of off-street parking facilities for parents, we will of course forward your comments to the school for response / discussion.</p> <p>In terms of the proposals however I can assure you that the scheme design is not influenced by the personal preferences of residents and nor was there any intention of ignoring parents. The scheme design is based on the assessment of the Engineering Services Manager following a number of site visits and discussion of the issues with both the school and Parish Council. Furthermore the school was formally consulted along with residents and notices were placed along the length of the proposed restriction in order to alert parents and other non-residents of the proposals.</p>

motivated by resident's personal preferences, as opposed to genuine safety issues.

As an open consultation I would challenge the fact that users of the parking facility in this area appear to have been completely ignored, should the school not have been informed, and asked to notify the parents? Parents are clearly a significantly interested party and yet we only became aware of these proposals by chance.

Any proposals to reduce available spaces when the school is expanding should be accompanied with expansion of alternatives for example at the village hall, which is often filled to capacity already, especially of days when the farmers market is on.

To conclude please register our objection to these proposals, and ensure our names are not shown on any public forum.

(2nd representation)

Thank you for your delayed reply to my message, 15 days to respond? Please confirm your regulatory obligation in terms of timescale to respond to queries in these circumstances.

In response to your point:

'notices were placed along the length of the proposed restriction in order to alert parents and other non-residents of the proposals'

(2nd response)

I am sorry to hear that you are unhappy with the response period. The consultation was completed on Friday and all representations have therefore been processed en masse at the end of the consultation period.

I can confirm that notices were placed along the proposed lengths of restriction on 1st September and that as of 26th September remain in situ.

Please note that this was not the case, either notices were not placed, they were insufficiently prominent, or were removed? Please note that parents were unaware of this proposal until the detail was stumbled upon, and the point raised with the school after the consultation period had begun. Please confirm your regulatory requirements in respect of notification of changes to all interested requirements, and procedure to challenge adherence to these requirements.

Please ensure the above point is included within the meeting on the 7th, and that you respond within the next 5 working days to this request for further information.

In respect to the statutory consultation requirements for traffic orders, these are outlined in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. I include below a copy of the relevant article:

Publication of proposals

7.—(1) An order making authority shall, before making an order,—

(a) publish at least once a notice (in these Regulations called a “notice of proposals”) containing the particulars specified in Parts I and II of Schedule 1 in a newspaper circulating in the area in which any road or other place to which the order relates is situated;

(b) in the case of an order under section 6 of the 1984 Act, publish a similar notice in the London Gazette;

(c) take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions and, without prejudice to the generality of this sub-paragraph, such other steps may include—

(i) in the case of an order to which sub-paragraph (b) does not apply, publication of a notice in the London Gazette;

(ii) the display of notices in roads or other places affected by

		<p>the order; or</p> <p>(iii) the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely to be affected by any provision in the order.</p> <p>(2) Not later than the date on which paragraph (1) has been complied with, the order making authority shall send a copy of the notice of proposals to each body or person whom it is required to consult under regulation 6(1) or under any of the provisions referred to in regulation 6(2).</p> <p>(3) The order making authority shall comply with the requirements of Schedule 2 as to the making of deposited documents available for public inspection.</p> <p>(4) Deposited documents shall be made so available at the times and at the places specified in the notice of proposals throughout the period beginning with the date on which the notice of proposals is first published and ending with the last day of the period of 6 weeks which begins with the date on which the order is made or, as the case may be, the authority decides not to make the order.</p> <p>If you wish to challenge our adherence to these requirements in respect of 'The Kent County Council (Various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment No. 18) Order 2011, please submit your reasons to me in writing as soon as possible (preferably within</p>
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		the next 2 days so they can be circulated to Members prior to the meeting).
Am18/CPS/02	<p>notice that you intend to put in 'no waiting at any time' restrictions in the vicinity of Challock School, and whilst I appreciate that during school collection and drop of times this area becomes very congested, the rest of the day there is not much traffic around - therefore I would have thought that a restricted time zone, such as 8.30-9am and 3-3.30pm Mon to Fri would have been far more sensible, thus not upsetting the residents in the local area.</p> <p>As a Mother that does the pick up and drops off at school (not parking in this area) it seems unfair to penalise the people who live there because it is near a school and would have thought the restricted timings would be a more reasonable solution.</p> <p>The other issue that I believe needs to be addressed, especially with the increased traffic into Challock Primary is where exactly the parents are expected to park to do so - the car park at the village hall is getting quite full and does not have much more capacity - maybe more parking should be made available down either side of the track that runs across the Lees?</p> <p>(2nd representation)</p> <p>Thank you for your reply.</p>	<p>In relation to your specific concerns over the availability of off-street parking facilities for parents, we will of course forward your comments to the school for response / discussion.</p> <p>In terms of the proposals themselves, 'no waiting at any time' restrictions have been proposed rather than a 'no waiting' restriction effective only between certain hours because the locations concerned are simply unsuitable for parking. The restrictions are proposed (in line with the rules of the Highway Code) in those locations around junctions, bends and where the road is too narrow to accommodate parking. If a single yellow line were to be introduced, not only would it require considerable signage (time plates) which may be felt by residents to impinge on the visual aesthetic of the road, but more importantly it would effectively condone parking in these locations outside the hours of operation.</p> <p>(2nd response)</p> <p>Thank you for your response. Unfortunately although it is an</p>

	<p>Since my email I have seen the road markings and would agree that the areas you suggest to double yellow line should in fact not be parked on under the high - way code - therefore are these double yellow lines necessary - surely the police should just be enforcing the high way code?</p> <p>I will not attend the meeting</p>	<p>offence to cause a dangerous obstruction, the police must collect a considerable amount of evidence in order to prosecute. This makes such measures unfeasible for the day to day control of parking - particularly when combined with the Police's other competing priorities. The introduction of parking restrictions ensures that it is absolutely clear to motorists that the locations concerned are not suitable for parking and the presence of the lines act as deterrent in their own right. In the event that a vehicle should park there however it is much simpler to issue a penalty charge notice against the civil contravention than attempting to bring a criminal prosecution.</p>
<p>Am18/CPS/03</p>	<p>I appreciate fully the reasons behind Challock School requesting safety restrictions and yellow line systems in the vicinity of the school as it is obviously becoming very concerned by the impact to safety and congestion that will be resulting from the 50% increase in the size of the school role.</p> <p>However the implementation of yellow lines will only help to make the problem worse.</p> <p>At the moment a lot of parents park within the area of Cosmus close which, though congested and often impassable due to the driving antics of some, is wide enough to allow for single width parking and is generally passable with care.</p> <p>If yellow lines are placed as shown this will force these drivers to seek close alternatives to park.</p>	<p>In relation to your specific concerns I understand that the school has been working hard to encourage parents to make use of the walking bus running between the village hall / The Lees and the school in order to minimise on-street parking congestion. Your comments will however be passed on to the school for response / discussion.</p>

These new areas will be:-

1. Upon the grassed verges both sides of Church lane between the school entrance and the entrance to Kiln Close.
2. Within Kiln Close itself.
3. Around the area to the front of the Chequers PH and the Lees.
4. Within Blind Lane.

The result of this will be:-

1. An increase in the number of vehicles parking and driving upon the grass verges between the school and kiln close. This has already started to regularly occur and the verges will quickly become cut up in the winter making foot traffic along this section of the road dangerous.
2. To cause mayhem at the junction of Kiln Close with Church Lane.
3. Vehicles will park upon the grass verges and the lees itself within the area to the front of the Chequers.
4. Vehicles will park upon the verges of Blind lane.
5. An increased risk of these ancillary roads being blocked and inhibiting emergency vehicle access.

The obvious answer to stop this increased congestion is to stop the 'planned' increase to the School.

