

Traffic Regulation Order – Swale Amendment 14

Objections & Indications of Support

Objection 1 – Proposed Loading Ban – The Mall/Nelson Street, Faversham

*“We are writing in response to oppose the planning of the loading ban outside 39 aThe Mall/Nelson Street in Faversham. As owners of ** The Mall we seem to have many delivery companies mount the curb outside our house to load and deliver food and parcels to the street. Imposing a loading ban outside 39a will only concentrate the usage of the space outside our house causing increased pollution and danger for my children when exiting the house.*

We like to put forward using the side street Nelson Street in front of the Antique shops garage doors as a loading bay instead, therefore not causing a visual obstruction for drivers on the corner of the road joining The Mall and Forbes road.”

Objection 2 – Proposed Double Yellow Lines – The Street, Oare

“In reply to your letter dated 30/6/20 your ref H4.1/TRO AM 14 in regards to the proposed yellow lines at The Street Oare , we object to them since there is not enough parking space has it is.

may i suggest that you put a 2 metre double line in front of 52 The Street it is about time the council looked into the parking situation in Oare maybe you should by a bit of farm land by the uplees junction to create a car park”

Objection 3 – Proposed Double Yellow Lines – Addington Road, Sittingbourne

“I would like you record my objection to the removal of the residents parking space in Addington Road.

The objection is for the following reason.

The continuing removal of residents parking bays in the areas cannot continue. There have been recent removal spaces in Unity Street and I would like it to be noted that although the bays were removed, the drop kerb has not been installed. So this has resulted in no vehicular access to the garages.

The building in Addington Road has clearly been built to accommodate a parking space requiring the removal of the parking bay. So, I find it strange this would not have been part of the previous application.

Whilst I appreciate this relates to a single planning application, however the continuous removal of residents bays must be a consideration of any application to remove further bays. Recently, I would estimate that at least 8 residents parking spaces have been removed in the area used by local residents. The scheme in place forces residents to park in surrounding streets to the home address of the resident.

I would also like it to be noted that in addition to this the local authority have refused to address the issue stating it is to expensive to vary the traffic order.

I would however be able to support the planning application if the local authority sought to make improvements to the existing residents scheme. Without such review and improvement removal of residents parking bays is not acceptable or fair to myself or other residents.”

Objection 4 – Proposed Double Yellow Lines – Coldharbour Lane, Kemsley, Sittingbourne

“We are opposed to the installation of double yellow lines between Ridham Avenue and Reams Way.

As Swale Borough Council and the Swale Joint Transportation Board should be aware I have already previously attended a meeting on 24th June 2019 to object to the same proposal raising issues on safety and the environmental impact.

We park directly outside of our home as the area towards the back of our home does not have good street lighting and is a well known hot spot for drug users, drug dealers, illegal vehicle activity, anti-social behaviour and being able to park outside home allows us to feel safe and secure when exiting our car to our home.

I am opposed to the use of any double yellow lines being proposed to make this area a turning head as it is extremely dangerous, will impact the environment and have a negative effect on the quality of life to the residents directly where the double yellow lines are proposed.

*The Public Notice sign issued by Swale Borough Council has incorrectly described “proposed double yellow lines around the turning head between Ridham Avenue and Reams Way” as it is not a turning head and should **not** be labelled as one.*

On the Swale Joint Transportation Board amendment to the meeting dated 24th June 2019 in section 3.7 it clearly says that this area is a “short blocked off section of Coldharbour Lane in Kemsley, between Ridham Avenue to Reams Way, but due to country wide issues around enforcement of such gateways the access was blocked off.”

Turning this area into a turning head would be extremely dangerous especially a turning head for buses.

A four way junction is unsuitable for implementing a turning head and is dangerous for any buses or HGV vehicles to reverse into the question of question regularly due to low visibility of reversing a bus and blind spots caused by the buildings.

This is already an immediate hazard placing motorbikers, cyclists and pedestrians that ride/walk using the carriageway between the bollards of Reams Way and Ridham Avenue and I have witnessed multiple near miss collisions with the buses reversing making the difficult blind manoeuvre.

