

**TO:** SWALE JOINT TRANSPORTATION BOARD  
**DATE:** Monday 14<sup>th</sup> December 2009  
**SUBJECT:** VARIOUS WAITING RESTRICTIONS INCLUDING FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER  
**BY:** Head of Amenities & Environmental Services  
**Classification:** Unrestricted

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**Summary:** A two part report for Members to consider results of recent consultation exercises carried out in various locations in relation to new waiting restrictions, and to consider formal objections received to Traffic Regulation Order advertised on site for the installation of waiting restrictions and Sittingbourne Residents Parking Scheme.

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**Implications:**

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Human Resources Implications - None

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Finance Implications – None

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Legal Implications – Traffic Regulation Orders to be made

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Crime & Disorder Implications (Section 17) - None

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Equalities & Diversity Implications – None

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Sustainability Implications – None

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Risk and Health and Safety Implications – None

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Corporate Plan Implications – Improving Community Safety through safer Highways.

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**Decision Required:** That Members note the objections/comments from consultees and recommend that the following waiting restrictions from part 1 of the report are implemented:

- **Arthur Kennedy Close/The Street, Boughton-under-Blean**
- **Key Street Layby, Sittingbourne**
- **Stanhope Avenue, Sittingbourne**
- **Chalkwell Road, Sittingbourne**
- **Chalkwell Road Junction Springfield Road, Sittingbourne**

That Members note part 2 of the report together with objections/comments from consultees in relation to the advertised Traffic Regulation Order and recommend that officers proceed with proposals:

- **Sittingbourne Residents Parking Scheme, Area 1**
- **Wises Lane, Sittingbourne – Proposed Double Yellow Lines**

That Members note part 1 and 2 of the report together with objections/comments from consultees and recommend that officers do not proceed with the following:

- **Sittingbourne Residents Parking Scheme, Area 2**
- **Victoria Place, Faversham – Extension to Double Yellow Lines**

The consultees are notified accordingly.

That Members note the information regarding a number of restrictions in Annex D to the report.

## Introduction/Background

1. A consultation has been undertaken with residents and statutory consultees in relation to the introduction of new waiting restrictions within the Borough. These proposals have come from various sources such as residents' letters, Street Warden and PCSO requests. The plans of these proposed restrictions can be found in Annex A.
2. Following previous consultation with residents and subsequent recommendations from the Joint Transportation Board, a Traffic Regulation Order was progressed for the Sittingbourne area for the introduction and amendment of various waiting restrictions, including the expansion of the Sittingbourne Residents Parking Scheme.
3. As part of the Traffic Regulation Order procedure, the proposals were advertised on site and in local newspapers. Formal objections were received on the proposals relating to the Sittingbourne Residents' Parking Scheme, and details of these can be found in Annex E. In addition to these, one objection was received on the proposed double yellow lines on the west side of Wises Lane, between the junctions of Cherryfields and Brier Road, and details of this objection can be found in Annex G.

## Discussion

4. For clarity, this report has been split into two sections, part one for proposed new waiting restrictions and part two to address the objections received to the Traffic Regulation Order for amendments to the Sittingbourne Residents' Parking Scheme and proposed double yellow lines in Wises Lane, Sittingbourne.

## Part 1 - Waiting Restrictions

5. Comments/objections from the consultations for various new restrictions have been included within Annex B(1) and B(2). Each of the locations will be discussed in turn in Annex C. Where corner protection measures are being introduced, Kent Police have requested that a minimum waiting restriction distance of 10 metres should be adopted. However, in areas where parking demand is high this will greatly reduce local parking capacity. The proposals for corner protection in this report do meet the requirement where possible; however, in some locations the need for a waiting restriction has been balanced against the need for parking, so in some instances the corner protection may have been reduced to as low as 5 metres.
6. A progress report on a number of other sites that do not require a decision of the Joint Transportation Board is included in Annex D.

## Part 2 – Objections to Advertised Traffic Regulation Order – Sittingbourne Amendment 6

### (i) Proposed Expansion of the Sittingbourne Residents Parking Scheme

Following the advertisement of the proposed Traffic Regulation Order, objections have been received in regards to the expansion of the Residents Parking Scheme. All formal objections submitted have originated from residents in Area 2 of the consultation area. See Annex F for consultation areas.

A petition from the residents in Park Road and Ufton Lane in Area 2 has been received objecting to the proposals. Of the 116 properties in Area 2, 59 households signed the petition with a total of 88 signatures. The petition states *"the core of our objections are based on SBC's imposition of charges for parking permits for residents of Area 2 who generally experience no difficulties parking during the stated operational hours of the scheme (Mon-Sat 8am – 6pm) "*

Along with the petition, we have received 14 letters of objection from residents in Area 2. The majority of letters stated there were no current problems with parking during the enforceable hours and were not in agreement with paying for a permit with no guarantee of parking outside their property. See Annex E for a summary of objectors' comments.

(ii) Proposed Double Yellow Lines – Wises Lane, Sittingbourne

Following the report to the Joint Transportation Board in September 2009, a short section of double yellow line in Wises Lane, on the west side of the road from the junction of Cherryfields to opposite the junction of Brier Road, was included in the Sittingbourne Traffic Regulation Order. The purpose of these proposed restrictions is to remove parked vehicles from this section of road, to allow householders opposite to use their driveways. There are currently temporary "No Waiting" cones on site, and as detailed in September's report there is some urgency to replace these cones with double yellow lines. A copy of the objection letter can be found in Annex G.

