

Outcome of Willesborough Safety Scheme – parking near William Harvey Hospital

To: **Ashford Joint Transportation Board – 13th March 2018**

By: **Chris Miller - Parking Highways and Transportation Team Leader**

Classification: **For decision**

Ward: **North Willesborough**

Summary

This report:

- I. Details the results of observations undertaken by Ashford Borough Council officers of three areas adjacent to the existing Controlled Parking Zone (CPZ) within the immediate vicinity of the William Harvey Hospital (WHH);**
- II. Identifies the effects of overspill parking from the WHH;**
- III. Seeks the board's recommendation on next steps.**

Introduction and Background

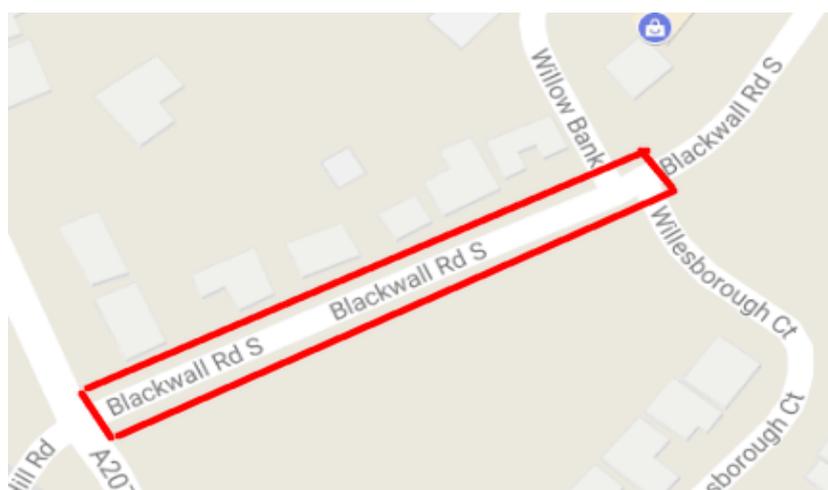
1. Following the creation of the Controlled Parking Zone (CPZ) around the WHH in 2006 a two-tier level of restriction exists on roads in the immediate area. The areas outside the existing zone are those considered at the time of the creation of the zone to be distant enough not to lead to unnecessary overspill. The purpose of a CPZ is to prevent residents' own parking needs being compromised by the presence of vehicles belonging to non-residents. Recently residents of Willesborough have requested a review of the CPZ to encompass additional locations i.e. Wilson Close and Blackwall Road South.
2. In addition, observations were conducted on Hythe Road, (service road leading to junction 10 footbridge) where it has been noted that hospital parking occurs. This location is on the opposite side of the M20 junction 10 to Wilson Close and Blackwall Road South.
3. All affected areas are part of the public highway. It is not desirable to prevent non-residents from using available kerb space if there is capacity, as this would likely displace traffic to the nearest unrestricted location, renewing the issue elsewhere.
4. WHH have undertaken a number of measures over recent years to increase staff parking capacity and to incentivise the use of parking on site parking including a revised price structure for hospital staff.

5. North Willesborough residents had requested observations of the areas most affected by the presence of visitor and non-resident parking in order to show the effects of overspill.
6. It is desirable to maximise the resource of on-street parking by allowing shared use parking, but in residential areas give priority to residents. Generally residents only parking is not supported, as this does not allow best use of the on-street parking resource available in an area. Best practice has also shown that shared schemes are more effective in dealing with the competing demands for limited parking space. Permit holder only schemes also restricts access for residents visitors.
7. The creation of a CPZ would lead, by default, to the separation of the kerb space into designated parking bays and waiting restrictions and would likely reduce parking provision.

Observations

8. Photographs were taken on each set of observations and are provided to help show the nature of the concerns and the existing restrictions in place by way double yellow lines.
9. Observations were undertaken on weekends and weekdays, at varying times, from 08:00 to 23:00, in order to establish demand from residents.
10. Observations were commenced after the improvements to the A2070 (KCC widening project) had been completed, to show a more typical usage pattern of roads in the area.
11. The maximum number of vehicles that can be accommodated on the various streets can be approximated with the highest observed numbers seen.
12. The highest consistent number of vehicles (in terms of number and percentage capacity) is on the service road adjacent to Hythe Road.
13. Below are diagrams identifying the area observed at each location.

