

Formal Objections/Comments to Traffic Regulation Order – Amendment 13

Belvedere Road, Faversham – Double Yellow Lines

Objection 1

Hi Mike

Thanks very much for keeping us in the loop on developments on this.

I've not expressed my view formally to date, so let me do that formally now:

In principal I object to the proposal as it stands. As is probably now clear, the residents association who have approached Swale are representatives from a development along Belvedere road of which there are several, including a large number of freeholders not subjected to shared ownership collectives. By no account should this group represent the views of the neighborhood at large.

The issue regarding yellow lines along Belvedere road has in the past caused much discontent and failings out between developments and their respective voices. As you alluded to parking does cause significant neighborly conflict. As such during 2012 (forgive me the exact dates i'm unsure of but presumably you have access to this info within Swale) there was a Swale sponsored public consultation with all residents residing along Belvedere road. Residents where offered a series of options with the majority vote receiving the implementation.

Options included parking permits, yellow lines down each side of the whole road or a hybrid model which accommodated the needs of different situations along the road. The hybrid model won the majority and as such was implemented and we thought/expected this to be the end things.

What I personally remain unhappy about is a collective of residents (by development type) putting forward proposals without consultation with their direct neighbors - shouts in the face of democracy. In particular the development that has proposed this consultation consists of a gated development where allocated parking exists and allocated parking spaces (not gated). Therefore any reduction in the availability of car parking, as a result of yellow lines) clearly has limited impact on their day to day comings and goings.

Millers cottages residents have been parking their cars outside their houses on Belvedere road since the houses have been built. I myself a resident since January 2006. To see a proposal which removes some of this not only puts stresses and strains on the town centre parking situation at large but is blatantly unfair, hence why in principal I would object.

However i'm mindful of others challenges, which are mainly in relation to parking of customers of the restaurant Posillipo that co-exists with residents of Belvedere road. I think its important for Swale to recognise that the challenges the residents association have documented are in relation to the parking of customers of the restaurant Posillipos, but a restaurant has existed at the site since its development.

There are always going to be challenges in proximity to a bustling and popular restaurant, I've learnt to accept them as part of town centre living (maybe others should also). Yes I still get frustrated but equally I would hate to see yellow lines going down to the extent that it had a negative impact on the restaurant which seems to be thriving. What the residents associate perhaps fail to appreciate is that putting yellow lines down isn't going to stop the problem its just going to push the problem further down the street and force more people to park on the new yellow lines when they are put down (many people simply don't care and its rare to see the police moving on cars) so I'm not sure that carpeting the area of the road in the plan with yellow lines is by any means the answer. The proposal seems poorly thought through and the wider implications of restricting parking on the town centre and residents at large is not accommodated.

If I was to focus in on the micro impact of yellow lines, categorically I object to them being placed on the Millers cottages side of Belvedere road where I reside. However if the council has executed due diligence by investigating the cause effect impacts of the decision on the local economy and have enough evidence to draw a conclusion that the yellow lines are strictly necessary everywhere, except outside Millers cottages as per the second plan I have seen, then its a compromise I would be willing to support on a Micro level.

Mike once again thank you for very much for your support in answering my questions and so forth, it really has been helpful and I'm very grateful and naturally I'm keen to know what the final recommendations are likely to be.

Your Sincerely

Belvedere Road

Faversham

Kent

Objection 2

We have lived with the current layout for years now without a problem the pavement on the opposite side of the road was made to ensure the safety of pedestrians.

Why should just 2 houses be made to have no additional parking space when all other residents have the ability to park in garage and on the road.

If the "false" pavement on our side of the road which seems to cause everyone to get upset was made a proper part of the road rather than the "grey" zone it currently is so that we can park "properly" that would be sufficient.

I will need to hear a very very good reason if this is to be put through but being bullied is not going to work!"