Recommendation:

Part 1 – Initial Consultations

7. Members are asked to note the comments/objections made by the consultees and recommend that the following waiting restrictions are installed and that the consultees are notified accordingly:
  - **Arthur Kennedy Close/The Street, Boughton-under-Blean (Corner Protection)**
  - **Key Street Layby, Sittingbourne (Single Yellow Line, 10am-11am Mon-Fri)**
  - **Stanhope Avenue, Sittingbourne**
  - **Chalkwell Road, Sittingbourne**
  - **Chalkwell Road Junction Springhead Road, Sittingbourne**
  
8. Members are asked to note the comments/objections made by the consultees and recommend that the following waiting restriction not be installed and the consultees are notified accordingly:
  - **Victoria Place, Faversham**

Part 2 – Traffic Regulation Order

9. Members are asked to consider the comments made by consultees and recommend that:
  - **Residents Parking Scheme be installed in Area 1**
  
10. Members are asked to consider the comments made by the consultees and recommend that:
  - **Residents Parking Scheme not be implemented in Area 2, but this area be included in the next Sittingbourne parking review**

10. Members are asked to consider the formal objection to the Traffic Regulation Order and recommend that:

- **The proposed Double Yellow Lines in Wises Lane, Sittingbourne be installed**

Author: Brett O'Connell/Mike Knowles Tel: 01795 417061/417125 Date: 25<sup>th</sup> November 2009

Report approved by - Brian Planner

List of background documents –

- Annex A – Plans of proposed waiting restrictions
- Annex B (1) and B (2) – Objections to consultations on proposed waiting restrictions
- Annex C – Details on each location
- Annex D – Report for information only
- Annex E – Objectors comments to Residents Parking Scheme expansion
- Annex F – Plan of Resident Parking Scheme consultation areas
- Annex G – Objectors comments Wises Lane, Sittingbourne



## Proposed Parking Restrictions Arthur Kennedy Close/The Street, Boughton-Under-Blean

A request has been received from a local resident for waiting restrictions to be introduced on the junction of Arthur Kennedy Close and The Street in Boughton-Under-Blean.

It has been reported that vehicles currently park partially on the footway in The Street close to the junction of Arthur Kennedy Close, causing a hazard for vehicles entering and exiting the Close. It is therefore proposed to install two sections of double yellow lining on this junction, kept at short lengths to minimise the impact on available parking for residents.

If you support or object to the proposal please complete the reply slip below and return to the Borough Council in the pre-paid envelope provided, before Wednesday 18<sup>th</sup> November 2009. A space has also been provided to allow you to add any further comments you may have.

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### Proposed Parking Restrictions – Arthur Kennedy Close/The Street, Boughton-Under-Blean

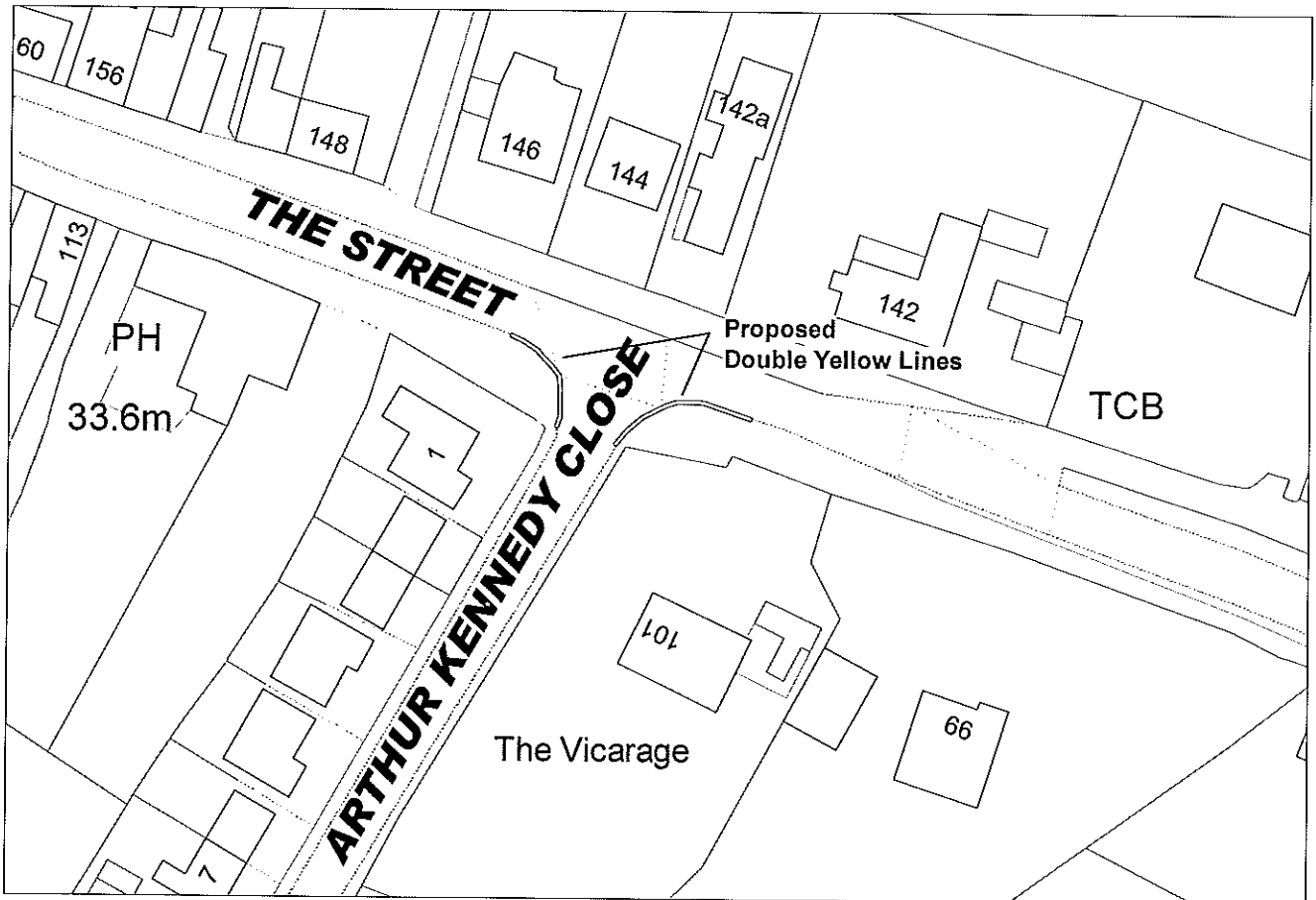
Please tick one of the following boxes

I Support the proposal to install parking restrictions as shown above
  I Object to the proposal

Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

Plan of proposed restrictions





## Proposed Parking Restrictions Key Street Layby, Sittingbourne

We have received reports via our Street Wardens that residents of Key Street are experiencing problems with vehicles advertised for sale being parked in the layby on the Sittingbourne side of Key Street roundabout.

The Street Wardens have advised that are dealing with this issue, but have suggested that the addition of a single yellow line in this layby would greatly assist them in this matter. It is therefore proposed to introduce waiting restrictions between 10am and 11am Monday to Friday to prevent vehicles being left in the layby all day, whilst minimising inconvenience to residents using this layby.

If you support or object to the proposal please complete the reply slip below and return to the Borough Council in the pre-paid envelope provided, before Wednesday 18<sup>th</sup> November 2009. A space has also been provided to allow you to add any further comments you may have.