Am18/CPS/04	<p>I would like to oppose the proposals. Laws already exist to prevent people parking within 10 metres of junctions and the police can enforce this.</p> <p>If lines, single or double are instated, these will still require enforcement, in this instance I assume by and at the expense of the local council.</p> <p>The plans to have double yellow lines seems excessive and the 'problem' only seems to exist at the start and finish of the school day. If 'lines' are considered to be the only way of keeping parents from parking, then why not go for the 'single' line option and restrict parking between fixed times i.e. pickup and drop off times.</p> <p>The drivers delivering the children are the problem, not the children nor the school and it is these adults who should be showing an example to their children by observing the rules as set down in the Highway Code. Education is a wonderful thing and it is the mums and dads who are part of the educational process and should set an example by adhering to the existing rules of the road.</p> <p>However, I would suggest that the 'conditions' for a child attending the school, is that the Highway Code should be adhered to. Otherwise take the little 'so and so's' somewhere else !!.</p>	<p>In relation to your specific comments, although Highway Code rule 243 instructs motorists "do not park or stop ... opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space", the police can only enforce against a motorist doing so if they can be demonstrated to be parked in such a way as to cause a danger or obstruction.</p> <p>The difficulty in evidencing the offence combined with the various other conflicting priorities with which the police must deal means that they have few opportunities to take action against this type of offence. By introducing 'no waiting at any time' restrictions, the matter becomes a civil contravention which the Borough Council's Civil Enforcement Officers can enforce.</p> <p>Because the locations in which the restrictions are proposed are not suitable for parking (the Highway Code rule 243 not only states that vehicles should not park or stop "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" but also "...on a bend", "...near a school entrance" and "...where the kerb has been lowered to help wheelchair users and powered mobility vehicles" while rule 242 states "You must not leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road") it is necessary to introduce restrictions 'at any time'. Were the restrictions to operate only between certain times it would effectively condone parking in those locations outside the hours of operation. In addition single yellow lines would necessitate the introduction of supporting time plates at intervals along their length.</p>
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		<p>While in an ideal world parking restrictions would be unnecessary, unfortunately in situations where parking demand is high there is often the temptation to park in an unsuitable location 'just for a moment' or 'just this once'. Parking restrictions act as a physical reminder that the location is not an acceptable place to park. Your suggestion however will of course be passed on to the school for their consideration although obviously any kind of enforcement of the 'conditions' is likely to prove a challenge!</p>
Am18/CPS/05	<p>I am writing with regards the above proposal. I totally object to these plans. Challock is a country village. Church Lane is a narrow country lane; definition of lane being 'a <i>street with no street lightings, has no markings, wide enough for a single line of cars.</i> What you are proposing urbanizes our village. At present I drive into a rural community. I certainly do not want to drive down or live in a lane painted with double yellow lines.</p> <p>Secondly, by painting yellow lines in the lane will exclude residents or their visitors from parking outside their homes. They will not be able to receive deliveries; they will not be able to unload large items from their cars. Will we be expected to carry deliveries from the end of the double yellow lines?</p> <p>I have heard all the fuss about the school, but the chaos of parents dropping off their children lasts for a few minutes every day. Your plans affect me 24:7. I would rather put up with the occasional blocked drive or car reversing into the drive than look at hideous yellow lines. This is a village not</p>	<p>In relation to your specific concerns, the aesthetic impact of road markings is of course a subjective matter. In respect to the physical impact of the proposals however, the double yellow lines are only proposed in those locations where the Highway Code states that parking should not take place (around bends and junctions and those locations where to do so would cause a danger or obstruction). Furthermore there are a number of exemptions to double yellow line restrictions which include active loading and unloading. As such deliveries to households in the vicinity of double yellow lines will be unaffected.</p> <p>The proposals omit restrictions on a section of carriageway between your home and the junction with St Cosmus Close because it is neither in the immediate vicinity of the bend or the junction. If problems were found to emerge however following introduction of the scheme these would of course be investigated.</p>

	<p>suburbia.</p> <p>If you think yellow lines will prevent cars blocking Church Lane I am sure you are wrong. All that will happen is parents will drive to Church Lane, pull over and drop their children off then drive away. No they won't park but they will still be in the lane causing congestion. Also the proposed gap in front of my house will cause bottlenecks. Do you intend for this to be policed? If so will residents be expected to foot the bill from their Council Tax for this! Just prevent school runners from entering Church Lane; it's a 'dead end lane'.</p> <p>Residents of Kiln Close object to the school and have parking issues but I can't see if they have yellow lines? I would suggest that these proposals have not been fully thought through.</p>	<p>The restrictions will be patrolled by our Civil Enforcement Officers which form part of a self funding team. They work on an intelligence led basis – increasing or decreasing the frequency of their patrols to a given area in response to the level of parking contraventions reported / experienced.</p> <p>In relation to your query over the introduction of restrictions in Kiln Close, there are no restrictions proposed as part of this scheme. Although it is understood that there is some school generated parking at the beginning and end of the school day this was not identified as a significant issue. Once again however, if this does emerge as a problem at a later date it will of course be investigated.</p>
Am18/CPS/06	<p>I would like to let my objection to yellow lines being painted around the area of Challock Primary School be known.</p> <p>As a parent of children who attend the school I would like to draw your attention to the fact that there is not sufficient parking as it is around the school. If you paint yellow lines outside this will lead to more problems than we currently face trying to get our children to school. The school staff constantly tell us parents to park at the village hall and walk around to the school, however, although this would be perfect in an ideal world, there are just not enough parking spaces at the village hall to accommodate us which has been proven on</p>	<p>In respect to your concerns regarding the capacity of the current off-street parking facilities available to parents, your comments will of course be passed on to the school for their consideration / response.</p>

	<p>a number of occasions. The school has also just increased their intake by 10 children, therefore increasing the traffic in the area at drop off and pick up times.</p> <p>I know there needs to be a solution to this problem but painting yellow lines just isn't the answer.</p> <p>Maybe a staggered drop off/collection system? I have offered to fund raise for a local field to be turned into a car park, however, I do believe that if the intake of the school is increasing then it is Kent County Council's job to find a safe way to get the children to school.</p>	
Am18/CPS/07	<p>Thank you for your letter of 1 September outlining the proposed introduction of a scheme of safety restrictions in the vicinity of Challock County Primary School. As the owner of Church House, which sits on the inside of the tight corner in Church Lane, I welcome the scheme which I'm sure will improve both pedestrian and motorist safety.</p> <p>Having studied the proposal in detail, I have one comment on the extent of the double yellow lines on the north-western, then south-western side of Church Lane as specified in paragraph 4(a)(2)(c). The proposal as currently written has the double yellow lines extending in a north-easterly and then north-westerly direction to a point 21.0 metres north-west of a point in line with and opposite the north-eastern building line of the property known as Oakwood. As you are no doubt aware, all these proposals have been marked out on the road</p>	<p>In relation to your specific concern over protection of your driveway, as I'm sure you can appreciate the proposals have been drawn up with a view to providing the minimum lengths of restriction required to protect the bends and junctions. The introduction of parking restrictions is of course often a contentious issue with some residents concerned over both the loss of parking and the aesthetic impact of the road markings. As such it is important to try to find a compromise which provides the necessary protection while keeping the restrictions to a minimum. It is anticipated that any parking taking place in the vicinity of your property following the introduction of restrictions will be on the outside of the bend rather than the inside adjacent to your driveway.</p> <p>In addition the statutory process for the introduction of parking restrictions does not allow for any alterations to be made to</p>