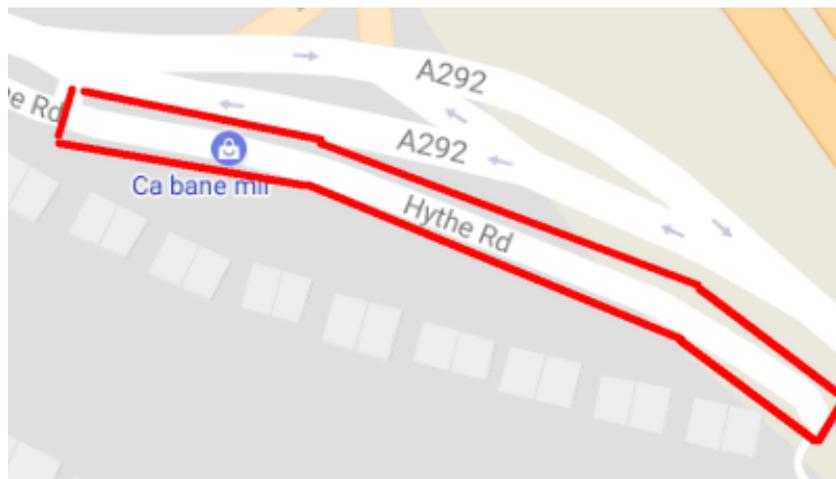
Blackwall Road South – 14 spaces maximum capacity



Wilson Close – 13 spaces maximum capacity



Hythe Road (Service Road) – 25 spaces maximum capacity



Findings for each area

Blackwall Road South

14. One incidence of 14 vehicles was observed. A number of incidences were recorded whereby there were either no vehicles present or very few.
15. Parking along Blackwall Road South is subject to the highest variance, with certain dates and times likely to produce low and often zero figures. Clearly, the WHH is subject to greater use during the week, but operates at all times.
16. Parked vehicles on Blackwall Road South are considered to be related to the adjacent new development. The presence of vans and other commercial vehicles during the day and site worker's vehicles would more accurately explain the highest variance in parking demand.

17. Off-street parking and residential driveways serve properties on Blackwall Road South, which naturally limits the amount of available kerb space for parking. Parking naturally conforms to the side of the road adjacent to the properties and footway and there is no evidence that residents are prevented from accessing the public highway. The presence of parked vehicles, particularly larger vehicles such as the vans that may be related to the nearby development no doubt compromise such access, but this will likely be reduced with the completion of that development; it is not believed to be related to overspill from the WHH.

Wilson Close

18. One incidence of 13 parked vehicles was observed on the highway, with three other occasions when ten vehicles were present. A number of these vehicles evidently belong to residents of Wilson Close.
19. There is an underlying level of residential traffic relating to use of certain areas by residents as a parking resource. Parking at the end of the cul de sac is predominantly residential.
20. The turning head at the end of the carriageway, although used habitually by a number of residents, would be restricted if a CPZ were introduced which would remove this parking resource. It would likely also displace residential parking into marked bays within the cul-de-sac, closer to the junction with the main road.
21. Most properties have off-street parking in the form of driveways, which naturally limits the amount of available kerb space for parking.
22. Observations suggest that a number of residents park vehicles upon the road within Wilson Close rather than undertake tandem parking on residential driveways.

Hythe Road

23. There is one incidence of 25 parked vehicles being observed on the highway with a considerable number of occasions where there is a high parking density.
24. This section serves a service road adjacent to the A292 Hythe Road. There is ample space for parking for residents and visitors. Most properties have off-street parking.
25. Parking conforms to the western side of the service road for the most part, with the exception of the section closest to the footway leading over the M20.

26. There are other potential attractors to this location, such as the proximity of the M20 junction. This may suggest use as parking for pool car commuting, but the turnover of vehicles suggests that this is not commonplace.
27. Upon Hythe Road there appears to be a mixed demand from residents (vehicles in place at varied times and days) and visitors.

Conclusions

28. It is appreciated that parking by non-residents is a cause for concern; however, it is not conclusive that parking at these locations is related to a general or persistent overspill from hospital staff or visitor parking.
29. Parking appears to be commonplace within the turning head in Wilson Close which would most likely be lost in the event of marked bays to support a CPZ.
30. The new development in Blackwall Road South, as any other in the area, will be planned with a view to meet KCC and Borough Council residential parking requirements. There may be an additional demand for parking here from residents of new properties, or a replacement of vehicles by hospital overspill once the construction work has ceased but the level of this cannot be predicted.
31. Without strong evidence that the parking attractor of the WHH is regularly crowding out residents in this location it is unclear what purpose a scheme would achieve other than to reduce a usable public resource. A majority of properties in the area possess off-street parking and therefore residents are not forced to compete with other user groups.
32. There is little evidence that the level of traffic in any of the areas reaches a level close to capacity on a regular basis, either in the working week or otherwise and those conducting the observations did not report a high level of difficulty in terms of access or evidence of obstructive parking
33. The council's waste collection service stated that refuse crews have not experienced any regular issues in these streets in terms of collections.
34. **Appendix A** provides a selection of photographs representative of typical scenarios observed at the three locations followed by data showing parking demands.