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### Proposed Parking Restrictions – Key Street Layby, Sittingbourne

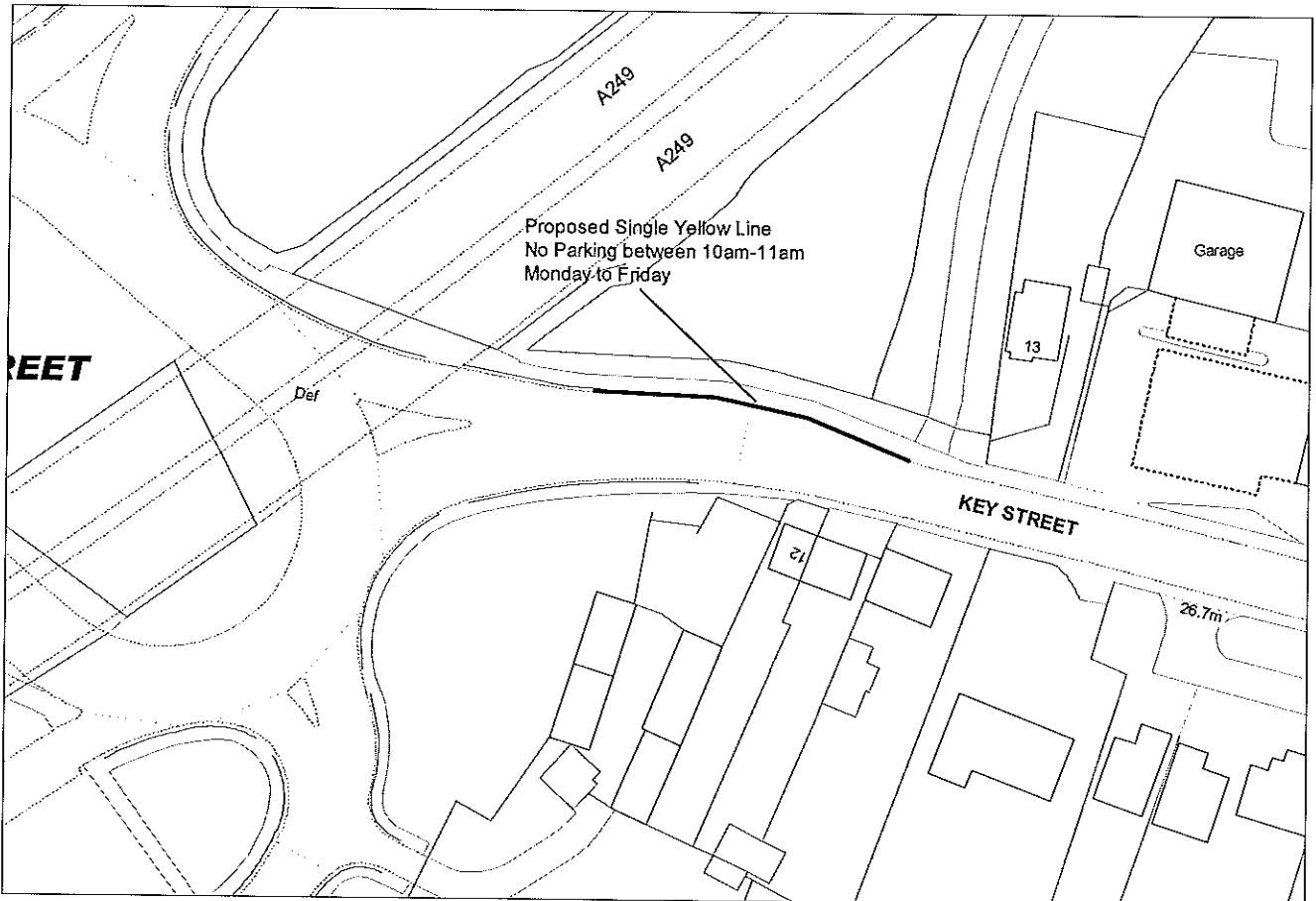
Please tick one of the following boxes

I Support the proposal to install parking restrictions as shown above
  I Object to the proposal

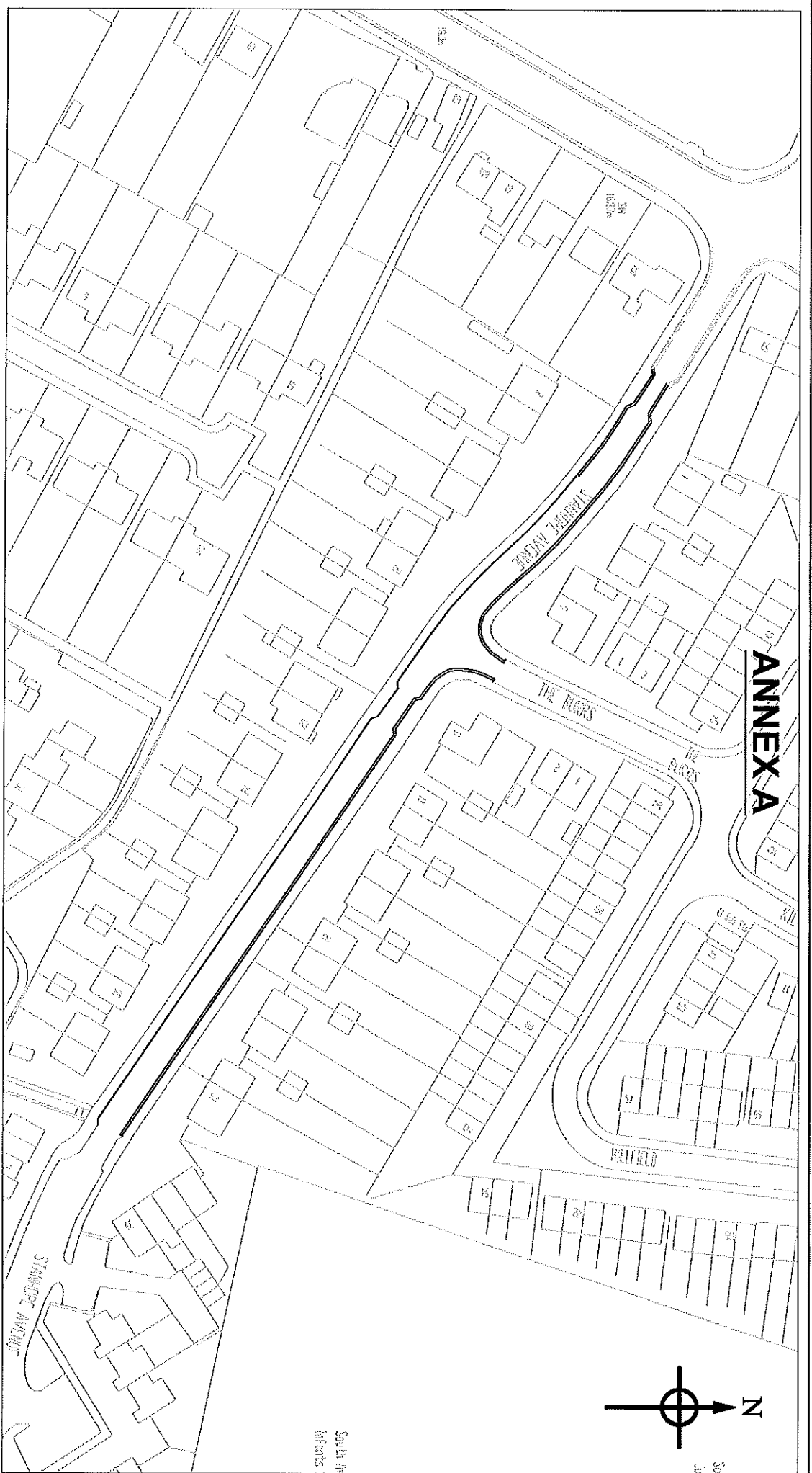
Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

