

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

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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

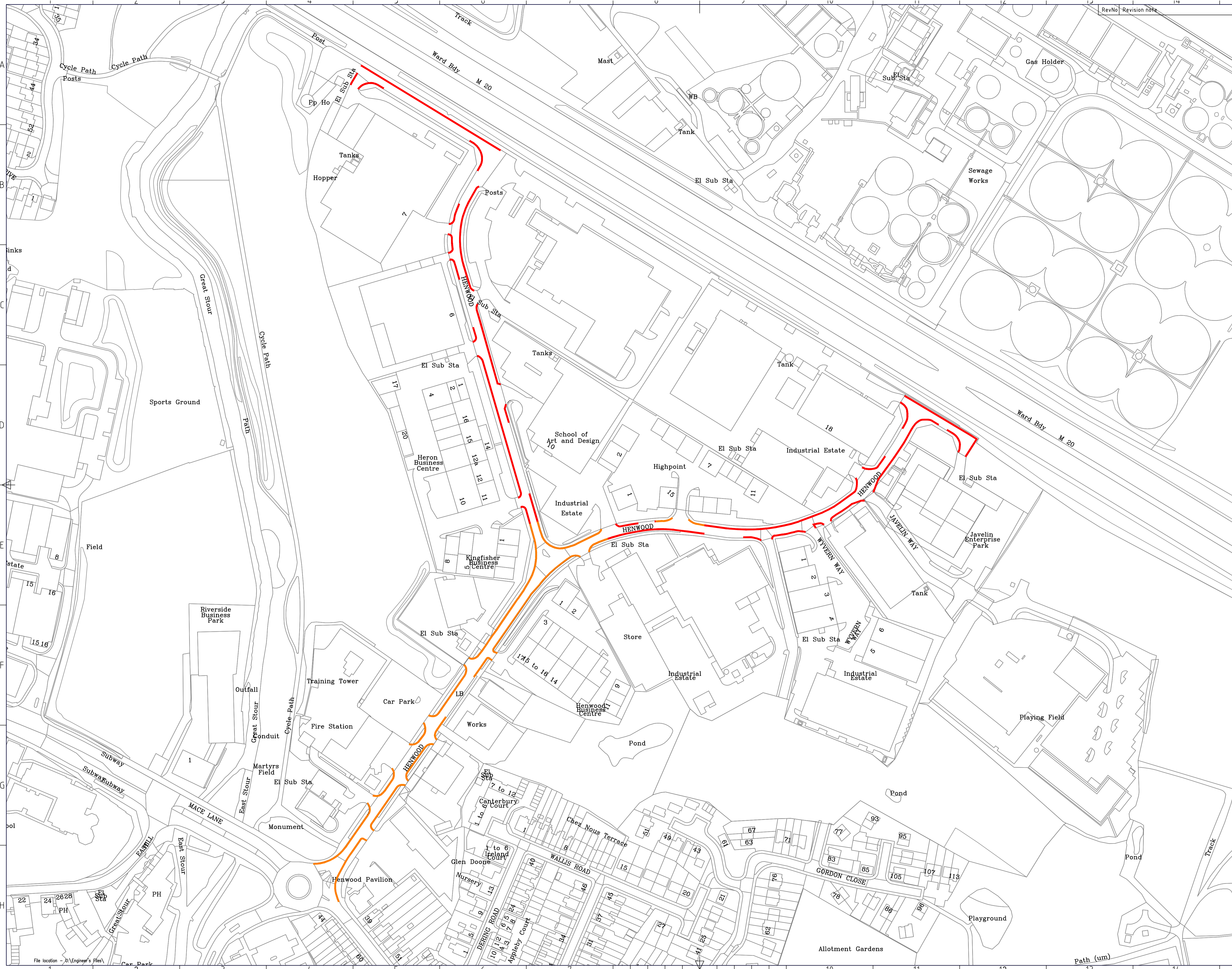
24. It is recognised that the proposals are liable to create an inconvenience to those employees currently parking on-street within the Henwood Industrial Estate. The large number of incidents both of obstruction and collisions between moving and parked vehicles however, make the implementation of a 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.

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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
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PROJECT AMENDMENT 19 HIGHWAY SAFETY SCHEME, HENWOOD	
DRG/TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/1250	PAPER SIZE A1
DRAWN RJW	AUTOCAD FILE DATE AUG 2011
DRG 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.