

**Agenda Item No:**

**Report To:** The Joint Transportation Board

**Date:** Tuesday 12<sup>th</sup> March 2013

**Report Title:** Willesborough Lees Highway Safety Scheme

**Report Author:** Ray Wilkinson (01233) 330299



**Summary:** The Board took the decision at its meeting of 19<sup>th</sup> February 2013 to defer decision on the Willesborough Lees Highway Safety Scheme to this meeting in order to allow further discussion between the various parties with a view to agreeing some minor reductions to the proposed lengths of restriction.  
This report details the results of this discussion and presents a revised scheme for the consideration of the Board.

**Key Decision:** YES

**Affected Wards:** North Willesborough & Highfield Wards

**Recommendations:** **The Board be asked to:-  
Approve the revised Willesborough Lees Highway Safety Scheme for implementation**

**Background Papers:** 'Willesborough Lees Highway Safety Scheme' report to JTB 19<sup>th</sup> February 2013, minutes of JTB 19<sup>th</sup> February 2013  
'Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report' report to JTB 13<sup>th</sup> December 2012, minutes of JTB 13<sup>th</sup> December 2012  
'Willesborough Lees Safety Scheme Proposals' report to JTB 11<sup>th</sup> September 2012, minutes of JTB 11<sup>th</sup> September 2012  
Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13<sup>th</sup> March 2012, minutes of JTB 13<sup>th</sup> March 2013

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## **Report Title: Willesborough Lees Highway Safety Scheme**

### **Purpose of the Report**

1. The Board took the decision at its meeting of 19<sup>th</sup> February 2013 to defer decision on the Willesborough Lees Highway Safety Scheme to this meeting in order to allow further discussion between the various parties with a view to agreeing some minor reductions to the proposed lengths of restriction.
2. This report details the results of this discussion and presents a revised scheme for the consideration of the Board.

### **Issue to be Decided**

3. The Board is asked to consider the revised Willesborough Lees Highway Safety Scheme and decide whether to approve the scheme for implementation or reject the scheme.

### **Background**

4. In 2006 a limited waiting scheme with optional residents' exemption permits was introduced in those roads within 500 metres of the William Harvey Hospital in response to parking congestion issues resulting from overspill parking from the site. The affected roads were regularly subject to dangerous and obstructive parking practices due to the competition for space. The majority of properties within the scheme area also do not have off-street parking and residents were therefore forced to compete with commuters for on-street parking.
5. The scheme proved successful and overspill parking issues were effectively eliminated. Unfortunately however the issues began to re-emerge some years later in those roads on the periphery of the original scheme.
6. The majority of properties in the newly affected roads have off-street parking provision and therefore do not have to compete directly with commuters for parking space. However dangerous and obstructive parking practices have become increasingly prevalent issues.
7. A highway safety scheme was therefore proposed and included in the 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to the Board on 13<sup>th</sup> March 2012. The scheme was subsequently agreed as priority No. 5 on the scheduled list of schemes for investigation and potential implementation.
8. A set of proposals were consequently formulated and presented to the Board on 11<sup>th</sup> September 2012 where it was agreed the proposals would be taken forward to formal public consultation.

9. Consultation took place in autumn 2012. Due to some concerns over the interpretation of certain pre-populated letters submitted during the consultation period, a holding report was submitted to the Board on 13<sup>th</sup> December 2012 to allow time to seek further clarification from those residents.
10. A full report detailing all representations received was subsequently presented to the Board at the meeting of 19<sup>th</sup> February 2013. Following a statement from the Ward Member that they had attended a meeting with residents and that there were a small number of reductions to the proposed restrictions requested that would make the scheme acceptable, the Board undertook to defer decision to allow further discussion to take place on these requests to come back to this meeting of the Board.