Objection 3

Dear mike Knowles

I would like to object to amendment no 13 order 2014

As a resident of * millers cottages there has been no notification in writing or any communication from resident associations prior to application regarding proposed changes to the front of our property's I strongly object to any yellow lines outside millers cottages 1 to 6 In all the years I have lived there I have never seen a car parked in the road outside any of the property's its absolutely ridiculous for anyone to suggest otherwise

The measurement from inside kerb edge of roadside is approx 3.6 m to the opposite side of the road with the average width of a car being 1.5 m It would actually be impossible to park a car on the road and no point or need for yellow lines

Yours faithfully
** millers cottages
Belvedere Road

Comment 1

Dear Sir

It has been brought to my attention there is a proposal for further yellow lines close to where I live in Belvedere Road, Faversham (** Millers Cottages).

I also understand there may be an amendment to the proposal whereby the double yellow lines outside 1&2 Millers Cottages may be excluded. My husband and I would very much support this amendment. I can see there is a need to do something at this bottle neck in the road as there seems to be a total lack of consideration by some drivers who leave their cars parked in the most bizarre way whilst visiting the restaurant or shopping in the town etc.

I very much hope you will consider the amendment which would seem to be a sensible approach to the problem. It would address the issue of ridiculous parking and access to Belvedere Road but without penalising the residents of 1&2 Millers Cottages.

With kind regards

** Millers Cottages

Belvedere Road

Faversham

Borden Lane, Sittingbourne – School Keep Clear Markings

Objection A – County Councillor Roger Truelove

Whilst I appreciate Westlands Primary School's need to find improved access points to accommodate their 50% growth in size, I do not believe it is feasible to use Borden Lane as a drop off and pick up point for children. There are already parking issues along what is a main route into Sittingbourne for large numbers of residents living in the South West quadrant of Sittingbourne and for residents from the village of Borden. I am sure that during the restrictions hours, there will be considerable safety and congestion problems along this stretch of Borden Lane between Homewood Avenue and London Road. Residents in Borden Lane have already had their concerns ignored by a Government Planning Inspector when a new estate and junction were imposed halfway down the road.

The use of this entrance would be more feasible if the children were to travel from home to school on foot. The adoption of a School Travel Plan was a vital condition when the Kent County Council Planning Committee gave planning permission for the growth of the school. I am therefore concerned to learn from the County Planning office that the school has not yet put in place a School Travel Plan which is acceptable to the authority. Therefore, at this stage, I haven't sufficient confidence to believe that too many children will be arriving at this entrance by car, with dangerous drop off conditions and considerable congestion in the afternoons as parents wait for their children.

Please take these comments as an objection by an elected member to this proposal.

Roger Truelove

Objection B – County Councillor Lee Burgess

I thought I had emailed ref this earlier but seems not. I agree totally with Roger on this, having been a former pupil here some years ago before expansion this part of Borden Lane has been quite a difficult road to traverse over the years it has gotten much worse, these lines will compound the issue,

Lee

Objections and Comments 1-5

See attached letters

Support 1

Hello Steve

I would be grateful if the following comment can be taken into account in the Notice procedures. The Trust supports this order to enable the school to function as intended. The new gate is required to satisfy a planning condition relating to the construction of the new classroom block at Westlands Primary School, which is now fully operational, with additional pupil numbers. As such, Swale Academies Trust is obliged to ensure that this condition is complied with, in the interests of complying with statutory approval. This is why this work is required. If the application is refused, it means that the Trust will not comply with its statutory obligations.

Please can you forward this message to the appropriate department.

Regards

Phil Webborn

Trust Premises Manager

Swale Academies Trust

07539 157667

phw@westlands.kent.sch.uk

Harold Road/Thomas Road, Sittingbourne – Double Yellow Lines

Objection 1 & Petition

See Attached

Preston Street, Faversham – Double Yellow Lines and Parking Bays

Objection 1

dear Mr Knowles

I am away from home at the present time, so I have only just received your communication of 31st October.

I object most strongly to the proposed yellow lines.

I believe that this proposal would definitely lower the value of Delbridge House.

Delbridge House, is of great architectural worth, being possibly the largest private house in Faversham. It is a listed grade 11 building, with four asterisks.

