

FORMAL OBJECTION 1 – PROPOSED DOUBLE YELLOW LINES – AROUND GUILD HALL, FAVERSHAM

I am firmly opposed to the introduction of yellow lines around the Guildhall in Faversham

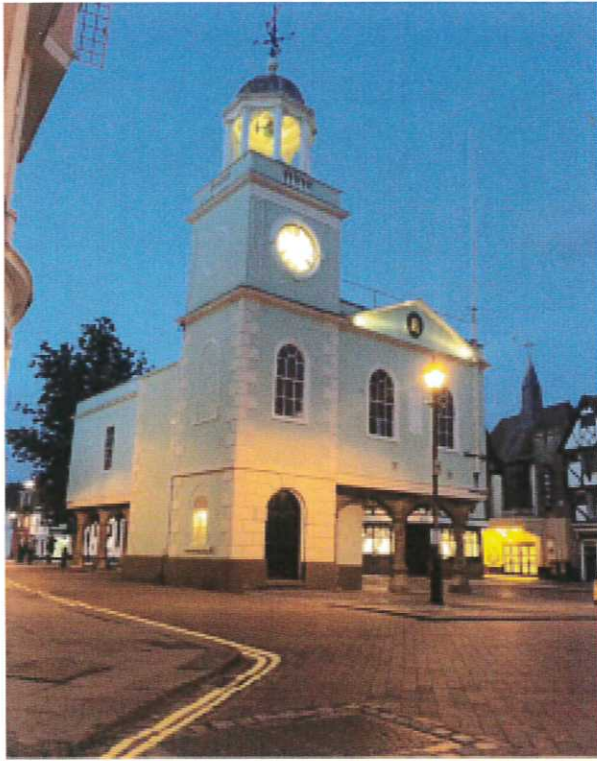
This is the least good solution of all those proposed to solve the acknowledged issues arising from parking in the market area around the Guildhall.

1. It is damaging to the historic aspect of the town's heart, for no good reason. It is an unnecessary evil.

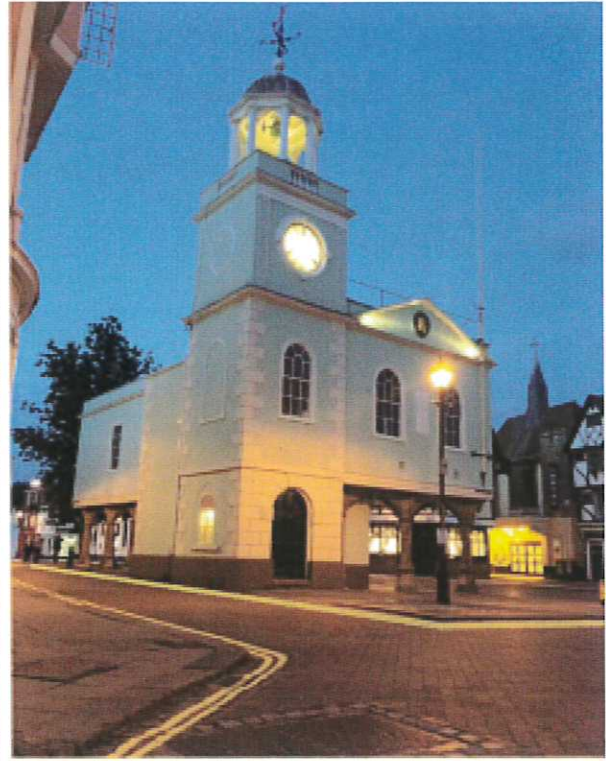
The mock-up images of the Guildhall with yellow lines clearly show that they would degrade the appearance of this area. (<https://favershamyellowlines.files.wordpress.com/2015/10/guildhall-yellow-lines-001.jpg?w=474>).

2. It is unlikely to be the most effective solution. For instance, the present proposals do not appear to ban parking by disabled blue badge holders near the Guildhall. And yellow lines are not always respected, where as a solution involving street structures will certainly prevent parking by physical means. Alternative locations for disabled parking should be provided.
3. Better solutions have been proposed. One has been shown by Tim Stonor's well-thought-out and widely supported proposal to use street design rather than yellow lines. This is more pleasant, at least as effective and far more in keeping with the character of the town centre. It has been supported by the Market manager and stall holders as a workable alternative to yellow lines.
4. The best evidence is that the public views yellow lines as the worst solution. This has been shown clearly by 85 % indicative polling against the proposal as well as a public petition.
5. There is a clear body of expert opinion opposed to the yellow lines. Tim Stonor himself is a very experienced and widely respected architect and urban planner with great expertise in this matter. He is in agreement with former presidents of the Royal Institute of British Architects and the Royal Town Planning Institute against the painting of yellow lines around Faversham's historic Guildhall, as well as knighted architects and the chairman of the Academy of Urbanism.

It makes no sense to opt for an inferior, questionably effective, visually and historically harmful and unnecessary solution when all the evidence points to better alternatives.



Today



Tomorrow?



FORMAL OBJECTION ②

THE FAVERSHAM SOCIETY

FOUNDED 1962

FLEUR DE LIS HERITAGE CENTRE

ESTABLISHED 1977

ANNEX B.

Harold Goodwin, Chair, 10-13 Preston Street, Faversham, ME13 8NS

09/11/2017

Engineering Team
Leisure and Technical Services,
Swale Borough Council
Swale House
East Street.
Sittingbourne ME10 3HT

Sir,

I write to register the Faversham Society's objection to the proposal to paint yellow lines around the Guildhall.

This is the Society's position, it was adopted in March 2016

YELLOW LINES IN FAVERSHAM TOWN CENTRE

Submission from the Faversham Society to the Public Realm Group of Faversham Town Council

There are concerns about parking around the Guildhall, and calls for yellow lines to be painted. The Faversham Society does not endorse the use of yellow lines anywhere in the town centre. In our view, they not only disfigure a heritage area, but are ineffective – people park on them regardless – and cause more problems than they solve.

The purpose of the yellow lines was to support the evening economy by allowing parking in the town centre. However, a lot of the space is being used for long-term and overnight parking, limiting the space available for customers of evening businesses – and, in particular, making it difficult for Blue Badge holders to find a space, especially in Preston Street.

It is questionable whether evening on-street parking is needed at all, except for Blue Badge holders, since the car parks are free in the evenings, have plenty of space, and are a very short distance away. Traders to whom we have spoken did not see the necessity for yellow lines, for this reason. The entire town centre could be made a no-parking zone, day and night.

However, there is a case for allowing brief parking during the daytime to enable quick shopping (eg, newsagents), visiting the bank, and dropping off and collecting bulky items. This would also benefit takeaways, daytime and evening. A reasonable period might be 20 minutes (this would tie in with a 20mph speed limit and be easy to remember). Those needing longer stays would be able to use the car parks, as now.

There is also a case for having reasonably-priced parking for business owners (eg, those who currently park around the Guildhall) in nearby car parks.

We ask the Town Council to vary the Traffic Order for the town centre (bounded by the Court Street and East Street entrances and the junction of Preston Street with Stone Street), such that either:

The entire area would be a no-parking zone at all times. or

Parking would be permitted at all times for a maximum of 20 minutes.

In either case, Blue Badge holders would still be permitted to park for a maximum of 3 hours.

Both of these options would need only signs at the entrances. All yellow lines could be removed, as the parking regulations would be consistent throughout the area.

We also ask the council to discuss with Swale Borough Council whether reduced-cost car park permits could be made available for town centre traders.

Please take our objection into account



Harold Goodwin
Chair