Plan of proposed restrictions







**Key**

-  Proposed Restrictions 10am - 11am Mon - Fri
-  Proposed Double Yellow Lines

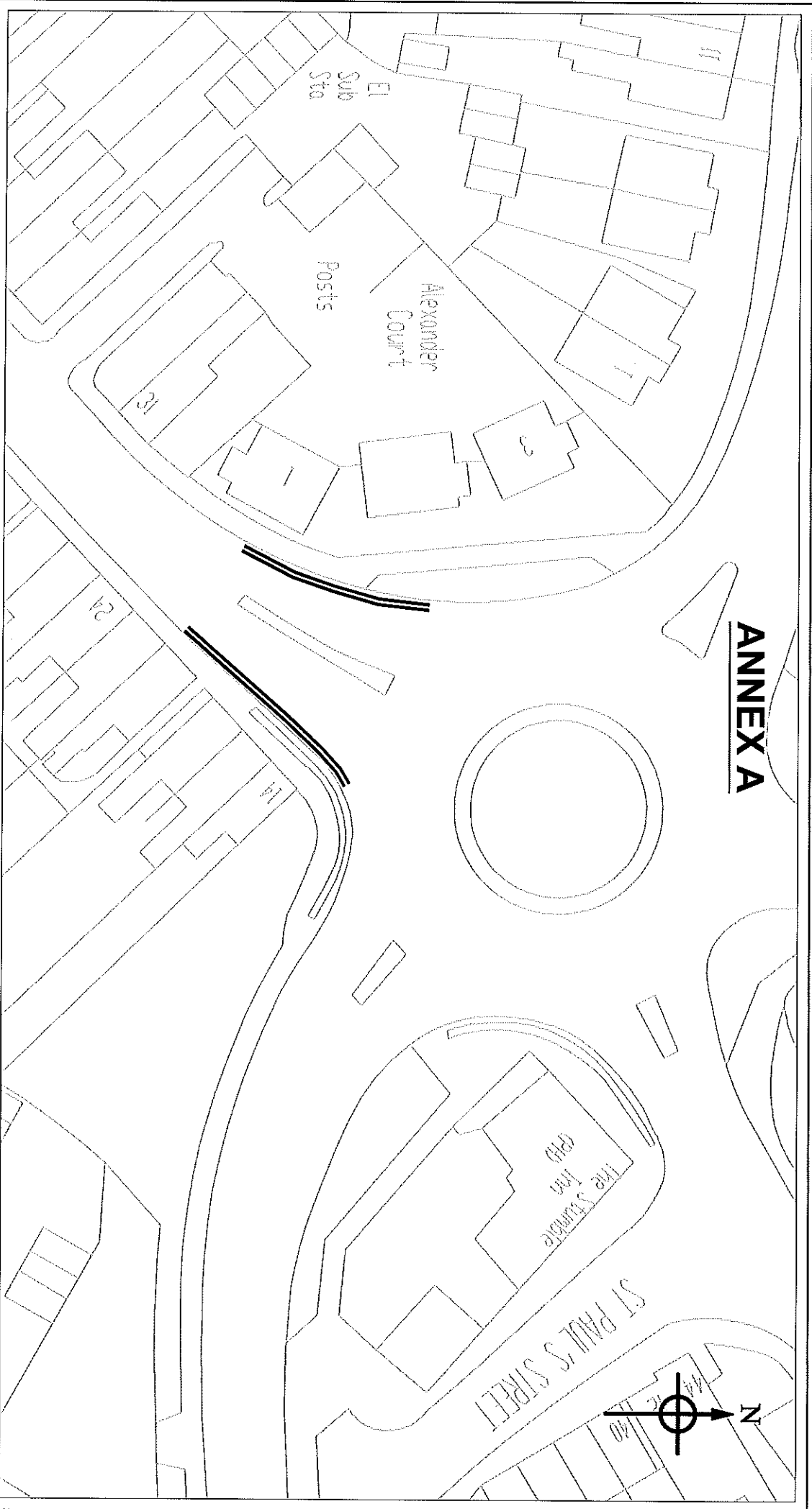
**Stanhope Avenue, Sittingbourne - Proposed Waiting Restrictions**

