

Proposed Coach Bay & Single Yellow Line - Church Road, Faversham

Response	Support	Object	Comments
1		1	<p>I am a local resident, residing in ***** Church Road for 3.5 years. I object to the proposals on the grounds:</p> <p>1. Church road is not suitable for large coaches. The road is not a through-route and there is insufficient turning space for large vehicles without posing a risk to parked cars and pedestrians. This point demonstrated as the road is often congested by HGVs negotiating parked traffic making their way to the Brents Industrial estate, already causing hazard and contributing to noise and air pollution. Encouraging further heavy vehicles would exacerbate this.</p> <p>2. Church road has seen a large increase in vehicular movements in recent years, in part due to the new housing estate built on Ham road (vehicles cutting through Preston estate) and the opening of a second Nursery/Day care on Upper Brents (a continuation of Church Road). Parking has become more and more of an issue in this local area due to increased parent pick-up/drop-offs and the ongoing popularity of the Albion Taverna. On-road parking, the Brents Car Park, Front Brents and The Albion Car park are regularly oversubscribed. Parking is often anti-social or hazardous. I appreciate the measures proposed to limit parking restrictions between the hours of 8am-6pm, however it is precisely these hours that parking demand is at it's highest. As a rough estimate, the proposals will reduce on-street parking capacity by ~5 or more car lengths and create an additional obstruction to the flow of traffic.</p> <p>3. In the 3.5 years I have lived on Church road, I have only ever seen a handful of coaches parking in the existing bays, presumably as it is not a very attractive parking location for large vehicles due to points 1+2. As the usage is so low, on balance I believe the on-street parking is better left as-is and alternative coach parking in a less busy neighbourhood found, rather than reserving the space on the off-chance a coach may use it.</p> <p>4. On a more cynical note, I would question the effectiveness of the proposed parking measures. Given the parking standards most visiting drivers employ in our neighbourhood, I do not believe the planned parking restrictions will ever be observed without regular enforcement. I've never seen a parking inspector or ticketed vehicles on the Preston side of the bridge and the temptation for drivers to leave their cars in the coach bays will negate any benefits of the scheme.</p> <p>5. An additional housing development has recently been proposed on Ham Marshes which will further exacerbate the traffic issues we see around the Preston and Davington roads. The plans to encourage Coaches to use the creek bridge and Church road should be reviewed in line with this.</p>

			<p>6. Parking along Church road is used by Market vans on the Weekend. Displacing these vehicles (often long wheel-base vans with trailers) is a disincentive to traders that contribute positively to our town Market. Additional parking provision for traders with large vehicles should be considered in-line with this proposal.</p> <p>7. On occasion when the existing (albeit faded) coach bays have been parked in, the drivers have left their engines running on idle, presumably to keep the air conditioning systems running. The diesel fumes, and noise pollution are very apparent in our garden and presumably in the gardens directly adjacent on Front Brents.</p> <p>To summarise, I believe a more suitable location in a less built-up area would be much more appropriate and coaches should be discouraged from using Church road.</p>
<b>Total</b>	<b>0</b>	<b>1</b>	

		<b>5</b>	<b>Properties Consulted</b>
<b>% Returned</b>	<b>20</b>	<b>1</b>	<b>No. Returned</b>
<b>% Support</b>	<b>0</b>	<b>0</b>	<b>No. Support</b>
<b>% Object</b>	<b>100</b>	<b>1</b>	<b>No. Object</b>