### **Requests from Local Action Group**

11. Initial discussion with the Ward Member indicated that the requests received had come from a local action group, headed by a local resident. It was intimated at the last meeting of the Board that the requests consisted of the reduction / removal of a total of 3 lengths of restriction. The action group however provided a list of lengths of restriction grouped into 19 localised areas, of which requests for reduction / removal of lengths of restriction were made in 12 of these areas (a total of 28 lengths of restriction).
12. Copies of the documents provided by the action group can be found in the appendices. These documents consist of a table detailing the requests by location, a plan (divided in 2 for inclusion in this report) indicating the position of each numbered location, and 3 local plans indicating sections where reductions to the restrictions are requested. No information however was provided on who the action group represents, who was consulted in the 'extended consultation' referred to or how this consultation was conducted.

### **Discussion on the Requests**

13. All requests included on the submitted list were discussed at a meeting with the Board Chair, Vice Chair, Portfolio Holder and Ward Member where Members considered and decided upon each request in order to form a revised scheme.
14. Details of the requests and the decision made at the above meeting are discussed below.

#### **No 4. Silverhill Road / Abbey Way**

15. At this location the restriction proposed on the eastern side of Silverhill Road was requested to be reduced from its southern end back to a point in line with the common boundary of Nos. 45 & 47 Silverhill Road.
16. This length of restriction was included in the proposals in order to protect the eastern side of the roundabout and the pinch point to the south and as such the location is not suitable for parking. Any parking around the pinch point would create an obstruction and similarly parking on the roundabout would

cause a danger. Under the rules of the Highway Code parking should not take place in either of these locations. The introduction of these restrictions therefore simply acts to highlight this existing rule and allow Civil Enforcement Officers to take enforcement action rather than leaving the matter with the Police only. To leave this location unrestricted while restrictions are placed adjacent would effectively suggest to motorists that this was a suitable location in which to park.

17. The meeting took the decision to refuse this request and leave the restriction

#### **No. 5 Fountains Close / Abbey Way**

18. The request was made at this location that all protection around the junction of Fountains Close and Abbey Way be removed and the restrictions extending west along Abbey Way from its junction with Silverhill Road be reduced on both sides to a point approximately in line with the common boundary of No. 2 Abbey Way and No. 48 Silverhill Road.
19. The restriction around the junction of Abbey Way and Fountains Close is obviously intended to protect sightlines around the junction. The Highway Codes states that no parking should take place within 10 metres of the junction – the dimensions on which this protection is based.
20. The length of restriction in Abbey Way extending from its junction with Silverhill Road consists of a combination of junction protection and protection around the chicane (where parking would cause an obstruction).
21. The length of ‘no waiting at any time’ restriction on the southern side of the carriageway between the Fountain Close junction protection and the chicane protection was included because the road is of insufficient width to accommodate parking on both sides.
22. Following discussion at the meeting it was agreed that the section of restriction in Abbey Way on the southern side of the carriageway extending between the 10 metre Fountains Close junction protection and a point in line with the western extent of the verge fronting Nos. 1 & 3 be removed allowing motorists to decide on which side of the carriageway to park.

#### **No. 6 Thornton Close / Abbey Way**

23. The action group requested that this section of restrictions be entirely removed.
24. This area of restriction is intended to protect the roundabout (where the Highway Code states parking must not take place) and the junction of Abbey Way and Thornton Close.
25. The meeting agreed that due to observed parking issues around the junction / roundabout it was necessary to retain these restrictions although the restriction on the both sides of Thornton Close could be slightly reduced to provide only the 10 metre minimum protection (these lengths of line were previously proposed at a slightly longer length to bring them in line with the end of the footway).

### **No. 7 Romsey Close / Abbey Way**

26. The request was made for the removal of this section of restrictions.
27. These restrictions were proposed to provide protection around the junction of Abbey Way and Romsey Close, in line with the Highway Code.
28. The meeting agreed that because the junction was situated at the far end of the Abbey Way estate and therefore was less liable to problem parking, these restrictions would be removed from the scheme.

### **No. 8 Waltham Close / Abbey Way**

29. As above, the request was made for the full removal of this section of restrictions from the proposed scheme.
30. Similar to the previous set of restrictions (No. 7) these lengths of 'no waiting at any time' restriction were designed to provide 10 metre protection around the junction of Abbey Way and Waltham Close.
31. The meeting agreed that due to the location of the restrictions at the extremity of the scheme area and the comparatively low levels of commuter parking this section of restrictions could be removed.

