

ANNEX B(2)

Stanhope Avenue, Sittingbourne – Parking Restrictions

Recommendation – Approval

- 1, Can you also look to include restrictions on parking at school run times in morning and afternoon.
2. Recommend that single yellow lines have another restriction time between 2-4pm to aid flow of traffic during peak school collection time.
3. Would you consider letting more cars through at the lights. At certain times the traffic is queuing almost to the end of Stanhope Ave.
4. At the moment there are gasworks in the road and it makes parking hard work. In the event of double yellow lines or single yellow lines put down it would make parking outside your own property virtually impossible.
5. We support because we do not wish to delay implementation. Still feel that it would improve traffic flow if the No Parking Time were 8-10am and 4-6pm
6. ASAP
7. Restrictions at one yellow line should be 9am-6pm
8. Hope proposal is enacted ASAP and restrictions properly enforced.
9. Proposed restriction time of 10-11am is not long enough. Maybe 10am -2 or 3 pm. Also double lines by ramps. Something is better than it is.

10. We are thrilled as it means reversing off drive without worry of hitting one of the parked cars. The road gets very congested at peak times, so hopefully without commuter traffic parked all day this should lessen. Thank you.

11. Single yellow lines both sides would be preferable with restrictions 10-11am

12. There is only a parking problem now because of road works in Millfield. Once completed road will be less congested.

13. This will just move the problem further along Stanhope Avenue, does not solve problem of people working in town and parking in various streets. Yellow lines from the junction with Bell Rd may make it easier for residents to get off their drives but we do not have that luxury. The parking spaces outside our small terrace is already used by 'school run' and commuters who use London coach service. During recent gas works, Sittingbourne Police station workers have parked outside. Residents of terrace need to park outside. KCC has proposed a cycle path along South Ave, Stanhope and Chilton, if agreed parking will be pushed back to where the paths are. If this proposal goes ahead where do we park?, in front of whose house? Proposal may make some residents happy but it will just annoy lots more. Suggest no changes unless all of Stanhope Road / South Avenue is double yellow lines and the parking bay outside our terrace is made private parking for 42-58.

14. Waiting restrictions should be applied at peak flow times - say 2 hours in morning and afternoon Monday to Friday, suggest 7.30-9.30am and 3.30-5.30pm. These restrictions should also be applied in The Burrs, otherwise, commuter all-day parking will simply be displaced to this narrow road which feeds the residences in Millfield.

15. Like the idea but needs to be double yellow lines on both sides, at all times. Restrictions 10-11am are useless and no point only commuters park down here. School runs are causing the problems. Add double yellow lines both sides and you will have 100% backing from us.

16. Sooner the better. Pity it doesn't apply and be enforced in Bell Rd with all the school buses. They park on double yellow lines every school day and cause severe congestion; other cars have to go on 'no mans land'. Who has right of way?

17. Agree with proposed double yellow lines and restrictions. Present situation can not continue it's too dangerous.

18. Object to yellow lines on one side and 1 hour on our side, seems we lose on our side whatever you do.

ANNEX B (2)

19. Object to double yellow lines on one side of road, why not both sides? We are family of four cars; quite often because of shift work have to park outside our house which is very difficult these days. Our road has become another car park due to restrictions in Albany etc. Answer, build affordable parking area in centre of town.

20. Why the north side is favoured and have benefit of having no vehicles parked outside their properties. Those on south side still have to put up with the inconvenience of increased levels of parked vehicles outside their homes. Restrictions between 10-11am on south side will do little or nothing to reduce commuters and town workers parking at those times. Council enforcement of parking restrictions on the Borough is patchy to say the least. Proposals do not address parking issues in The Burrs and Milfield, overspill will park here adding to a dangerous congested area. Often wondered how emergency services would gain access in emergencies. Parking restrictions should apply even-handedly to both sides. Amazed SBC cannot come up with to meet that criterion. Suggest most effective solution would be double yellow lines on both sides. Most resident's have off road parking so visitors are not a problem. Alternatively if too radical, single yellow lines on both sides with parking restrictions from Monday to Friday between say 9.30am to 12 noon and 14.00 to 17.00 would meet all reasonable objections and remove the main groups of people who use Stanhope to park free of charge.

21. Proposal does nothing for the residents, it may exacerbate. Not unusual for 10 -11 cars to be parked in the small turning making access and movement as difficult as it is in Stanhope. We too need the single yellow lines along both sides.

22. Proposal to restrict all day parking in Stanhope Avenue will generate additional parking in The Burrs.

23. Good idea to restrict the amount of traffic parking all day in Stanhope. It will guarantee cars will park all day in The Burrs, the road is busy with traffic cutting through to avoid the crossroads. I find it hard getting out of my drive with cars parked either side, whether or not any cars are coming up or down the road. We need parking restrictions in The Burrs as well.