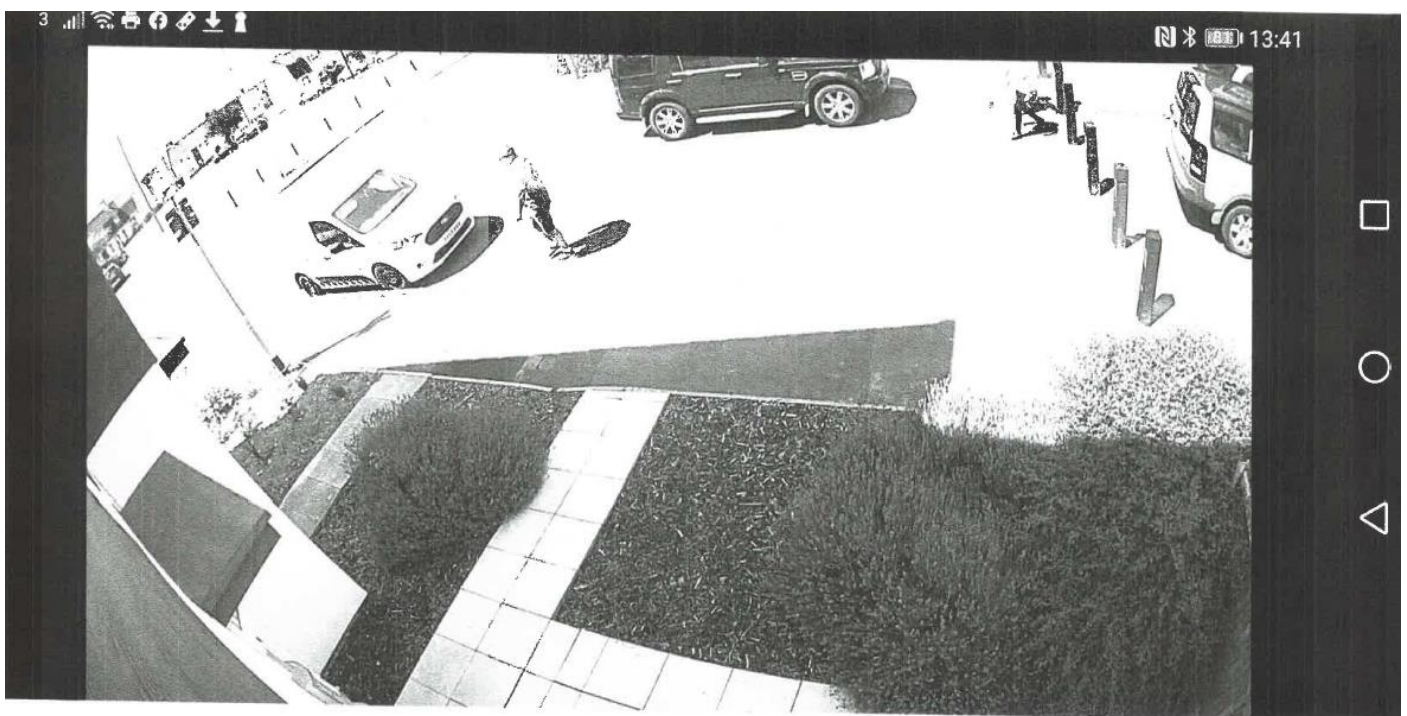
A bus or HGV has already knocked over a lamp post outside house 124 pushing the lamp post to lean onto the house and that occurred with the road clear of cars.