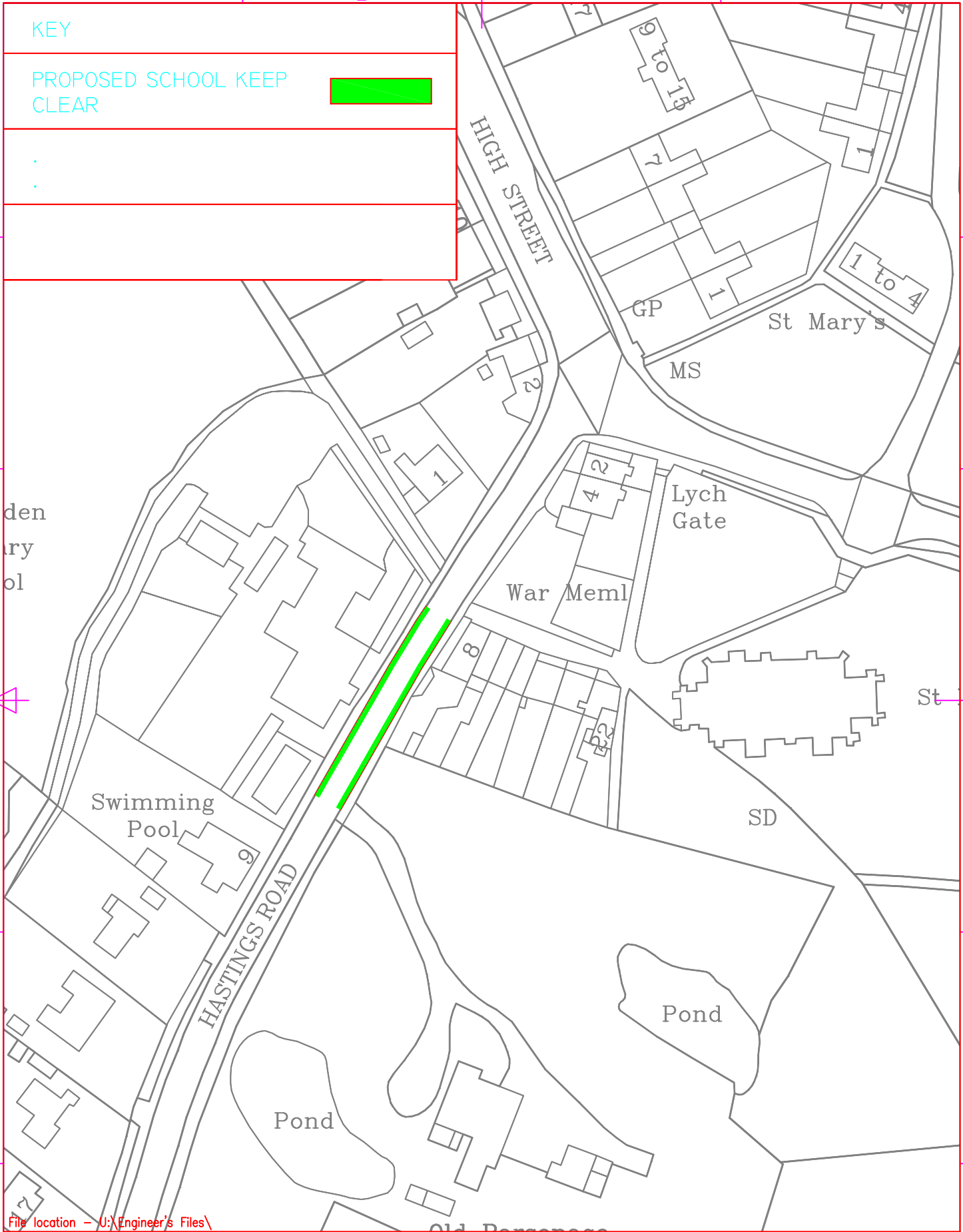
	<p>in white paint and I have been able to see where it is proposed that this particular set of double yellow lines ends. Unfortunately, this leaves an extremely unsatisfactory gap between this end point and the start of the drive for Church House, which will tempt drivers to try and park there. If they do, they will partially block the entrance to our drive which will make exiting both difficult and dangerous. Therefore, I should like to request that the double yellow lines are extended a further 2.5 metres (or 23.5 metres north-west ...) so that they reach the south-eastern edge of my drive. I enclose a couple of photographs to demonstrate the effect of a car parking where it is proposed that the double yellow lines currently end.</p>	<p>the proposals between consultation and implementation that would make those restrictions 'more onerous' – such as the extension of proposed 'no waiting' restrictions. This means that in order to add the additional suggested 2.5 metre length of 'no waiting at any time' restriction it would be necessary to begin the full statutory process again from scratch.</p>
<p>Am18/CPS/08</p>	<p>Thank you for your letter concerning the proposed introduction of double yellow lines in Challock. Whilst I accept there is a need for these to be introduced I am very concerned about the inevitable, destructive, effect on the area immediately outside the Methodist Chapel where parents already park their cars. I feel it is inevitable that even more cars will park outside the Chapel to the detriment of the Lees track and the adjacent grass. Upkeep of the track is more or less the responsibility of the residents . I believe that the carpark of the village hall is underutilised.</p>	<p>In respect of the specific points raised in your representation, these have been passed on to the school for their consideration / response.</p>
<p>Am18/CPS/09</p>	<p>Further to your letter dated 1st September 2011, I am of the opinion that this is an excellent proposal, I also feel that o</p>	<p>Thank you very much for your comment on the proposal. There seems to be a portion of your email missing however - if you would like to add anything more to the below please do</p>

		<p>forward it to me and I shall add it to the comments placed before the Joint Transportation Board at their meeting of 11th October 2011.</p> <p>In addition if you would like to attend the meeting please do let me know and I will be happy to provide you with full details. It is a public meeting so anyone is welcome to attend, however if you wish to address the Board this will need to be arranged in advance with our Member Services Team - again just let me know and I can forward the request to them.</p>
Am18/CPS/10	<p><u>The School's Response</u></p> <ul style="list-style-type: none"> • The Governing Body feel that the revised plan, Amendment 18 Plan 3, is excessive and will create parking problems elsewhere in the village. • The school would like the committee to consider revisiting the initial plan in re-painting and slightly extending the zig-zag safety lines outside the school gates and adding the double yellow lines <u>only</u> on the dangerous bend within Church Lane. The Governing Body feel that this is the only area that should have a 'no waiting at any time restriction', because of the danger it poses to our children and local community. <p><u>In response to the issues raised by the community</u></p> <ul style="list-style-type: none"> • The village hall car park is a valuable resource, one of 	

which many schools do not have. The car park is infrequently full, as parents do not make sufficient use of it.

- There are 46 car parking spaces at the village hall, Church Lane currently only has the capacity for about 10 cars at any one time.
- The Farmers Market only takes place on two afternoons per month, and again, it is rarely full during this time. The parish council will ask members of the Farmers Market if they would park in the area at the rear of the village hall on these afternoons from now on.
- Gritting of the village hall car park is indeed a problem, but likewise, so is the gritting of Church Lane, which also isn't gritted. We have contacted highways on a number of occasions and a parent has contacted a local politician to ensure our school run area are added as high priority for gritting during the winter months. Highways and KCC must take this into account.
- It is not possible to have car parking on the Challock Lees, as it is common ground.
- A staggered pick up and drop off would not be practical, as we have parents with more than one child in different Key Stages.
- We have two very successful walking buses, which start from the village hall and the other side of Challock Lees, of which parents are encouraged to join.
- We are investigating the possibility of a local coach company starting a 'school bus' from areas such as

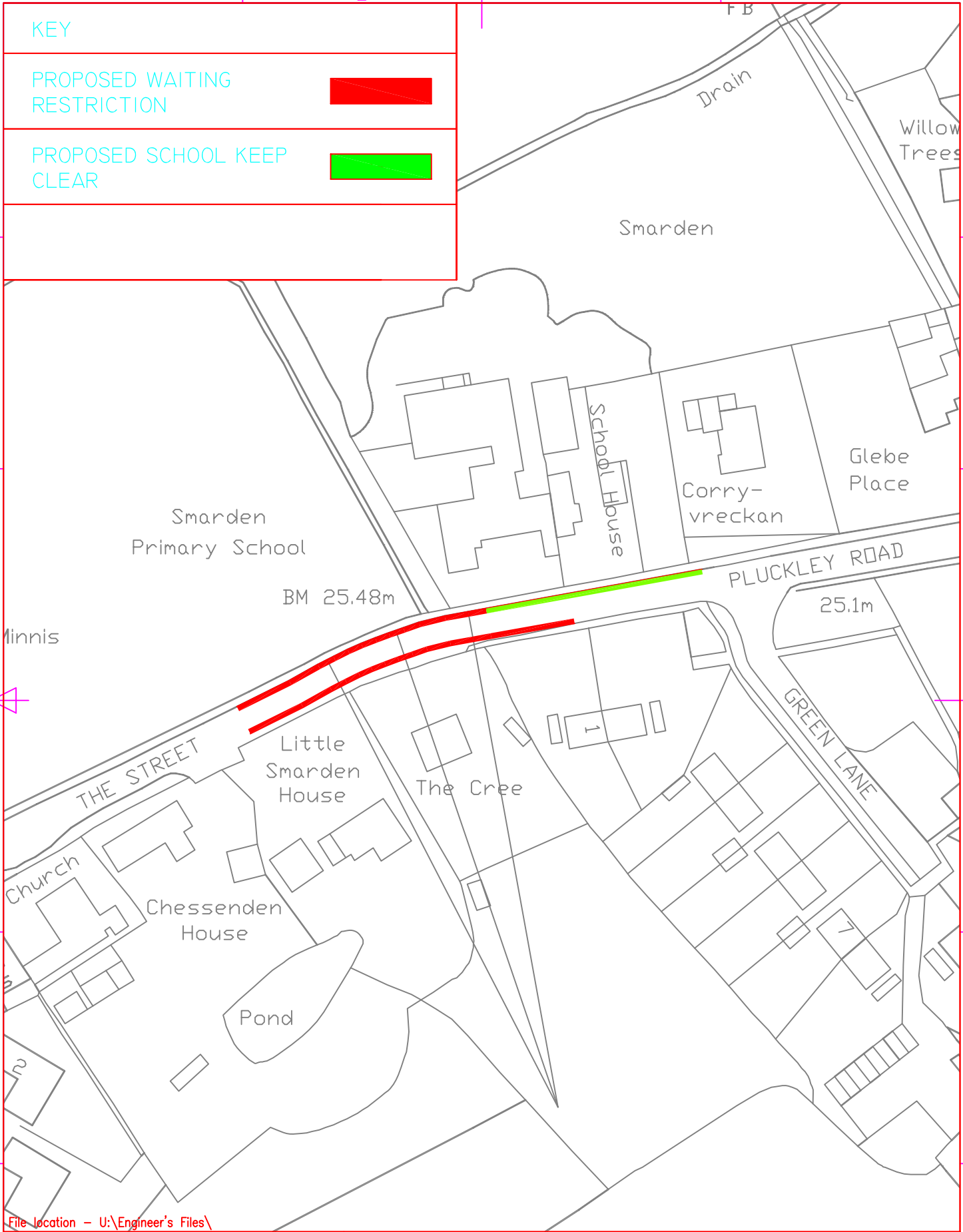
	<p>Molash or Kennington, depending on the level of need.</p> <ul style="list-style-type: none">• We are working hard with our children on our School Travel Plan- this is a whole school initiative, one of the major priorities highlighted on our School Plan....we are a community and we must work together on positive solutions to resolve this issue.• The school extension is almost complete. We are running 7 classes, but we have not expanded our roll, as this is still under consultation. Our school roll is 150, with 106 families.	
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PROJECT AMENDMENT 18				
DRAWING TITLE PROPOSED SCHOOL KEEP CLEAR, ROLVENDEN				
DRAWN RJW	AUTOCAD FILE FILE No.	DATE 26/08/11	SCALE 1/1000	DRG.No. 18/4
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ASHFORD BOROUGH COUNCIL ENVIRONMENTAL SERVICES Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL tel : 01233 331111 fax : 01233 645654	PROJECT AMENDMENT 18				
	DRAWING TITLE PROPOSED WAITING RESTRICTIONS AND SCHOOL KEEP CLEAR, SMARDEN				
	DRAWN RJW	AUTOCAD FILE FILE No.	DATE 26/087/11	SCALE 1/1000	DRG.No. 18/05


