

# ANNEX E

Engineer	
Log No. ....	[REDACTED]
Passed to:	[REDACTED]
Received 15	[REDACTED]
Ack Date .....	[REDACTED]
Reply Date 15/	[REDACTED]
via: Letter F	

tober, 2007

Dear Sir or Madam,

## **PROPOSED PARKING RESTRICTIONS AT DARK HILL/ WEST STREET/ DAVINGTON HILL, FAVERSHAM**

I am a town councillor for St Ann's Ward, Faversham, and was alerted yesterday (Saturday) by a resident about the above proposals, which affect an area partly in St Ann's Ward and partly in Davington Priory Ward. I had a look at the area today.

The resident feels that the extent of double-yellow lines proposed is over the top. He also questions whether just one notice on a lamp-post at the junction of Davington Hill and Dark Hill near the weatherboard cottages, where pedestrian traffic is low, is effective consultation and says that, having looked back in the local papers with a friend, he questions whether the proper notice has been published and whether "West Street" adequately identifies an area regarded by some as Curtis Way.

I hope that the proposal will be coming to Faversham Town Council for comment, as other parking proposals have done, but have seen no sign of it and cannot both check this point and get my letter to you by the deadline. County councillor Tom Gates, a ward colleague on the town council, is unaware of this scheme, I understand.

I think that the extent of the proposed double yellow lines goes too far.

Restricting parking in West Street at the junction with Davington Hill is necessary, but extending it all the way to the existing double-yellow lines near Tyman's Mill seems excessive, as does painting double-yellow lines on the northeast side of Dark Hill, where hardly anyone parks.

The West Street parking near Stonebridge Pond may need adjusting, but removing it altogether will simply encourage drivers to get up speed in a residential area that quickly narrows into the 20mph red-brick highway of lower West Street. The Stonebridge Pond stretch of West Street already bears "Wildfowl" signage indicating an occasional hazard unexpected by drivers. All in all, it is important to keep speed down here, and a bit of street parking does help to keep speeds down.

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Double-yellow lines on both sides of Davington Hill seem over the top and would urbanise a road that at present has a rural feel. Although the area where people park outside the weatherboard cottages may need to be limited (would a permissive parking bay do the trick?) to avoid forcing drivers to pass a lengthy line on the wrong side, double-yellow lines for all of Davington Hill seems excessive. Having some parking here discourages speeding.

I wonder whether this proposal, which I feel is excessive as permanent scheme, has perhaps been influenced by the possible closure of the Creek bridge for engineering works, for which severe restrictions on parking on the diversion might be reasonable, but only for the duration of works.



Technical Services,  
Swale House,  
East Street,  
Sittingbourne,  
Kent ME10 3HT



ANNEX E

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

23/11/07

Dear Sirs

With reference to your proposal to make Strode Crescent & 7 metres of Winstanley Road a yellow band area I feel I must protest this move.

Both Winstanley Road and Strode Crescent are residential areas and parking is already limited and much in demand. Trinity Road is already yellow band and the residents from this road already park in the two roads you are now proposing to effect, which will make surrounding areas even more congested as people have to park further from their homes.

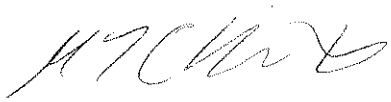
There is already a high incidence of damage to vehicles left in this area, even when left near to their own premises, if vehicles are left further from home I fear this type of crime will increase bringing a further unwelcome workload to the police who are already overstretched. Personally I have had two radio aerials snapped off my vehicle in the last four months, and I know several others have also been affected.

The main problems appears to be the large volume of traffic parked thoughtlessly during the day, and during the evening, however, the large majority of traffic at this time and guilty of the offence are not residents vehicles. During the day the vast majority of the traffic is commuter, people who work in the surrounding area (yes including the council offices in Trinity Road) and can not be bothered to pay for parking in the local car park. Of an evening Strode Crescent and Winstanley Road are plagued by traffic from people who frequent the bingo hall, in town clubs and pubs and also the evening sessions held at the local church.

A residents only parking scheme would be much fairer for all who live in the area who will suffer as a result of your proposal. A scheme of this nature I believe would have the desired effect and reduce the amount of traffic in this area.

By introducing a yellow band scheme all you will do is to shift the problem into Newcomen Road, Ranelagh Road and further along Winstanley Road.

Yours hoping you will see some sense,



M [REDACTED] t

Received S.B.C  
21/11/07

KENT HIGHWAY SERVICE  
MID KENT DIVISIONAL OFFICE

REC'D 02 OCT 2007

PASSED TO: Transportation

FILE REF

ANNEX E  
[REDACTED]

20<sup>th</sup> September 2007

To Geoff Harrison-mee

I would like to express my objection to the proposed 40 metre extension of the taxi rank in central avenue. I find it very difficult to park if I need to go to the post office which generally takes 5-10 minutes with the taxi rank as big as it is, I feel there is enough room there at the moment as I rarely see more than 1 taxi there during the day and usually none on the weekend.

I hope my objection will be noted and taken into consideration.