The area marked on your plan for residents' parking is shown by the Land Registry as being available to the Railway Company.

I again remind you that I have prescriptive rights to parking in front of my house, and this right has long been registered with the Land Registry.

Please be kind enough to acknowledge this communication, and confirm that this letter of objection will be reported to the Swale Joint Transportation Board.

Yours sincerely

BORDEN LANE - OBSESSION 1.

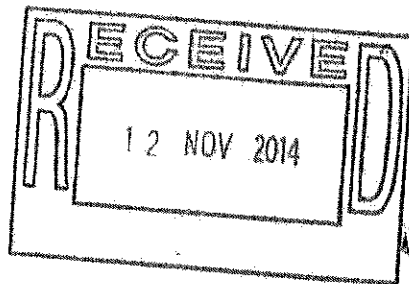
Engineering Service Delivery

Swale Borough Council,

Swale House,

East Street,

ME10 3HT



Borden Lane,

Sittingbourne.

ME10 1DB

5th November 2014

Dear Sir/Madam,

We are writing regarding the Keep Clear markings across the side gate to Westlands Primary School that are proposed in Borden Lane. We heard about this through our councillor Roger Truelove, not through any official Borough Council notice, which surprised us.

We would like to strongly object to the proposal due the following safety concerns:

- 1) Child Safety - far from it being a 'pedestrian entrance' where children walk to school, many parents will use it a 'dropping off' point for their children. Cars pulling in and out of an already fast, busy road with existing limited parking will be dangerous in the extreme. Many cars will have to pull in/park on the opposite side of Borden Lane to the entrance. This will necessitate children crossing the road in between parked cars at the busiest time of the day. Is there going to be a crossing patrol as there is in Homewood Ave?
- 2) Congestion - If there is to be a crossing patrol it, may improve safety for children crossing, but what will do to traffic congestion in a road that is often one way already due to parked cars? Will traffic back up to the dangers that exist already at the Borden/Homewood/Adelaide road junction? We suspect so. This will add to the congestion in all three roads. We can all see the increased risks that will pose.
- 3) Traffic volume - Borden Lane is already an extremely busy, fast road during the rush hour/school run time. Adding another entrance to the school on this road will increase this volume of traffic adding to existing dangers.
- 4) Emergency Services – Borden Lane is a designated route for emergency services. Some years ago traffic calming measures were proposed for the stretch of Borden Lane from London Road to Homewood Ave. These were eventually dropped in part due to emergency service concerns about increased response times. Have they been consulted for their views on the proposals?

- 5) Parking - Parking is already at a premium in that part of Borden Lane, with cars often lining both sides, effectively making the road a single track. This proposal will increase the problem. Pulling in to tight, limited spaces on a busy road increases risks to road users and residents. What will stop parents dropping children off from parking in front of resident's drives? How will this affect residents?

There are a lot of questions that need answering regarding these proposals. Namely:

What is the rationale of re-opening of an entrance originally closed about 15 years ago by a previous incarnation of the school? The reasons cited at the time, I believe, were safety and site security.

What risk assessments have been carried out to determine the effects of a new entrance?

Who, in Borden Lane, has been consulted over the proposals?

What traffic surveys have been conducted on volume, speed and existing congestion at peak flow times?

Have predictions been made on the liable increase in traffic due to the entrance?

Will there be a crossing patrol? If so what modelling has been done to predict the impact this will have?

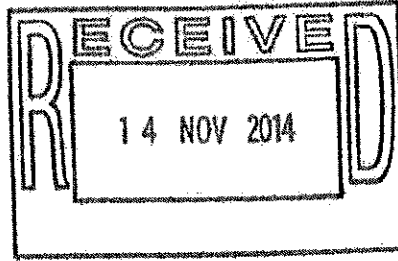
How will the parking be policed? As teachers ourselves, we daily see thoughtless parents parking on the keep clear lines or across resident's drives.

Have the emergency services been consulted?

We look forward to receiving your answers to these questions.

Yours faithfully.

BORDEN LANE - OBJECTION 2.



