

Collation of public comments in response to various traffic proposals

Letters were distributed 28th May - 1st June and the deadline for response was 7th June 2021.

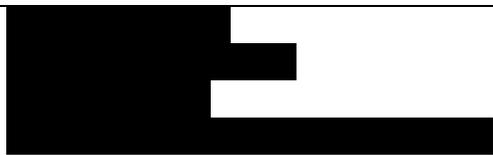
Contents

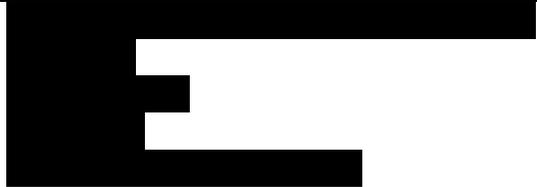
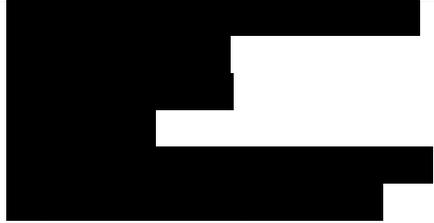
Collation of public comments in response to various traffic proposals	1
1. Sandown Road	1
2. Moat Sole	9
3. St. George's Road	15
4. St. Bart's Road / Woodnesborough Road	31
5. St. Bart's Road / Fordwich Place	33
6. Summary	43
(i) Sandown Road	44
(ii) Moat Sole	44
(iii) St. George's Road	45
(iv) St. Barts Road / Woodnesborough Road	46
(v) St. Bart's Road / Fordwich Place	47

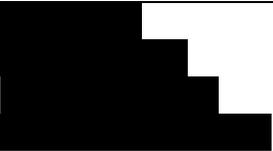
1. Sandown Road

#	Resident	Feedback
1	[REDACTED]	Agree with Cllr Paul Graeme, that all three amendments as on birds eye view plan, go ahead ASAP

2	<p>[REDACTED]</p>	<p>Thank you for your recent letter concerning dangerous parking in Sandown Road. My family have lived in Sandown Road near to the corner of Manwood Road for 10 years now. I agree with the council's view that parking on Sandown Road increases traffic danger in the stretch between Manwood and St George's Road. My view however before the council spends money on painting additional yellow lines is that enforcement would need to improve if the council is to see any benefit from this. There are double yellow lines already around the corners there which are regularly parked on. I have a good view of these as I work facing the front window of our house every day and see what is happening in Sandown Road. In the 10 years we have lived either at [REDACTED] or previously at [REDACTED] we have never once seen a traffic warden in Sandown Road in the area that you wrote to us about. A few years ago a new Sandwich resident parked daily on the double yellow lines and after several calls to the council eventually we called the police, who spoke to the car owner and no action was taken. Unless there is greater enforcement then additional regulation in my view will not deliver any return in benefit for the council or users of this stretch of road.</p> <p>The real traffic issue in this stretch of road is that cars and especially motorbikes drive too fast. In terms of near misses I have seen nearly miraculous evasion of accidents where at high speed cars squeeze past the line of parked cars in Sandown Road past the tennis club entrance. There may be few accidents reported to the council but the near misses should worry you if you are interested in prevention. So, personally I would introduce speed restrictions in this stretch as an extension of the Sandwich 20 mph rules which end just a little way down from Manwood Road on Sandown Road. Without greater attention to traffic speed and the safety of the many children from Sir Roger Manwood's school who routinely cross Sandown Road at the Manwood Road corner, I think there is serious danger of casualties. That would seem to me to be more important than adding yellow lines that are ignored by car owners and go unenforced.</p>
3	<p>[REDACTED]</p>	<p>The overriding problem with the present parking restrictions around the junctions of Sandown Road with Manwood Road (please note there is no Manwood's Road) and</p>