Appendix 5(ii) Amendment 18 – Smarden Primary School Highway Safety Scheme: Table of Responses

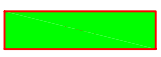
Ref.	Representation	Response
Am18/SPS/01	<p>Referring to your letter and drawing 1st Sept 2011. The two double yellow lines are years overdue. The line shown green on your map should also indicate double yellows. Yellow 'zig zags' and a white line are invitations to park! The extension of a double yellow line will reduce the danger of egress and ingress of Green Lane. I look forward to your heeding my suggestion.</p>	<p>In respect to your suggestion to substitute the proposed 'school keep clear' zig zags with double yellow lines, this will of course put before the Board for consideration. However I would just like to take the opportunity to explain the reasoning behind the current proposals.</p> <p>Although the current 'school keep clear' zig zag markings are advisory only, the proposed markings will be formalised so they may be enforced by Civil Enforcement Officers (CEOs) between the hours of 8am – 5pm, Monday – Friday. The section of carriageway on which the restriction is located is well away from the apex of the bend so parking in this location does not unduly affect the sight lines of approaching vehicles. However the 'school keep clear' marking will ensure that the location is kept free of vehicles at those times when parents and children are crossing the road on the way to and from school. Furthermore, while the 'school keep clear' restriction is not in operation 24/7, it is more onerous than a double yellow line. While motorists may wait on a double yellow line while actively loading or unloading and blue badge holders are exempt from the restriction for up to 3 hours, this is not the case with 'school keep clear' restrictions. This makes the 'school keep clear' restrictions considerably easier to enforce at the beginning and end of the school day –</p>

		<p>Parents / guardians might be tempted to park on double yellow lines when 'nipping in' to pick up or drop off their children because the CEO is required to carry out a period of observation to ensure that the motorist does not meet with one of the exemption criteria. In the case of 'school keep clear' markings however the lack of equivalent exemptions negates the need for the CEO to carry out a period of observation and discourages parents from 'trying their luck' by briefly parking on the restriction at a time when to do so represents a significant hazard to pedestrians.</p>
Am18/SPS/02	<p>After our long discussions between us you'll be pleased to know that at last night's PC meeting we decided to go along with your proposals (& I know they are already published for consultation.) We hope they will be approved & lead to improvements in Smarden traffic parking congestion.</p>	

1 | 2 | 3 | 4

KEY

PROPOSED WAITING RESTRICTION 

PROPOSED SCHOOL KEEP CLEAR 

A

A

B

B

C

C

D

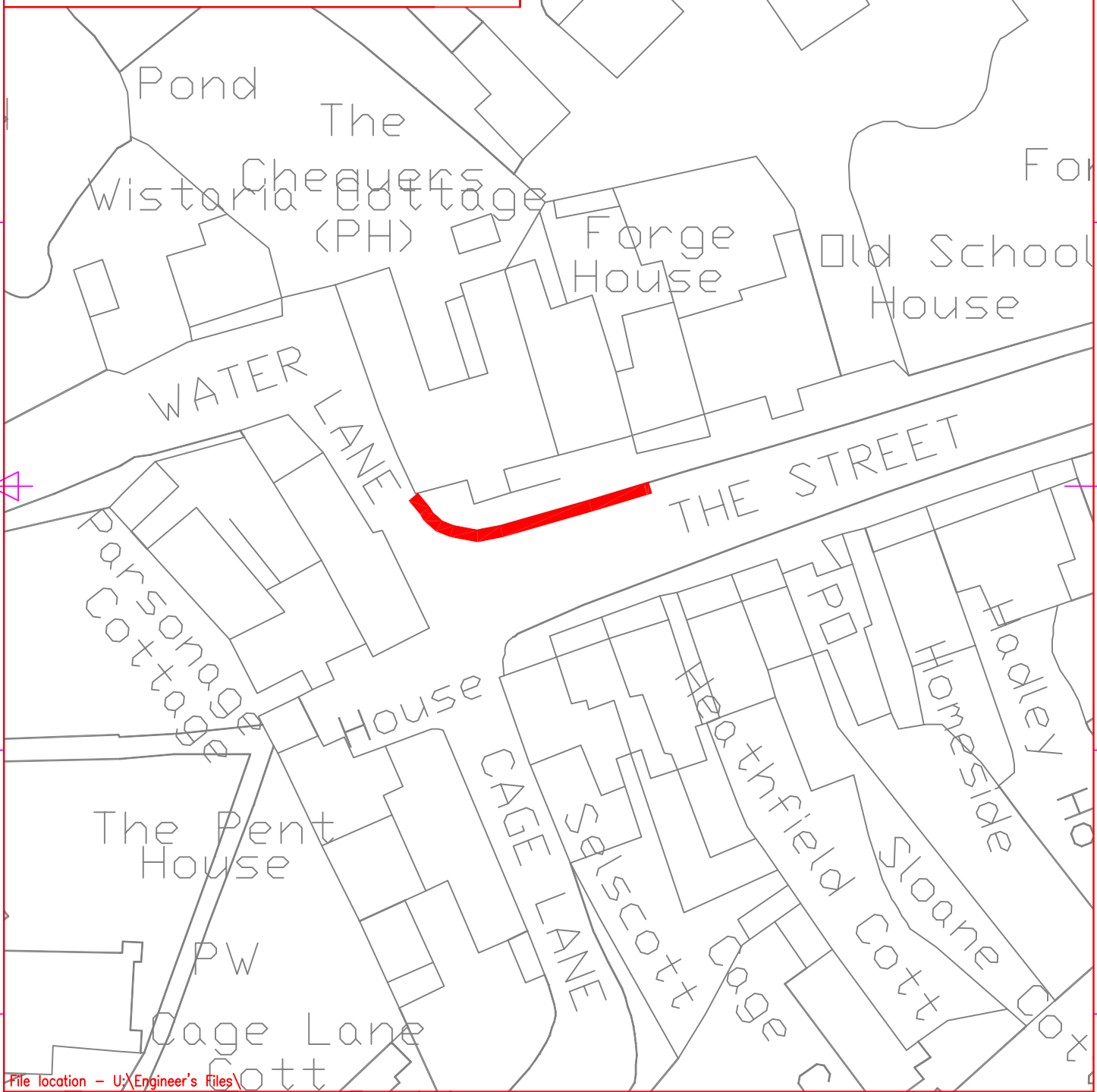
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ASHFORD BOROUGH COUNCIL

ENVIRONMENTAL SERVICES

Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel : 01233 331111 fax : 01233 645654

PROJECT AMENDMENT 18

DRAWING TITLE PROPOSED WAITING RESTRICTIONS, SMARDEN

DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	26/087/11	1/500	18/06	-

1 | 2 | 3 | 4

Agenda Item No: 4
Report To: Joint Transportation Board
Date: Tuesday 11th October 2011
Report Title: Amendment 19 - Proposed Highway Safety Scheme in Henwood Industrial Estate
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: A safety scheme is proposed in the Henwood Industrial Estate in order to address the current safety and obstruction issues resulting from inconsiderate parking. This report contains details of the proposals along the results of the formal consultation held on the scheme and requests that Members approve the implementation of the scheme in full.