### **No. 9 Wilson Close (Inner)**

32. It was requested that the section of restriction on the southern side of the carriageway of the main arm of Wilson Close be removed and the length extending west on the northern side be reduced to a point approximately in line with the common boundary of Nos. 18 and 19. In addition it was requested that the lengths of restriction on both sides extending into the stub arm of Wilson Close be reduced to a point south of the southern building line of No. 7.
33. This set of restrictions are intended to provide (10 metre) protection around the junction. It is of particular importance that this junction is kept free of parking in order to ensure that large vehicles are able to manoeuvre. Due to parking in the turning head at the end of Wilson Close (in which no restrictions are proposed), large vehicles must back up and use the junction to turn. This location presents a regular issue for the refuse truck when attempting to access the close and on a number of occasions staff have been forced to collect bags on foot due to the inability to manoeuvre the vehicle along the road.
34. The meeting decided to reject the request and retain the section of restriction.

### **No. 10 Wilson Close (Entrance)**

35. It was requested that the restriction on the southern side of the carriageway be reduced to a point approximately in line with the western building line of the garage of No. 25.

36. This section of restriction consists of junction protection with an additional extension on the southern side of the carriageway (as per the request of a local resident) to ensure vehicles do not park diagonally opposite one another creating a chicane and preventing large vehicles from passing.
37. The meeting agreed that the restriction on the southern side of the carriageway be shortened to a point in line with the restriction on the northern side of the carriageway to provide junction protection only).

#### **No. 15 Hythe Road (Lower)**

38. The action group requested that the whole section of restrictions be removed.
39. This section of restrictions consists of 10 metre junction protection around the western junction of Hythe Road (main arm) and Hythe Road (service road).
40. The meeting agreed that given the severe parking issues experienced in the location (compounded by the narrowness of the road), these restrictions were necessary and would therefore remain in the scheme.

#### **No. 16 Hythe Road (Junction)**

41. It was requested that the full section of restrictions be removed.
42. This section of restrictions constitutes a combination of junction protection and protection one side of the carriageway where parking regularly takes place on both sides causing an obstruction.
43. The meeting agreed the necessity of these restrictions and the request was rejected.

#### **No. 17 Hythe Road (Upper)**

44. It was requested that this section of restriction be removed.
45. This restriction prevents parking on both sides of the carriageway along a short section of narrowing where parking regularly takes place causing an obstruction.
46. The meeting declined the request and agreed that the restriction be retained.

#### **No. 18 Hythe Road (Turning Area)**

47. The action group requested that the western extent of the restriction on the southern side of the carriageway be reduced to a point in line with the eastern property boundary of No. 470.
48. This section of restriction is designed to protect the turning head to enable large vehicles to turn. The 10 metre standard protection had its termination point half way across the driveway of No. 470 and was extended slightly to protect the whole driveway.

49. The meeting agreed the restriction on the southern side be shortened slightly in line with the 10 metre protection point.

### **No. 19 Lacton Way (Turning Area)**

50. It was requested that the restriction be removed.
51. This restriction is intended to protect the turning head thereby allowing large vehicles to turn 180 degrees in order to exit.
52. The meeting agreed the importance of the turning head protection and that the restriction should be retained.

### **Agreed Changes to the Scheme**

53. In summary the agreed changes to the scheme are as follows;
- Removal of a section of restriction in Abbey Close on the southern side of the carriageway between a point 10 metres east of the junction of Fountains Close and a point line with the western extent of the verge fronting Nos. 1 & 3 Abbey Way
  - Reduction in the eastern extent of the restriction in Abbey Way on the northern side of the carriageway opposite its junction with Fountains Way to a point 10 metres east of its junction with Fountains Way
  - Reduction of the northern extent of the restriction in Thornton Close on both sides to a point 10 metres north of its junction with Abbey Way
  - Removal of junction protection around junction of Abbey Way and Romsey Close
  - Removal of junction protection around junction of Abbey Way and Waltham Close
  - Reduction in eastern extent of the restriction on southern side of carriageway of Wilson Close extending from junction with Kennington Road to a point 15 metres east of its junction with Kennington Road
  - Reduction in the western extent of the restriction on the southern side of the carriageway of Hythe Road extending from its eastern extremity to a point 10 metres west of the turning head.

