

TO: SWALE JOINT TRANSPORTATION BOARD
DATE: Monday 12th March 2012
SUBJECT: FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER
SWALE AMENDMENT 3A/3B
TABLED REPORT OF OBJECTIONS RECEIVED

The following formal objections have been received in relation to the recently advertised Amendment 3a/3b Traffic Regulation Order. As detailed in the main report these objections are tabled below:-

Objection 1

Objection

A formal objection has been received to the proposed Single Yellow Line in Church Street, Milton Regis. The objection states that the access to the SDRL premises in Church Street was designed for office parking as opposed to lorries, and that the property has a rear loading area off Millen Road.

Comments

There is a rear loading area located within the premises, with access from Millen Road. However, from a recent site inspection it appears that it is not possible to gain access to the front of the site, where the skip is located, from this rear access. Presumably the skip is placed at the front of the building to accommodate the activities carried out at the premises.

Objection 2

A formal objection has been received to the two proposed Disabled Persons' Parking Bays in Periwinkle Close, Sittingbourne. A copy of the objection is attached.

Objection 3

A formal objection has been received to the proposed Disabled Persons' Parking Bay in Oak Road, Sittingbourne. A copy of the objection is attached.

Objection 4

Objection

A formal objection has been received to the proposed timed Loading Bay (7am to 7pm) in the lay-by in Sittingbourne High Street. The objection, from the Swale Seniors Forum, states that by designating half of this existing bus stop as a loading bay, buses will have trouble pulling in and out of the lay-by, which could

mean they stop in the centre of the road, preventing disabled users from boarding and alighting the buses at kerb height.

Comments

The proposals have come about through discussions with Kent County Council who agreed the proposed revision to the existing bus stop. In addition to this, Arriva were sent copies of the proposals prior to including them in the Traffic Order, and no objections or concerns were raised at this time.

Objection 5

Objection

A formal objection has been received to the proposed Double Yellow Lines in the spur road off Halfway Road, Halfway on the Isle of Sheppey. As these proposals were included in the Traffic Order on behalf of Kent County Council, the objection (detailed below) was reported to KCC who have commented below.

*Dear Sirs,
It has come to my attention that a notice advising of Parking/waiting restrictions along the south side of Danley Spur are to be enforced. It is a real concern that the notice provided for such a damaging proposal is wholly inadequate. The absence of any information available on Swale Councils website is a concern, as is the suggestion that the plan can only be viewed at Swale House. Why have all residents not been informed in writing? Public Consultation?? details of where this can be viewed online? Without these in place we cannot ascertain the consequences of the proposal.*

This change will cause chaos as parking provision in Halfway road is already insufficient with this spur road the only available space. Building in the rear gardens of two properties in the area, combined with conversion to flats of other houses, has been allowed despite an already strained parking provision.

The suggestion that this change is based upon safety is not acceptable as:

- o This was not a problem when used as a school previously*
- o Any safety issues will always exist with regards use of this entrance due to access rights to private dwellings both in the spur road and to the rear of the Terrace of Halfway Houses.*
- o There are already numerous altercations over parking in this area, this will become commonplace with approx 60% reduction in parking availability.*
- o This will force vehicles to park in any other available spaces, namely alongside Halfway Cemetery and other areas along Halfway Road as this is the only available parking.*
- o There can be no "safety grounds" outside of School hours and the spur is largely vacant of vehicles outside these hours.*

Perhaps the council would like to suggest "where aprox 10 new parking spaces" are to be found. The Halfway School should appreciate that this proposal will create a great deal of ill feeling amongst local residents which, in view of the level of work and potential disruption to residents required on the site, may attract further scrutiny for any further planning application. This is largely viewed as the Council being unreasonable after an unsuccessful bid to sell of the land for redevelopment. The poor Public Consultation Exercise will only result in local resident outrage after the changes are implemented and is going to create more problems, and safety issues in the area than it solves.