Key Decision: YES

Affected Wards: Stour

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

- 1. The Amendment 19 traffic order be made;**
- 2. All required road markings be implemented.**

Financial Implications: This scheme is being funded by Kent County Council Highways & Transportation

Background Papers: JTB report 'Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate' dated 15th June 2010

Contacts: ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

Report Title: Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate

Purpose of the Report

1. This report sets out the details of the safety scheme as approved at the Board's meeting of 15th June 2010 along with the results of the recent statutory consultation on the proposals.

Issue to be Decided

2. As set out in the recommendations of this report, the Board is asked to approve introduction of a safety scheme in order to address the parking problems on the Henwood Industrial Estate through the installation of prohibition of waiting restrictions in those locations where parking would cause a danger or obstruction.

Background

3. In spring 2010 a sharp increase in the level of on-street parking on the Henwood Industrial Estate triggered a spate of complaints from businesses regarding dangerous and obstructive parking. The majority of these complaints concerned the ability of large articulated vehicles to access the business premises. One company stated that the problem was so severe that a number of their hauliers had refused to carry out any further deliveries / collections to the premises until the issue had been resolved. There was also reference made in a number of complaints to vehicle damage sustained as a result of drivers attempting to negotiate inconsiderately parked vehicles.
4. Following an investigation by Officers a paper was tabled at a meeting of the Board on 15th June 2010. In view of the seriousness of the issue the Board approved the introduction of a safety scheme initially under a temporary traffic order thereby avoiding the delay associated with the statutory process required prior to the introduction of a permanent traffic order.
5. Although the formulation and introduction of the scheme was to be carried out by Ashford Borough Council, Kent Highway Services agreed to fund the work because it was a safety rather than parking management scheme. Unfortunately however, difficulties in sourcing the funding resulted in delays in the progression of the scheme. As a result when funding did finally become available Officers took the decision to progress immediately with a permanent traffic order rather than implementing a temporary order as an interim measure.

Consultation

6. A formal public consultation was carried out between 1st and 23rd September 2011. A notice was placed in the Kentish Express and copies were placed on site. Letters were sent to all statutory consultees and a set of relevant documents including the traffic order, notice, and statement of reasons was placed on deposit at both Ashford Gateway Plus and Sessions House. In addition all businesses on the lengths of road concerned were sent a letter and plan explaining the proposals and the consultation process.
7. A total of 11 representations were received of which one was a letter of support from a local business owner. The remaining 10 submissions consisted; a representation from the Ward Member (Cllr Galpin), 8 representations from individuals employed on Henwood Industrial Estate (of which 6 were from a single business) and a representation from Kent Community Health NHS Trust whom have offices on the estate.
8. In relation to the 6 representations received from employees of a single business, these all centred around concerns over where staff would be able to park should the proposals be introduced. One of the objectors has however since informed Officers that the company has subsequently made arrangements for the provision of an off-street parking facility for the use of employees.

Availability of Parking

9. The concerns raised in the various representations were primarily focused on the loss of parking. Six of the representations received stated that there were insufficient affordable parking facilities available on the Henwood Industrial Estate.
10. Unfortunately the configuration of the estate, combined with the high volume of large commercial vehicles means that much of the kerb side space is unsuitable for parking. It must be borne in mind that there is no innate right to park on the highway, the primary function of which is to facilitate the flow of traffic. While parking on the highway is technically an obstruction, in view of the acknowledged value of on-street parking it is accepted practice to permit parking in those locations where it does not present a significant danger or obstruction.
11. In respect of the off-street parking facilities available to the businesses on the estate, all units have some off-street parking provision. In addition to this there is a 61 space Ashford Borough Council operated pay & display car park. It is the responsibility of the businesses concerned however to ensure that their premises are suitable for their needs.
12. The introduction of the proposals would in no way mean the loss of all on-street parking - there would remain 50 on-street parking spaces. Many of these spaces are currently habitually empty and could therefore accommodate vehicles displaced by the restrictions. At present there are a number of parking 'hot spots' presumably as a result of drivers attempting to park as close to their destination as possible. This has resulted in inconsiderate and even dangerous parking as, once the suitable spaces are

filled up drivers choose to park in less suitable locations rather than find safe parking at a greater distance from their destination. It is anticipated that by introducing waiting restrictions in those locations unsuitable for parking it will encourage drivers to spread out more evenly across the estate. In addition, experience has shown that where parking becomes less convenient some drivers are encouraged to switch to other modes of transport such as walking, cycling, or public transport thereby reducing the overall demand.

Extent of Proposed Restrictions

13. Five of the representations received requested that the proposed restrictions be reduced to extend along one side of the carriageway and around the junctions and bends only. Unfortunately such a set of restrictions would fail to adequately facilitate the movement of large commercial vehicles in and out of accesses (one of the main issues raised in the original complaints which initiated the scheme).
14. A further representation suggested that restrictions should only be placed in those locations where the most severe parking problems are currently located. Such a proposal would simply move the vehicles to the next unrestricted location which may not itself be suitable for parking. Not only would it fail to prevent unsafe parking but may also be interpreted as effectively condoning parking in those unrestricted yet unsafe locations.
15. In addition to the relatively generalised requests to reduce the extent of the restrictions one representation made enquiries on 2 specific potential amendments.
16. The first of these concerned the main arm of Henwood along which 'no waiting at any time' restrictions are already existent. It was suggested that a section of the restriction on the south-eastern side of the carriageway, opposite Kenhire could be removed in order to maximise parking. There are currently 'no waiting at any time' restrictions along both sides of the carriageway along this section of road. It would be possible to remove a maximum of 22 metres of this restriction along the south-eastern side without impinging on the required standard junction protection or interfering with the ability of large commercial vehicles to access the Kenhire site, but to do so would have safety implications. Because there is a relatively steep gradient on this section of road and vehicles generally traverse it at some speed, there would be a danger of motorists approaching from the south-eastern arm failing to move into the off side lane in time to avoid the parked vehicles. As such it is the view of Officers that the additional 4 car parking spaces gained by such an amendment are insufficient to justify the safety risks imposed.
17. The second suggested amendment relates to the north-western arm, and relocating the proposed length of unrestricted kerb space on the north-eastern side of the carriageway to the south-western side to allow a clear line of sight along the north-eastern side for the whole length of the arm. Unfortunately such a proposal would require further loss of on-street parking as a result of the differing configurations of the accesses on either side of the carriageway. While on the south-western side the south-eastern access of Heron Business Park is 'entry only' and requires minimum protection opposite to prevent large commercial vehicles delivering to / picking up from the Park becoming

obstructed, the Kent Link access on the north-eastern side of the carriageway is two way and as such requires more extensive protection opposite.

Affordability of Henwood Car Park

18. Six representations stated they believed that parking charges should be reduced or discounts / permits made available to Henwood employees to make this a more affordable option for employees driving to work. The car park charges are currently set at £1.00 per hour (payable in 5p increments) or £4.00 for all day (4 hours+) making it joint lowest, along with the nearby Flour Mills Car Park at East Hill, of all the Council operated pay & display car parks in the Borough. The Board also approved at their meeting of 14th September 2010 alterations to the "Off-Street Parking Places Order 2007" as amended to enable the sale of season tickets in the Henwood Car Park. The season tickets were agreed to be priced in line with those available in the Flour Mills Car Park offering various discounts on the standard daily charge relative to the season ticket duration i.e. 1 month at 10% discount, 3 months at 15% discount, 6 months at 20% discount and 1 year at 25% discount.
19. There are a number of factors which must be considered when determining charging levels. It is important to ensure that a balance is maintained between car parking charges and public transport costs. Due to the greater convenience of driving over other forms of travel it is necessary to offer a financial incentive in order to encourage alternative forms of travel. A Stagecoach Megarider annual season ticket currently costs £430.00, the equivalent car park season ticket is £675.00. The presence of significant car park charges not only makes public transport more attractive but also helps encourage car sharing, walking and cycling. Of course excessively high charges are a disbenefit to all parties but if car park charges were dropped to too low a level they may conversely draw those using alternative modes of transport to bring their car to work as well as encouraging town centre commuters to transfer from other car parks.

