

Formal Objections – Traffic Regulation Order – Swale Amendment 17 2025 – Proposed Residents’ Parking Scheme, Belmont Road, Faversham

Objection 1

I wish to make the following representation in respect of the above proposed Order 2025.

As the resident of one of the directly affected properties, I wish to **object** to the proposed extension of the double yellow lines “slightly” on the western side of the junction of Belmont Road and Forbes Road.

The present positioning and extent of the double yellow lines is entirely adequate for the safe passage of vehicles into and out of Belmont Road. The extent of the existing double yellow lines is to the point that it aligns with the front wall of the adjacent house (1 Forbes Road), and the boundary wall on the opposite side of Belmont Road. (See attached photo). Extending the lines further would not give any improvement to the line of sight for vehicles exiting Belmont Road onto Forbes Road.

However, the benefit of the existing positioning of the lines is that it allows for the parking of five (5) small cars along that north/south stretch of Belmont Road. Whilst often there are larger vehicles, estate cars etc which mean only four vehicles can park there, as local residents we often organize ourselves to fit five small cars in the stretch.

To extend the double yellow lines at this point – even “slightly” as proposed – would render this impossible, and effectively reduce the parking capacity of that stretch of street by one vehicle. I would strongly urge that the positioning remain as at present.

Further, I wish to **object** to the proposed double yellow lines across the vehicular access to Belmont Court, **only** to the extent that the lines impinge further upon the rear of 4 Forbes Road. The existing white line markings across the entrance to Belmont Court (although almost totally worn away), provide adequate safe passage in and out of Belmont Court for the maximum of 3 vehicles that can use the residential garages.

At present it is possible to fit three (3) vehicles of various sizes into the stretch of Belmont Road that abuts the rears of 1-4 Forbes Road. Any extension of the double yellow lines to the east would reduce this to just two vehicles, if one happened to be anything larger than a medium size car.

I strongly urge that the proposed double yellow lines do not extend further across the rear of my property. Should there be a desire to extend the lines to provide greater ease of ingress or egress for large vehicles into Belmont Court, then this should only be to the west, in front of Belmont Court only.

As a resident of this road and junction for some 25 years, I don’t think that the introduction of the Residents Parking Zone will have a significant impact on the capacity of the road for residential parking either way.

I do not object to the proposed order as a whole. Nor am I writing in support of the proposal.

However, I do **object** to what appears to be two minor extensions of the double yellow lines as proposed in the traffic order.

I am sure that this objection can be easily accommodated to enable the scheme to go ahead, should that be the outcome.

With best wishes

Photographs Included with Objection 1:



Just to add, the attached photo is of a car parked right up to the existing double yellow lines on the corner of Belmont Road and Forbes Road, to illustrate the clear line of sight for motorists and pedestrians.



Objection 2

To whom it may concern,

Belmont Road should not be included in the residents' parking scheme unless the scheme is further extended to include Kingsnorth Road – without this further extension, you would be placing the wellbeing and safety of the residents of one road above those of another road.

By neglecting Kingsnorth Road and its residents to prioritise the wellbeing of another street, the increased traffic – displaced from the Mall, then Edith Road and now Belmont Road – from commuters and residents from within the parking scheme who will park their third car or work van would disadvantage residents on Kingsnorth Road. The road, when full of cars, has only a single lane of traffic and is already busy, suffering as Belmont Road does with those looking for a free space, but also congestion from cars cutting through the road to avoid queuing at the main junction in the Mall. This would place residents at greater risk from traffic, making the street more dangerous and

less accessible for its residents, but also having a detrimental affect on the air quality. Including Kingsnorth Road would at least remove one of the causes of increased traffic and improve safety for residents.

Failure to provide adequate parking for residents, or failing to protect it, will also lead to increased traffic on the surrounding roads as residents are forced to circle round (and round) and wait in unsafe areas in the hope that a space will become available. This increased and unnecessary traffic will not only increase exhaust fumes in a residential area close to schools but will lead to people sitting on the double yellow lines – the only space available – as they wait to see if someone is leaving. Already on many evenings we have people pulling in on these areas or even parking. Including Kingsnorth Road in the permit scheme should free up sufficient spaces and force residents with permitless cars back to their own road, ensuring a more even spread of traffic and cars.

Like Belmont Road, Kingsnorth has a narrow bend near the junction with Athelston Road. Poor parking in this section has already led to obstructions which would have stopped an emergency vehicle passing. Poor parking is more likely to occur from those not resident in the street, or perhaps from those forcing their car into a space that can't accommodate it because it is the only one left. This issue will worsen with the inclusion of Belmont Road in the parking scheme but is likely to improve if the scheme includes Kingsnorth, which would lead to a more even spread of vehicles across all the streets included in the scheme.

Throughout our time living in the road, over ten years, I have found the lack of parking an incredibly stressful issue, often being forced to park in adjacent roads or walk some distance – sometimes with *[many documents]* from my place of work, sometimes with heavy bags of shopping (making multiple trips) and as a new parent, with the car seat *[***]*. These might seem minor inconveniences, but when they happen day after day, week after week, it has an impact on the wellbeing of residents, particularly those with ailments which might affect their ability to walk or carry things for longer distances. While a permit scheme can't fix the issues caused by too many cars – as it won't in Belmont Road – it is at least a step towards it. And, at the very least, as a single car household, I would feel the situation is fairer and feel less frustration as I no longer lose out to another household's first, second and third car. It would no doubt make any future inconveniences less likely to occur and certainly less frustrating when they do.