Engineering Service Delivery,
Swale Borough Council,
Swale House,
East Street,
Sittingbourne,
Kent. ME10 3HT.

13th November 2014

Dear Sir, Madame,

It has been brought to our attention of your intention to install Keep Clear markings across the Field access to Westlands Primary School off Borden Lane.

Firstly, we live [redacted] houses away from the access, and it would appear that we were not included within the official consultation. Our Local Councilor, Roger Truelove, to whom we have sent a copy of this letter of objection, made us aware of the proposals. We will be directly impacted by the proposals as it will result in additional traffic during peak times at the beginning of the working day.

Needless to say, we are writing to express our objection to the proposal for the following reasons :-

1) On street parking is already limited in the vicinity of the school field access due to the number of residential drives.

It is inevitable that children will be dropped off and picked up at the entrance by parents in cars. In light of the fact that on street parking is limited parents will have no choice but to drop their children off stopping their car blocking the many drives in the area. We have already had people park in front of our drive and this is without the added car movements during peak times, which will coincide with many residents leaving for work in the morning.

2) Additional cars parked on the street during peak times will be inevitable and the only legal position for this is closer to the junction with Homewood Avenue as the few on street parking spaces to the North East are already utilised by Local Residents. This will be an obvious safety issue, as this busy junction will then have reduced forward visibility. We assume that the relevant safety audits have or will be undertaken to ensure that the proposals will not compromise the safety of the children, parents, road users and residents alike?

(2)

3) We note that a Planning application ref SW/13/0633 has already been approved and implemented in part. This application included the provision of additional parking and a dedicated drop off area accessed off Homewood Avenue, which has yet to be constructed. This new proposal off Borden Lane is clearly a cheaper option for the school in an effort to improve the access arrangements, but this is not an effective solution.

Homewood Avenue has only got residential properties on one side of the street in the vicinity of the school, therefore the impact on the Local Residents is reduced. Whereas, the Borden Lane access has properties directly adjacent and opposite and will result in a greater impact on a larger number of residents. For this reason the implementation of the approved planning application stated above is the more feasible option.

4) This access has never been utilised as a pedestrian access and has been merely a field access for maintenance vehicles.

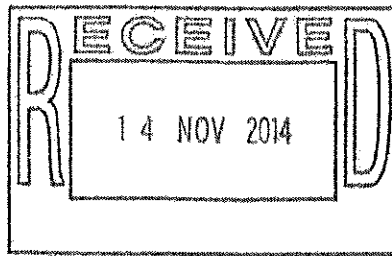
5) Borden lane is already a busy road particularly during the school rush hour. The road narrows to the north east of the field access, which causes congestion with the already limited on street parking utilised by residents. Effectively this makes the stretch of road single file, the proposal will result in additional on street parking making a longer stretch of the road during the morning rush single file. This will have an obvious impact on the junction with Homewood Avenue as traffic will undoubtedly be backed up to this point.

We trust that you will take our views on board and that the decision to implement your proposals will not be taken lightly.

Yours Faithfully

Sittinabourne
Kent. ME101BX

BORDEN LANE - OBSEKCTION 3.



Borden Lane
Sittingbourne
Kent ME10 1BX

Engineering Service Delivery
Swale borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

12 Nov 2014

Dear Sir or Madam

We wish to object to the proposed order of the installation of Keep Clear markings across the pedestrian entrance to Westlands School on the grounds off:-

1. The problem of car parking for parents dropping children off and picking them up again will just be moved to Borden Lane. Cars are just not parked for a few minutes, some parents start waiting from about 2.30pm in the afternoon. When there is bad weather the problem increases ten-fold. There are also a great many after school activities.
2. Borden Lane has houses with driveways on both sides of the road and it is hazardous enough trying to get out of our drives without the additional parking that would be incurred. It is a narrower road than Homewood Avenue.
Are double yellow lines on the corner of Borden Lane and Homewood Avenue going to be applied for and if so will they be enforced? They are definatly not enforced at St Peters School.
3. A school with so much unused land could have its own car park.
4. Borden Lane is a dangerous road already as cars speed along it at all times of day and night. It would be necessary to have a lollipop man or other safety measures in force to ensure the safety of children crossing this road. Has this been properly thought through? Are you aware of all the problems that opening this entrance with Keep Clear markings will bring to the residents of Borden Lane?

