

Agenda Item No: 10
Report To: Joint Transportation Board
Date: Tuesday 11th March 2014
Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation
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Summary: This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2013/14 list.

Key Decision: NO

Affected Wards: All

Recommendations: **That the Board consider and approve the adoption of the proposed priority list for investigation, consultation and where subsequently agreed, implementation.**

Financial Implications: Various (see Appendix 1) – dependent on the extent of each scheme

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Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

Purpose of the Report

1. This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2013/14 list.

Issue to be Decided

2. The Board are asked to agree the revised prioritised list of parking control schemes for investigation and potential implementation.

Background

3. A large number of requests for parking controls are received each year from a variety of sources including, residents, County and Borough Members, Parish Councils, bus operators, businesses and the emergency services. Given the finite availability of resources it is therefore important to develop a fair and logical method by which to prioritise these requests.
4. Following agreement by the Board at its meeting of 12th March 2013, the current list has guided the scheme work over the 2013/14 year. The list has subsequently been updated to reflect the completion of schemes, new scheme requests and any changes in the circumstances relating to requested schemes to form a 2014/15 scheme priority list for the Board's consideration.
5. Any scheme requests received after the finalisation of the 2014/15 list will be recorded for inclusion on the following year's list unless they are of an emergency nature – i.e. are the subject of a formal notification from Kent Police or concern a crash site as recorded on the crash data base relating to dangerous parking practices. This process not only ensures that scheme requests are dealt with fairly and logically but it also avoid the delays commonly experienced as a result of extended dialogues between Officers and requesters throughout the year on when newly proposed schemes might be implemented.
6. It should however be borne in mind that the proposed list represents simply an order of priority, not a project programme. The nature of these schemes is such that it is impossible to reliably determine the involvement required for a particular scheme prior to its instigation. Not only may the complexity and scope of the proposals vary considerably between schemes, but external factors such as the level of support / objection received from residents, statutory consultees and local bodies also has a major impact on the involvement required. In an average year (based on current staff resource) it can be anticipated that somewhere in the region of 10 schemes may be

progressed to implementation but this is obviously subject to substantial variation.

Types of Scheme

7. First, it should be borne in mind that parking restrictions are, in most locations, unnecessary. The Highway Code provides guidance to motorists on where they should and should not park regardless of the presence of parking restrictions. Parking restrictions only become necessary in those locations where either demand for parking is sufficiently high and the availability of parking sufficiently low that motorists become tempted to park in unsuitable locations or where the unsuitability of a particular location for parking may not be immediately obvious to the motorist, or where suitable parking is available but its use must be managed to ensure that those user groups with greatest need have opportunities to park. All such above described situations are most commonly encountered in urban areas where traffic flows and parking demand are generally higher. This results in a greater concentration in the number of parking requests around population centres.
8. The requests received relate to a variety of parking problems. These can broadly be divided into two categories:
 - (i) 'safety and movement';
 - (ii) 'parking management'.
9. (i) Safety and movement schemes are intended to address parking in locations which are dangerous or where the vehicle would impede the free flow of traffic (e.g. parking on bends, where the road is too narrow or there is high peak hour traffic flow).
10. (ii) Parking management schemes deal with parking in locations where there is competition from a number of user groups and where it is necessary to strike a balance between these groups (e.g. residential roads which experience heavy competition for parking from commuters or shoppers).
11. Although Kent County Council is the local Highway Authority for Kent (excluding Medway), a number of highway functions are undertaken by the District Councils who act as their agents. In March 2010 a revised Parking Protocol document was agreed which clarified this division of responsibilities.
12. In respect of new schemes the document identifies all parking management schemes (i.e. those involving controlled parking zones, limited waiting bays, and user specific bays such as disabled bays, taxi ranks etc) as the responsibility of District Councils.
13. All safety and movement schemes (i.e. schemes consisting of yellow lines, bus stop clearways, 'school keep clear' markings, white access markings and yellow hatch markings) fall under the remit of Kent County Council. The introduction of all parking restriction schemes (both movement & safety and parking management) are however generally carried out by the District Councils however in order to ensure consistency, particularly in relation to the traffic orders themselves.

Staff Resource

14. Staff resource, aside from funding (discussed below), is the most crucial – and limiting - factor in respect of the number of schemes which can be investigated within any given year. ABC's Engineering Services is a small team, currently consisting of the Manager, Assistant Engineer (post currently vacant) and Administrative Assistant. Furthermore the investigation and introduction of new schemes is only one of a number of functions carried out by the department, so prioritisation of work, staff and funding resources are all vital for the effective functioning of this service.

Funding Sources

15. Unfortunately sources of funding are limited. ABC's Engineering Services is not allocated a regular budget specifically for new schemes (although limited funding may be available from the parking surplus account) and those scheme requests received from KCC are generally funded through one of three sources:
 - The crash remedial budget (this budget is limited, relates strictly to safety restrictions in locations with a personal injury crash history and is awarded on a priority points basis);
 - The Member Highway Fund scheme (all County Members are provided with a discretionary fund for local highway schemes which might not otherwise be prioritised sufficiently highly to attract funding from the main budget)
 - The Integrated Transport Packages scheme (this is administered by KCC's Public Transport team and relates to the introduction of bus stop clearways and similar schemes only).
16. In respect of ABC Ward Member promoted schemes, last year saw the introduction of the ABC Ward Members' Community Grant scheme providing ABC Members with circa £2,500 discretionary spend for local schemes. The application of this grant scheme covers a relatively broad spectrum which may include contributions toward parking schemes subject to them providing a clear community benefit.
17. Although the majority of schemes are funded from one of the five above sources other outside bodies may also provide funding, these include;
 - Parish Councils may choose to provide funding for a scheme
 - Businesses may provide funding to address a parking problem affecting them directly
 - Planning Obligations may also provide a source of funding for certain schemes.