Displacement of Vehicles into Residential Roads

20. A further concern which was raised in 3 of the representations submitted is that the introduction of the restrictions will displace vehicles into the nearby residential roads. It is anticipated that the majority of motorists displaced will simply park elsewhere on-street within the estate, find alternative on-site parking (as mentioned previously, the company at which a number of the objectors are employed has already managed to make such arrangements for its staff), use the Henwood Car Park or seek alternative means of transport. Parking in nearby residential streets will however be monitored following introduction of the restrictions.

Other Issues Raised

21. A number of other issues were raised in the representations by single individuals only. These included a complaint that the recent ban on vehicles over 3.5 tonnes in the Henwood Car Park has led to an increase in HGV parking on-street around the estate and a related complaint that the Council's Civil Enforcement Officers are doing nothing to enforce against foreign lorries parking in unsuitable locations on-street.

22. The introduction of a ban on vehicles exceeding 3.5 tonnes, as approved by the Board at the meeting of 14th September 2010, was prompted by concerns over the damage caused to the boundary fence and wall by large vehicles manoeuvring in the car park. The fence is owned and maintained by Kent Fire & Rescue Service who placed a request for the ban following their need to carry out £5000 of repair work to address damage sustained.
23. In relation to the current lack of enforcement on the Henwood Industrial Estate this is due to the lack of restrictions currently in place. The Civil Enforcement Officers may only enforce against vehicles contravening restrictions indicated by the use of road markings and/or signage and backed by a traffic order. The introduction of the proposals will however prevent large commercial vehicles from parking inappropriately as well as cars. In respect to foreign registered vehicles although there are issues regarding the pursuit of unpaid penalty charge notices (many European countries currently refuse to provide access to owner details for civil debts), penalty charge notices are issued where applicable and if unpaid are passed to a bailiff company for pursuit.

Conclusion

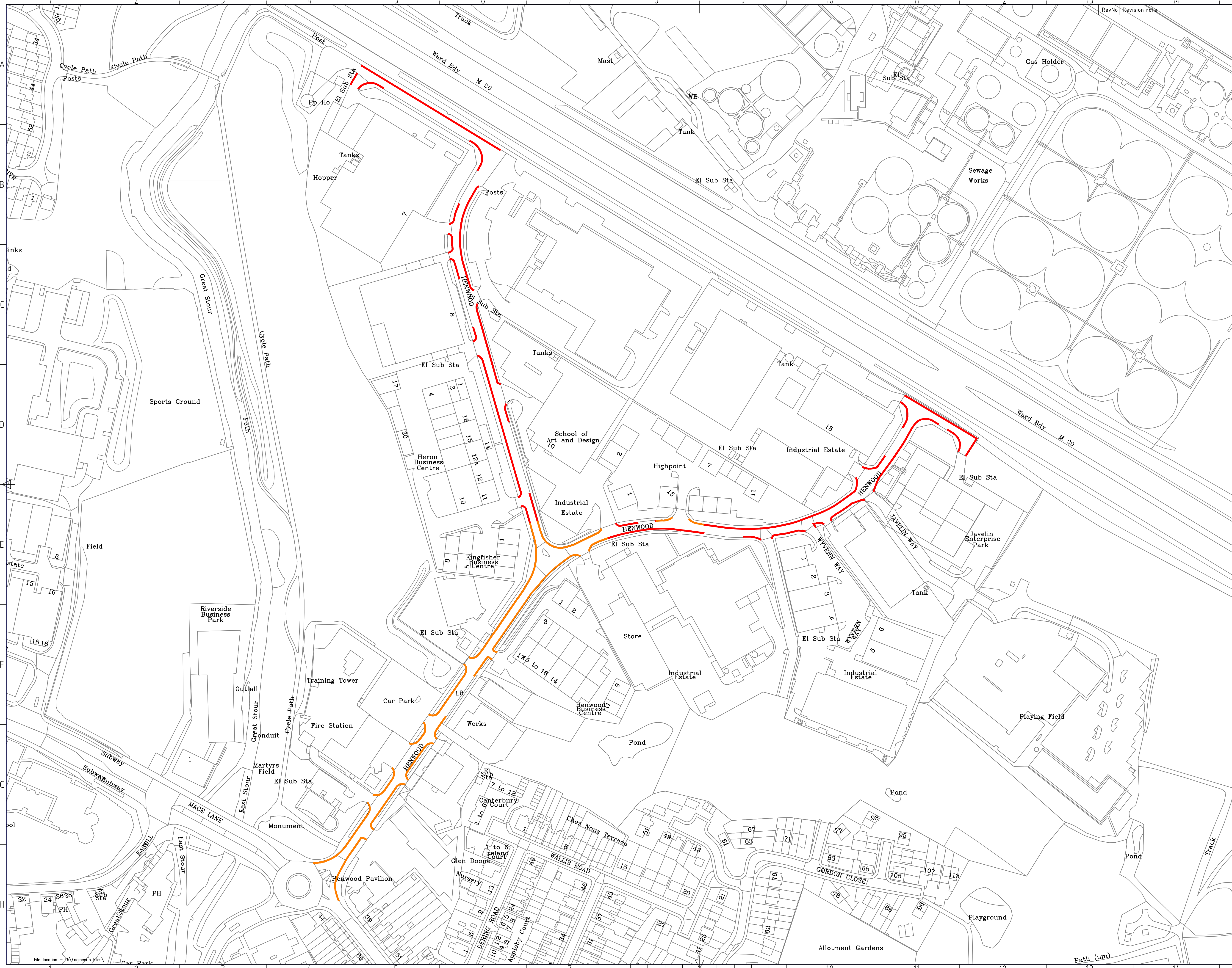
24. It is recognised that the proposals are liable to create an inconvenience to those employees currently parking on-street within the Henwood Industrial Estate. The large number of incidents both of obstruction and collisions between moving and parked vehicles however, make the implementation of a safety scheme of paramount importance. Not only are the safety risks unacceptable, but the regular obstruction issues experienced are detrimental to the economic viability of certain businesses on the estate.

Portfolio Holder's Views

25. The Portfolio Holders comments are not available at the time of writing but will be provided verbally at the meeting.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk



RevNo	Revision note	Date	Signature	Checked

NOTES
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME	—
EXISTING NO WAITING AT ANY TIME	—

ASHFORD BOROUGH COUNCIL
 HEAD OF ENVIRONMENTAL SERVICES
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PROJECT AMENDMENT 19 HIGHWAY SAFETY SCHEME, HENWOOD	
DWG TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/1250	PAPER SIZE A1
DRAWN RJW	AUTOCAD FILE DATE AUG 2011
DWG No. HENWOOD I	REV. -

Appendix 1(ii): Amendment 19 – Henwood Safety Scheme Table of Responses

Ref.	Representation	Response
Am/19/01	<p>Thank you for the invitation to comment of the proposed changes to the parking arrangements for Henwood Industrial Estate. My two concerns are as follows:</p> <ol style="list-style-type: none"> 1. That the flow of traffic is sufficiently unimpeded to allow businesses to flourish and grow in the area. This plan should allow that necessary flow. 2. That the vehicles displaced by the parking restrictions have an place to go that does not increase the strain placed on local residential roads by people "all day parking". <p>The roads around this area with limited restrictions are already providing free parking for those using the station or working in the town, which causes considerable inconvenience to residents.</p> <p>I note that the car park in Henwood is barely used and that use is somewhat discouraged by a £4/day charge. I understand that this can be reduced somewhat (20%) by buying a season ticket.</p> <p>I believe that if many employees of businesses in Henwood have to pay that much they will still seek to park</p>	<p>In respect of car parking charges, this is obviously quite a complicated issue. Not only has the cost of operation and income to be considered but also the cost to customers relative to other modes of transport. Should the car park be made 'too' attractive this is liable to undermine alternative green options such as walking, cycling and public transport. These issues will of course all need to be considered by Members before a decision is reached on potential changes.</p>