*Sincerely,

****, Halfway Road*

Comments (from Kent County Council)

The restrictions for Halfway Road were prompted by our Property Group for the following reasons:-

A refurbishment of former Danley Middle School accommodation is proposed to facilitate relocation of Halfway Houses Primary School. The proposed emergency vehicle access is via an un-named side-road which Kent Highways Definition Team advise was adopted by Swale BC in the late 1950s.

- We propose installing double yellow lines to the right-hand side of this road [facing the school buildings] in order to:
 - create a safe environment for primary school pupils, parents with buggies/younger children to the pedestrian entrance
 - provide a clear and unobstructed route for emergency vehicle access to the school site
 - restrict unauthorised parking which compromise either pupil/parent safety or emergency vehicle access

Kent Highways can confirm that there have not been any personal injury crashes along this access in the last three years.

Belvedere Road, Faversham

In addition to the formal objections received, a letter signed by residents of Belvedere Road in Faversham has also been received. The letter (copy attached) is requesting waiting restrictions to be introduced in Belvedere Road to allow residents to use their garages.

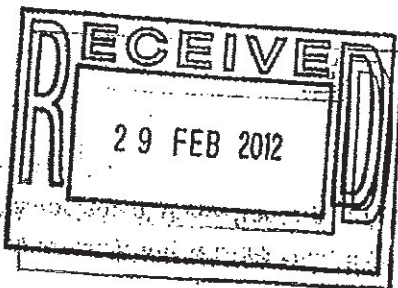
The letter states that “since parking restrictions have been extended in Abbey Street, Saturday night parking has become a problem when the restaurant in Belvedere Road is busy”. However, it should be noted that the proposed extension to the parking restrictions in Abbey Street has not been implemented at this time, and is included in the current Traffic Regulation Order.

At the meeting in December, the Joint Transportation Board agreed that parking in Belvedere Road should be monitored following the extension to the Residents' Parking Scheme operating times in Abbey Street.

Federal objection ①

1

27th February 2012



Church Street
Milton
Sittingbourne

ME10

Swale Council

Technical Services

Dear Sirs

RE:SINGLE YELLOW LINES CHURCH ST MILTON

I would like it known that I am extremely against the proposal to put single yellow lines in this street. I understand the reasoning behind this as stated in your notice is to improve vehicle access to the premises known as SRDL group. By this I assume you mean lorry access as there is already vehicle access to this premises by way of gate and drop curb. This being the case I would like to point out to you that this street is semi-residential i.e. access for residents as well not commercial. The entrance in question to SRDL on church street was only designed for office parking not lorries. In fact SRDL do have around the back a loading bay access for lorries in Millen Rd which is commercial and much more suited. An access I might point out that was used by companies before SRDL.

I would like to know how you can justify wasting council tax money to firstly the cost of alterations and secondly the cost of enforcement thereafter to patrol. On what grounds can you favour one company's interest over residents.

On one final point maybe you can tell me where residents are supposed to park if you enforce this.

Yours faithfully

[Faint signature]

p.s I only knew about these proposed works from a notice on a lamppost. I did not receive a letter of notification which I think is unacceptable bearing in mind the impact this will have.

Brett O'Connell

From: Brett O'Connell [mailto:BrettOConnell@swale.gov.uk]
Sent: 06 March 2012 10:46
To: Brett O'Connell
Subject: RE: Disabled Persons Parking Bay

Thank you for your email Brett, I do appreciate your assistance.

I am a little confused as so far I have seen notices for Disabled Persons Parking Bays for House Numbers 51, 49, 45 and 59.

Currently we have 1 bay already marked out. The second application I received notice of (possibly Quarter 4 of 2011) I objected to, and now I have seen this notice which quotes two more house numbers to the ones I had already received proposal notices for.

I would still like to object to the Disabled Persons Parking Bay, for the reasons that Periwinkle Close is small and extremely difficult to park in as it is so would seem unfair to restrict parking further, and for the fact that I am aware of at least 4 other houses holding Disabled Persons Parking Badges and yet the Bay currently marked out in the Close is often left empty by those Badge Holders despite them having the right to park in it!