Prioritisation Methodology

18. Allocation of resources is always difficult; more so when those resources are extremely limited. The scheme priority list was devised as a result of the large number of parking control scheme requests received each year and the difficulty of finding a way to assess, prioritise and implement them which is both fair and proportionate, as well as being understood by all those involved in requesting them.

19. We have, therefore, used a number of factors in assessing the schemes. These are;

- **Safety Implications**

Is there a significant safety risk associated with the problem (e.g. crash risk, pedestrian safety risk, obstruction of emergency service vehicles etc) and to what extent will it be alleviated by the introduction of the scheme?

- **Compliance with Legislation and National Guidance**

Does the scheme design meet with all relevant legislation and national guidance and is the scheme feasible from an enforcement perspective?

- **Improvement to the Highway Amenity**

Is there a significant issue relating to the effectiveness of the highway network (i.e. traffic flow – particularly public service vehicles, pedestrian access etc) and to what extent will the scheme alleviate the issue?

- **Supporting Sustainable Transport**

Does the scheme support sustainable transport options (e.g. improve bus, cycle or pedestrian access)?

- **Delivering Corporate Objectives**

To what extent does the scheme contribute to the economic resilience and well-being of the borough (i.e. job creation/retention. economic development/regeneration) and does it facilitate corporate business planning for the future?

- **Risk of Unintended Consequences**

Is the introduction of the scheme likely to have unintended implications (e.g. migration of parking to unsuitable locations)?

- **Value for money**

How does the time / cost of the scheme relate to the anticipated benefit it will achieve?

- **Likely Success of the Scheme**

Does the scheme have the support of the local Parish Council / Ward Member / County Member? Is the scheme likely to encounter significant opposition at the formal consultation stage requiring the scheme to be abandoned?

- **Availability of Funding**

Has a funding source been identified and what are the limitations relating to the funding source (e.g. sum available, time period available etc)?

- **Can the Scheme be Combined?**

In the case of a small scheme can it be combined with another similar / nearby scheme to provide a cost saving?

Schemes Agreed for Implementation / Completed in 2013/14

20. 11 schemes were fully implemented in 2013/14; however the Goat Lees scheme has represented a significant commitment of the Engineering Services team over the past year to the detriment of other scheme work. Informal consultation on two options for the Goat Lees scheme was held immediately prior to the presentation of last year's Prioritised List, with officers carrying out analysis of these results and presented these to the Board at its meeting of 11th June 2013. Further to this officers have conducted a further formal consultation on a revised scheme and analysed these results for presentation to the Board at this meeting.
21. Progress has been made on the design of several schemes contained in the 2013/14 list and it is hoped that these schemes will be progressed to consultation shortly. Full details of the schemes and their current status can be found below.

Pittlesden, Tenterden (Completed)

22. This scheme was intended to address inconsiderate and unsafe parking by residents and commuters – primarily obstructive parking and parking on the green fronting Nos. 3-9. Pittlesden lies adjacent to Tenterden High Street attracting significant numbers of commuters looking for free all day parking. In addition the properties have relatively few off-street parking facilities and the configuration of the road does not lend itself to extensive parking. As a result on-street parking demand significantly outstrips the availability of suitable parking.
23. The scheme was proposed in combination with works to convert a section of the green to a lay-by area to provide parking. The scheme was consulted on in autumn 2012 and subsequently approved by the Board at the meeting of 11th December 2012.

Station Road, Pluckley (Completed)

24. Those roads in the immediate vicinity of Station Road, Pluckley were identified for a safety scheme due to concerns over unsafe and obstructive parking practices around the station associated with commuter parking. A Form 1214 (also known as pink peril) was received by the Police formally advising of the need for action at this site.
25. A scheme was subsequently formulated and taken to formal consultation in autumn 2012 and the results reported to the Board at their meeting of 11th December 2012. In light of concerns from the publican of The Dering Arms over the impact of the proposals on on-street parking availability for patrons the Board requested that Officers speak to the publican of The Dering Arms to agree a slight reduction in the extent of the proposed junction protection on the northern side of The Grove extending from its junction with Station Road. In addition in response to the request from a number of residents for additional restrictions around the corner at the junction of Station Approach and The Grove, Officers were asked to carry out a separate consultation on the additional length of restriction. The results of this consultation were taken

to a special meeting of the Board on 19th February 2013 where the scheme was agreed for implementation.