DRAWN	BOC
DATE	Nov 09
SCALE	1:1250

**ES/2738/82A**

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**ANNEX A**

**Key**



Proposed Double Yellow Lines

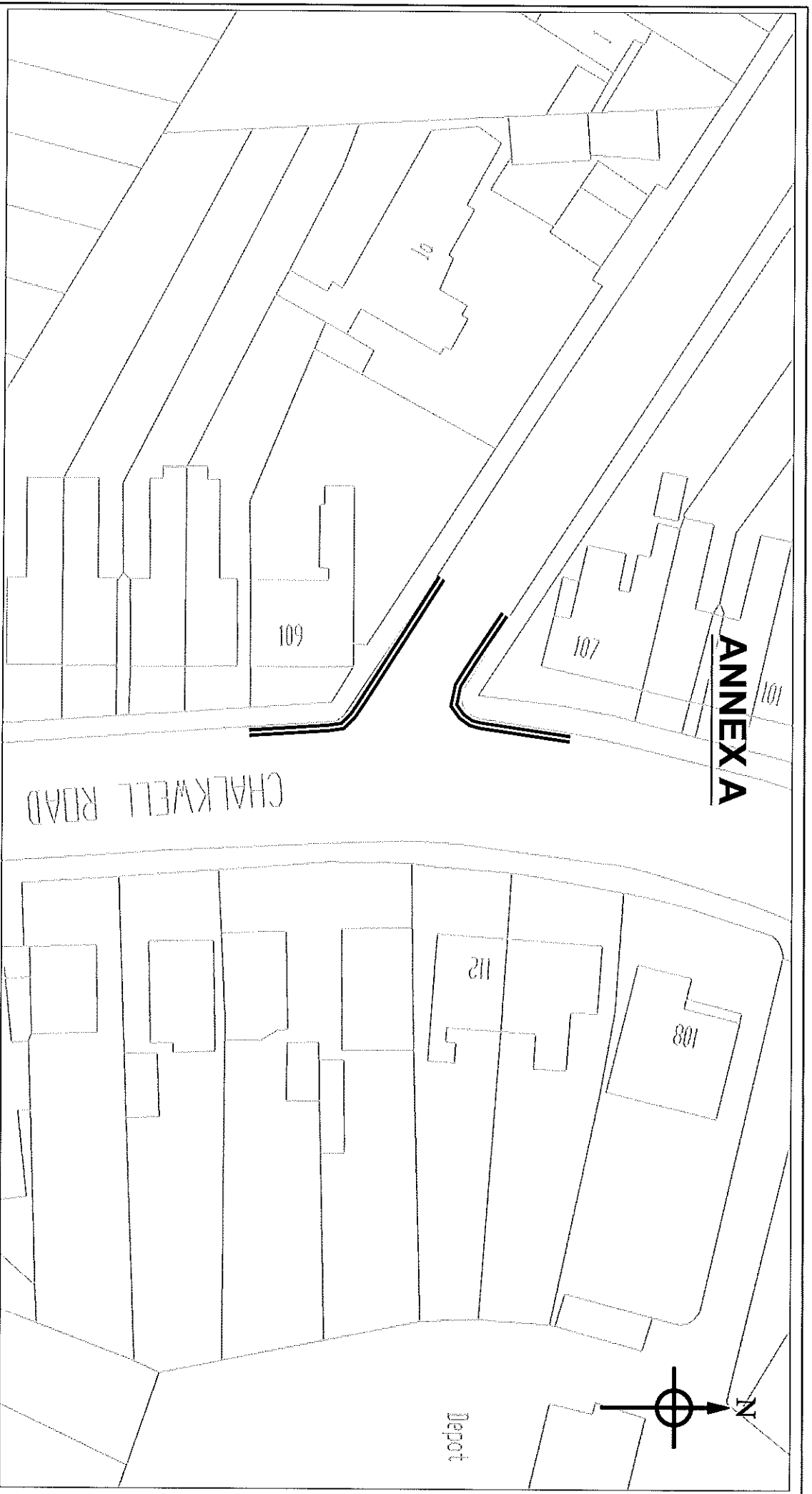
Chalkwell Road, Sittingbourne - Proposed  
Waiting Restrictions

DRAWN	BOC
DATE	Nov 09
SCALE	1:500

ES/2738/95

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**Key**



Proposed Double Yellow Lines

Chalkwell Road/Springfield Road, Sittingbourne  
 - Proposed Waiting Restrictions

DRAWN

BOC

DATE

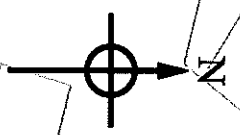
Nov 09

SCALE

1:500

ES/2738/92

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Depot

CHALKWELL ROAD

ANNEX A

101

107

109

112

108

**ANNEX B (1)****Proposed Waiting Restrictions****The Street/Arthur Kennedy Close, Boughton-under-Blean**

Resident Ref	Support	Object	Comments
1	1		Yes, would like this done ASAP
2	1		No comments
3	1		Do not like Yellow lines in a village but agree this is the best way to prevent the hazardous parking
4	1		
5		1	It is not a good policy to restrict access to the village shop - which is what these offenders are doing.
6	1		A very good idea.
7	1		Would like DYL at bottom of AKC. Hard to get into my drive at times due to people parking on corner to go to shops.
8	1		If respected would help out blind spot when traffic comes down the village.
9	1		
10	1		It has been dangerous to drive out of AKC and I agree as you cannot see on coming traffic.
11	1		
12	1		My daughter finds it difficult to turn right as unable to see traffic approaching
Total	11	1	

Residents Consulted	17
Number of letters returned	12
Return Percentage	71
Support Percentage	92
Object Percentage	8

**Other Consultees Response**

Name	
Police	No specific observations
Kent Fire & Rescue	No objections

**Proposed Waiting Restrictions**  
**Key Street Layby, Sittingbourne**

Name	Support	Object	Comments
1	1		
2	1		
3	1		
4	1		Welcome restriction but would like it to be 7 days a week but limited to 2 hours.
5	1		Thank you. Would like restriction to be 2 hours and 7 days a week. If restriction is not in place from Monday-Sunday we know the cars for sale will be put in the layby all weekend.
Total	5	0	

Residents Consulted	11
Number of letters returned	5
Return Percentage	45
Support Percentage	100
Object Percentage	0

**Other Consultees Response**

Name	
Police	No specific observations
Kent Fire & Rescue	No objections
Councillor Dewar-Whalley	Support - would like additional period of 3:00pm-4:00pm Saturdays
Councillor Randall	Object - Against substantial changes in road use simply to prevent one individual from performing a temporary activity (i.e selling cars)
Bobbing Parish Council	Support - Our council has been campaigning for this for a long time so Thank You for achieving this

## **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 1hour on our side, seems we lose on our side whatever you do.

- 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 residents 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.



### **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.

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 lose 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.
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 aginsts" 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.

**Details of Each Individual Location for Proposals**

**1. Arthur Kennedy Close/The Street, Boughton-under-Blean**

A request was received from a resident of Arthur Kennedy Close in Boughton-under-Blean for double yellow lines to be installed on the junction with The Street to prevent vehicles parking on the junction, obstructing the sightline for vehicles exiting this junction.