	<p>St George's Road is one of enforcement. I lived close to the junction of Manwood Road and Sandown Road at the time of a serious traffic collision at the junction which prompted the application for a TRO to introduce double yellow lines at this junction. However, having spoken more than once in recent years to traffic wardens on patrol in the town, I understand that they are under instruction not to police these restrictions and as a result they are ignored. The regular offenders are workers/residents from the town, parents and pupils of SRMS and members of the tennis club, all of who know they will never be prosecuted for dangerous parking. Without the deterrent of enforcement any improvements will be a waste of time.</p> <p>To address your proposals in order</p> <p>Paragraph 1) This photo is of the junction between St George's Road (not Manwood Road) and Sandown Road. I presume you propose to extend the double yellows further into Sandown Road, an excellent idea.</p> <p>Paragraph 2) This is another excellent suggestion unfortunately the photo is of the wrong junction and shows the St George's Road / Sandown Road junction looking toward the bay.</p> <p>Paragraph 3) I presume this should read Sandown Road? Another excellent proposal.</p> <p>There is already a short single yellow line in this area but it was not repainted after the last micro surface treatment of Sandown Road. It is now almost obscured and so no longer observed.</p> <p>The temporary yellow lines in St George's Road deserve to be a permanent feature as they only highlight places where normal parking would contravene the Highway Code , namely on bends, close to junctions or where parking on both sides of the road restricts passage of large vehicles. Prior to their introduction carelessly parked cars regularly blocked the road to large vehicles.</p>
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		<p>Good luck with the proposals, all of which I would support. You might like to consider correcting the various errors in your letter and before spending effort and expenditure in improvements speak to those who are responsible for enforcing the existing restrictions.</p>
4		<p>We have long shared the concerns regarding extremely dangerous parking on Sandown Rd, and believe this situation could cause a serious accident and so were delighted to receive your communication.</p> <p>The most difficult road to tackle leading in and out of Sandwich would be the stretch of Sandown Road from St. George's Road to Sir Roger Manwood's Road.</p> <p>The road is basically one way because of continuous parking on the left hand side of the road leading into Sandwich. In fact, some cars are parking on the pavement, thereby creating a danger to drivers and pedestrians alike. It is often difficult for pedestrians to use the pavement at all outside and near to Dunearne Cottages.</p> <p>The idea to extend the double yellow lines is an excellent one and a vital improvement and we agree wholeheartedly with the extension proposed. We would also agree to further yellow lines in the future, if appropriate.</p>
5		<p>Thank you for the letter regarding the proposed installation of double yellow lines at junction of Sandown road with St. George's road, Sandown road with Manwood road, and the bend on Sandown road opposite the cycle path.</p> <p>We fully support the introduction of double yellow lines as proposed, especially those on the bend of Sandown road, the situation has gradually become worse over the last few years especially so during term time.</p> <p>Issues include:-</p> <ol style="list-style-type: none"> 1 Cars travelling faster than road conditions and vision should allow, resulting in some sharp braking at times some exchange of views. 2 Lack of clear sight of the bend for cars approaching from both directions and lack of safe passing places.

		<p>3 Lack of clear sight of cyclists & to a lesser degree pedestrians joining and crossing the road from the cycle path and footpath.</p> <p>4 Difficulty and on occasions dangerous for cars and both agricultural and commercial vehicles leaving and joining Downs Court Farm and Offices.</p> <p>5 Cars parking so tight to our drive (on odd occasions parking across it) the result being that it almost impossible pull out safely with no sight of approaching cars.</p> <p>6 Difficult and at times perilous for Vigo and Dunerne Cottage to pull out of their respective drives.</p> <p>Proposals:-</p> <p>7 Would propose double yellow lines be installed extending from the front off Herald cottage (the front gate)extending to a position opposite the high hedge, where the cycle path joins the road. (With white restriction lines across Herald Cottage drive similar to those at present across the two Manwood School properties).</p> <p>8 Also to consider extending the 20mph zone to the junction of St George's road.</p> <p>9 To consider two or three residents parking bays (with a two hour limit for non residents) in the vicinity of Herald Cottage. This would ensure that there is some movement of cars, at the moment there are several older cars and a commercial vehicle that park almost permanently along Sandown road.</p> <p>10 Ref. double yellow restrictions for the Golf Open , We would support them be permanent as they seem to have a good effect, but would also respect the St George's road residents wishes.</p>
6		<p>Thank you for the opportunity to comment on proposed amendments to the parking arrangements in Sandown Road.</p> <p>I support what has been suggested, especially in relation to the bend by Vigo, which has represented 'an accident waiting to happen' for many years, particularly as this is where cyclists emerge from The Quay and schoolchildren cross the road.</p> <p>The other area of concern is the first, blind bend, travelling from Knightrider Street in the direction of the bay. The problem here is speed. Having negotiated Upper Strand Street or The Quay end of Knightrider Street, it seems that some drivers feel that now</p>