Willesborough Infants & Juniors Schools (Completed)

26. This scheme is intended to address unsafe / unsuitable parking at the beginning and end of the school day. At present significant parking issues are experienced both in Highfield Road and Church Road extending out from the school accesses. Problems experienced in these locations include unsafe parking around junctions and bends, obstruction of crossing points, and traffic congestion.
27. The scheme was taken to formal consultation in January 2013 and subsequently approved for implementation at the special meeting of the Board on 19th February 2013. This work was funded through the Member Highway Fund scheme

Downs View Infant & Kennington Junior Schools (Completed)

28. This scheme was requested by both the Borough and County Member and is intended to address unsafe / unsuitable parking at the beginning and end of the school day. Current parking practices around both schools result in obstruction of traffic flow, dangerous parking around junctions and parking on the footway. The scheme will rationalise existing parking and crossing controls to improve the availability of suitable parking as well as address parking in unsuitable locations.
29. The scheme was taken to formal consultation in January 2013 and subsequently approved for implementation, subject to a slight reduction in the length of proposed restriction in Church Road extending south from its junction with Ball Lane, at the special meeting of the Board on 19th February 2013. This work was funded through the Member Highway Fund scheme.

Aldington Primary School (Completed)

30. This scheme was requested in order to address unsafe parking practices around the school at the beginning and end of the school day. At present an advisory only 'school keep clear' marking is located outside the school; however this does not meet DfT specifications. A scheme was therefore proposed to improve crossing facilities outside the school and also to address problems relating to the obstruction of adjacent accesses. The scheme has now been out to formal consultation and was approved by the Board for implementation at their special meeting of 19th February 2013. This scheme was funded through the Member Highway Fund scheme.

Smarden Primary School Extension (Completed)

31. This scheme was requested subsequent to the introduction of the original safety scheme in October 2011. The extension consists of the addition of 'no waiting at any time' restrictions around the junction of Green Lane and Pluckley Road to protect the junction. The scheme was consulted on in autumn 2012 and subsequently approved by the Board at the meeting of 11th December 2012.

Arlington (Completed)

32. This scheme was requested to address unsafe parking practices around Arlington junctions with Boxley and Brookfield Road resulting from a combination of demand from residents and pub / take away patrons. The scheme was funded from the Kent Highway Member Fund and due to time constraints the consultation process was carried out by KCC's term consultant.

John Wallis Academy (Completed)

33. This scheme was a KCC Member Highway Funded scheme intended to address unsafe parking practices at the beginning and end of the school day, consisting of a combination of 'no waiting at any time' and 'school keep clear' restrictions. Due to time constraints the consultation process was carried out by KCC's term consultant.

Administrative Amendment (Completed)

34. This scheme consisted of various administrative changes to the existing parking and waiting traffic order (as amended) in order to address a number of outstanding anomalies and update certain references within the order to enable more effective enforcement of existing restrictions. The amendment was requested by ABC's Parking Services.

Leacon Lane, Charing (Completed)

35. This scheme was requested to address unsafe parking practices around the junction of Leacon Lane Ashford Road (A20) lay-by. The scheme was funded from the Kent Highway Member Fund and due to time constraints the scheme design and consultation was carried out by KCC's term consultant. Following implementation a request was received for an extension to the restrictions. This was therefore combined with some administrative amendments to the previous traffic order in a replacement order produced by ABC.

Faversham Road (Scheme rejected by the Board)

36. This scheme request was generated in response to a personal injury crash history at the site and was carried out by KCC's Traffic Engineer. The scheme consisted of the introduction of 'no waiting at any time' restrictions to prevent parking in unsuitable locations. The traffic order itself was drafted by ABC's Engineering Services. The scheme was taken to formal consultation in autumn 2012 but due to a number of objections to the scheme was subsequently rejected by the Board at their meeting of 11th December 2012.

Willesborough Lees (Completed)

37. This safety scheme was proposed as part of a larger multi-agency approach to tackling transport and commuter parking problems affecting the William Harvey Hospital and surrounding residential roads. A controlled parking zone was implemented across a 500m radius of the hospital in 2007 in order to tackle dangerous and unsuitable parking and also to provide residents with greater opportunities to find parking in the vicinity of their homes. Since that

time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone.

38. The scheme was approved for consultation by the Board at the meeting of 11th September 2012 and taken to formal consultation in Autumn 2012, unfortunately however a number of responses received in the form of a pre-populated response sheet disseminated by a local action group proved difficult to interpret and it was therefore necessary to write back to the respondees seeking clarification. As a result a holding report was provided to the Board at its meeting of 11th December 2012 and a full report detailing the results and analysis of the consultation was presented at the special meeting of 19th February 2013. In view of concerns expressed by the Ward Member, the Board took the decision to defer a decision and a meeting was subsequently held with the Board Chair, Vice Chair, Portfolio Holder and Ward Member to discuss revisions to the scheme. A report on the revised scheme was presented to the Board at its meeting of 12th March 2013, and implementation was recommended.
39. The safety scheme has now been implemented and extensions to the parking within the William Harvey Hospital, which will allow for the release of more staff parking permits, are due to be completed in April 2014. EKHUFT have also approached the bus operator with funding to provide for new bus services connecting the Hospital with Kennington, Park Farm and the town centre which are due to commence in April 2014.

North School, Willesborough (No longer required)

40. This scheme was intended to address unsafe / unsuitable parking at the beginning and end of the school day and was to be funded through the Member Highway Fund scheme. Following investigation however it was concluded that the suggested restrictions would not offer a material benefit to road users and the decision was therefore taken to withdraw the scheme request.