### **Conclusion**

54. Due to the nature of the scheme (i.e. a 'light touch' safety scheme) there are few reductions which can be made to the proposals without compromising the scheme's integrity.
55. Those locations in which restrictions are proposed are unsuitable for parking and to do so would cause a significant danger or obstruction (or both) to other road users. As such these locations are equally unsuitable for parking by residents, visitors and commuters alike.

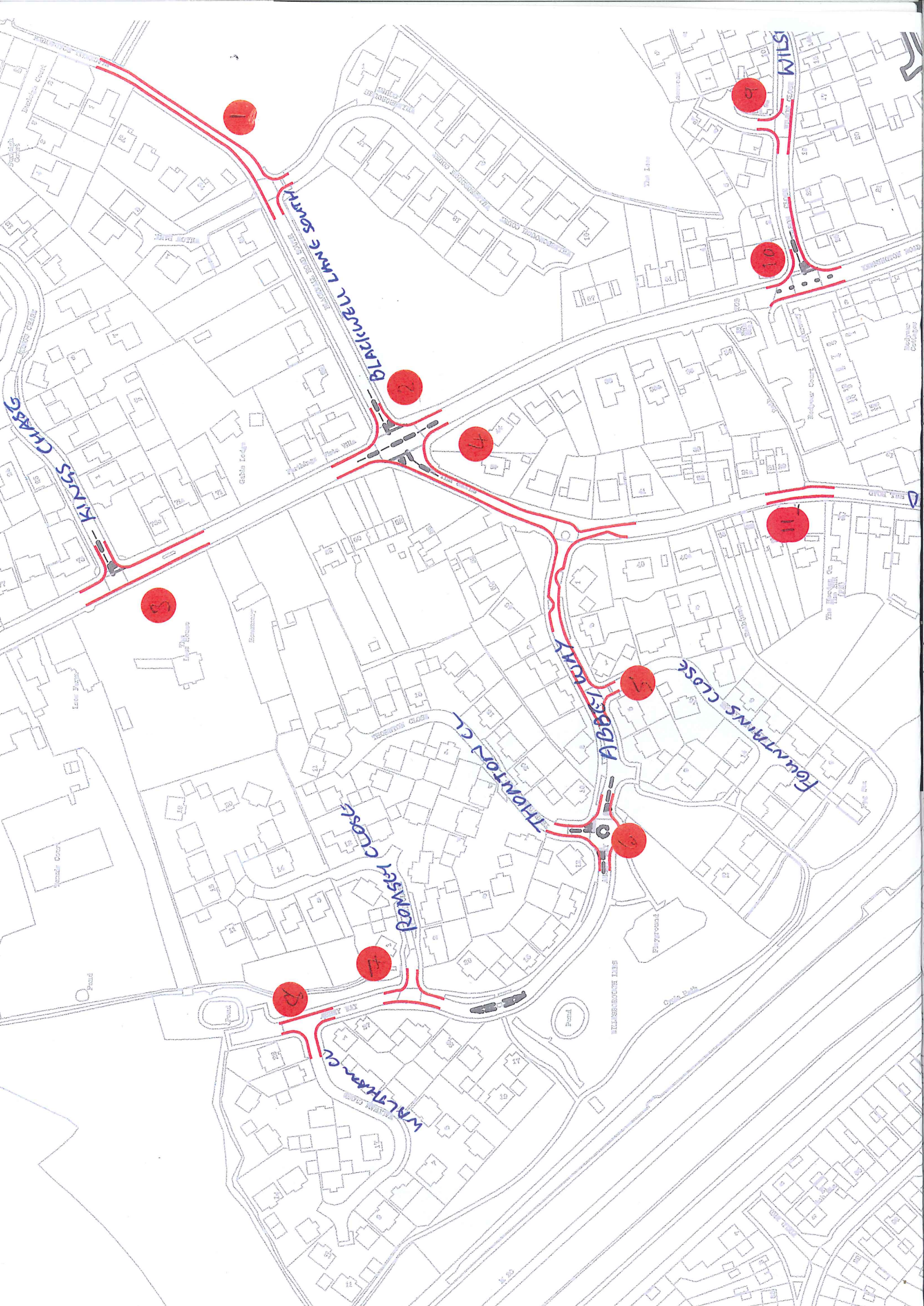
### **Portfolio Holder's Views**

56. To provided at the meeting