	<p>in residential roads. I therefore strongly suggest that this car park be made available for all day use at a very reduced cost - intuitively I favour a free car park but accept that this may attract early morning commuters, inconveniencing local workers. The cost of parking in the Henwood car park should be reviewed and considered.</p>	
Am19/02	<p>I am writing to object in part to your proposal for double yellow lines on the Henwood Estate. Having working on the Henwood estate for over 5 years I have seen a large increase in the amount of cars on the estate and I understand the reason to address the parking situation as when some cars park on both side of the roads up on the pavement it makes it is very awkward & inconsiderate to the lorry drivers.</p> <p>I would like to object to double yellow lines on both sides of the roads on Henwood and feel it is only necessary to have double yellow lines on one side of the road or just on bends etc.</p>	<p>In respect to your specific comments on the location and extent of the proposed restrictions, these are simply intended to highlight those locations where the Highway Code states that parking should not take place. In order to protect the sightlines and swept paths of large vehicles accessing the estate's businesses it is necessary to provide double yellow lines around the junctions and bends, along one side of the carriageway (because the road is of insufficient width to safely accommodate parking on both sides) and also around those points where the vehicles turn on and off the carriageway. Unfortunately because of the configuration of the estate much of the road space is effectively unsuitable for parking.</p>
Am19/03	<p>I read with interest your proposal for the parking restrictions at Henwood Ashford.</p> <p>I am greatly concerned that by putting in double yellow lines around the roads you will put further pressure on local residents on already crowded roads.</p>	<p>In respect to the specific concerns / questions raised in your email, I have attempted for clarity to answer these in order below;</p> <ol style="list-style-type: none"> 1. The companies concerned are responsible for ensuring that their premises meet with their needs. Unfortunately many of the locations in which on-street parking is currently taking place is simply unsafe and / or liable to cause an obstruction. There is no right to park on the

The industrial units do not have adequate parking facilities for the number of people who work here.

The pay and display car park does not have enough spaces to accommodate the number of vehicles that will require parking.

The cost of daily parking will be too expensive for the working people already on low wages and the students attending the college.

Your parking wardens do nothing to stop foreign lorries parking overnight on the site who already cause hazards on the roads around the units.

Whose safety is this scheme intended to protect ?

Will you provide parking permits for the workforce from the units to use the pay and display car park ?

I look forward to your comments

highway - the primary function of the highway network is to facilitate the movement of traffic. Technically speaking any parking on-street is an obstruction, however in recognition of the value of on-street parking the Highway Authority permits parking to take place in those locations where it does not represent a significant obstruction or danger (as outlined in the Highway Code).

2. There is a significant proportion of the 61 space capacity at the Henwood Car Park currently available and similarly available capacity remains at the nearby Flour Mills Car Park (East Hill). Our survey work indicates that there is sufficient available capacity in the Henwood Car Park alone to accommodate those vehicles displaced by the scheme. Added to this previous experience has shown that following the introduction of such a scheme some of the displaced vehicles disappear as drivers decide to employ alternative means of travel (car sharing, walking, cycling or public transport).

3. The Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. It is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.

4. If the lorries are parking in such a way as to cause a dangerous

		<p>obstruction this is a criminal offence against which the Police can take action. However without the presence of parking restrictions there is no civil contravention which our Civil Enforcement Officers can enforce against.</p> <p>5. The scheme is intended to protect the safety of both motorists and pedestrians and to help ensure the free movement of vehicles.</p> <p>6. As mentioned previously, season tickets are available for the Henwood Car Park however permits will not be provided. There is of course an option for employers to purchase season tickets on behalf of their employees.</p>
Am19/04	<p>I am writing with regards to the proposed double yellow lines in Henwood Industrial Estate.</p> <p>I understand that there is a lot of traffic in this area, however, these roads are used by people working in the many office's in the estate and is not just 'casual traffic' from people taking advantage of the free parking to go to town etc.</p> <p>With limited office car parks available, the only option is for these employees to park on those roads or in the council funded car park next to the fire station, which is extremely expensive if used 8 hours a day, 5 days a week.</p> <p>If the reason to propose yellow lines comes from concerns</p>	<p>In respect to your specific concerns, while it is understood that many of the vehicles currently parked on-street on the estate belong to staff and customers of the businesses located there, the locations on which restrictions proposed are simply not suitable for parking.</p> <p>As you will be aware, the Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. It is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.</p>

	<p>such as protecting the corners, would it not be a reasonable idea to suggest putting double yellow lines on them (not that anyone should have to be told that it is ridiculous to park on such a place,) and on one side of the road only? This would then allow people to park on a first come first serve basis on one side of the road and leave enough room for traffic to overtake etc safely.</p> <p>Failing that, could the council not consider either reducing the car park rate or provide permits to employees (that we could pay for) to allow us to park in this car park without being ripped off.</p> <p>Thank you very much for your reply. I understand the proposal and appreciate you explaining the ideas. Luckily we have found alternative parking spaces so this will no longer affect a majority of us working here.</p>	<p>In relation to the extent of the proposed restrictions, they are simply intended to highlight those locations where the Highway Code states that parking should not take place. In order to protect the sightlines and swept paths of large vehicles accessing the estate's businesses it is necessary to provide double yellow lines around the junctions and bends, along one side of the carriageway (because the road is of insufficient width to safely accommodate parking on both sides) and also around those points where the vehicles turn on and off the carriageway. Unfortunately because of the configuration of the estate much of the road space is effectively unsuitable for parking.</p>
Am19/05	<p>I write to you today in regards to my concerns about the proposed parking restrictions for Henwood Industrial estate.</p> <p>The estate as you may well be aware is far too inadequate for the amount of cars that require parking at present and now you feel it necessary to make the option of parking practically impossible. I appreciate that restrictions for safety purposes may necessary but surely</p>	<p>In relation to your specific comments, unfortunately as a result of the configuration of the estate there is little safe on-street parking available. The locations in which 'no waiting' restrictions have been proposed are those where parking would cause a danger and / or obstruction. If restrictions were only installed in those (unsuitable) locations currently most heavily parked, the vehicles would simply move to the next unrestricted location on the estate. Furthermore to install restrictions in one location and ignore another unsafe location on the same stretch of road effectively gives motorists the message that such parking is</p>

	<p>this can be modified to the troubled spots only.</p> <p>Eastwell have applied to the local council in the past for permits for group discount parking in the car park along the estate. This was time and time again denied and personally I cannot see that this car park ever earned the council any money as it was always empty. It could have been adequately used by employees of the estate and thus this scenario may have been avoided.</p> <p>The council are now in the mindset that they will now cause employees who travel to work to earn a day's pay a further cost for the privilege. Have they considered the impact this will have on the local residential roads? After complaints being received from the local residents about Henwood employees parking in the roads outside their houses and blocking their spaces they will then have to consider double yellow lines which will need to be monitored or permits for residents. All at an additional cost to the council and as I see it all a result of them not wanting to allow employees on the estate to have cheaper parking in a disused empty piece of land??</p> <p>As a local council tax payer I find this a waste of my council tax.</p>	<p>condoned.</p> <p>As you will be aware, the Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. It is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.</p> <p>Previous experience with similar schemes has shown that some drivers choose to turn to alternative modes of transport (car sharing, cycling, walking and public transport) once the scheme is introduced. However the emergence of any parking issues in surrounding residential roads will of course be monitored.</p> <p>Finally in respect to your concerns over the financial impact of parking enforcement, I can confirm that the enforcement team is self financing and therefore does not represent a drain on Council Tax expenditure.</p>
Am19/06	<p>I work at Henwood Unit 14 and would like to ask you to kindly consider reducing the proposed introduction of double yellow lines from both sides of the road to just</p>	<p>In respect to your specific comments on the location and extent of the proposed restrictions, these are simply intended to highlight those locations where the Highway Code states that parking should not take</p>

	<p>one side only. This would help address the safety aspect of parking on the estate, and also help to preserve some on-street parking for people who work in this area.</p> <p>Another way of helping with the parking and safety issues is to consider reducing the cost of the car parking fees in the area near the fire station – a cheaper weekly ticket for people who work on the estate perhaps? Not many people ever park in this car-park – so any revenue is extra revenue for Ashford Council. Just a suggestion, but I hope your committee might consider it, along with the other proposal.</p> <p>Many thanks for your assistance</p>	<p>place. In order to protect the sightlines and swept paths of large vehicles accessing the estate's businesses it is necessary to provide double yellow lines around the junctions and bends, along one side of the carriageway (because the road is of insufficient width to safely accommodate parking on both sides) and also around those points where the vehicles turn on and off the carriageway. Unfortunately because of the configuration of the estate much of the road space is effectively unsuitable for parking.</p> <p>In relation to your suggested reduction in the parking charges in the Henwood Car Park, this will of course be considered by Members. There are currently discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. As I'm sure you can appreciate however it is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their cars to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.</p>
Am19/07	Just to confirm my support for the above proposal.	
Am19/08	I would like to register my objection to the proposed parking restrictions on the Henwood industrial estate.	In respect to your specific comments on the location and extent of the proposed restrictions, these are simply intended to highlight those

The need for restricting parking on both sides of most of the roads on the estate is unnecessary. A restriction on one side will allow access and does not represent any danger to road users.