Yours sincerely,

Borden Lane - Objection 4.

Borden Lane
Sittingbourne
Kent
ME10 1BX
11-11-14

Dear Sir/Madam,

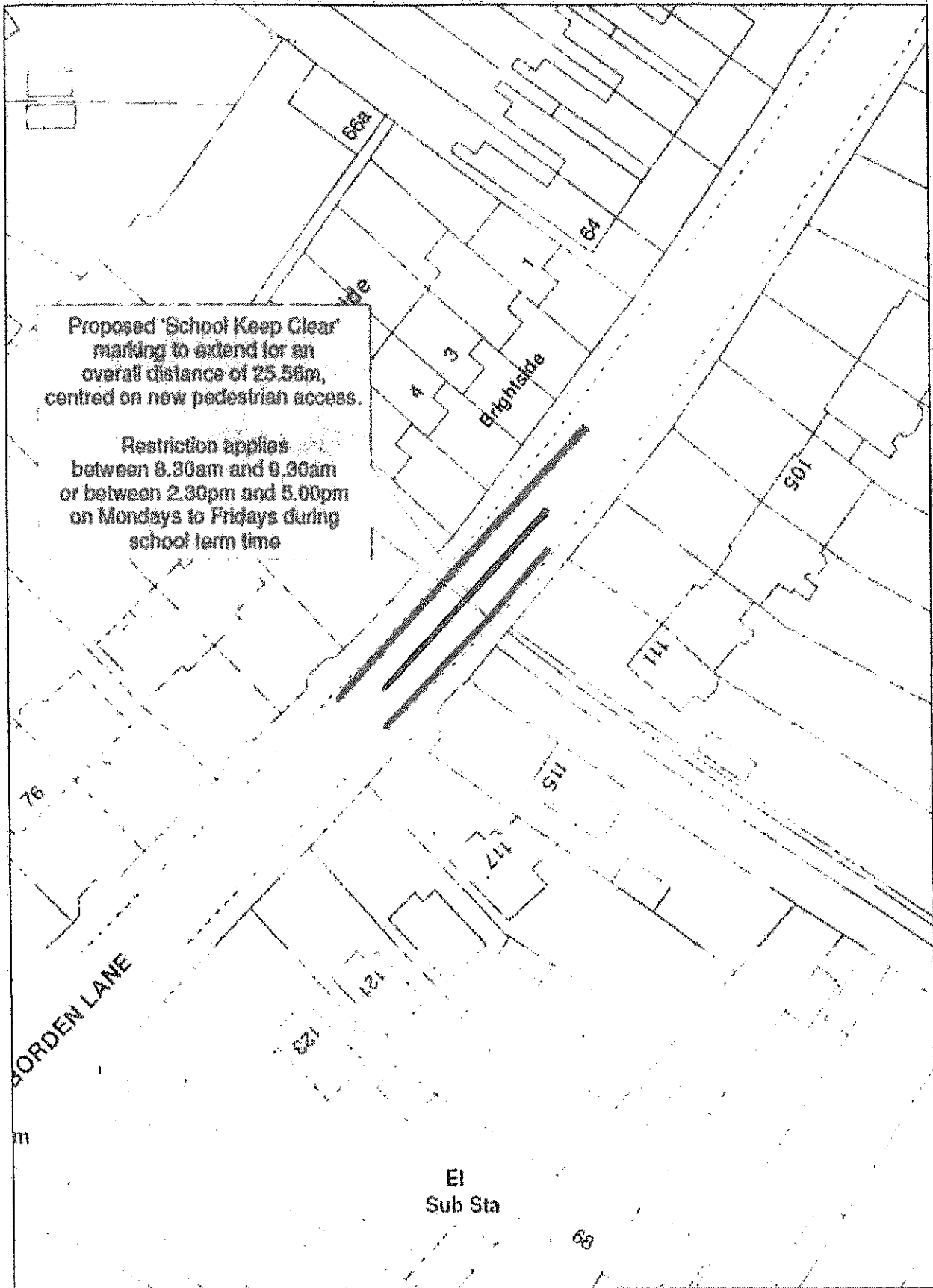
Re: Proposed keep clear markings across the pedestrian access to Wetlands Primary School.