Options and Recommendation

35. The options open at this point in time are as follows:
 - Make no changes to the existing CPZ;
 - Continue monitoring of the area through observations to determine further the effects, if any, of overspill;

- Undertake informal consultation of a wider area, encompassing not only those streets, which were observed, but also an area which allows for feedback by those likely to be affected near to any amended CPZ boundary.

36. On the basis of the evidence presented within this report officers are minded to recommend that no changes be made to the existing CPZ.

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Reporting to:	Jo Fox – Health, Parking and Community Safety Manager jo.fox@ashford.gov.uk

Appendix A

Wilson Close- Monday 18 September 2018- 14:40-14:55



Wilson Close- Northern arm of highway



Wilson Close- Eastern end



Wilson Close- turning head and eastern end
(Google image)



Wilson Close- facing eastern end
date stamped



Blackwall Road South- Monday 18 September 2018- 14:40-14:55

**Blackwall Road South-
Facing A2070**



**Blackwall Rd South-
Facing A2070**



Blackwall Road South-facing construction. 8/12/17 15:21pm



Blackwall Road South-facing away from A2070



20/10/2017 21:38

Hythe Road (service road)- Monday 18 September 2018- 14:40-14:55

**Hythe Road service road-facing
entrance to Hythe Rd**



**Hythe Road service road-facing
footbridge across M20**



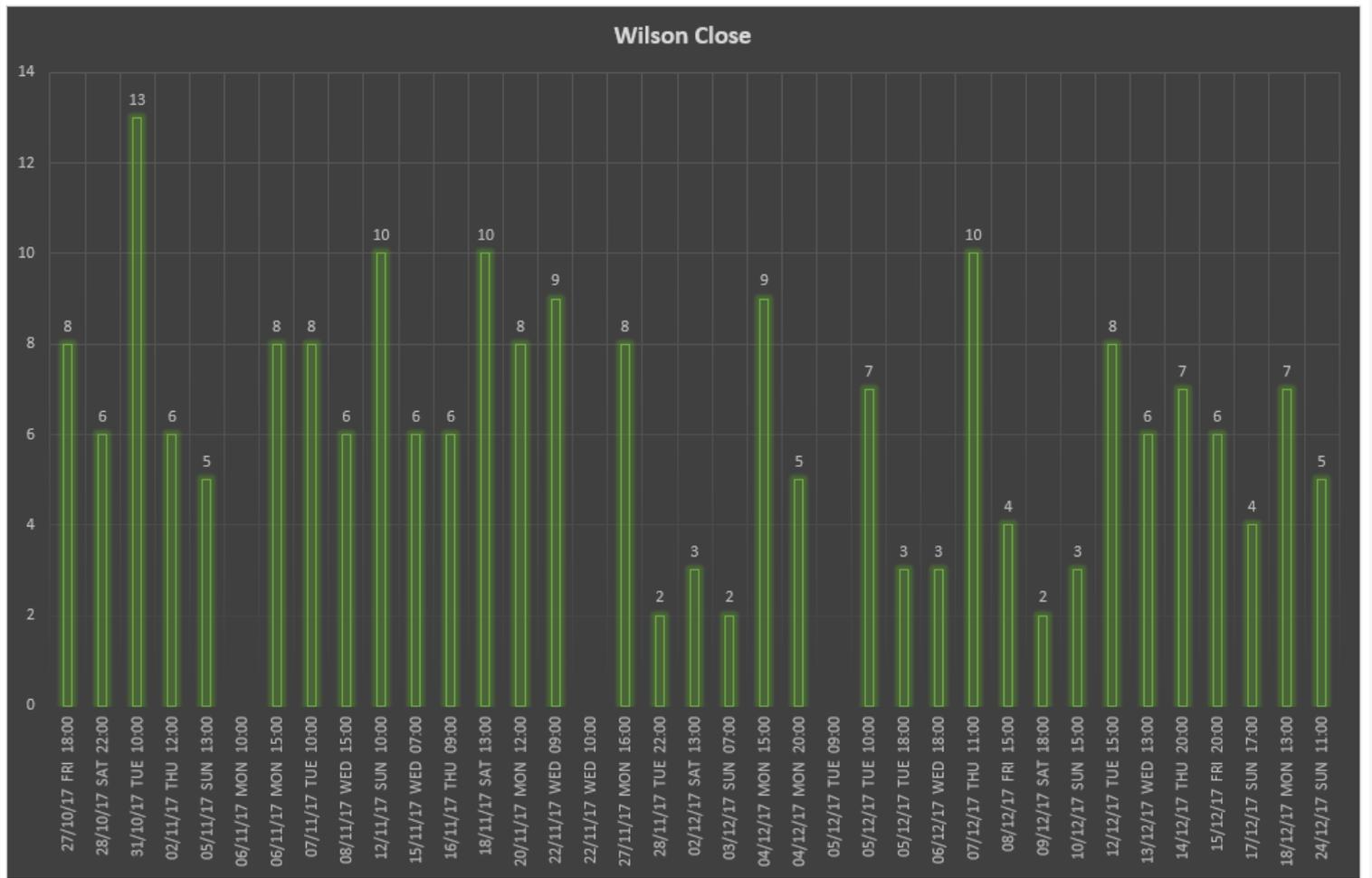
Hythe Road service road-
from footbridge end