It's a little frustrating when coming home from work to find the Disabled Parking Bay empty and those holding Disabled Parking Badges either parking their vehicles next to mine as they return home or parking in a space big enough for a car and a half (although spaces have not been marked out) restricting other cars from parking.

- I realise that this is not something you can do anything about, but I do not feel additional Disabled Parking Bays are practical when the Bay currently marked out is not being used to its full capacity and the applicant who applied for that space originally is in the process of moving house so will no longer need that space in the near future.

Kind Regards

From: Brett O'Connell [mailto:BrettOConnell@swale.gov.uk]
Sent: 05 March 2012 14:21
To:
Subject: RE: Disabled Persons Parking Bay

Dear Brett,

Thank you for your e-mail.

Please let me clarify, there is one existing bay currently and 1 more is to be added to this (right next to it) in the near future. The bay/s are currently advisory bays (not enforceable) until added to the Traffic Regulation Order (TRO), this is what is being advertised on site on the lamp column, therefore, the sign you stated refers to the existing/pending bays, there will be a just the two bays NOT 4 bays.

The reason we put the bays in firstly un-enforceable is so that it helps out the applicant by installing the bay quicker than waiting for it to be added to the TRO which can take up to 6 months as we only amend the Order twice a year due to funds available.

You can formally object to the proposed bays by e-mail, as you have done or you can write a letter of objection as stated at the bottom of the laminated on site sign.

Can you please confirm whether you still object to the Order in light of the clarification e-mail I have sent. Alternatively you can call me on 01795 417061 to discuss.

Kind regards

Brett O'Connell
Assistant Engineer

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

From:
Sent: 05 March 2012 13:42
To: Brett O'Connell
Subject: Disabled Persons Parking Bay
Importance: High

Good Afternoon,

Apologies for using your email address, but as I contacted you previously about another Disabled Bay Application I wondered whether you could assist again.

This weekend I noticed a Planning Proposal Letter attached to a lamp post in my close (Periwinkle Close, Sittingbourne), for a proposal of 2 Disabled Persons Parking Bays within Periwinkle Close. (numbers 45 and 59)

This is the first I have heard of this proposal as no information has been received by myself.

Within the last 6-7 months, this will be the 3rd and 4th Applications for Disabled Persons Parking Bays in this Close. I wish to object to the proposal of it, as the number of applications now being submitted is not practical.

There are approx 27 houses in the Close, and parking can only cater for roughly half of those houses. To allow 4 of those spaces to be taken as Disabled will make Parking even harder for the other residents.

There is already a Disabled Persons Parking Bay applied for by Number 51. This is often left unoccupied, which astounds me as there seems to have been 3 other residents applying for Disabled Bays! Surely if a disabled bay was required for them, they should be parking in the Bay already provided instead of parking elsewhere and leaving the Disabled Parking bay free?

With the number of applications now being proposed, it is beginning to feel like the residents not applying are being penalised for going to work and having no disabilities!

I wouldn't mind if the Close was large enough to cater for all these Parking Bays, but Number 59 is a window cleaner and his partner does not drive, and number 45 often doesn't come home until 7.30am when I am leaving for work so therefore manages to park in the spaces left by those going off to work!
Perhaps the possibility of creating off road parking for those with front gardens would be a fairer option?

Could you advise how I can object as I have not received a proposal letter and therefore have no form to respond on?

Kind Regards



3.

OAK RD
MURSTON
SITTINGBOURNE
KENT
ME10

Dear Sir

The Majority of the Bottom of Oak Rd. are concerned as before the disabled bay for 62 Oak Rd was done for Mr you sent out letters to That area for the residents to agree or disagree, Most of the residents I have spoken to have completely disagreed with the idea. As you sit indoors and see him marching up the road to go shopping.

And now you have put a notice on the lamp post outside 62 Oak Rd.