Bybrook Road (No longer required)

41. This scheme consisted of a request to relocate a bus stop. The bus stop is located on a bend which prevents the bus from pulling in fully flush with the kerb. Due to the relatively narrow carriageway width, the rear of the bus thereby created an obstruction when waiting at the stop. This issue was however subsequently resolved by localised widening of the highway thereby removing the need to relocate the bus stop and clearway.

The Schemes: What, Why & How?

42. Based on the above assessment criteria, the proposed prioritised list consists of a total of 29 schemes detailed below.

Cobbs Wood Industrial Estate (Priority No. 1)

43. This scheme is proposed in order to address unsafe and unsuitable parking practices on the Cobbs Wood estate. There is a record of personal injury

crashes on the estate. At present the estate is subject to a number of sections of single yellow line which have been in-situ since sometime before 2000. The location and extent of the current restrictions require review however, due to inconsistencies in their positioning. In addition the use of single yellow lines effectively indicates to motorists that parking in these locations is acceptable outside of the working day. This is not the case in many of the locations where single yellow lines are currently employed - around junctions, bends and where the road is too narrow to safely accommodate parking. The Highway Code specifically stipulates that parking should not take place in these locations at any time. The single yellow line restrictions have also proved difficult to enforce because motorists regularly remove the sign plates making the lines unenforceable. The scheme will therefore require these lines to be replaced with double yellow lines.

44. Following a request made via the Quality Bus Partnership, it is also intended to include safety restrictions in Loudon Way between and including its junctions with Chart Road and East Lodge Road to address overspill parking from the estate into the residential area. The design of this scheme is currently underway.
45. The scheme is to be partly funded by KCC's crash remedial budget.

Consolidation Order (Priority No. 2)

46. This scheme does not constitute the introduction of new or removal of existing restrictions but instead relates to the administrative management of restrictions. In order to ensure that enforcement functions can be carried out effectively and to avoid potential administrative errors in writing new traffic orders it is necessary to regularly consolidate all amendments in a new consolidated order. Once the traffic orders for those schemes agreed and currently awaiting implementation have been sealed there will be a total of 29 amendment orders to the current consolidation order (last consolidated in 2007). Given the large number of current amendments the need to consolidate all restrictions is now urgent in order to ensure that all existing restrictions may be effectively enforced.
47. The drafting of the consolidation order has been completed, and it is due to be put out to consultation in March 2014.

Goat Lees (Priority No. 3)

48. This scheme is intended to address current unsuitable parking practices in residential roads resulting from commuter parking generated by the nearby Eureka Business Park. Although a parking survey carried out early in 2011 found little evidence of unsafe / obstructive parking practices, reports from residents, the Parish Council and Ward Member have all stated that the parking situation has deteriorated and requires intervention to discourage dangerous parking practices. The Parish Council has offered to fund this scheme from its precept.
49. A proposed highway safety scheme was taken to the Board at the meeting of 19th September 2012 consisting of 'no waiting at any time' restrictions on junctions, bends and pinch points in those roads immediately affected by

overspill parking. Due to opposition from the Ward Member and Parish Council however the decision was taken to reject the scheme and request that Officers recommence the process to find a solution to the parking issues.

50. A meeting was subsequently held between Officers, the Portfolio Holder, the Deputy Leader, the Ward Member, County Member and Parish Council to find a solution. In this and subsequent meetings it was agreed that a parking management scheme would be formulated and KCC's term consultant would carry out an informal consultation offering residents a choice of scheme options. The informal consultation was completed on 14th March 2013 and a report detailing the results was presented to the Board at its meeting of 11th June 2013. The Board took the decision to approve formal consultation on a Safety Scheme for the area subject to further discussions with the relevant local Members, Parish Council and the landlord at the Eureka Business Park.
51. Formal consultation on an amended scheme took place between 19th December 2013 and 17th January 2014, and a report on the results of this consultation is due to be presented to the Board at this meeting.

Various Locations, Wye (Priority No. 4)

52. This scheme addresses several discrete issues. In Bridge Street there are currently obstructive parking problems which are impacting on the bus service. The bus operator has expressed concern and stated that without resolution they will have to re-evaluate the viability of the route. In Bramble Lane there is a safety issue concerning regular parking around the junction with Havillands Place, the access of the Station car park, and the nearby bend.
53. Issues have also been noted regarding obstructive parking on Churchfield Way, the entrance to Stonegate and the Church Street/Churchfield Way junction; and it is intended to include measures for these areas within the scheme. Wye Parish Council have set aside funding for this scheme.

Bluebell Road & Violet Way, Park Farm West (Priority No. 5)

54. The restrictions in Violet Way have been requested by the developer, while those in Bluebell Road have been requested by the bus operator. Both requests are in order to address obstructive parking issues. There are plans to extend the existing Park Farm bus service to serve the new development to the north-east of the Hamstreet Bypass / Ashford to Hastings railway line as well as the earlier development to the south-west. This revised route will eventually extend along Bluebell Road (currently under construction), linking the two developments to Bad Munstereifel Road. Prior to full completion, however, the bus operator intends to operate an interim route which will also include use of the bus bridge over the A2070 where unsuitable parking currently takes place. Works to upgrade the bus bridge and provide a temporary bus turning area on the eastern side of the bridge are underway.
55. The developer has already implemented private restrictions (double yellow lines enforced privately) to address the parking problems in Violet Way; however it is important that a formal scheme is implemented. The design of this scheme is currently underway.