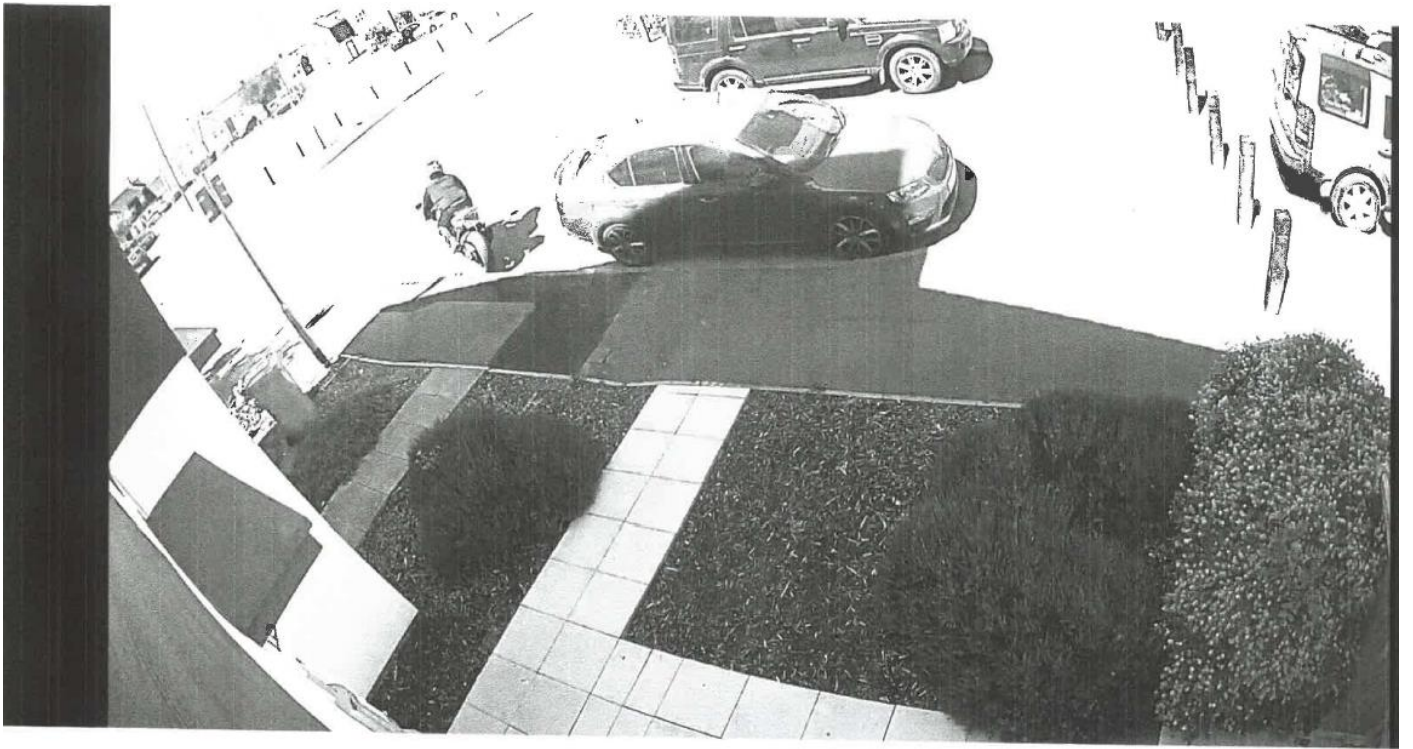
Using this area as a turning head for buses places unnecessary risk that could be avoided and a safe solution should be considered to reduce all risks and hazards.

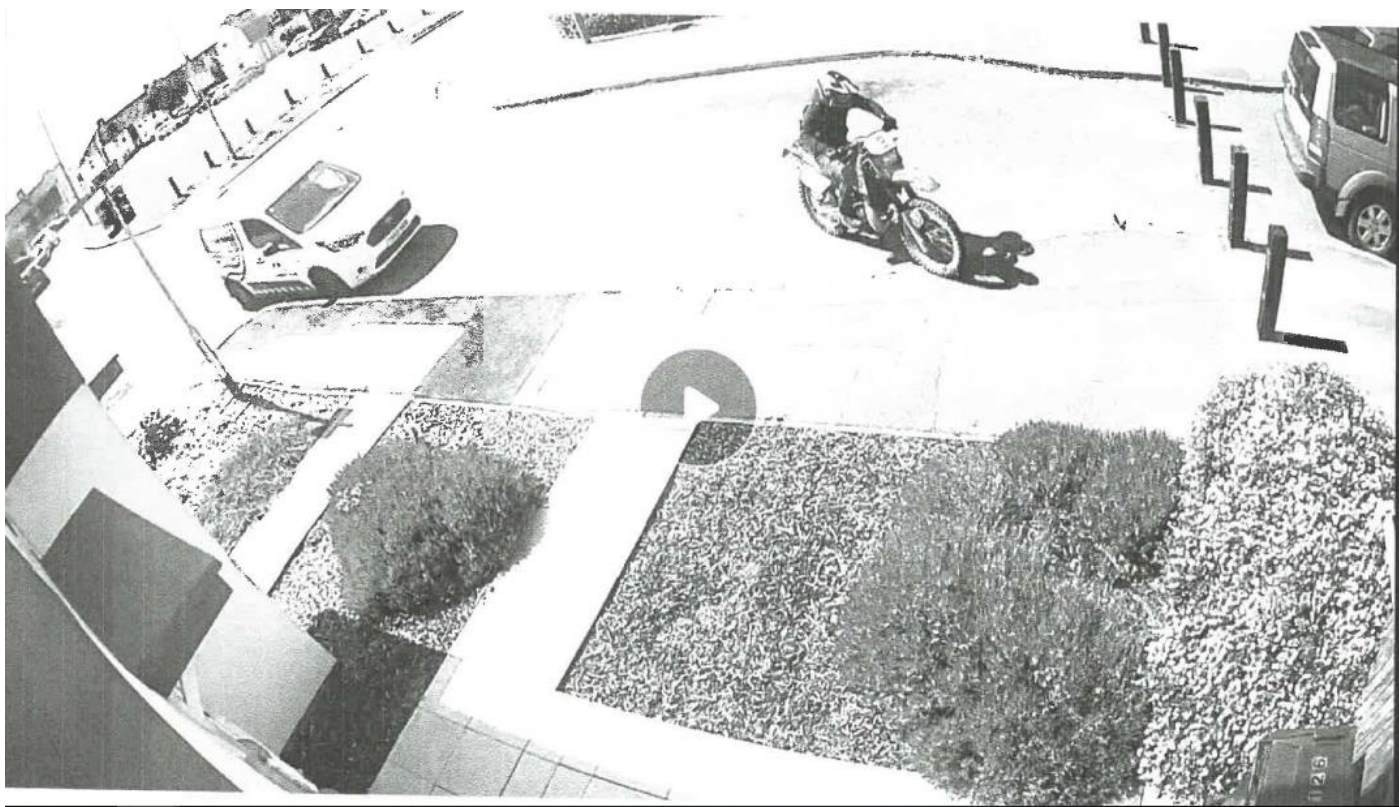
I take the point buses offer a public good to those in the community who use them. However, another solution needs to be considered and not an unsuitable turning point to the used that already has a negative impact on immediate residents and increases the risk of injury or poses a danger to life unnecessary.

