
PROPOSED Waiting Restrictions, Imperial Way, Ashford

To: **Ashford Joint Transportation Board – 11th June 2019**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Great Chart with Singleton North, Ashford District**

Summary: **This report gives details of a proposed No Waiting at Any Time restriction to be implemented on Imperial Way in Ashford**

For Recommendation

1.0 Introduction and Background

- 1.1 Imperial Way is situated within the District of Ashford. The area consists of primarily residential development.
- 1.2 A number of residential properties located on Imperial Way are provided with areas of off street parking. There is some demand in the area for parking on street.
- 1.3 Imperial Way is served by the A line bus service which is operated by Stagecoach. The service operates Monday to Sunday.
- 1.4 Singleton with Great Chart Parish Council, Stagecoach and local residents have raised concerns relating to public service vehicles regularly having to mount the footway to negotiate parked vehicles on a short section of Imperial Way
- 1.5 An investigation of the site has identified that the current problem of large vehicles mounting the footway can be resolved by relocating the current on street parking to the opposite side of the road to the inside radius of the bend and providing no waiting at any time parking restrictions on the outside of the bend to prevent the current on street parking issue. This will allow more space for large vehicles to negotiate the parked cars without the need to mount the footway. The proposal will result in the loss of one parking space.

2.0 The Proposal

- 2.1 The proposal is to install and implement a section of double yellow line road marking for a distance of 30 Metres between 39 & 41 imperial Way in Ashford

3.0 Consultation and Traffic Regulation Order

- 3.1 The advert for the Traffic Regulation Order was placed in the Kent Messenger on 22nd February 2019 with a closing date for comments on the 18th March 2019.
- 3.2 The County Member and local Councillors were notified of the consultation. Notices were placed on site with a minimum of one notice per street. Letters were sent to residents in the vicinity of the proposed restrictions in Imperial way notifying them of the proposed waiting restrictions.
- 3.3 17 responses were received as a result of the consultation. These are summarised as follows:

| | | |
|---------|---|-----|
| Support | 9 | 53% |
| Object | 8 | 47% |

- 3.4 A number of comments were made by both those supporting the proposal and objecting to it. The main concerns are summarised below.

| Comment | KCC response |
|---|---|
| The bend is a VERY dangerous blind bend that does not allow cars or buses the space or sight to navigate it safely. Cars & buses use the pavement as an additional road causing the pavement extremely unsafe for pedestrians. Surrounding properties are also being damaged due to the shuddering due to the buses mounting the pavements. | Relocating the current on street parking to the opposite side of the road will overcome the current issues. |
| The buses don't need to come round the whole estate as there are several stops on the hill This will lead to complete chaos due to the parking being reduced to a crisis situation were people will start parking badly | Drivers have a duty to park their vehicles in a safe and responsible manner. The local bus service is provided to encourage sustainable means of transport and provides a service for the local community |
| If the plan to add double yellow lines goes ahead then we will be considering a house move as will our neighbours due to the inability to park outside our own home or have family and friends visit us- something quite normal. | There is no right in highway law to park outside your property. |
| The issue has become particularly | The decision to operate a bus service has been made by the service operator and has |

| | |
|--|--|
| <p>noticeable since the decision to run a bus route into the southern part of Imperial Way, not only on this stretch of Imperial Way, but throughout the whole route, in which case why only this 30m stretch of Imperial Way.</p> <p>This fairly modern housing development and road system cannot have been designed to have a bus route running around it, otherwise the road would not have been designed with the number of bends in it.</p> <p>If the road can only be navigated safely by the introduction of DYL due to its width, then would not a restriction on vehicles over certain weight limits or lengths be more appropriate.</p> <p>The parking on Singleton Hill is inadequate for modern family life, and the introduction of a DYL will only make the inadequate situation worse, and push this 'pinch point' elsewhere along Imperial Way and the surrounding roads.</p> | <p>been approved by the Transport Commissioner. The service has been provided to encourage sustainable transport links to the town centre and other public transport infrastructure and so reduce congestion on the surrounding road network</p> |
| <p>I disagree with the parking restrictions because not everyone around here has enough space on their drive or a space to park more than one car. Considering people now days has more than one car. So there would be nowhere to park other cars unless it is on the side of the road.</p> | <p>There is no right in highway law to park on the public highway. The public highway is provided to facilitate the requirement to pass and re-pass.</p> |

Members can see a copy of responses upon request.

