

ANNEX A

Proposed Double Yellow Lines – Stockers Hill, Boughton

Recommendation – Further Consultation

Comment No.	Objection Comments	Response
1	<p>Acknowledge hazards, but these problems are caused by commuters. None of the 9 residents in Stockers Hill have off-road parking and these proposals will make it impossible for residents to park, especially at night-time. If, however, the distance were to be reduced, this would leave residents with sufficient parking and alleviate the problems caused by the workmen's cars. Based on space allocation for residents parking areas (which may well be a more permanent solution that could be discussed with local residents) it should be possible to allocate sufficient space for the parking of 20 cars from the top of Stockers Hill and then introduce double yellow lines to the west boundary of Boughton House.</p>	<p>Length of proposed double yellow lines could be reduced, but not more than approximately 20 metres due to the need to retain sightlines at the vehicle entrances to Boughton House and Roots/Vine Farm.</p> <p>Another option would be to replace the proposed double yellow lines on the south side of Stockers Hill with a single yellow line, restricting day time commuter parking whilst allowing residents to park along this section of road during the evening and at weekends. Such proposals could meet with resistance from the residents who originally requested double yellow lines along this section of road, as parking would be permitted outside of these restrictions, but it is considered that a second consultation based on these amendments is the best way forward.</p>
2	<p>Whilst we can appreciate that to park either side of the entrance to Boughton House and opposite the entrance to Roots is a hazard, to put double yellow lines any further up the street from this entrance would cause severe difficulties for the residents. It is already difficult to park if you arrive home after 6pm and to reduce the parking space up the hill from Boughton House would penalise residents even further. I understand the issue is day time parking, and to alleviate this we do support double yellow lines being put down hill of the entrance to Boughton House.</p>	<p>As above response. Placing double yellow lines down hill of the entrance to Boughton House would not address the parking problems to the east of the entrance, reports of which prompted the original proposals.</p>

ANNEX A

Proposed Double Yellow Lines – Across Vehicle Entrance of Herbert Dane Court, Newton Road, Faversham

Recommendation – Proceed With Proposed Double Yellow Lines

Comment No.	Objection Comments	Response
1	<p>This town and in particular Newton Road already suffers from a resident parking facilities, and to reduce them further in this essentially residential road without making reasonably accessible replacement spaces available flies in the face of common sense. Under similar proposals in other areas, substitute spaces are being provided so why is this facility not being afforded to Newton Road?</p>	<p>The proposals only consist of placing double yellow lines across the vehicle access to Herbert Dane Court's off street parking area. The original request was for an ambulance bay to be installed on the carriageway outside of Herbert Dane Court, but this was turned down on the grounds that it would reduce the capacity of available parking for other residents of Newton Road.</p>
2	<p>I believe the proposals would have a negative impact on our daily lives, especially as we live opposite to Herbert Dane Court with young children. Already difficult to park in our street on Saturdays, please don't make it more difficult in the evenings and Sundays.</p>	<p>Instead, double yellow lines were proposed across the entrance to Herbert Dane Court's car park, as vehicles would not be permitted to obstruct the access and therefore there should be no impact on residents' parking.</p>
3	<p>This move will further restrict and negatively impact on the daily lives of my family and myself as we struggle to park near our property, to unload shopping and other bulky items. Will also affect deliveries. Understand need for emergency services to access Herbert Dane Court (as do other residents of the road), but have never seen them use their off road driveway for access, which would avoid regular congestion outside my house they contribute to at present. Many parked cars outside Herbert Dane Court belong to users of Faversham Club and Alexander Centre and feel as permit holder I am being penalised because of parking of non-residents.</p>	<p>If these double yellow lines are installed, we can write to the residents of Herbert Dane Court requesting that they make full use of their off street parking facilities to leave on-street parking for the other residents of Newton Road.</p>
4	<p>Comments as per objection No.3.</p>	

ANNEX A

Proposed Replacement of Section of Double Yellow Lines with Single Yellow Lines – Abbey Place, Faversham

Recommendation – Abandon

Comment No.	Objection Comments	Response
1	The street is too narrow to support parking on both sides of the road. Recent temporary parking easement has made this apparent. Car owners will not adhere to the parking and no waiting times, and vehicles will left into the busy period of school drop off times. There has been a complete traffic “grid-lock” when the school has held evening events due entirely to the extra parking. We have found it difficult at times to gain access to our property due to the restricted access because of cars parked opposite	These comments have been noted following the experimental relaxation of the parking restrictions on the south side of Abbey Place, and it is requested that Members recommend that these proposals be abandoned.