I have attached a letter from my wife from the meeting from the meeting on the 24th June 2019 that raises our issues with the buses and is still ongoing. Arriva have failed to be reasonable and continue to put one of the abusive drivers on the route still after assuring the police that it would not happen and he would be removed.

I would like to attend the meeting and I am strongly opposed to the proposal of double yellow lines to create a turning head at this location.”







Objection 5 – Proposed Double Yellow Lines – Hilton Drive, Sittingbourne

“Proposal for double yellow lines across the entrance to garage area between 32 and 34 Hilton Drive.

I would like to know how far the double yellow would cross the boundaries in front of 32 and 34 Hilton, parking here has always been a problem as we already have single yellow lines on the opposite side of the road.

*So any encroachment of our already limited parking I think would be unacceptable. I have lived at number ** for 22 years and there has rarely been a problem with getting access to the garage area.*

So at this moment I am opposed to this proposal and I believe in these unprecedented times I’m sure the council has more pressing things to spend their money on.”

Objection 6 – Proposed Disabled Bay – Harris Road, Sheerness

“I have just noticed there is a notice on the back wall indicating that a new bay or to formalise the existing bay, was does that mean?

If it means to be exclusively for the disabled applicant and that no other non disabled driver can use it then I object, as 90% of the time the bay is empty she never uses it. The majority of the time she parks outside her house and the bay is completely empty. As I’ve said before this is unfair as we don’t believe she needs a bay due to having deliveries at her door, not having assisted driving car, modified for disability and has a disabled badge. This is taking a parking space and more away from the other residents and is totally not fair for those reason above.”

Objection 7 – Proposed Disabled Bay – 60 Harold Road, Sittingbourne

“I am objecting to the 60 Harold Road parking bay going ahead.

Firstly, parking is extremely difficult down Harold Road without more designated parking bays being put in. As somebody who has Arthritis and is in constant pain, I do understand some people`s difficulties. However, before a parking station was put outside No. 60, I have seen this lady move extremely swiftly when a space became available outside her house. I am sure there are other people more deserving. Also, she has been quite rude to some other residents in Harold Road regarding this pending parking bay.

I hope you take my objections on board.”