The resident had previously written to the Police on more than one occasion to report sightline obstruction problems at this junction, but there had been little improvement in the situation. It was therefore discussed at the local PACT meeting in June of this year, and the local Councillor for the area suggested that a request be submitted to the Joint Transportation Board for double yellow lines to be installed at the junction.

A consultation took place proposing corner protection in the form of double yellow lines. Of the 17 residents consulted, 12 responses were received, 11 supporting the proposals and 1 objecting. From the comments received, it is unclear as to why the objector has not supported these proposals, and in view of the need to improve the sightline at this junction by removing parked vehicles it is recommended to progress these proposals.

**2. Key Street Layby, Sittingbourne**

A request was received from one of the Borough Council's Street Wardens for a single yellow line to be installed in the layby to the east of the Key Street roundabout. For some time problems have been experienced with vehicles being parked in this layby for long periods of time, advertised for sale. It was therefore requested that some form of waiting restriction be introduced to enable greater enforcement of these vehicles.

It is proposed to introduce a single yellow line in the layby, with a one hour parking restriction between 10am and 11am Monday to Friday. By installing a restriction such as this, vehicles will be prohibited from parking all day long, whilst minimising inconvenience to residents and other road users who may wish to use the layby.

A consultation took place based on these proposals. Of the 11 residents consulted, 5 responses were received all supporting the proposals. However, an objection was raised by Councillor Randall, with the following comments:

*"My reasons are that I am against substantial changes in road use simply to prevent one individual from performing a temporary activity (i.e selling cars).*

*The fact that one person occasionally offers cars for sale in this layby does not mean that no other road users have a genuine need to park during those*

*hours (10-11 Monday-Friday), and I am concerned that innocent users would be unintentionally criminalised.*

*While I appreciate that a change might make enforcement easier, the individual concerned would simply move somewhere else to sell cars, leaving a layby that is unusable by people who have a genuine need to park across these hours”*

In view of the support from residents and the minimal time of parking restrictions, it is recommended to proceed with the proposals, but welcome the views of the Joint Transportation Board.

### 3. Stanhope Avenue, Sittingbourne

A request for parking restrictions was received earlier this year. A consultation progressed in April 2009 proposing restrictions on the north side of Stanhope Avenue. Objections were received and it was recommended that the restrictions not be installed and a further consultation to progress.

A second consultation was undertaken in November 2009 with an amended plan, this included the original proposal of double yellow lines on the north side, with additional restrictions in the form of single yellow lines on the south side. The single yellow lines are proposed to eliminate all day parking by commuters and town centre workers. Concerns were raised from residents on the outskirts of the proposed restrictions in regards to the parked vehicles being displaced into their area. These properties look to have garage parking at the rear of their properties which may be an option if parking does increase in the lay-by. The effect of the restrictions will be monitored and amendments may be made in the future if problems are created by the proposed restrictions.

The consultation took place proposing double yellow lines on the north side and single yellow lines on the south side with a restriction of parking between 10.00am – 11.00am Monday – Friday.

Of the consultation letters sent out, 26 supported the proposals, 11 objected and 4 were undecided. It is therefore recommended that the restrictions be installed, as they will improve vehicle movements in Stanhope Road. Comments from the consultation are included in Annex B(2).

### 4. Chalkwell Road, Sittingbourne

A request for parking restriction was received from a resident in Chalkwell Road. The resident informed us that vehicles parked near the roundabout at the north eastern end blocking the pedestrian crossing point, therefore, making pedestrians cross the road in-between parked vehicles further away where visibility of the on coming traffic was reduced.

A consultation has been carried out in regards to the proposed installation of double yellow lines on both sides of the carriageway at the exit point of the

roundabout into Chalkwell Road in line with the pedestrian crossing point. Of the consultation letters sent out 4 supported the proposals, 6 objected and 1 were undecided. The 4 supporting the restrictions were from the Emergency Services and transportation companies, all objections were from the residents. Although residents state that current parking is restricted and restrictions would make it harder to park, it has been pointed out that vehicles park close, if not, over the pedestrian drop crossing making it dangerous for pedestrians to use. It is therefore recommended that the restrictions be installed, as they will improve visibility for pedestrians and remove vehicles that park close to the roundabout. Comments from the consultation are included in Annex B(2).

#### 5. Chalkwell Road Junction Springfield Road, Sittingbourne

A request was received by a resident to introduce parking restrictions at the junction of Chalkwell Road and Springfield Road due to vehicles parking close to the junction. The parked vehicles reduce visibility turning out in to Chalkwell Road and the angle of the junction reduces it further. Double yellow lines were proposed during the consultation to stop parking close to the junction.

Following an on site meeting during the consultation stage with a resident, it was agreed that the restrictions may benefit from be longer on the south side of the junction than what were proposed. Of the consultation letters sent out 10 supported the proposals, 3 objected and 0 were undecided. It is therefore recommended that the restrictions be installed as per the proposed drawing, the site be monitored after installation and length of restrictions be amended if needed. Comments from the consultation are included in Annex B(2).

#### 6. Victoria Place, Faversham

We received a request from a resident in Union Street to install parking restrictions opposite their garage as they were having problems with access/egress. The road is reasonably narrow and parking bays are sited opposite the garage entrance in Victoria Place, including a disabled persons' parking bay.

A consultation progressed with a proposal to extend the double yellow lines at the western end of Victoria Place by approximately 5 metres. This would reduce parking in an already overcrowded area for residents of Victoria Place. Of the consultation letters sent out 5 supported the proposal, 5 objected and 1 was undecided. Of the 5 that supported the proposals 4 were submissions from Emergency Services and travel companies, only 1 resident supported the proposals. All 5 of the objectors were residents. It is therefore recommended that the restrictions not be installed as the loss of an extra parking space will have a significant effect in an already over crowded area. Comments from the objectors are included in Annex B(2).

**Progress Report for Information Only**

The following sites have been included in this report to update the Joint Transportation Board and do not require decisions at this time:-

**1. Grovehurst Road Layby, Sittingbourne**

A request was received from one of the Borough Council's Street Wardens for a single yellow line to be installed in the layby on the west side of Grovehurst Road, between the Newman Drive and Grovehurst Avenue roundabouts. For some time problems have been experienced with vehicles being parked in this layby for long periods of time, advertised for sale. It was therefore requested that some form of waiting restriction be introduced to enable greater enforcement of these vehicles.