Proposed Double Yellow Lines – Abbey Road, Faversham

Recommendation – Monitor

Comment No.	Objection Comments	Response
1	In the last 11 months we have not been aware of any daytime occasion when the garage entrance has been blocked or partially blocked by a parked vehicle. We do not therefore think that a double yellow line is either necessary or, in a designated conservation area, desirable.	In view of the comments made in the formal objection, and the fact that this is within a conservation area, it is requested that Members recommend that these proposals do not proceed, but that the parking situation be monitored.

ANNEX A

Proposed Double Yellow Lines – Kingsnorth Road, Faversham

Recommendation – Proceed with Proposed Restrictions

Comment No.	Objection Comments	Response
1	<p>There is a serious parking problem in Kingsnorth Road, aggravated by the fact that, as the first road from the railway station without parking limits, there is a commuter as well as resident parking; any further parking restriction will impact on the residents. I have no objection to double yellow lines in front of the dropped kerb in front of the garages between the new houses in Kingsnorth Road and 2 Kingsnorth Road; indeed having rented one of the garages concerned for several years, I am fully aware of the problem. However, my estimate of the distance of 10 metres indicates that the lines would extend well beyond the space identified on the diagram; therefore I do object if the restriction continues down the road, ie towards Athelstan Road, but not if it continues to cover the dropped kerb in front of 2 Kingsnorth Road</p>	<p>As the double yellow lines are only proposed to cover the dropped kerb serving the garages between the new houses in Kingsnorth Road and No.2 Kingsnorth Road, officers request that Members recommend that these proposals be progressed.</p>

ANNEX A

Proposed Double Yellow Lines – Preston Avenue/Canterbury Road junction, Faversham

Recommendation – Abandon

Comment No.	Objection Comments	Response
1	Residents advised SBC that there was no parking problem following consultation a couple of years ago. It is true that a few cars do park at the very top of the street, but both houses on the A2 that border the street have a walled garden boundary and I would argue that any house on the A2 would not suffer from non resident parking in Preston Avenue. This will move vehicles further down the street outside the front of actual residents' houses which will lead to further complaints.	Comments have been noted that the proposed restrictions could cause further problems to residents through displacement of parked vehicles, and Members are therefore asked to recommend that these proposals be abandoned.
2.	We live further down the road, so as they are doing do now, more people will park outside our house if the lines are restricting the upper part of the road. Would it not be easier to have a parking ban between 6 and 8/9am which would stop commuters parking and people who are car sharing and leaving their cars all day, whilst excluding residents. Our gates are frequently in use and this is disregarded on a regular basis by commuters. This road as well as Makenade Avenue needs to have at least restricted parking for the whole of the road in the earlier part of the day otherwise cars will just move down further. It is an easy drop off point to most routes and it will get worse as more people move into the town and commute to work.	As above

ANNEX A

Proposed Double Yellow Lines – Preston Avenue/Bramley Avenue Corner, Faversham

Recommendation – Proceed with Restrictions – with Further Consultation to Follow

Comment No.	Objection Comments	Response
1	Please register our formal complaint against this erroneous parking restriction on the south side of the bend at the junction of Preston Avenue with Bramley Avenue. If there is to be a restriction it should apply for reasons of safety to both sides of this deceptive bend. I also wish to complain that public notices have only been posted close to the bend where beneficial residents reside and not where the whole estate has to pass this restricted bend. It parking is encouraged on the railway side of the bend a bad bend will be made worse.	The original request from residents was for double yellow lines to be installed on the inside of this bend to improve safety for vehicle movements. Vehicles parked on the inside of this corner obstruct the sightline, and this was therefore deemed to be a valid suggestion. Officers therefore ask that Members recommend that the proposed restrictions be progressed. The proposed restrictions cannot be amended to include similar restrictions on the opposite side of the road without further consultation, and we will therefore include these proposals in the next round of consultations in the new year. With regard to the comments on the positioning of the legal notices on site, the Traffic Regulation Order procedure states that notices should be placed on site in the vicinity of the proposed restrictions, and that consultation takes place with those residents in the vicinity of any proposals.