You have give Mr a disabled bay which was pointless as he rarely uses the Bay as he keep his car in a garage which is about 600 to 800 meters away, Once a week (at the end of the week in the late afternoon) he walks round his garage to get the car he goes shopping comes back to the disabled bay takes his 2 Bags of shopping in, leaves his car there for about 1 1/2 to 2 hours that is the only time the bay is used,

He does walk to Murston Coop and he also walks into Sittingbourne, if he was really disabled he wouldnt be able to walk to Sittingbourne

Formal: Agenda (4)

4



Swale Seniors Forum

Sittingbourne, Sheppey, Faversham and Surrounding Villages

c/o Swale CVS
Central House
Central Avenue
Sittingbourne
Kent
ME10 1LX

www.swaleseniorsforum.org.uk



11 March 2012

Swale Borough Council
Swale House
East Street
Sittingbourne
Kent
ME10 3HT

To Whom It May Concern

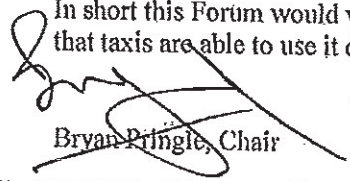
Traffic Regulation Order Swale Amendment 3B – Proposed alteration to bus lay-by - High Street Sittingbourne

It is noted that there is a proposal to alter the usage of the above lay-by so that it is in part used as a taxi rank and loading bay at various times. It seems that there is some difference in the wording of the amendment between that shown in the Agenda for the Joint Transportation Board due to be held on Monday 12th March and the fuller explanation of the proposed works that was 'advertised' on site in the High Street.

During the day this is a very well used bus stop with perhaps a majority of users being in the 'Seniors' age category. Our concern is that if half of this stop is converted to a loading bay the space for buses to pull in will be much reduced and could lead to buses not being able to pull in at all. This will not only lead to traffic disruption but to considerable difficulty for those who are disabled or have restricted movement. Many disabled users ideally need to board and alight from buses at kerb height (with or without ramped access for those vehicles that have it) and if buses are effectively left 'stranded' in the middle of the road this is not possible.

- It is not uncommon for commercial loading/unloading to take place at this bus stop along with unauthorised private parking. It is equally quite common for vehicles (commercial and private) to park entirely on the pavement immediately opposite this area – perhaps this would be a better site for an unloading bay.

In short this Forum would wish to oppose the day time change of use whilst being content that taxis are able to use it during the hours of 7.00 pm to 7.00 am.


Bryan Pringle, Chair

Democratic Electoral Service,
Mrs Katherine Bescaley,
Democratic & Electoral Services Manager,
Swale House,
East Street,
Sittingbourne.
ME10 3HT

22nd February 2012

Dear Mrs Bescaley,

RE: Parking Restrictions in Belvedere Road Faversham

I am writing to you on the advice of the Swale Borough Council planning officer; the Development known as Golding's Wharf on Belvedere Road has been completed for three years.

Planning consent for the development required garages on the ground floor (photo enclosed .1.). For the past three years the residents have been applying to Swale Borough Council and to KCC for parking restrictions opposite these garages in order to allow the residents to access the garages with their cars. The road is not yet adopted but I am told by KCC that this will happen before the end of the financial year.

Three of the residents, in this block of six, had automated garage doors installed to provide ease of access and to keep the road clear for on-going traffic. However with vehicles parked opposite it is extremely difficult and in some cases impossible to get the car into the garage. (photos enclosed.2.) I myself have caught the garage door jamb, dented my car and caught a car parked opposite my garage. One family have already moved away because of unpleasantness caused by local people parking and preventing access to their own garage.

This is one of only a few streets in Faversham with unrestricted parking as featured on the Faversham Website and is consequently used as a long term parking lot by local residents and businesses. The large vehicle parked opposite my house (photo



enclosed.3.) has been there and not moved for at least four weeks. I am told the owner lives in Abbey Street which does have parking restrictions. It was extremely tricky when there was snow and ice on the road!

There is a local furniture store which regularly parks its delivery vehicle in Belvedere Road and there is another car further along the road which has not moved for some months. Last year the residents had a car removed which likewise had been left in Belvedere Road and was untaxed.