O/S The Vine PH, High Street, Tenterden (Priority No. 6)

56. This scheme involves the redesign of the bus stop located outside The Vine PH to accommodate overlaying buses. At present there is no such facility, making it difficult for various bus operators utilising this stop to successfully timetable their services. This has resulted in buses regularly stopping in contravention of parking restrictions. One operator has stated that if this matter remains unresolved they will be unable to continue to service the route. This work is to be funded from KCC's Transport Integration budget.

High Street & Oaks Road, Tenterden (Priority No. 7)

57. A request has been received from ABC's Licensing Dept for a review of the restrictions currently governing those parking bays on which Tenterden's Friday street market takes place. At present the 1 hour limited waiting bays (in the High Street) are suspended on Friday mornings between 6am – 10am. This prevents vehicles parking in the bays before the market vendors have had the opportunity to set up their stalls. After 10am those bays not utilised by stalls then become available for parking once again. It has been suggested that there may be an opportunity to bring forward the end of the termination period to allow public use of those bays not occupied by market stalls slightly earlier without impacting on the stall holders themselves.
58. In addition, the market has recently been consolidated into a more compact format freeing up a number of parking bays at its south-western extremity. The Friday morning suspension can therefore be removed from these bays, freeing them up for public use. This work is to be funded by ABC's Licensing Dept budget. Given the high demand for on-street parking in the area, the optimisation of available on-street bays will benefit town centre businesses.
59. A request has also been received from Tenterden Town Council for the existing waiting restrictions on the southern side of the High Street between Bridewell Lane and the William Caxton Pub to be amended and apply between 8am and 6pm for seven days as opposed to the current six day restriction in order to prevent obstructive parking in this location on Sundays.
60. The removal of certain parking bays on Oaks Road has also been requested by the County Member in order to enhance the safety of pedestrians crossing Oaks Road in the vicinity of The Fairings.

Sir John Fogge Avenue (Priority No. 8)

61. This scheme is intended to address current unsuitable parking practices (specifically around a junction and build outs) which regularly obstruct the passage of the bus service. Due to concerns over this issue the bus operator has stated that, unless remedied, they will be unable to continue to run a service on this route and would instead have to reroute the E Line Service - therefore bypassing the estate. Funding for this work has been identified in KCC's Transport Integration budget. The design of this scheme is currently underway.

Repton Avenue & Sir Bernard Paget Avenue (Priority No. 9)

62. Safety restrictions have been requested by Waitrose Ltd to address current unsafe / obstructive parking practices taking place around the Waitrose Store on Repton Avenue and Sir Bernard Paget Avenue. It is believed this parking is generated by a combination of residents (there are 24 dwellings located above the Waitrose Store) and store customers. Funding for this work has yet to be identified. The design of this scheme is currently underway.

Parking Zones D, E, F & G (Priority No. 10)

63. These zones all consist of controlled parking zones with limited waiting bays and optional exemption permits available to residents, their visitors, and in some zones businesses. At present the limited waiting bays are subject to a 2 hour limited waiting period with no return to the row of bays within 4 hours. In some locations this has resulted in certain individuals regularly moving their vehicle every 2 hours between rows of bays in order to avoid the restriction. This obviously defeats the spirit of the restriction which is intended to free up bays for short stay use and for the benefit of permit holders. This also creates a large volume of vehicle movements during the course of the day.
64. It is therefore proposed to amend the 'no return' restriction to 'no return to the zone' in order to close this loophole and free up the bays for their intended use.

Various Locations – Bus Routes (Priority No. 11)

65. This scheme consists of safety restrictions in a variety of locations in order to address congestion issues impacting on bus services and the introduction of bus stop clearways (in tandem with bus boarders) at those stops within the Borough where they have yet to be introduced. The introduction of these restrictions were outlined in the 'Bus Strategy for Ashford (2006)' as actions for KCC. However due to funding issues much of the work identified remains outstanding.

Various Locations – Refuse collection issues (Priority No. 12)

66. This is a new scheme request for 2014/15. The waste contractor has requested the investigation and possible implementation of restrictions in various locations throughout the borough to address instances of obstructive parking which prevent refuse collections from resident properties since the introduction of the new waste collection service.
67. Dependent on location, it may be possible for certain locations to be combined with other schemes in the Prioritised List of Requested Parking Controls for Investigation and Possible Implementation.
68. A source of funding for this scheme is yet to be identified.

St Teresas Close & Heathfield Road (Priority No. 13)

69. A scheme has been requested in these roads in order to address the current unsafe / nuisance parking taking place as a result of high parking demand

generated by town centre commuters. A source of funding for this work has not yet been identified.

Various locations, Tenterden (Priority No. 14)

70. This is a new scheme request for 2014/15, and has been received from the Ward Member for Tenterden North to address unsafe / nuisance parking in residential streets surrounding the High Street. The Ward Member has suggested revisiting the proposals put forward in the 2007 Tenterden and St. Michaels Parking Review, as the affected streets fall within Zone 1 as identified in this review. A source of funding for this work has yet to be identified.