Sincerely

[REDACTED]

[REDACTED]

Annex E

**Mike Knowles**

**From:** Mike Knowles  
**Sent:** 08 October 2007 10:42  
**To:** ~~petstham@ice.org.uk~~  
**Subject:** RE: Proposed Extension of taxi Rank outside Post Office in Central Avenue, Sittingbourne.

~~Dear Mr Knowles,~~

Thank you for your recent e-mail.

I can confirm that your formal objection to the proposals in Central Avenue has been noted, and will be reported to the next Joint Transportation Board meeting in December for members' consideration. The extension of the taxi rank will not progress until a decision has been made by the Joint Transportation Board at this meeting.

Regards

Mike Knowles  
Engineer - Technical Services  
Wale Borough Council

-----Original Message-----

**From:** Peter Statham [mailto:ps006f7155@blueyonder.co.uk]  
**Sent:** 08 October 2007 10:38  
**To:** Mike Knowles  
**Subject:** Proposed Extension of taxi Rank outside Post Office in Central Avenue, Sittingbourne.

Dear Mr Knowles,

I would like to formally object to the proposal to extend the Taxi Rank outside Sittingbourne Post Office. I see no need for this extension as I have monitored the site and for a majority of time the Taxi rank is empty of Taxis and I don't think I can remember a time when it was full of Taxis with others taxis waiting. The removal of parking spaces for private vehicles, which often only stop for a couple of minutes to post things at the Post Office far outweighs any perceived advantage when phantom taxis will prevent other vehicles parking there.

Regards,

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~~\_\_\_\_\_~~ ne,  
~~\_\_\_\_\_~~ am.

ANNEX E

Engineering Services

File Ref. ....

2007

Tel Pers Int

Technic  
Swale Borough Council  
East Street  
Sittingbourne ME10 3HT

Sunday 15 October 2007

**Re: Proposed parking restrictions  
in the Davington Hill area, Faversham**

Dear Sirs,

I wish to object to the above proposal.

In particular, please note that the public notice announcing the proposals wrongly names one of the highways involved, and is therefore invalid.

Curtis Way is referred to in the notice as 'West Street' – a name it has not borne for some decades. A very prominent Swale Borough Council road name sign on the road in question reads 'Curtis Way', and Ordnance Survey mapping also names it as such.

As it is unlawful for you to proceed on the basis of materially inaccurate notice, I expect you to re-commence the period of public notice on the basis of correct information and procedure.

Having just discovered these proposals, I shall submit within the next 24 hours my detailed objections to the scheme.

Yours faithfully,

[Redacted signature]

as in fairness to other people  
who live on the road we  
think the disabled bay should  
be moved to the underground  
in the centre of Linden Drive

on behalf of some of the  
residents of Linden Drive

Engineering Services	
Log No. ....	File Ref. ....
Passed to:	
Received	26 NOV 2007
Ack Date .....	Type .....
Reply Date	
via: Letter Fax E-mail Tel Pers Int	



# ANNEX E

[REDACTED]

Dear Sir or madam.

I am writing to appose the application for a permanent Disabled Bay out side the Above Address. As the Person does not live in this house and we are about to continue with an application to have the bay moved because we wish to have the Drop kerb done and Parking on the Property. as we each have a car and the children are now getting their Driving Licences, and so they will be able to park off the Road.

[REDACTED]

[REDACTED]

~~ANNEX E~~  
Engineering Services

Log No. .... File Ref. ....

Passed to:

Received 16 OCT 2007

Ack Date ..... Type .....

Reply Date .....

via: Letter Fax Email Tel Pers Int

Dear Sir

Regarding your poster about

the disabled bay for 5, Rock Rd.

We do not object to a bay, that any disabled driver can use, but object strongly to being transferred to NO 5's use only.

We, like our neighbours dont possess cars but we have two disabled drivers in our family, & parking in Rock Road is bad enough, without having to drive around for  $\frac{1}{2}$  or hour like my son & son-in-law have to do. I can understand why NO 5 have applied, having at least 2 cars 1 works van & 2 motor bikes.

Has there been proof that there is real disablement, I hope so as I wouldn't object if there was

Yours Truly

# ANNEX E

[REDACTED]

Dear Sir/madam

I am writing to strongly object to the proposed disabled parking bay at No 5 Rock Road. Only last year I sponsored this lady on a 10 mile walk, she walks her very lively labradore three times a day unaided. Rides a motor bike and only Friday she mowed her lawn with a manual lawn mower (push along)

I have worked with disabled people for the last 15 years and feel these facilities are a godsend for alot of people, but in this case clearly unnecessary. There are alot more deserving people who would gain from a better quality of life than your proposed bay.

[REDACTED]

[REDACTED]

## ANNEX E

I am writing to say I disagree with the parking bay for the disabled being across the front of number 5 Linden Drive Shoreness

This causes a lot of problems nobody else can get parked and it causes problems for people living the other side who have a problem getting in and out of the drive, also we can have people parking across our drives and we have paid to have the kerbs dropped. Why cant Mr Smith who seems to think it is his private property do the same?

He tells people he uses a wheelchair and he does not even have one.