

**Agenda Item No:** 7  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 11<sup>th</sup> September 2012  
**Report Title:** Henwood Safety Scheme Post Implementation Review  
**Report Author:** Ray Wilkinson, Engineering Services Manager



**Summary:** This report presents the findings of a 3 month post implementation review of the Henwood Safety Scheme as requested by the Board at their meeting of 13<sup>th</sup> December 2011.

**Key Decision:** NO

**Affected Wards:** Stour

**Recommendations:** **The Board be asked to:-**

**Sign the Henwood Safety Scheme off as completed.**

**Background Papers:** JTB report 'Proposed Introduction of Temporary Waiting Restrictions in Henwood Industrial Estate' dated 15<sup>th</sup> June 2010

JTB report 'Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate' dated 11<sup>th</sup> October 2011

JTB report 'Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate: Update Report' dated 13<sup>th</sup> December 2011

Cabinet report 'Henwood Car Parking Charges' dated 9<sup>th</sup> February 2012

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## **Report Title: Henwood Safety Scheme Post Implementation Review**

### **Purpose of the Report**

1. This report outlines the findings of a 3 month post implementation review of the Henwood Safety Scheme which was conducted in order to examine the impact of the scheme on parking practices in and around the Henwood Industrial Estate.

### **Background**

2. Following complaints from businesses regarding unsafe and obstructive parking taking place on the Henwood Industrial Estate, a safety scheme was proposed consisting of 'no waiting at any time' restrictions in all locations where parking was liable to cause a danger or obstruction (on junctions and bends and where the road is too narrow to accommodate parking on both sides). This scheme was taken to formal public consultation between 1<sup>st</sup> & 23<sup>rd</sup> September 2011 and the results presented to a meeting of the Board on 11<sup>th</sup> October 2011. A number of objections were received to the scheme from businesses / employees based on Henwood Industrial Estate who were concerned that the introduction of restrictions would make finding affordable parking close enough to their destination more difficult.
3. Although the Board agreed the scheme itself, it was decided that the introduction of the restrictions should be postponed until further work could be conducted in assessing the impact on the estate's businesses and working with them to find parking / transport alternatives.
4. A questionnaire was subsequently undertaken in order to assess employee parking demand and private off-street parking provision on the estate along with an on-street parking survey to gauge current on-street usage. In addition a meeting was held with Kent Community Health NHS Trust, one of the main objectors to the scheme, to discuss their parking needs and investigate solutions.
5. A report was subsequently presented to the Board on 13<sup>th</sup> December 2011 outlining the results of this work. It was the view of the Board that implementation of the scheme should go ahead subject to a review of parking charges in the Henwood P&D Car Park being conducted with a view to making charges more affordable for employees on the estate.
6. This review was carried out and a report taken to Cabinet recommending a 20% reduction in parking charges which was subsequently adopted and implemented in conjunction with the safety scheme on 23<sup>rd</sup> April 2012.

## Review Methodology

7. Following the introduction of the scheme 2 parking surveys have been conducted. The first such survey, intended to assess the number of vehicles parking on-street throughout the day compared with theoretical capacity, consisted of a car count conducted on Tues 15<sup>th</sup> May 2012 at 2 hourly intervals between 08:00 – 18:00.
8. The second survey, conducted on Thurs 19<sup>th</sup> July 2012 at hourly intervals between 09:45 – 14:45 was more involved and intended to provide data on length of stay as well as number of vehicles parked throughout the day. It included both on-street parking on the estate and off-street parking in the Henwood public car park. The survey times and intervals were chosen in order to allow direct comparison with the survey conducted prior to the introduction of restrictions in December 2011. A single beat survey (between 10:00 – 12:00) recording vehicle registrations was also carried out in those residential roads surrounding Henwood Industrial Estate to enable identification of any vehicles recorded in the December 2011 on-street Henwood survey which were now parking in nearby residential roads.

## Review Results

9. The theoretical on-street parking capacity in Henwood (based on standard bay lengths of 4.5m for end bays and 6.0m for interim bays rounded down to the nearest number of bays) is 50 car parking spaces. Capacity does however depend on the size of those vehicles parked and the economic use of space by drivers and therefore the theoretical capacity simply provides an approximation of the number of vehicles which can be accommodated.
10. For the purposes of calculating capacity, HGVs are counted as equivalent to 3 cars and motorcycles as equivalent to 0.5 cars.
11. The on-street parking survey conducted in December 2011 recorded a total of 94 cars (or equivalent) parked during the peak usage period (survey conducted at 10:45). This obviously far exceeds the theoretical capacity due to the significant number of vehicles parked in unsuitable locations (i.e. on junctions, bends or where the road is too narrow). In addition to those vehicles parked on-street 2 vehicles were also recorded in the Henwood P&D Car Park.
12. The on-street parking survey conducted in May 2012 recorded 45 cars (or equivalent) parked during the peak usage period (survey conducted at 14:00) and 7 vehicles in Henwood P&D Car Park. The July 2012 survey recorded slightly higher figures with 65 cars (or equivalent) on-street and 10 cars in the car park during the peak period (10:45). During each survey a single vehicle (a car in the May survey and an HGV in the July survey) was recorded parking in contravention of the 'no waiting at any time' restrictions.

13. These figures indicate a significant reduction in the volume of on-street parking on the estate since the introduction of the safety scheme and some increase in custom in the Henwood P&D Car Park. The average total peak number of vehicles (i.e. on-street and P&D car park) of the 2 surveys conducted after the introduction of the safety scheme is 63.5 cars (or equivalent) compared to 96 cars or equivalent recorded in the pre-safety scheme survey. This suggests a significant decrease (32.5) in the number of vehicles using public parking facilities on the estate.
14. It is understood from comments received during the consultation period that a number of businesses on the estate intended to make greater use of available private off-street parking facilities – either by freeing up space on their site for employee parking or making arrangements with neighbouring businesses to utilise some of their spare capacity.
15. Concerns were however expressed by some Members that the introduction of the safety scheme may encourage some employees to park in nearby residential roads should they find themselves unable to find an available parking space on-street within the estate rather than pay to park in Henwood P&D Car Park. Should this occur it would act to exacerbate the existing parking congestion in these roads. The survey conducted on 19<sup>th</sup> July 2012 in these 'at risk' roads however found only a single vehicle previously recorded parking on-street (in Henwood) in the December 2011 survey to be parking in these roads. This strongly suggests that the vast majority of vehicles displaced from on-street locations in Henwood have either been accommodated in private off-street parking facilities or their drivers have utilised alternative modes of transport (walking, cycling, bus or car sharing).

## **Conclusion**

16. In conclusion the survey data gathered indicates that the safety scheme has been a success. The scheme has almost entirely eliminated unsafe and obstructive parking practices and there is no evidence of significant displacement of vehicles into neighbouring residential roads. In addition there remains spare capacity available throughout the day (either on-street or in the Henwood P&D Car Park) for employees and customers wishing to find a parking space.

## **Portfolio Holder's Views**

17. The Portfolio Holder's comments are not available at the time of publishing this report and will be provided verbally at the meeting.

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