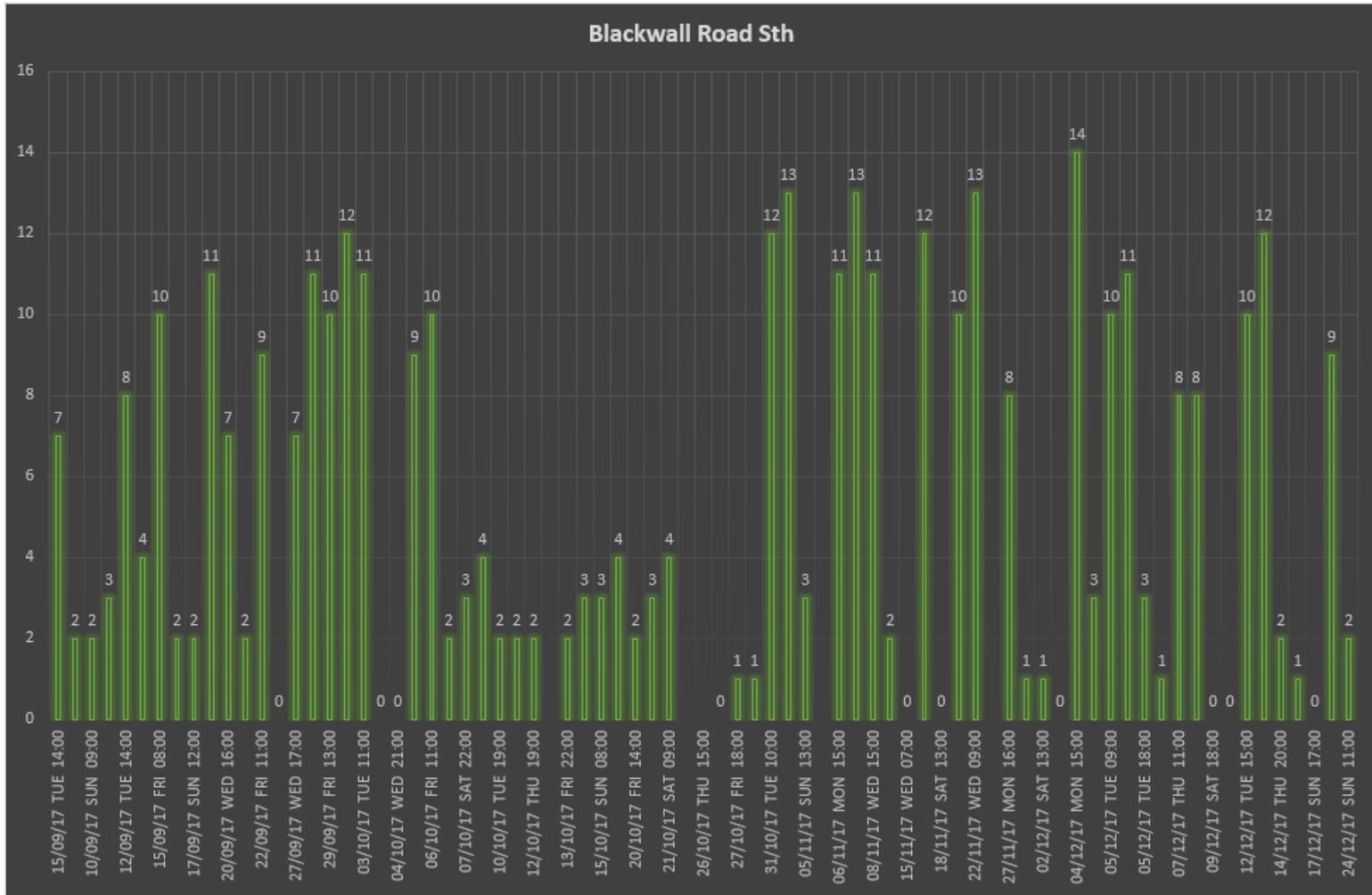
Hythe Road service road- facing footbridge
date stamped



Please note: Dates **without** data labels indicate that no check was made in that location - a mark of zero indicates that no vehicle was present.



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