Fairview (Priority No. 15)

71. Requests for a scheme at this location have come from a number of sources. The problem concerns residents parking in dangerous / unsuitable locations such as on bends, around junctions and roundabouts and across designated fire paths. The issue not only impacts on private vehicle users and emergency services but also on the bus service serving the estate. It is therefore proposed to address these issues with the introduction of safety restrictions. Funding for this work has yet to be identified.

High Street, Charing (Priority No. 16)

72. This scheme has been requested by the Parish Council and is intended to better manage parking on Charing High Street by addressing unsafe parking around junctions and introducing a number of limited waiting bays to serve short stay shoppers. A funding source for this scheme has yet to be identified.

The Street, Great Chart (Priority No. 17)

73. A request has been received from both the Ward Member and Parish Council for the introduction of passing bays in order to address current traffic congestion issues at this location resulting from continuous uninterrupted parking along its length. This currently results in regular mounting of the footway by passing vehicles. Funding for this scheme has yet to be identified.

Star Road and Mill Court estates (Zones 6 & 7) (Priority No. 18)

74. Either a safety or parking management scheme has been requested to address commuter parking issues in this area generated by Ashford International Rail Station and town centre commuters. A source of funding for this scheme has yet to be identified.

Godfrey Walk and Surrounding Streets (Zone 10) (Priority No.19)

75. This is a new scheme request for 2014/15, and has been received from the Ward Member for either a safety or parking management scheme to address commuter parking issues in this area generated by Ashford International Rail Station and town centre commuters. A source of funding for this scheme has yet to be identified.

High Street, Biddenden (Priority No. 20)

76. This scheme was requested by the Ward Member with a view to reviewing the current safety restrictions to establish whether there are grounds for the removal or reduction in the extent of the double yellow lines thereby improving on-street parking opportunities for customers of the mini market. Funding for this scheme has yet to be identified.

St Stephens Walk (Priority No. 21)

77. At present significant numbers of motorists attending the St Stephens Health Centre park on-street in St Stephens Walk. This has resulted in complaints over parking on the verges and potential obstruction issues around the St Stephens Health Centre access. A source of funding for this work is yet to be identified.

Chilham Square (Priority No. 22)

78. The Square is currently subject to informal parking arrangements only. Due to the high demand for parking in this location – from residents, businesses and visitors - and concerns over the visual intrusion on the historic square by uncontrolled parking, the Parish Council have requested the introduction of a parking management scheme. It is understood that this work is to be funded by the Chilham Future Delivery Board.

Various locations – ‘School Keep Clear’ markings (Priority No. 23)

79. KCC has proposed a review of all school crossing points with a view to formalising existing advisory ‘school keep clear’ markings and introducing new markings where necessary to provide greater safety around school crossing points.
80. The formalisation of ‘school keep clear’ markings (i.e. their inclusion in a traffic order) allows ABC’s Civil Enforcement Officers to issue penalty charge notices to any vehicles parking in contravention of the restriction. Advisory markings cannot be enforced and therefore their deterrent effect is more limited.
81. There are currently a significant number of historical advisory ‘school keep clear’ markings in the Borough. These markings require review before formalisation to ensure that they are both necessary and optimally located. In addition other locations currently without ‘school keep clear’ markings may benefit from their introduction. This scheme would therefore require a comprehensive review of all school sites. A funding source for this scheme has yet to be confirmed.

Tannery Lane, Ashford (Priority No. 24)

82. This scheme has been requested by ABC’s Parking Services due to on-going parking issues around the Royal Mail Sorting Office located in Tannery Lane. There is currently no off-street parking provision for customers picking up parcels resulting in significant demand for on-street parking. It is therefore

proposed to review current parking restrictions in the vicinity of the Sorting Office to assess whether some parking may be safely accommodated and either installing a length of limited waiting bays or a 'no loading' restriction accordingly.

Hamstreet Primary School (Priority No. 25)

83. A request has been received from the Ward Member and Parish Council for an investigation into the potential provision of safety restrictions in the vicinity of Hamstreet Primary School. At present there are regular issues of unsafe and obstructive parking in the vicinity of the school at the beginning of the school day including reports of parking on junctions and on both sides of the road (where the carriageway is off insufficient width). The Ward Member has said they would be prepared to provide funding for this scheme.

Bilsington Cross Roads (Priority No. 26)

84. The request has been received from the Parish Council for the introduction of junction protection around the Bilsington Cross Roads to address current unsafe and obstructive parking practices. A funding source for this scheme has yet to be identified.

Ellingham Industrial Estate (Priority No. 27)

85. This scheme follows complaints from tenants of the estate regarding obstruction issues created by long distance lorry drivers laying over on the estate. The majority of these complaints concern the obstruction of delivery vehicles attempting to access the units.
86. A sub-group of the Board is currently investigating lorry parking issues within the Borough with a view to seeking a solution in the form of affordable lorry parking facilities. At present, many long distance lorry drivers lay over on industrial estates or in lay by areas due to the lack of alternative facilities. The introduction of restrictions is therefore likely to simply displace the vehicles to other, potentially less suitable locations such as residential estates. It is therefore intended to investigate the potential introduction of restrictions only once the JTB sub-group has had the opportunity to attempt to address the current lack of facilities.