Proposed Parking Restrictions – The Street, Oare

Recommendation – Proceed with Restrictions

Comment No.	Objection Comments	Response
1	I would like to object to the use of double yellow lines being painted in The Street, Oare. Until another solution is found to solve the parking problem, I feel that this will only make the problem considerably worse. The majority of residents do not have driveways.	Severe problems have been experienced with buses gaining access along The Street, resulting in the bus companies now threatening to withdraw service to Oare village. Further information is included in the attached letter from the Parish Council. In view of the importance of the local service to the area, Members are asked to recommend that these proposed restrictions proceed.

(Letter supporting proposals also received, from Oare Parish Council)

ANNEX A

Proposed Parking Restrictions – Wises Lane, Sittingbourne

Recommendation – Proceed with Restrictions

Comment No.	Objection Comments	Response
1	<p>Petition of 33 signatures received from residents of Cherryfields, objecting to proposed waiting restrictions in Wises Lane.</p> <p>At the present moment in time vehicles park in Wises Lane for two main reasons, commuters avoid paying car parking fees in town centre car parks by driving to locations such as Wises Lane to park for free, and the patrons of The Long Hop public house use Wises Lane as overspill parking.</p> <p>The introduction of Double Yellow Lines would increase traffic and car parking in the two already over crowded residential roads, namely Grove Park Avenue and Cherryfields. Commuters and pub patrons that cannot park in Wises Lane already park in road named, the commuters are normally in a hurry to catch their coach and drive into roads and park as quick as possible, not stopping to think of children or residents living there. Pub patrons also have little regard for residents' parking problems or know that children regularly play in and around.</p> <p><u>Reasons for opposition</u></p> <ol style="list-style-type: none">1. SAFETY; Children play in the two roads names, increasing the traffic flow would increase the risk of serious injury.2. In the past, residents have been woken up by dustmen, home deliveries and removal vans asking them to move their cars because commuters and patrons have parked their cars and left the area, not leaving enough gap for goods vehicles to get through.	<p>Proposed restrictions in Wises Lane follow requests from residents of Brier Road to remove parking from the east side of the road, as parked vehicles are currently severely hindering the safe movement of vehicles at the Brier Road/Wises Lane junction by obstructing the junction sightlines. A subsequent meeting took place on site with representatives from Borden Parish Council to discuss the problems and to agree possible parking restriction measures to alleviate the issues. It was agreed that parking on the west side of the road should remain un-restricted, with the exception of some double yellow lines on the junction of Cherryfields for corner protection. With parking still available on the west side of the road, it was felt that the impact of displaced parked vehicles into adjoining roads would be minimal, and by allowing cars to park on this side of the road it would not completely open up the width of Wises Lane which could otherwise have caused an increase in traffic speeds.</p> <p>As explained above, the proposed restrictions have been carefully considered to minimise the impact on adjoining roads. We would, of course, monitor the situation once the restrictions had been installed, and carry out consultation with residents on possible measures that could be implemented if necessary.</p> <p>Part of the proposed restrictions consists of a single yellow line, restricting parking on the east side of Wises Lane</p>

	<p>3. Following on from reason 2, the constant worry is that emergency services' vehicles would be delayed, possibly risking lives.</p> <p>4. The cars that park in Wises Lane on the whole do not cause problems. Yellow lines are already in place to stop them parking in dangerous places and they only park on one side of the road, not causing problems for goods vehicles or emergency services.</p> <p>The introduction of double yellow lines would have little effect on parking problems in the area, they would just move the problem else where, so being a waste of tax payers' money which could be used to tackle the problem in other ways as listed:</p> <ol style="list-style-type: none"> 1. Introduce resident parking only 2. Banning coach companies from picking up commuters from bus stops in vicinity of residential roads, restricting them to stops near official car parks. 3. Asking coach companies to issue season tickets with designated pick up points either within half mile radius of commuters' homes or town centre car parks. <p>In addition to the petition, we have also received a letter from a resident of Cherryfields supporting the proposed restrictions.</p>	<p>between 8am and 6:30pm Monday to Saturday. This would allow patrons of The Long Hop public house, as well as other motorists, to park here outside of these restricted times, further reducing the impact of the restrictions on adjoining roads.</p> <p>Unfortunately, the cars that park in Wises Lane do cause a problem, as explained above, obstructing sightlines and creating a hazard for motorists.</p> <p>The introduction of a residents parking scheme would not be a viable option in this area, as it would be isolated from the existing parking scheme in Sittingbourne.</p> <p>We would have no powers to restrict where coach companies pick up commuters. However, we could contact Kent County Council's Bus Planner to see if he could assist with possible discussions with the coach operators.</p>
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