I would like to propose the yellow zig zag markings do not actually go across the entrance to the driveway of our property (Borden Lane). I feel any deliveries of heavy goods we have could be hindered.

I do not object in principle to the markings but feel 2.30pm to 5.00pm is rather long particularly as the school dismisses its pupils at 3.15pm.

Yours faithfully,





1. Scale of map is 1:1000
 2. Date of issue is 10/10/2011
 3. Date of issue is 10/10/2011

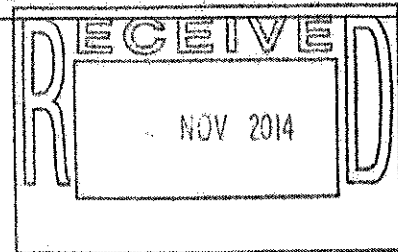


Proposed extent of 'School Keep Clear'

————— ZONE CENTRED ON ACTUAL GATE.
 - - - - - OVERALL EFFECT OF EXTENDING ZONE.

Harold Rd / Thomas Rd - Objection 1.

Harold Road
SITTINGBOURNE
Kent
ME10 3AH



13 November 2014

Engineering Services
Service Delivery
Swale Borough Council
Swale House
East Street
SITTINGBOURNE
Kent
ME10 3HT

Dear Sirs

THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO. 13) ORDER 2014
HAROLD ROAD/THOMAS ROAD, SITTINGBOURNE

Further to your recent Public Notice I would like to write and submit my strong objections to the above proposal on the following grounds:

CURRENT PARKING

The current parking on the estate is very finely balanced but generally things work out and you can find a place to park but if there were any reduction in places available to park; then I believe it would cause absolute chaos and result in undue stress to the residents and there will be times that there will not be anywhere to park.

LARGE VEHICULAR ACCESS

Large vehicles currently go around the estate every day, large 'Argos' type lorries etc and the Swale' Borough Council's own refuse collection lorry, goes around the estate several times on its collection rounds; and they manage to get around in order to fulfill their duties satisfactorily.

/continued...

PERSONAL ACCESS

I need to be able to park outside the front of my own house in order to make access to the house as easy as possible when moving shopping and large items to and from the car. I am on my own and would find it very difficult if I had to park any distance from the car.

I believe your current plans are an over-reaction and political 'point-scoring' by the local Councillors/Members of Parliament. I appreciate that there must have been some form of incident for you to be looking into this, but most of us must have been asleep or missed it!

This estate has the best access it has ever had and I have lived there for over twenty years, and probably is better than many a Victoria/Edwardian estate.

What I think you need to focus on is encouraging people to obey the current parking restrictions and not parking where they should not.

Also, in my view, there are a lot of people parking within the estate who do not even live there; bringing their work vans and large vehicles on to the estate to get them off the A2 (or their drive!); and I would suggest some residents' parking scheme (as long as there was not a charge to the residents).

A removable barrier at the A2 end of Harold Road seems a very good solution and even looking at the A2 end of Shortlands Road in order to have some form of emergency access from that end, might be something you should consider.

Obviously safety is of paramount importance but you need to have a re-think please, please **do not** go ahead with this plan.

Thank you for your consideration.

Yours sincerely

PETITION - Harold Road/Thomas Rd.

Engineering Services
Service Delivery
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

10th November 2014



RE: Proposed Parking Restrictions Harold Road/Thomas Road, Sittingbourne

Dear Sirs,

We, the undersigned strongly object to the proposal of double yellow lines outside numbers 25 to 31 Harold Road, as we feel they are unnecessary.