4.0 Corporate Implications

4.1 Financial and VAT

4.1.1 None for Ashford Borough Council.

4.2 Legal

4.2.1 None for Ashford Borough Council.

4.3 Corporate

4.3.1 None for Ashford Borough Council

5.0 Recommendation(s)

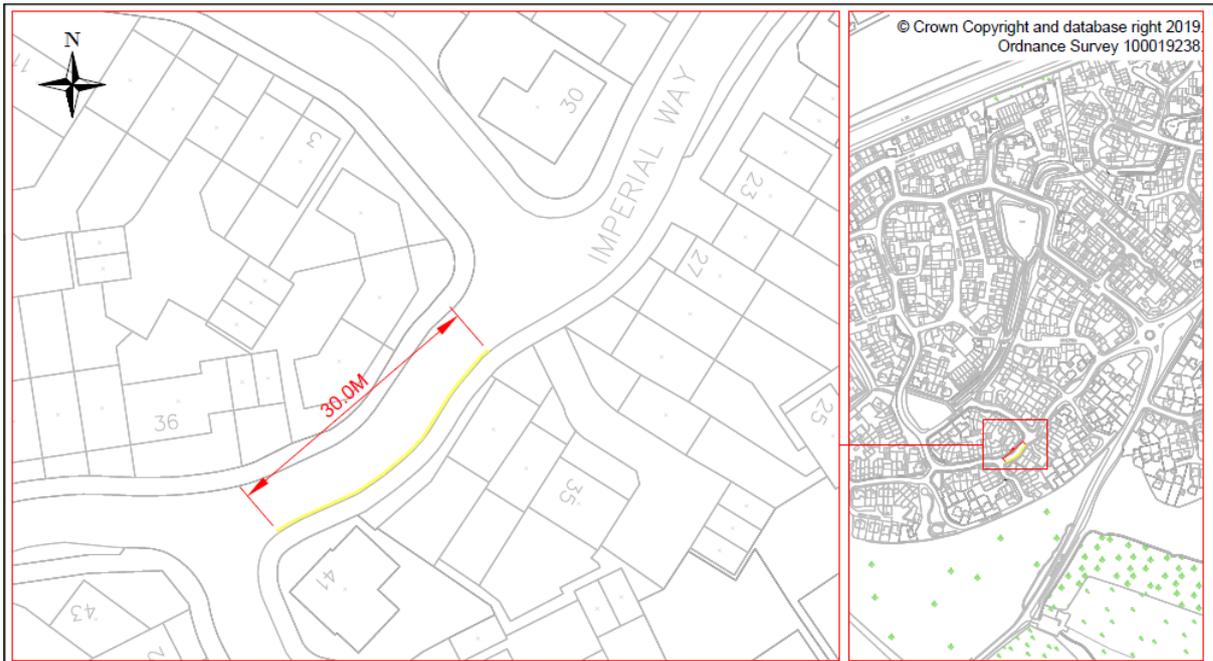
5.1 That Members agree to the implementation of the proposed waiting restrictions on Imperial Way, Ashford

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| Contact Officer: | Darren Hickman, Schemes Project Engineer , Kent County Council, 03000 418181 |
| Reporting to: | Tim Read, Head of Transportation, Kent County Council, 03000 418181 |

6.0 Referencing

6.1 Traffic Signs & General Directions 2016

Appendix A – Proposed waiting restrictions for imperial Way Ashford



| Key: | | | | Project | | |  Kent County Council Ashford Highway Dept Herwood Industrial Estate Ashford TN24 8AD Tel: 02030 418181 | | | | | | | | | | | | | |
|--|---------------|---------------------|-------|--|---------------|---------------------|--|---------|----------|---|----------|-------------|--|--|--|---------------|--|--|------------------|--|
|  Proposed No Waiting At Any Time parking restriction | | | | 2018/19 Small Works | | | Drawing status | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Rev</th> <th>Revision Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>25/01/19</td> <td>First Issue</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | Rev | Revision Date | Purpose of revision | Drawn | Checked | Approved | 0 | 25/01/19 | First Issue | | | | Drawing title | | | For consultation | |
| Rev | Revision Date | Purpose of revision | Drawn | Checked | Approved | | | | | | | | | | | | | | | |
| 0 | 25/01/19 | First Issue | | | | | | | | | | | | | | | | | | |
| <small>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</small> | | | | Imperial Way Ashford Proposed Parking Restrictions | | | Scale | | | | | | | | | | | | | |
| | | | | | | | Not to scale | | | | | | | | | | | | | |
| | | | | | | | Drawing number | | | | | | | | | | | | | |
| | | | | | | | 1819/AS/SW/IW/AAT | | | | | | | | | | | | | |
| | | | | | | | Rev | | | | | | | | | | | | | |
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