It is proposed to introduce a single yellow line in the layby, with a one hour parking restriction between 10am and 11am Monday to Friday. By installing a restriction such as this, vehicles will be prohibited from parking all day long, whilst minimising inconvenience to residents and other road users who may wish to use the layby.

A consultation took place, and of the 14 residents consulted, 5 responses were received all supporting the proposals. These restrictions will therefore be included in the next Sittingbourne Traffic Regulation Order.

**2. Lynmouth Drive/Wards Hill Road, Minster**

A report was received from a resident of Lynmouth Drive in Minster, expressing concern that vehicles were parking close to the junction of Lynmouth Drive and Wards Hill Road. This was causing sightline problems, and also forcing vehicles into the centre of Lynmouth Drive, into the path of vehicles travelling in the opposite direction in the close vicinity of the junction.

A consultation therefore took place with residents to install double yellow lines on either side of Lynmouth Drive and into Wards Hill Road, for a distance of 7.5 metres in each direction, to provide corner protection to the junction.

A consultation took place, and of the 8 residents consulted, 6 responses were received all in support of the proposed restrictions. These restrictions will therefore be included in the next Sheppey Traffic Regulation Order.

Similar restrictions were proposed for the Seathorpe Avenue/Wards Hill Road junction, but as one objection was received from a resident in Seathorpe Avenue, further discussions will take place with the objector prior to progressing any restrictions at this location.

### 3. Grayshott Close, Sittingbourne

Several requests were received from the PCSO for the area following PACT meetings with residents, for a double yellow line to be installed down one side of Grayshott Close in Sittingbourne, to improve the movement of vehicles in the area.

A consultation subsequently took place with residents, with a view to installing restrictions for the full length of Grayshott Close on the eastern side of the road, and around the turning circle at the end of the road.

Of the 29 residents consulted, 21 responses were received, 14 supporting the proposals and 7 objecting. In view of the high percentage of objections received further investigations and consultations will take place with residents prior to progressing the installation of any restrictions in the area.

### 4. Church Street, Milton Regis, Sittingbourne

A request was received for parking restrictions to be installed by a resident to improve vehicle movements and stop commuters parking directly outside her driveway access.

A consultation took place with residents to propose double yellow lines at south eastern end of the road at a narrow point and in part of the turning head.

No objections were received, but the resident requesting the restrictions informed us that the proposed restrictions needed adjusting slightly. As there are only 2 residents in this area of road, 1 being the requester, no second consultation will take place with an amended drawing, but a site meeting is to progress with the residents concerned to agree on an amended layout.

### 5. Homewood Avenue junction Berkeley Court, Sittingbourne

A request was received from Cllr Willicombe to via a resident to investigate problems with vehicle movements due to parking at various junctions off Homewood Avenue. Site surveys progressed and it was identified that the Berkeley Court junction had problems with parked vehicles, especially at school drop off/pick up times.

A consultation with residents took place with residents proposing double yellow lines at the junction with Homewood Avenue.

No objections were received; therefore, these restrictions will be included in the next Sittingbourne Traffic Regulation Order.



## 6. Northwood Drive junction Bell Road, Sittingbourne

A request was received to re-paint an existing single yellow line at the above junction as it had faded. Having looked at the site it was felt it would benefit if the single yellow lines were replaced by double yellow lines as the junction is very busy due to the close vicinity of shops in Northwood Drive. Several times vehicles have been seen parking on this junction causing visibility problems for vehicles exiting Northwood drive into Bell Road.

A consultation progressed with residents proposing double yellow lines at the junction of Northwood Drive and Bell Road.

No objections were received: therefore, these restrictions will be included in the next Sittingbourne Traffic Regulation Order.

## ANNEX E

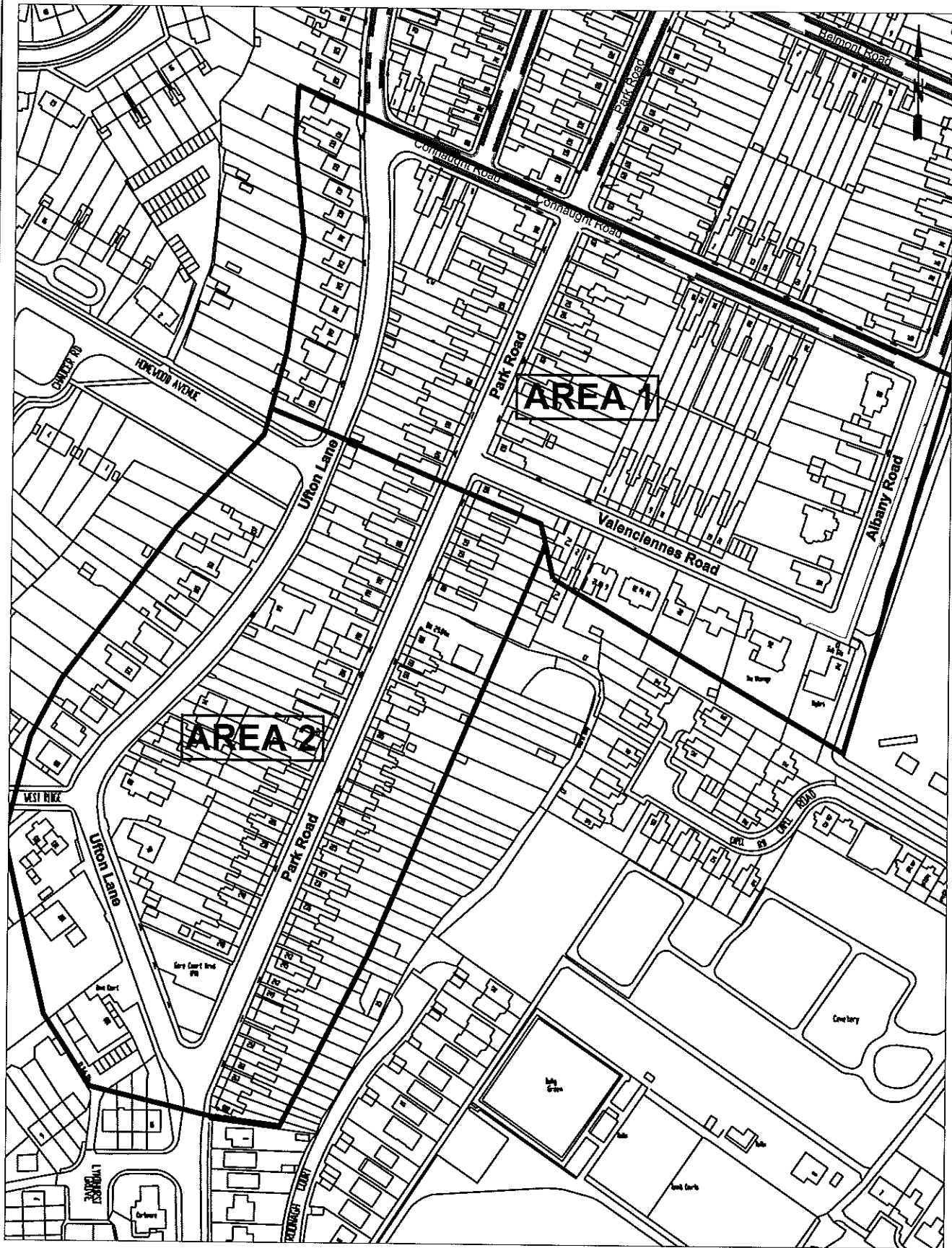
### Summary of Objectors Comments in Area 2