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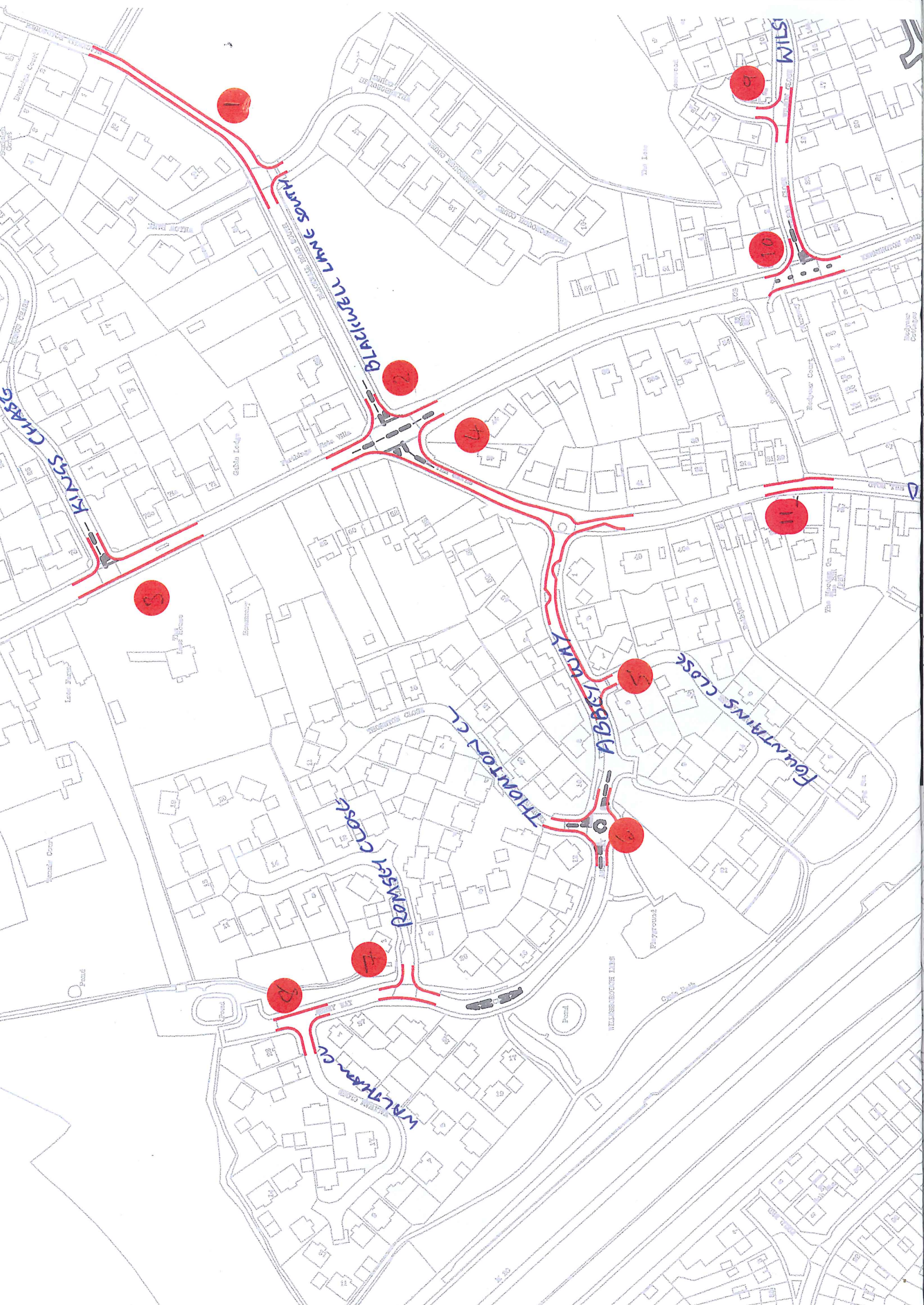
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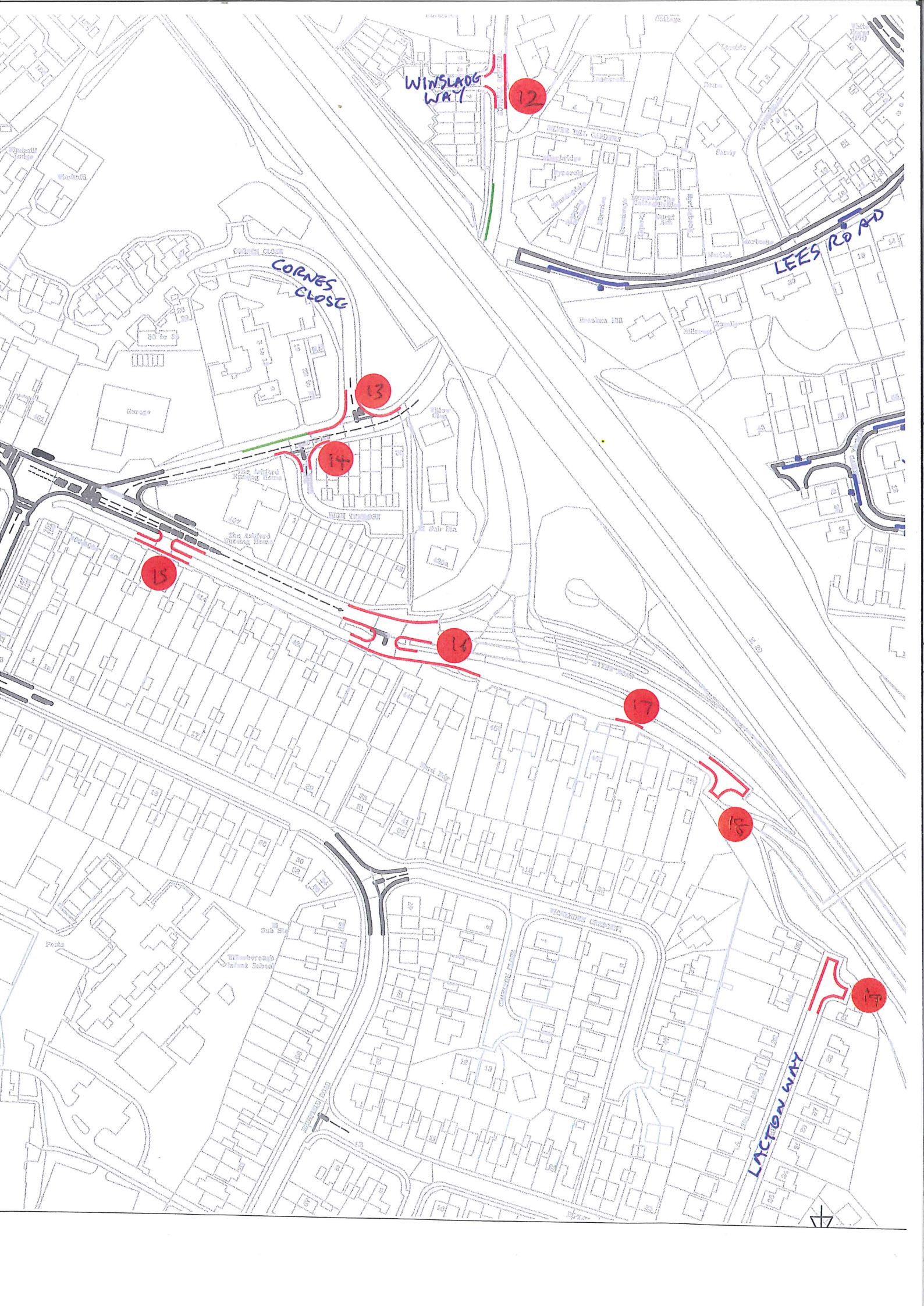
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WINSLADG WAY