A20, Charing, Hothfield & Westwell (Priority No. 28)

87. This scheme has been requested in order to tackle nuisance parking currently taking place in a number of lay-bys along the A20. This nuisance parking is the result of long distance lorry drivers laying over in these lay-bys and depositing refuse - including human waste. In addition there have also been complaints from nearby residents regarding noise issues, specifically generator noise from refrigerated vehicles.

The Street, Appledore (Priority No. 29)

88. This scheme has been requested by the Parish Council and Ward Member to address unsafe and obstructive parking practices on The Street, Appledore and around its junction with Court Lodge Road. In addition it is understood

that discussion is underway between the parties concerned regarding the potential provision of an off-street parking facility access off Court Lodge Road to accommodate those vehicles displaced by the safety scheme.

Adams Drive, Billington Grove & Drummond Grove (Priority No. 30)

89. Developer funding has been set aside for the investigation of potential parking issues and the implementation of parking restrictions as necessary on this new estate. The developer funding must be handed back if it remains unspent by 24th October 2017.

Kings Avenue (former Ashford Hospital Site) (Priority No. 31)

90. Developer funding has been set aside for the investigation of potential parking issues and the implementation of parking restrictions as necessary on this new estate.

Conclusion

91. As can be seen from the above a wide variety of scheme requests are received each year from various bodies dealing with a range of parking issues. 15 of the 31 schemes have been requested either wholly or partly on safety grounds, and 14 because of traffic congestion. It is understandable that people who live or work in these areas are concerned to ensure that parking schemes are developed and that they have the 'comfort' of knowing if, and when, they will be implemented.
92. As we have stated earlier, due to the limited resources available it is simply not possible to address all these schemes in any given year. It would, therefore, appear to be vital that a logical, fair and transparent method of handling these requests is applied. This not only ensures that best value is achieved but also that those requesting the schemes can see that their schemes have been properly and objectively assessed and that everyone has been dealt with even-handedly.
93. The Prioritised Scheme List (Appendix 1) has been formulated using the above criteria and the Board is therefore asked to endorse this list for application.

Portfolio Holder's Views

94. To be provided at the meeting.

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Appendix 1

2014/1 5 Priority	2013/1 4 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
		Pittlesden, Tenterden	Safety restrictions to address unsafe / unsuitable parking by residents & commuters	County & Borough Members	KCC Member Highway Fund	Traffic congestion	KCC	Completed
		Station Road, Pluckley	Safety restrictions to address dangerous parking either side of the humpback bridge highlighted by the police (who have issued a formal notification)	Police	KCC Crash Remedial budget	Safety	KCC	Completed
		Willesborough Junior School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Ward Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		Downs View School & Kennington Juniors	Safety restrictions to control unsafe parking at the beginning and end of the school day	County & Borough Members	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		Aldington Primary School	Safety restrictions around Aldington Primary School to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety	KCC	Completed
		Smarden Primary School	Minor extension to the safety restrictions implemented in 2011 around Smarden Primary School to address dangerous parking practices at the beginning and end of the school day.	Parish Council	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Completed
		Arlington, Ashford	Safety restrictions to address unsafe / unsuitable parking by residents & pub / take away patrons	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Completed

		John Wallis Academy	Safety restrictions around John Wallis Academy to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		N/A	Administrative changes to the existing traffic order (as amended) to address various minor anomalies	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	Completed
		Leacon Lane, Charing	Safety restrictions to address unsafe / unsuitable parking around the junction of Leacon Lane & Maidstone Road lay by	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Completed
		Faversham Road, Ashford	Safety restrictions to address unsafe / unsuitable parking	CRM	KCC Crash Remedial budget	Safety & traffic congestion	KCC	Rejected by the Board
	2	Willesborough Lees	Safety scheme around periphery of existing Zone F limited waiting scheme to control parking generated by William Harvey Hospital	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Safety scheme has been implemented, extension to the car park due for completion and improved bus links due to commence early April 2014
		North School	Safety restrictions to control unsafe parking at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	No longer required
		Bybrook Road	Relocation of bus stop	County Member	KCC Member Highway Fund	Traffic congestion	KCC	No longer required
1	1	Cobbs Wood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	KCC	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Scheme design underway
2	3	N/A	Consolidation of all existing on-street traffic regulation orders	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	Out to consultation in March 2014