Since parking restrictions have been extended in Abbey Street, Saturday night parking has become a problem when the restaurant in Belvedere Road is busy. Vehicles are double parked on either side of the road in what is already an unusually narrow road. Golding's Wharf Crescent is a private road (see site plan enclosed) yet these vehicles use the crescent as a turning circle late at night disturbing people's sleep. The road surface is shingle on tar and an incredible degree of erosion has occurred to the road surface in less than a year because of the excessive use by non-residents, maintenance is of course at the expense of the 22 householders of the Golding's Wharf Development.

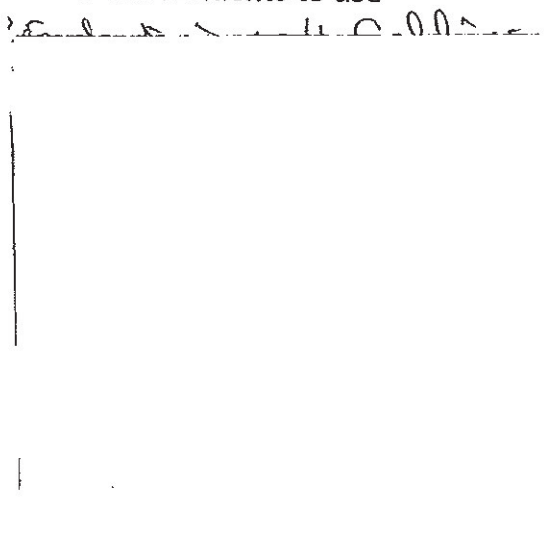
Belvedere Road is also used for parking on a regular basis by people who work in local businesses in the town.

In view of all the points made above we are asking for a solution to this parking problem, it does seem absurd that a planning requirement for garages is insisted upon, yet access to these garages is rendered impossible because Belvedere Road is used as a free town parking lot.

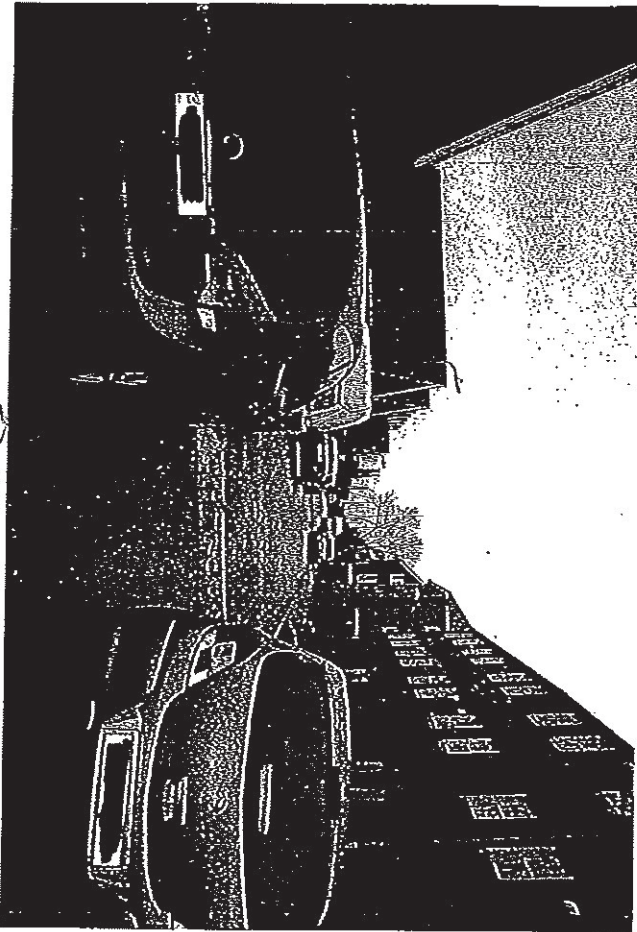
We feel it is unreasonable that this residential street should be singled out from all the roads in Faversham to be used as a parking lot.