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CORNES CLOSE

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LEES ROAD

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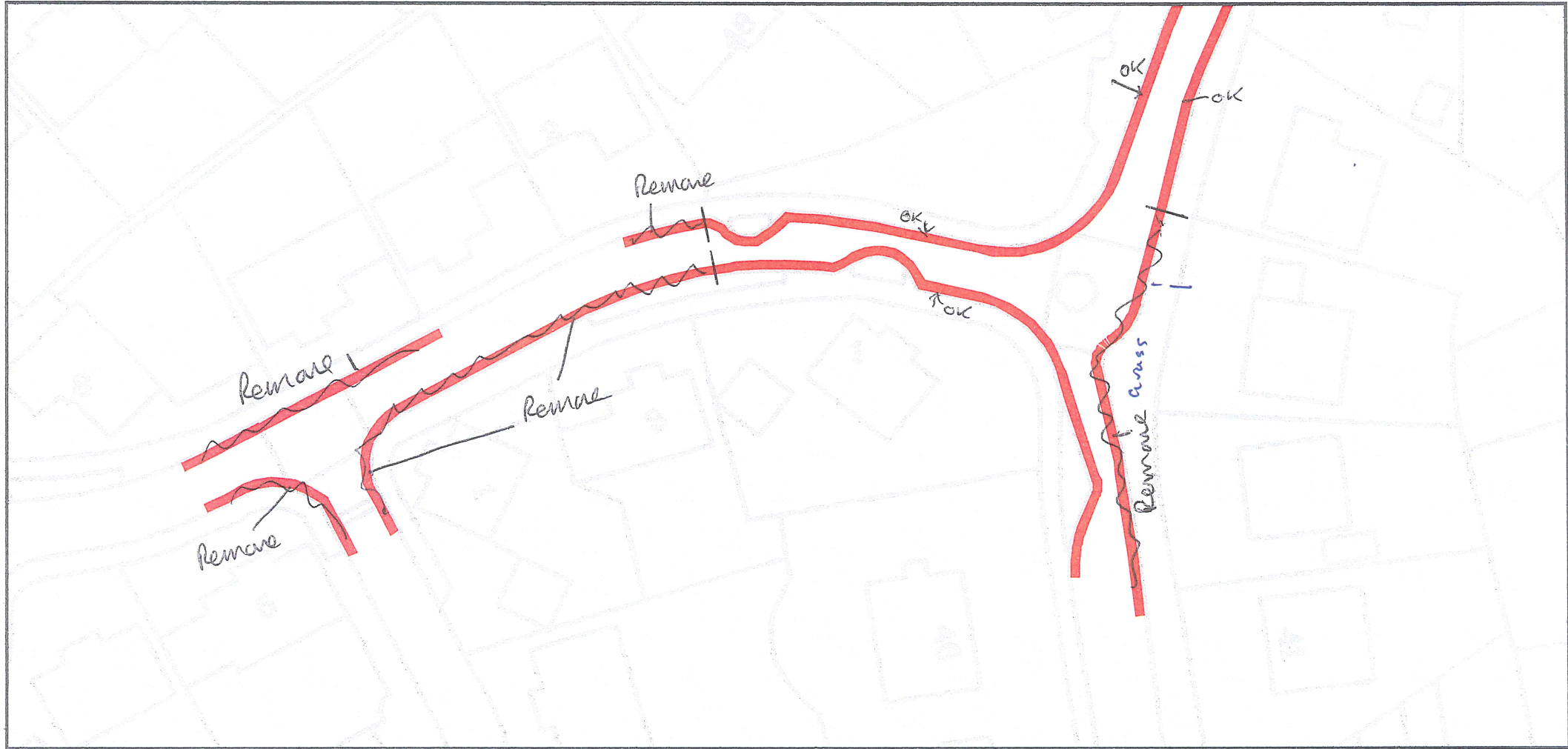
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LACTON WAY