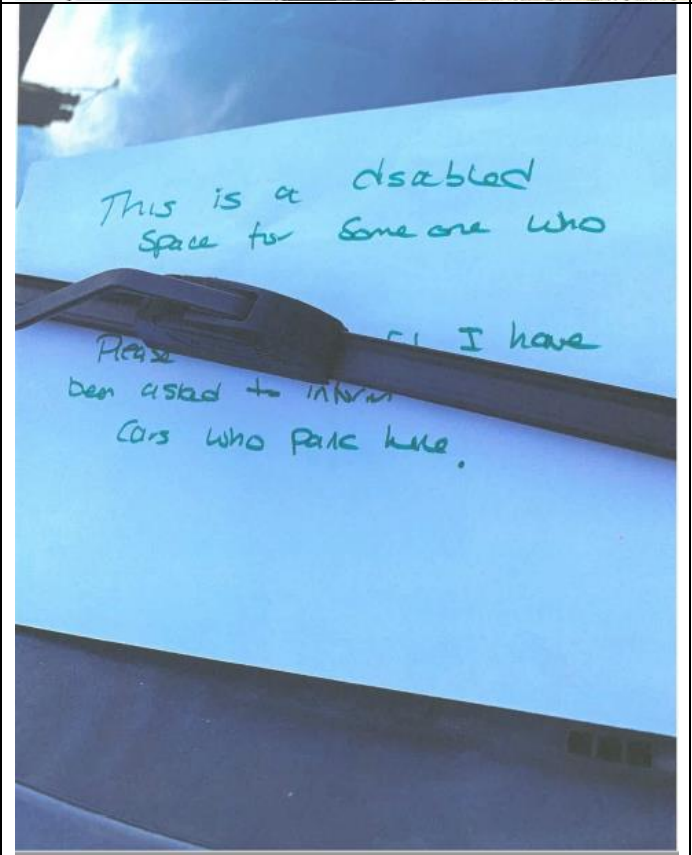
Objection 8 – Proposed Disabled Bay – 60 Harold Road, Sittingbourne

“We formally object to a disabled parked bay at house number 60 Harold Road ME10 3AJ, because of the following reasons:

- 1) We have seen ***** run down the road to get her car to move it in front of her house*
 - 2) The bay obstructs our right of way onto the road as it is only our alleyway and goes across our gate (see photos enclosed 1-6)*
 - 3) Plus all the aggressive notes left on our cars – photos 7-9 – only but a few as I`m NOT going to waste my ink on printing all of them! I have sent emails to you so you are fully aware of this*
 - 4) Then the letter addressed to me including spelling my name wrong! Which I enclose to you photos 10-11*
 - 5) You advised us that you can do nothing about this so we got the advice from “Traffic Police”*
- Now you can do something about this as it is now a formal objection to this bay.”*







10 – Redacted due to sensitive data

11 – Redacted due to sensitive data

Indication of Support 1 – Proposed Double Yellow Lines – The Street, Oare

“Hi ,I have had a letter about proposed 4 metres of yellow lines opposite my property, that would be very welcome as the Bus cannot get through sometimes waiting 15 minutes also tractors and lorries.”

Indication of Support 2 – Proposed Double Yellow Lines – Coldharbour Lane, Kemsley

“I would like to submit my SUPPORT for the yellow lines to be installed at Coldharbour Lane turning head. Residents in the new properties have been using the turning head as their own parking rather than the adequate off road parking bays that were supplied by the developers when the houses were built.

I know some residents in those houses would like to support re-engineering the green area into a turning point for busses or opening the current no through road and I would object to both those. Opening up the blocked off through road would encourage the village to become a rat run for the trading estate and even residents of Kemsley village. Ripping up already limited green spaces in the area would be just as bad.”

Indication of Support 3 – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

“Further to your letter dated 30th June, I am writing to confirm that I am in full support of extending the current double yellow lines across the front of 40 Highsted Road.”

Indication of Support 4 – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

“I am pleased to see that you are proposing to continue the yellow lines at the junction of Kestrel Close and Highsted Road, not only will it mean that we will be able to observe cars exiting Kestrel Close when our site lines are impeded by vehicles parked outside of No.40 it will also stop inconsiderate parking over our drive (SEE ATTACHED PHOTO)”



Indication of Support 5 – Proposed Double Yellow Lines – Millfield, Sittingbourne

“I am writing in support of the proposed yellow line extension outside number 6 Millfield Sittingbourne. I support this application, as this is on a bend and cars often travel too fast round it, with cars parked outside number 6, it means cars should slow down to pass but they dont, making it dangerous. Also cars park here up on the kerb which doesnt allow wheelchairs and pushchairs to pass.”