

Agenda Item No:

Report To: Joint Transportation Board

Date: 6th June 2023

Report Title: Parking Update and Waiting Restrictions Update

Report Author: Kieron Leader, Technical & Transport Officer (Parking, Highways and Transportation)



Summary:	This report provides an update on schemes that are currently being progressed by the Ashford Borough Council's, Parking, Highways and Transportation Team.
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Key Decision: No

Affected Wards: All

Recommendations: That the contents of the report be noted.

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Agenda Item No.

Introduction and background

1. This report provides an update of schemes that are currently being managed and progressed by the Parking, Highways, and Transportation team.

Updates

2. Technical and Transport Officer (TTO) position is again vacant, with an opening for a secondment for six months for temporary replacement whilst a more permanent solution is sought.
- 3.
4. Team Leader is currently on extended leave.

ParkMap (Map-Based Traffic Regulation Order)-

5. ParkMap software became operational on 19th May 2023, after lengthy liaison between Kent County Council and Ashford Borough Council officers. Parkmap now shows all restrictions relating to moving traffic and parking in one system. Kent County Council manages the service.
6. Current parking and waiting restrictions can be viewed online by all via the 'Traffweb' site-

<https://kent.traffweb.app/traffweb/1/TrafficOrders>.

The Map-Based Traffic Regulation Order is a very valuable resource, helping residents and officers to identify the extent and nature of restrictions across the borough.

Reports

7. Henwood Car Park

This car park closed for use as a car park from 1st April 2023 as planned. This is due to be transformed into a net zero housing project.

8. Park Mall Loading Area

This area was previously managed as part of the overall management of the Park Mall site, but now requires civil enforcement. Without enforcement, the use as a loading area can be compromised. It is likely that standalone Parking Places Order for this Off-street loading area will be introduced, to allow for civil enforcement to take place in this area as swiftly as possible.

Road Markings

9. A new schedule of outstanding lining work is due to be completed over 7-9 June 2023
10. A combined schedule of outstanding lining work was completed in February/March 2023

New Schemes and Projects

11. The Transport and Technical officer is now in place. Normal functions, such as Disabled Persons Parking Bay applications, are proceeding, with a view to reduce any backlog.

Tannery Lane (Amendment 2)

12. Progress on this project has required the implementation of the new Parkmap software, as already discussed, which is now in place. This will form
13. The new bays proposed for this location will allow a maximum stay (and no return period) for all motorists, to optimise turnover of their use.

Parking Liaison Meeting

14. A liaison meeting with the KCC Parking and Enforcement Manager took place on 9th March 2023. Many locations were discussed, relating to areas brought to our attention.

Road safety changes are the responsibility of the highway authority (i.e. Kent County Council), but priority is given to those areas where evidence shows road traffic collisions resulting in personal injury are occurring, and where an engineering solution may reduce their number or severity.

None of the locations reported met the safety criteria expected by Kent County Council.

Apart from those situations already assigned to KCC, the borough has assisted the highway authority in the provision of parking and waiting restrictions, which has formed the main part of these Parking Liaison Meetings.

However, given the possible limitless nature of such locations, help will be restricted to locations where frustration is confirmed to refuse collection vehicles (RCV) or public transport. RCVs are the largest vehicle type normally required to pass along residential streets. Issues presented to such vehicles would indicate similar access problems would affect emergency vehicles.

Such assistance on the part of the Borough Council has relied on the resource available. As expertise is limited, and likely to remain so, this current assistance should be revisited.

Future position on Road Safety measures and Ashford Borough Council- arising from Liaison Meeting

15. As mentioned above, Ashford Borough Council has consistently had a role in helping the highway authority bring about new safety related Traffic Regulation Orders (TROs) e.g. installation of yellow lines.

Ashford, as with most district authorities, took on some responsibility for investigation, introduction and management of road safety restrictions under a verbal agreement.

It is important to note that these amendments would not be those that meet the safety criteria set by KCC. Any amendments that arise from proven safety concerns (or arising from new development) would still be undertaken by KCC as a normal part of their role as highway authority.

However, under the current Parking Agency Agreements between the twelve local authorities and KCC (in place since 1999) district authorities were only responsible for the introduction of new waiting restrictions when they formed part of a new parking scheme (for example a new residents parking zone or other limited waiting scheme).

In light of both the statutory role held by KCC in relation to safety related TROs and the current lack of experienced resource at Borough level, it would seem prudent that the role of the borough council be limited in this area to the role expected of it under the Parking Agency Agreement.

Kent County Council follows a data and research evidence led approach in order to direct resources intelligently to achieve the highest casualty reduction outcomes, prioritised towards locations that have recorded a history of road traffic injuries.

Kent County Council applies this method to identify sites with the highest number of crashes and/or crashes of a similar nature, which may indicate a problem related to the road or driver behaviour. This approach looks to make changes to the road environment and influence driver behaviour to prevent collisions continuing to occur at these sites.

Given the current and likely future level of resource in this area, Ashford Borough Council officers will no longer seek to help implement road safety Traffic Regulation Orders.

Parish and Community Councils already are expected to work with Kent County Council to produce Highway Improvement Plans (HIPs). New restrictions would be proposed within the HIP, along with any other highway improvements. By putting all highway-related matters within one document, an area is better served than through piecemeal changes of the sort that currently can occur. This HIP process should be utilised moving forward. An example can be found at [. As such, any involvement by Ashford Borough Council comes on top of the normal processes and could lead to confusion and delays. Any local request for safety changes that do not already meet the safety threshold should therefore form part of a HIP.](#)

An example of a HIP for the Kent East region is attached below



HIP Template East -
June 2022.docx

If parishes do not pursue the HIP process then this would tend to indicate that the desire for such changes to the highway did not even have local support.

Even with the existence of a HIP, there is little likelihood that most junctions of turning heads would become subject to civil restrictions- there is no limit to the number of such locations.

If new development outlines new restrictions as part of the planning process, or if a genuine safety issue arises based on the data already collected by the highway authority, then Kent County Council are already acting and this will remain, with civil enforcement thereafter undertaken by our officers.

In areas which are not served by a Parish or Community Council, we should only bring in new safety restrictions as part of a wider scheme, as was the intent of the original Parking Agency Agreement. Such schemes (permit zones or similar) would likely result from widespread expressions of local support at the outset, such as the submission of a petition.

As such, the borough council is not changing its role, or its responsibilities, but avoiding duplication of resource in those areas for which it has not a primary or statutory role.

Electric Vehicle Charge Point (EVCP) update-

16. Delays to the roll out of the project have largely been due to difficulties in arranging the installation of the meters necessary for supply. Regular contact between council officers and suppliers has been ongoing to try to seek ways to speed up this process.

17. Civic Centre Car Park, Ashford

This car park now hosts NINE EV charging bays- fully operational since March 2023.

18. Station Road Car Park, Tenterden

This car park now hosts FOUR EV charging bays- operational since May 2023.

18. Other locations

- Station Road Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Elwick Place Car Park, Ashford (6x chargers). Groundworks
- Vicarage Lane Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Victoria Road Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Tenterden Leisure Centre Car Park, Tenterden. (6x chargers) Location of chargers agreed- chasing next steps.

Recommendation

19. The report be noted.

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