While we agree that some roads in the area, such as Shortlands Road and Cowper Road are quite narrow and the width is reduced when cars are parked on both sides of the road, this is not the case with Harold Road. This is because it is wider throughout its length from Shortlands Road to the junction with Thomas Road. As parking space in the area is very much at a premium, we feel that to take away 4 or 5 more spaces unnecessarily cannot be justified. By closing these spaces you are simply moving problems elsewhere as these cars will then park in Thomas Road, so you are simply moving the congestion to another area.

For many years now, until just recently, the largest refuse lorry has been able to negotiate the road without a problem. As these vehicles are the same size or larger than a fire engine we feel that there is sufficient room for it to negotiate the road without hindrance. Many of us have lived here for more than 10 years and we are not aware of any problems with the fire service using the road.

While we are on the subject of road safety, there is another matter which the council should consider.

It would be helpful if consideration could be given to putting a low barrier on either side of the island here, or some other device, as it is often used as a parking space, with a car fully on the island. We consider this to be unsafe for other road users.

Lastly, that despite the efforts of our local Councillors, some people at Swale House and the Highways Agency are not aware of the agreement the Councillors claim to have received regarding the question of pavement parking, as some are still insisting that this is an offence.

Thank you for your consideration to this objection and we look forward to a sensible outcome.

Yours sincerely,

Copies to Mike Haywood, Martin McCusker, Georgie Jessiman & Roger Truelove

Thank you, Mr Mayor

A sideways look at politics in Sittingbourne, Sheppey & Faversham by Mike Haywood & Martin McCusker



GALLERY

Letter to residents in the Shortlands Road area

We are contacting you to let you know what we have been doing following the suspected arson attack in Cowper Road the other week which could have resulted in loss of life.

We know many of you have responded by parking your vehicles 'one wheel on, one wheel off' the pavement to assist if an emergency vehicle needs access to the area.

We met with officers from Kent Fire & Rescue Service and Swale Borough Council on Friday, and have agreed the following steps:

1. A vigorous increase in enforcement by the Council's traffic wardens of cars parked on existing double yellow lines during the week and at weekends. Anyone found parking on them will be fined. **Drivers should also be aware that a Fire Engine is at will to drive into your vehicle if it is parked illegally and causing an obstruction.**

2. We have also asked the Council's traffic wardens to take photos of large vehicles parked legally but which narrow the width of the road below 3.1m (the width of a Scania fire engine). This is being done to gather evidence in support of funding if we think more substantial changes are needed further down the line.

3. We have secured a written undertaking that the Council's traffic wardens will **not penalise** drivers for parking 'one wheel on, one wheel off' the pavement. We believe this is important in securing your goodwill because we recognise the difficulty with parking in the area.

4. We have written to Chief Inspector Tony Henley, who is head of the Police Service in Swale seeking the same assurance from him on behalf of the Police.

5. We are meeting officers from Kent County Council (the highways authority) and the Police next to take these and other issues forward.

6. Specifically, we will asking the Police:

- (i) To give their formal support to residents parking 'one wheel on, one wheel off' the pavement in the interests of saving human life.
- (ii) To give their formal approval to allow Fire Engines to drive against the flow of traffic in an emergency in the area (currently this is not allowed).

7. Specifically with Kent County Council, we will be offering to fund the reinstatement of double yellow lines on street corners where they have faded **AND** the introduction of new double yellow lines opposite street corners, including on both sides of the road at the junctions with Harold, Goodnestone and Bayford Roads where the road narrows due to the raised concrete paving. This will enable the Fire Engines to turn properly in future. **This is our most urgent priority along with enforcing existing double yellow lines.**

8. The Fire Service has welcomed our suggestion of installing gates at the bottom of St Michael's Road, the end of Bayford Road and the end of Harold Road. This is a question of funding from Kent County Council, which we will explore with them when we meet them.

9. We will also be exploring the question of removing the raised concrete pavement which narrows the junctions with Shortlands Road at Harold, Goodnestone and Bayford Roads with Kent County Council.