We the undersigned residents ask that parking restrictions should be imposed at the very least in the area opposite the two blocks of Golding's Wharf properties which are located on Belvedere Road. (diagram enclosed) to allow the residents to use their garages.

Yours sincerely,

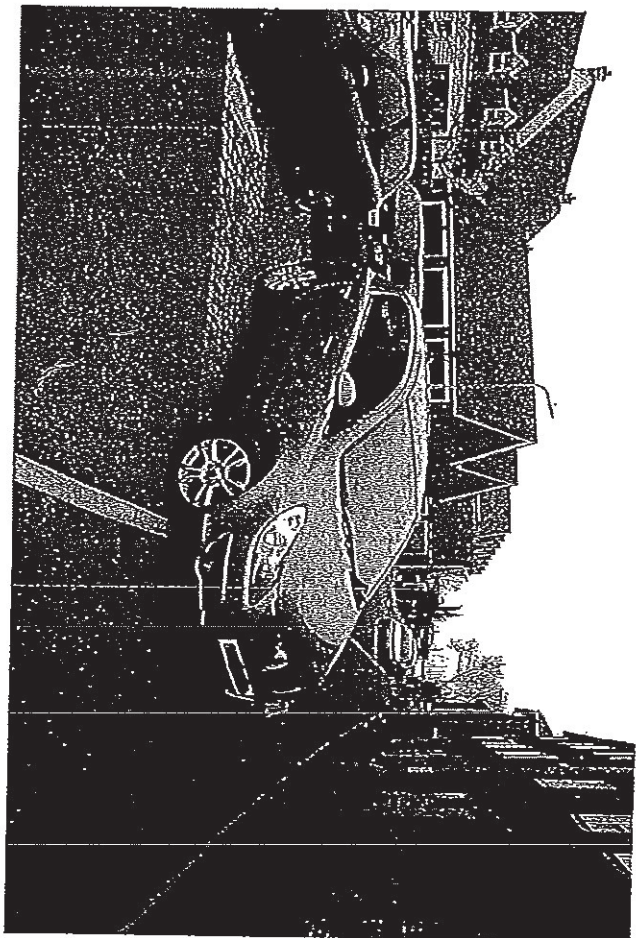
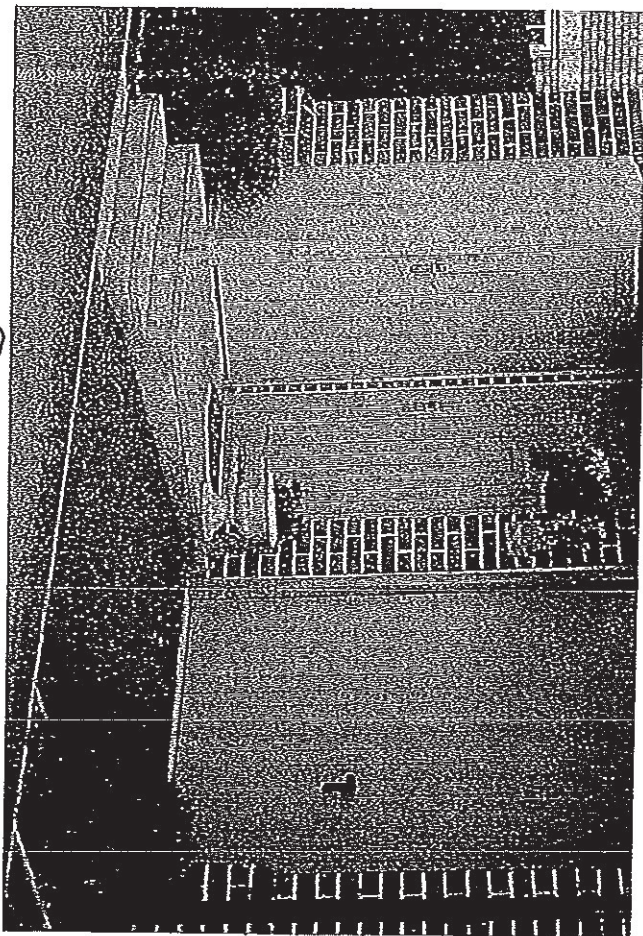