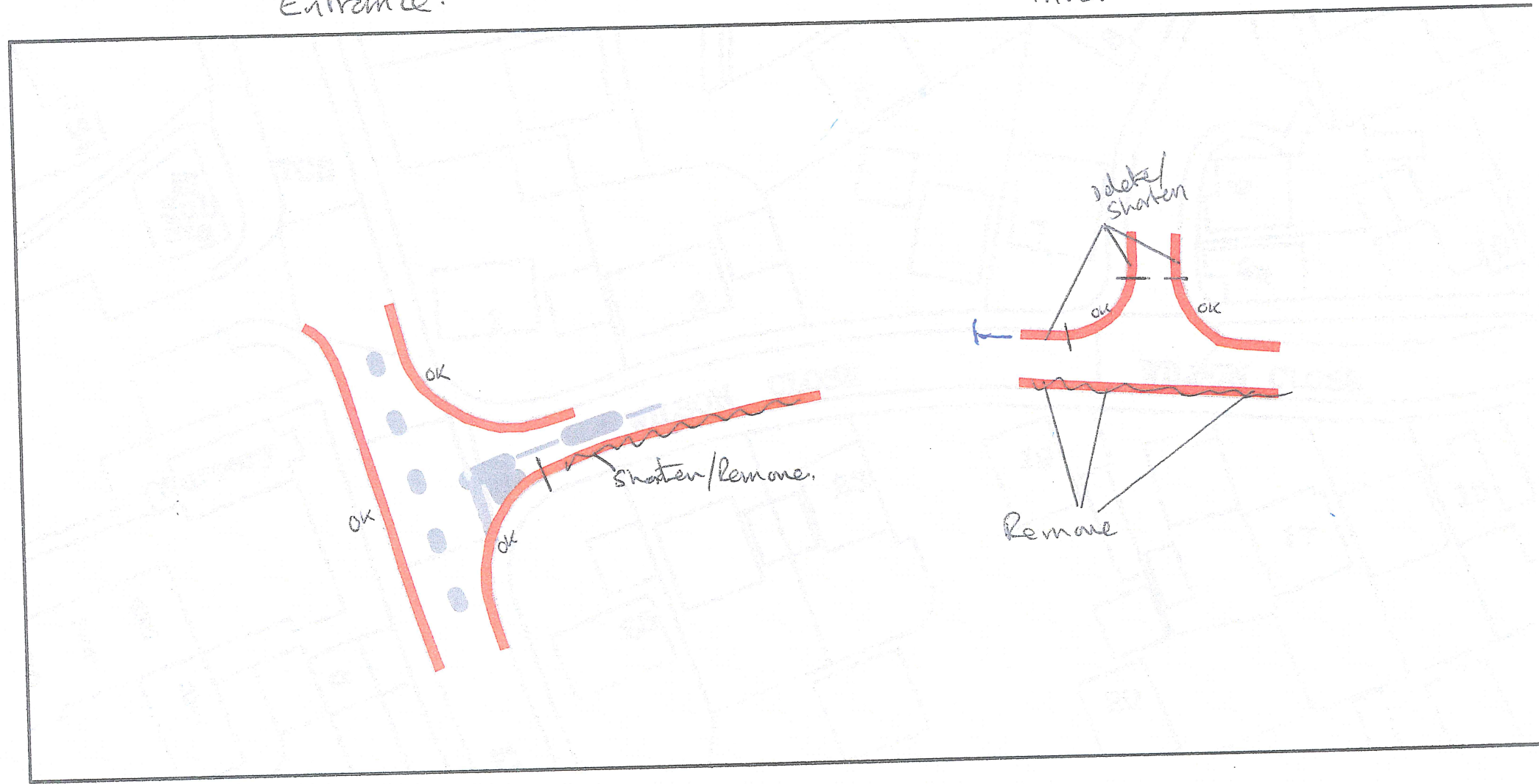
No 5 Abbey Way  
Fountains Close

No 4  
Silverhill / Abbey Way



No 10  
Wilson Close  
Entrance.

No 9.  
Wilson Close  
Inner



# No 18 Hylthe Rd Turning Area