1. Do not feel that sufficient regard has been given to the actual need of the scheme in this specific location. There are no office workers or commuters parking here during the day, the problems occur in the evening. Occasionally we have problems during the day when parents drop off and pick up their children from school.
2. We are rarely adversely affected by parking by non-residents and do not experience any parking problems during the day on weekdays when residents parking would be in force. Although many of us do not have off street parking we have developed a pattern of parking over the years which allows us all to park on street close to our homes.
3. The scheme is unnecessary and will cause problems for residents rather than reduce problems. The area concerned is not affected by commuter parking or shoppers using the high street. The scheme will create parking problems in the evening by vastly reducing parking spaces. The proposed double yellow lines in Homewood Avenue are likely to contribute to problems of traffic travelling too fast. Do not agree with the permit charges as this is just a means of raising money for the Council.
4. The scheme is a disgrace, I suspect, less about car parking and more about the Council levying an unjustifiable tax penalising home owners. Parking problems occur after 6pm when residents return from work when the proposed scheme is finished. Make town centre parking fees realistic and affordable.
5. The scheme will not improve the parking problems, which occur after the period of enforcement. A majority of residents do not want this scheme to go ahead. Shoppers and school employees do not park in this area during office hours. It is a money making scheme made up by Councillors which will not improve parking in Park Road.
6. Am a resident of Connaught Road, parking has improved since the scheme was implemented. I object to the new proposals as the residents of Park Road will park here. Connaught Road is a favourable road to park in as it is quieter and probably think their wing mirrors will not get knocked off. A lot of people in Park Road do not want the scheme but have given up objecting as they know it will come in.

7. There are simply no significant difficulties parking in Area 2 during the proposed operational hours of the scheme. Residents will be charged for a permit to park when they currently face no difficulties parking during the operational times of the scheme. The scheme does nothing to alleviate early evening parking pressures. Although the consultation results showed that Area 2 did not want the scheme, SBC have decided to proceed anyway making residents annoyed. The scheme will encourage parking displacement as per previous times. Numbers of residents are elderly or families with young children, additional financial burden of scheme permits encourages residents to park a distance away outside scheme area which is not in the interest of safety or convenience. The scheme will not improve parking in the evening as this is the worst time. Permit charges have increased to £40.
8. Currently, there is no parking issue in the part of Ufton Lane included in the scheme. The scheme is clearly designed only to produce a source of revenue for the Council. I understand from a Councillor that KCC Highways have insisted the scheme be applied to the entire road without any apparent justification. Residents of Ufton Lane will not be able to entertain guests due to the restrictions. I would welcome an explanation to how a Wednesday afternoon meeting of friends with pre-school children, perhaps ten families could undertaken with this scheme in place. There is no issue with town centre car parks; the drop in income has been made worse by the decision to increase prices. The prospect of overspill from cars parked to use the town therefore seems extremely unlikely.
9. Daytime parking is not a problem and the scheme will not address the parking problems in the evening and weekends. Object to being forced to buy a permit to park in my own road and having to pay for visitor permits who wish to park more than 2 hours.
10. Have had three or four consultations for the top part of Park Road and each time we have said no. Having spoken to the residents we would like the scheme to be scrapped particularly as the price has doubled and no guarantee of parking.
11. There are no problems with parking during the day and generally the only difficulty occurs after 6pm. Please consider scrapping the idea as it appears to be a revenue raiser. If there was a problem I would be happy to pay for permit but things are fine as they are.

12. Has never been a problem with parking since we have been here, can almost always park outside our house. Only times when problems occur is during the school runs, but this is temporary. Does seem a waste of time and money to address a problem that doesn't exist.
13. Feel it is not needed this far up Park Road during the day as there is ample parking available for residents and at a cost of £40 per car feel this is another tax burden especially in the current climate. You informed us that you would be painting a double yellow line across our drop crossing, a neighbour down the road has asked for a white bar marking so they can park there. This information was not forthcoming in your consultation and as my wife is disabled the use of parking across the drop crossing would be beneficial to us. Feel the scheme is being railroaded through without listening to the residents of Park Road.

# ANNEX F



	<p>TITLE</p> <p>Sittingbourne Residents Parking Scheme - Consultation Area</p>	DRAWN	BOC
		FILE REF.	
		DATE	Nov 09
		SCALE	N.T.S
		DRAWING NUMBER	

## ANNEX C.

Dear Sir/Madam

I would like to object to the proposed extension prohibition of waiting at all times (double yellow lines) on the west side of Wises Lane. Where I live I have very limited off street parking and therefore myself and my visitors have to park in the road at certain times. The proposed changes will prevent parking for the entire bottom end of Wises Lane (at certain times), forcing us to park in adjacent roads all of which have limited spaces for much of the time.

The current situation where parking is allowed on one side of Wises Lane acts to reduce speed from traffic coming down the hill, once this is stopped it will become a long straight stretch of road with the obvious speeding problems.

It must also be mentioned that the other vehicles which currently park in

this area will also move into the adjacent roads, causing problems to these residents. I would suggest this proposal is not solving any problems, only moving them somewhere else. Recently yellow lines have appeared at both ends of Wises Lane, is this not time to call a stop to this obsession with preventing people parking which I believe is the aim of one or two local individuals?

Yours faithfully