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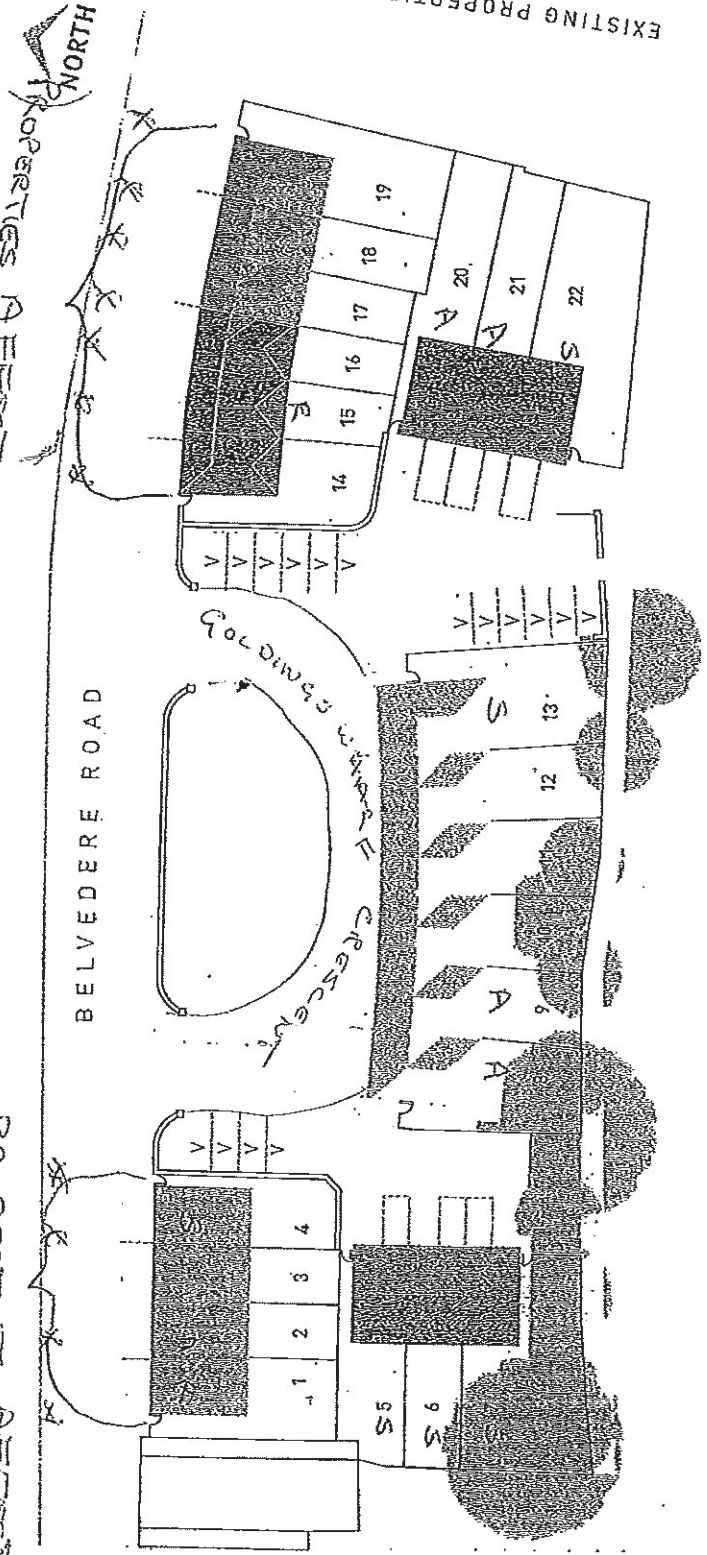
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2

Siteplan

PROPERTIES AFFECTED
BY VEHICLES PARKED OPPOSITE



V - Visitor parking

EXISTING PROPERTIES

EXISTING PROPERTIES

PROPERTIES AFFECTED

LEGEND

LEGEND