3	4	Goat Lees	Safety restrictions or parking management scheme to address commuter parking issues	Borough Member & Parish Council	KCC Member Highway Fund, Borough Member Fund & Parish Council	Safety & nuisance parking / parking management	KCC	Formal consultation completed - results of formal consultation to be considered by JTB 11th March 2014
4	5	Wye - Various Locations	Safety restrictions to address unsafe and obstructive parking in various locations within Wye	Previous Ward Member / Parish Council / Bus Operator	Parish Council	Safety & traffic congestion	KCC	Revised to include additional areas affected by obstructive parking
5	10	Bluebell Road & Violet Way, Park Farm West	Introduction of restrictions to help maintain bus access in Bluebell Road and avoid general traffic congestion in Violet Way	Developer / Bus operator	Developer & KCC Public Transport	Traffic congestion	KCC	Scheme design underway
6	6	O/S The Vine PH, High Street, Tenterden	Alterations to the bus stop configuration o/s The Vine PH to accommodate bus layovers	QBP	KCC Public Transport	Traffic congestion	KCC	
7	7	High Street & Oaks Road, Tenterden	Alterations to the restrictions relating to the Friday street market; alterations to the days of restriction on the High Street between Bridewell Lane and The William Caxton PH; Removal of certain parking bays in the vicinity of The Fairings, Oaks Road to enhance pedestrian safety	ABC Licensing Dept / Town Council / Borough Member	ABC Licensing Dept	Parking management	ABC	To be combined with The Vine PH scheme. Brief extended to remove the Friday 6 -10am waiting restriction between The Vine Inn and Natwest Bank following the part relocation of the stall market
8	8	Sir John Fogge Ave	Introduction of restrictions to help maintain bus access	Bus operator	KCC Transport Integration	Traffic congestion	KCC	Scheme design underway
9	9	Repton Avenue & Sir Bernard Paget Avenue	Safety scheme to address unsafe / unsuitable parking around the Waitrose Store generated by shoppers / residents	Waitrose Store	?	Traffic congestion	KCC	Scheme design underway
10	12	Parking Zones D, E, F & G	Revisions to parking zones D, E, F & G to replace 'no return to parking space' with 'no return to zone' restriction in parking bays	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	To be carried out after the consolidation order and before St Teresas Close and Healthfield Road

11	11	Various locations	Safety restrictions to address bottlenecks on town centre bus routes as identified in the Bus Quality Partnership	QBP	KCC Public Transport	Traffic congestion	KCC	
12		Various throughout the Borough	Investigate possible restrictions to address service issues for refuse vehicles as identified by the borough waste contractor	Waste contractor	?	Safety & traffic congestion	KCC	
13	13	St Teresas Close & Heathfield Road	Safety scheme around periphery of existing Zone E limited waiting scheme to control parking generated by the town centre	Ward Member	?	Safety & nuisance parking	KCC	
14		Various Locations, Tenterden	Safety restrictions to address unsafe and nuisance parking practices in streets on the periphery of the High Street (Zone 1)	Ward Member	?	Safety & nuisance parking	KCC	
15	14	Fairview	Safety restrictions to control unsuitable parking by residents obstructing bus route and access to fire paths	Borough Member / Bus operator / Management Company	?	Traffic congestion	KCC	
16	15	High Street, Charing	Safety restrictions at junctions with School Road and Old Ashford Road. Also limited waiting parking bays in part of High Street to encourage turnover	Parish Council	?	Traffic congestion & parking management	KCC / ABC	
17	16	The Street, Great Chart	Safety restrictions to create passing places at intervals along one side of the carriageway	Ward Member & Parish Council	?	Traffic congestion & safety	KCC	
18	17	Star Road and Mill Court estates (Zones 6 & 7)	Safety restrictions or controlled parking zone to address commuter parking issues	Borough Member	?	Safety & nuisance parking / parking management	KCC / ABC	
19		Godfrey Walk and surrounding streets (Zone 10)	Safety restrictions or controlled parking zone to address commuter parking issues	Ward Member	?	Safety & nuisance parking / parking management	KCC / ABC	

20	18	High Street, Biddenden	Review of existing restrictions with a view to reducing their extent to better accommodate shoppers seeking on-street parking	Borough Member	?	Rationalisation of existing restrictions	KCC	
21	19	St Stephens Walk	Safety restrictions to address unsuitable parking around the Surgery	Ward Member	?	Nuisance parking	KCC	
22	20	Chilham Square	Restrictions to manage parking on the Square to balance the needs of residents, visitors and businesses	Parish Council	Chilham Future Delivery Board	Parking management	ABC	
23	21	Various throughout the Borough	Investigate new and review existing 'school keep clear' markings	?	?	Safety	KCC	
24	22	Tannery Lane, Ashford	Review of potential parking provision in the vicinity of Ashford Royal Mail Sorting Office	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	
25	23	Hamstreet Primary School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Parish Council / Ward Member	Member Fund	Safety & traffic congestion	KCC	
26	24	Bilsington Cross Roads	Introduction of junction protection	Parish Council	?	Safety	KCC	
27	25	Ellingham Industrial Estate	Investigation of current unsafe / unsuitable parking practices	Tenant	?	Safety & traffic congestion	KCC	
28	26	A20 Charing, Hothfield & Westwell	Overnight weight restriction in various laybys to control overnight lorry parking	County Member / Residents / Parish Council	KCC Member Highway Fund / ?	Nuisance parking	ABC	Awaiting outcome of JTB Overnight Lorry Parking Sub Group
29	27	The Street, Appledore	Safety restrictions to control unsafe parking	Parish Council / Ward Member	?	Safety & traffic congestion		
30	28	Adams Drive, Billington Grove & Drummond Grove	Investigate potential parking issues and implement restrictions as necessary	Planning Obligation	Developer funded	Safety & traffic congestion / traffic management	KCC / ABC	
31	29	Kings Avenue (former Ashford Hospital Site)	Review of level of on-street parking with a view to implementing parking controls as necessary	Planning Obligation	Developer funded	Safety / parking management	KCC/ABC	