Belmont is a very short road. It is highly unlikely that there is sufficient parking on that single road for the street's cars, especially now most households have two cars, and I have no doubt that Forbes Road residents use its spaces as well. The inevitable overspill is only going to encroach onto Kingsnorth Road and cause further problems that will need to be resolved. Considering the considerable time and no doubt cost that has already been spent on attempting to extend the parking scheme in this area, getting it right now seems even more important. We supported the previous proposal some years ago that was reportedly contentious and unsuccessful and, while searching for related documents to this proposal, I came across previous responses from Kingsnorth Road in Annex 6 for Item 6 (no dates mentioned) which shows greater support for inclusion in parking schemes from Kingsnorth Road than any of the other roads mentioned and highlights the fact that this issue won't go away unless it is properly resolved. At a time when saving money is in everyone's minds and appears

frequently in the press, it seems unacceptable to extend the scheme by only one road when it will no doubt be an issue that arises again for Kingsnorth Road – suffering all the same problems as Belmont Road.

It is unacceptable to place the wellbeing and safety of one street above another – which is what displacing the traffic and all the subsequent problems that brings will do. Unless Kingsnorth Road is included, as it should have been along with Edith Road, then the parking scheme should not be extended to include Belmont Road.

Kind regards,

Objection 3

I would like to register my objection to the proposed extension to the resident's parking scheme in Belmont Road Faversham - Traffic Regulation Order - Swale Amendment 17 2025

For absolute transparency, I am a resident of Kingsnorth Road. My name is [****] and my address is [**] Kingsnorth Road, ME13 8SF. I am happy to be contacted about any part of my objection if you have further queries or would like to discuss anything further.

I believe this proposal will negatively impact on traffic and road conditions in the surrounding area because:

- Local residents, including those in Belmont Road who choose not to purchase a resident permit, will increasingly be required to park in roads not covered by the scheme. The most obvious example is Kingsnorth Road, which will effectively be isolated as the only road in the immediate vicinity not included in the parking scheme
- When other road users are included alongside these local residents, the likelihood is that parking will further extend into other roads not covered by the scheme. The two nearest such roads are Canute Road and Ethelbert Road
- Kingsnorth Road, Canute Road and Ethelbert Road are all more extensively used by pupils on the way to school, both the Abbey School and Ethelbert Road Primary School, than Belmont Road. The anticipated increase in demand for unpermitted parking for local residents and other road users is likely to see an increase in the use of Ethelbert Road for this purpose in close proximity to the school
- High demand for parking, and therefore increased road usage, is likely to coincide with times children are travelling to and from school

Additionally, I would like to object to the proposal on the grounds of fairness and consideration for all affected local residents. This is the case because:

- The proposal is being considered based on a petition brought by the residents of Belmont Road. These residents are not the only stakeholders in this decision, and it appears unfair that their interests should be prioritised over other residents without full and transparent consultation.

- While I appreciate that residents of other roads in the immediate vicinity, such as myself, were made aware of the proposal, our views were not considered as part of the informal consultation carried out in December 2024-January 2025
- Furthermore, history would suggest that the number of local residents outside of Belmont Road actively informed of the proposal was very limited. This is because when a similar extension was introduced in Edith Road a couple of years back there was no notification served to my address, which is around a minute away from Edith Road by foot
- This proposal is being advanced based on an initial petition which suggested 19 out of 22 respondents (excluding empty properties and those with off-street parking) supported the proposal - an implied approval rating of 86%
- However, the informal consultation carried out by the council yielded 10 responses supporting the proposal out of 26 properties consulted. Even if I generously assume one property remained empty and the three flats with off-street parking had no reason to respond, this is still only 10 votes of support out of 22, or an approval rating of 45%, nearly half the level of the resident petition. Also, the number of objections increased by 100% (from 1 to 2) and the assumed number of abstentions increased by 500% (from 2 to 10). These figures surely bring into question the authenticity of the original petition
- As residents, such as myself and other residents of Kingsnorth Road, are directly impacted by this proposal, and will in all likelihood be adversely affected by its implementation, I believe it is unfair not to include our views as part of the consultation, with the same weighting as those in our neighbouring road Belmont Road

Please could you advise via what forum my comments above, and my objection to the extension of the parking scheme into Belmont Road, will be reviewed at, and can I request to be kept informed of this. I am happy to be called upon to represent my views in person if that will support my objection, and the democratic process to reach a balanced and fair decision. Will my comments be made available to the Swale Joint Transportation Board before a decision is made?

I would also like to reiterate my support for the extension of the double yellow lines at the junction of Belmont Road and Forbes Road. This is long overdue and should enhance safety at this slightly dangerous junction.

I would appreciate confirmation of receipt of this email, and confirmation that my comments will be considered as part of the decision on this proposal.