There is a chronic lack of available and affordable parking in the area for the hard working financially squeezed employees on the estate such as myself. This move will simply displace the problem such as it is and cause additional parking on the neighboring residential area causing those residents inconvenience.

Unfortunately this seems to be another cynical exercise in raising income by another public body in the guise of road safety as no doubt the parking charge on your car park will soon increase from the current exorbitant level and there will be an army of parking enforcement officers on patrol.

I look forward to your comments.

locations where the Highway Code states that parking should not take place. In order to protect the sightlines and swept paths of large vehicles accessing the estate's businesses it is necessary to provide double yellow lines around the junctions and bends, along one side of the carriageway (because the road is of insufficient width to safely accommodate parking on both sides) and also around those points where the vehicles turn on and off the carriageway. Unfortunately because of the configuration of the estate much of the road space is effectively unsuitable for parking.

In relation to the parking charges in Henwood Car Park, these are currently the among the lowest of all Ashford Borough Council's Car Parks. The Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. When determining parking charges it is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.

In respect to your concerns over future price increases in the Henwood Car Park I can assure you that there are no proposals to increase charges other than in line with the Council's other car parks across the Borough.

Lastly regarding the enforcement of the proposed parking restrictions,

		<p>this will be carried out on an intelligence led basis in line with similar restrictions throughout the Borough.</p>
<p>Am19/09</p>	<p>I'm just emailing you in regards to the recent correspondence you sent out regarding the parking within the Henwood industrial estate.</p> <p>I completely understand that parking on both sides of the road will cause obstructions, however would it not be possible to just put the lines on one side of the road as parking is very restricted at the moment as it is.</p> <p>Also the only bit of possible parking you have left on your plan that hasn't been taken up with double yellow lines is a very small stretch of main road outside the college. I get to Henwood at around 9 o'clock and on many occasions this small stretch of parking is taken up by lorries or vans.</p> <p>The only other option of parking is to use the council's car park, which I feel is currently far too expensive to use on a regular basis.</p>	<p>In respect to your specific comments on the location and extent of the proposed restrictions, these are intended to highlight those locations where the Highway Code states that parking should not take place. In order to protect the sightlines and swept paths of large vehicles accessing the estate's businesses it is necessary to provide double yellow lines around the junctions and bends, along one side of the carriageway (because the road is of insufficient width to safely accommodate parking on both sides) and also around those points where the vehicles turn on and off the carriageway. Unfortunately because of the configuration of the estate much of the road space is effectively unsuitable for parking.</p> <p>As you will be aware, the Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. When setting parking charges it is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.</p>

<p>Am19/10</p>	<p>further to your letter re proposed introduction of parking restrictions on Henwood I would comment as follows:-</p> <ol style="list-style-type: none"> 1) Is it not feasible to allow some parking outside Henwood Business Centre opposite Kenhire? 2) Would it be better to have parking outside the Heron business centre and move the parking restriction to the opposite side of the road as this would allow for a clear line of sight down the whole of the road past Stewart Fraser Ltd? 3) Could the car park be better utilised for “resident/employee” parking? This car park does not appear to be well utilised at current and since goods vehicles were banned from using it they now park in the road outside Kent Link, Stewart Fraser Ltd and Grove Business Park (ex Burton Reproductions)? <p>One last point, is it possible for you to alter your database as our company name is spelt wrong, it should read Stewart Fraser Ltd?</p>	<p>In relation to your specific queries, I have attempted to answer these in order below;</p> <ol style="list-style-type: none"> 1) As you will be aware, the restrictions in this location have been in situ for some years. They were originally installed in response to the speed of traffic combined with the steep gradient on the approach to the junction. 2) The restrictions on this section of the carriageway have been proposed on the south-western side in order to maximise the amount of available parking. Not only must the junctions and bends be protected and parking limited to one side of the carriageway but it is also necessary to ensure large vehicles are able to access the business units. If the parking were moved to the other side of the carriageway it would only be possible to provide a short length between the Heron Business Centre southern access and a point opposite the Kent Link access. The Heron Business Centre southern access is an entrance access only and therefore there is no need to allow for the swept path of vehicles exiting. However the Kent Link access is used for both ingress and egress necessitating some protection opposite the access. In addition, in respect to ingress, vehicles approaching Kent Link from the south-east would find themselves on the wrong side of the carriageway (having been forced into the nearside lane) if parking were to be allowed on the north-western side. 3) As you may be aware, the Henwood Car Park currently has an all day charge of £4. However there are discounted season tickets available in 1 month (10% discount), 3 month (15% discount), 6 month (20% discount) and 1 year (25% discount) durations. When considering
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		<p>parking charges it is necessary to ensure a balance is maintained between car parking and public transport costs. If parking charges were removed / significantly reduced they would be liable to tempt some of those currently using alternative modes of transport to instead bring their car to work. This would of course increase demand (potentially outcompeting those for whom alternative means of transport are not a viable option) and would also have a negative effect on the local public transport network.</p>
<p>Am19/11</p>	<p>Kent Community Health NHS Trust wishes to state its formal objection to Ashford Borough Council's intention to implement Traffic Order Amendment 19.</p> <p>The Trust occupies Units 1, 3 and 7 at Highpoint Business Village on the Henwood Industrial Estate. We have 165 members of staff from our Community Nursing, Lymphoedema, Respiratory, Diabetics, Community Matrons, Cardiac, ICATs Health Visiting, School Nursing and Short Break Respite Care Services based here providing fully integrated care to the needs of the local population.</p> <p>The Trust is dedicated to providing health services in the community to reduce the necessity for members of the public to rely on primary care services. In order to achieve this, the Trust's clinical staff need to operate on an locality based model and need flexibility as to when and how they will be working.</p>	<p>Thank you for your representation. While I sympathise with your concerns over the availability of staff parking, I'm sure you can appreciate that this is a safety scheme and as such is intended only to prohibit parking where to do so would cause a danger or obstruction to other road users.</p> <p>The location and extent of the proposed restrictions simply highlights those areas in which the Highway Code instructs motorists not to park. The current situation in which vehicles are mounting the footway in order to park indicates they the drivers themselves are aware that the location is not suitable / safe for parking. There have been numerous reports both of vehicles being obstructed and collisions between stationary and moving be vehicles.</p> <p>We would be happy to receive any proposals you would like to put forward on amendments to the proposals and would similarly be happy to meet to discuss these proposals. However please do note that as explained above this is a safety scheme rather than a parking management scheme and therefore while we sympathise with the Trust's parking issues they fall outside the remit of the scheme.</p>

In practice this means that we have a number of 'Community nursing bases' of which the Highpoint properties are the primary bases for the Ashford area. Our clinical staff require the flexibility of being able to access these offices to update records, complete paperwork and hold team meetings in between their visits to peoples' homes, nursing homes, care homes and other places deemed necessary to receive our services.

Unfortunately the parking availability on the estate is insufficient to accommodate the consistent high volume (but frequently changing) requirements of our services. They therefore rely upon the existing freedom to park on the roads surrounding the estate.

Without this, the viability of these offices will have to be reviewed and there is a risk that the existing services may have to be moved. This could cause interruptions and disruption to those members of the public under our care. It could also have a significant financial impact upon the Trust if it becomes necessary to break commercial leases early.

Upon reviewing the Statement of Reasons the Trust appreciates the perception that the road is 'too narrow' to accommodate parking on both sides' and that this has been deemed a risk. The Trust is aware of some problems experienced in the past with the road and appreciates that some steps may be necessary to improve this situation. However, we cannot agree to the

current proposal for the extension of the parking restrictions.

The extent and coverage of these changes appear to be excessive and the Trust would value the opportunity to participate in a full consultation on this issue. To assist with this I would like to propose that the Trust's Head of Sites, Peter Stevenson, meets with you and your colleagues to discuss the Trust's position. He will highlight in greater detail the problems faced by our services and may be able to suggest some alternative resolutions that could be acceptable to all interested parties.

My primary focus is ensuring that we can continue to provide health services to members of the public in the Ashford area. I would like both the Council and the Trust to work together to achieve this aim for the greater interest of the public.