10. And we will be exploring whether painting parking bays across both the pavement and the road (to reflect how residents are currently parking) will help. Again, this is a question of funding. We have been advised that cost is an issue because of the need to reinforce the pavement where utilities run underground, like gas and water.

11. We will **once again** call on Swale Borough Council to fund improvements to the car park at the bottom of Shortlands Road to encourage drivers (particularly of white vans) to use it, but we recognise it only offers 35 places and that people like to park where they live. While it's not 'the solution' we believe it is needed.

12. We can confirm that the Fire & Rescue Service are **not** going to purchase narrow fire engines.

And finally ...

13. We have been patrolling the area every other day in the last two weeks and have noticed one or two people have stopped parking with 'one wheel on, one wheel off' the pavement. **Can you please continue to park in this way at all times.** It is the only way the Fire Service can be sure they can get to you in an emergency.

We hope you find this helpful and will continue to keep you informed of what is happening. If you have any questions which we haven't addressed please get in touch.

Mike & Martin

Labour Councillors for Roman Ward

If you have any questions: Mike is on 07960173264 mikehaywood30@gmail.com or Martin is on 07403006997 martinmccusker@swale.gov.uk

Labour's Roman Forum

for residents in the Shortlands Road area

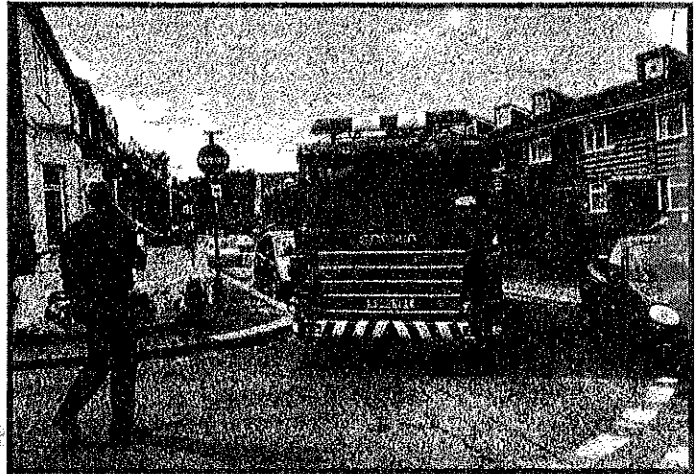
Turn to page 2 for your street cleaning schedule

Thank you for your continued patience

We were last in touch with you in August when we reported back on the findings of our walkabout with a fire engine in the area. Since then yellow lines have been reinforced and you will shortly be consulted on extending these on junctions which are currently too narrow for a fire engine to pass.

We wanted to say thank you once again to residents living in the Shortlands Road area who continue to park 'one wheel on, one wheel off' the pavement.

Remember, we have secured an agreement with the Council and the Police which allows you to continue to do this providing you leave a 'metre wide' gap on the pavement to allow people in wheelchairs and those pushing prams to pass.



The local Labour team for Roman joined a Fire Service crew in August walking each street in the area with a fire engine to judge where the 'pinch points' were.

Georgie, Martin & Mike

Only Labour will put the NHS back on its feet, says Guy Nicholson



Sixty six years ago a Labour Government founded our National Health Service and since then the NHS has been there caring for all of us. It has delivered almost 44 million babies and cares for over 1 million people every 36 hours.

Our doctors and nurses are now struggling and the Conservatives have made it worse by forcing a failed top down reorganisation that has created confusion, cut back services and put profit before patients.

Seven years ago Labour and the NHS worked together to make sure that treatment for cancer patients took place within two months of referral. That target was missed for the first time this year. And some people are waiting weeks just to see a GP.

Our A&E service is struggling and waiting times are getting longer; our local GP services can't meet demand and Mental Health care is being pushed aside putting people in harms way.

UKIP vaguely talk about charging for appointments one day and the next they deny ever having said it and go onto blame poor service on the impact of immigration.

They are all wrong. None of them have any idea about how to support a health service that can give us the care that should be an entitlement in any decent society. The fight is on for the survival of our NHS.

www.sittingbourneandsheppeylabour.co.uk