24. Generally satisfied, suggest lengthening the green phase at the traffic lights in Stanhope Avenue during the morning peak period, only 7 cars go through at one time, the queue stretches 200 metres or so up the road. When you have sorted out this issue could you look at the situation on South Avenue where chaos reigns at school pickup/drop off times.

ANNEX B (2)

Chalkwell Road, Sittingbourne – Parking Restrictions

Recommendation - Approval

1. Would make parking more chaotic, most people here have 2 cars which add to pressure of finding a parking space.
2. You will be taking our parking space outside our house which is unnecessary. Maybe better option would be double yellow lines at the drop curb for public access only.
3. Cars that park left hand side will park on footway opposite. (see map) Pedestrians' will walk on my garden to get past. Council will not be able to cut grass. Needs concrete bollards or railings as opposite.
4. Object due to fact that I already have problems trying to park in that area of Chalkwell Road. If yellow lines are only as long as the drop kerb crossing then I would support the proposal, but you are losing approx. 4 parking spaces with your proposal.
5. Double yellow lines should follow the line of the barrier and the two crossing points at either end. (see map) Should not continue to No 20. No need for double yellow lines on the Alexander Court corner. We are aware there is a possibility of a disabled parking bay going in too. I have to park by Mede Mill and Youth Centre I live at 24

Chalkwell Road Junction Springfield Road, Sittingbourne – Parking Restrictions

Recommendation – Approval

1. A very good idea. Suggest the sight lines for Hythe Rd would benefit more with double yellow lines. Can both be carried out at the same time?
2. Suggestion of double yellow lines on corner of Springfield is ridiculous. Residents have enough trouble parking due to commuters from Maidstone etc. If parking bays were placed residents could park, people from other areas would use pay and display.

ANNEX B (2)

3. I'm 75 and disabled so can not walk far. I need transport to medical appointments etc and need parking close to my house. So far have coped but proposal cuts parking availability with commuters causing problems by parking all day. Ask that consideration be given to providing a disabled parking space outside my house.

4. Parking in the vicinity is generally very limited as a result of residents' parking scheme in upper A2 end of Chalkwell Road moving commuters to this end. Added to that the 4 or 5 delivery cars operating from Pizza Go Go opposite and multiple car households (most houses), this will further restrict available parking space. How many accidents have there been in the past 12 months.

5. Fully agree, suggest this goes further into Chalkwell Road, regarding the other turnings off of it. Trying to get off my drive sometimes is a problem with the volume of traffic and dangerous when trying to cross the road on foot.

6. More of a visibility problem for a car pulling out of Springfield Road on the right, not the left. Support double yellow lines on the right hand corner of Springfield Road / Chalkwell Road and lines along the left side of Springfield but lines on the left corner of Chalkwell would be unnecessary as there wouldn't be a visibility problem if the right corner was clear of vehicles.

7. Strongly object. Parking already under pressure because of commuters displaced from nearby residents' parking scheme. Residents of 107 and 109 Chalkwell Road will lose adjacent parking space - unfair on them. Particularly 107 which has many visitors to the Osteopath working from there. Don't waste money on unnecessary scheme - sort out local parking. Spaces here should be for residents not commuters. The road is quite wide enough to allow safe egress from Springfield Road, parked vehicles don't really mess up sightlines - I know as I turn in Springfield Road on a daily basis.

Victoria Place, Faversham – Parking restrictions

Recommendation – Do not Install

1. Cannot understand why this is being done. Victoria Place is 'dead end' at each end of the road. It will losing a needed parking space.

2. If you double line it is another space lost, parking is bad enough as it is. Why can't residents from Victoria Place and Union Street be residents only. Each house should have 1 permit each. Extra vehicles should be parked in other less congested roads.

ANNEX B (2)

3. There are not enough parking spaces. Do not understand why this should be removed as it is at the end of a cul-de-sac - what access?
4. If it helps and it seems to make sense do it. We have to park several streets away. Never enough spaces, too many cars.
5. Not enough spaces for residents of Victoria Place let alone others that park from Dorset Place etc. No 13 has 2 nurses living there that need access to their cars. If double yellow lines are put outside 13 could they have a bay for their cars.
6. Ticked undecided because there are "fors and againsts" An access issue must have arisen, if someone is having problems, I have no reason to stop making their lives easier, but an extension of double yellow lines means the loss of car spaces which are at a premium. Two residents have 2 cars each, Dorset Place use Victoria Place to park. I often come home at night and have to park in either Roman or Briton Rd
7. 13 Houses here. Scheme allows 2 permits per household, if everyone obtains their permit then 26 cars require a space at any one time, not allowing for visitors. Often have to park 3 streets away. The scheme is often abused when Preston Street is closed for events. Dorset Place needs to be taken into consideration where at least 16 houses are situated. What would be better in this instance rather than removal of an essential space, allocation of overnight permits for Swale managed car parks at no extra cost to accommodate everyone.

ANNEX B (2)