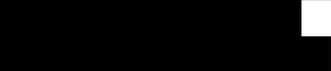
		is the time to hit the accelerator. People cross the road, from Mill Wall to The Bulwark, just after this. Signage would help.
7		Plans look sensible and we agree and support them. Please could you also give consideration to speed limit repeater signs on the lamp posts further down the road? Speeding cars mainly going to the golf clubs are a real nuisance and this simple measure would really help.
8		We fully support the proposed amendments to parking restrictions on both the above road and support keeping in place the temporary restrictions on St Georges Road. It is noticeable that older children at Manwood's are now parking on Sandown Road making the even more difficult to drive along as there are no longer gaps to pull in to. We would also ask that speed restrictions are emphasised particularly on Sandown Road where people going to the golf courses are seen frequently disregarding any existing speed restrictions. One day very soon they will be a major accident on Sandown Road. (also included at St. George's Road section)
9		2 x properties support the proposal.
10		We received the letter dated 28/5 re parking on Sandown Road. We are agree with the proposed amendments and would suggest also that the trees that overhang in Sandown Road when turning left out of Manwood Road are pruned to improve vision.
11		Ref the residents letter of May 28th I can confirm that we are in favour of extending the double yellow lines on the corner of Sandown Road and St George Road.

		<p>I'm addition can you please review the situation re traffic from this corner up to the tennis club - we need more pull in areas as traffic is often single file with no passing area given the number of cars parked on the left hand side.</p> <p>Thanks and regards</p>
12	[REDACTED]	<p>The above letter shows a number of inaccuracies and spelling mistakes.</p> <ol style="list-style-type: none"> 1 It is Manwood Road (not as spelt in the letter) 2 The photo on the first page purports to be a junction on Manwood Road -- it is not -- it is the junction on St George's Road and Sandown Road. 3 Dover District Council, about four years ago painted double yellow lines on around the junction of Manwood Road and Sandown Road (as proposed in last photo of the above letter) and are unable to enforce any traffic violation on the lines encroaching on Manwood Road. <p>A poorly put together letter.</p>
13	[REDACTED]	<p>Thank you for circulating the proposals for future parking in Sandown Road. We have lived at [REDACTED] for over ten years, and although we have noticed the increasing number of cars that park along this stretch of the road, we agree that some parking should be retained. We have found that - contrary to what is expected - most cars slow down at the blind bend and crawl past our entrance. In fact to some extent the parked cars provide a traffic calming measure, but we know other local residents wouldn't agree. Our neighbours at Herald Cottage and Dunerne Cottage find it particularly difficult and dangerous to exit their driveways.</p> <p>It would be a wise move to extend the double yellow lines as proposed, at the three sections from St George's Road into Sandown Road (south and north sides) and from Manwood Road into Sandown Road. The photo showing the limited visibility where the VW 'Up' is parked is particularly hazardous. We also think it would help if the 20mph advisory limit could be extended.</p> <p>I would like to express my concern about the cycle lane exit into Sandown Road. Too often cyclists speed down the incline outside Vigo and join Sandown Road without stopping. I think they listen for approaching traffic, but don't look for it. This is</p>

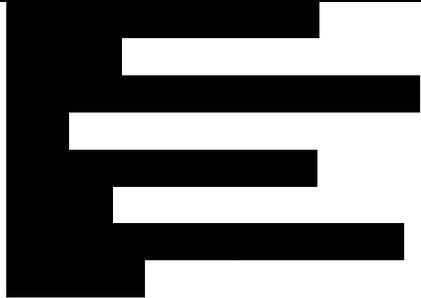
		<p>exceedingly dangerous and when additional measures are taken to improve or speed up the flow this should be taken into account. Perhaps a safety barrier could be erected.</p> <p>Please thank the Town Team for addressing this issue, and yourself, Paul, for taking it forward.</p>
14	[REDACTED]	<p>I am writing to you about the proposed double yellow lines on Sandown Road.</p> <p>We are definitely in favour of double yellow lines on Sandown Road, especially on the corner opposite the cycle path and footpath. It is constantly busy and very dangerous.</p> <p>The last double yellow lines that the council put along there were not long enough (just over a car's length) and not in a place that made any difference to the danger of driving around a corner on the wrong side of the road. Where you are proposing these double yellows are going should make a difference.</p>
15	[REDACTED]	<p>My apologies for the lateness of reply. Further to you letter of 28th May, as a resident of Manwood Road, although I consider the installation/amendment to the double yellow lines as outlined in your letter as beneficial, I wish to express my concern at the impact this will have on Manwood Road.</p> <p>There are already problems with single file traffic due to the excessive parking on both sides of the road generated by Sir Roger Manwood school and people using Sandwich BR station.</p> <p>Furthermore, the impending Golf Tournament will also impact. Therefore I wish to express my concern overall and request that consideration be given to some form of future restriction to be applied to Manwood Road. Possibly in the form of double yellow lines along one side.</p>

2. Moat Sole

	Resident	Feedback
16	<p>[REDACTED]</p>	<p>By Email: We have received a letter regarding chicane parking on Moat Sole. Every resident of St Thomas Hospital is in agreement that this is a really bad idea. We have lorries, double decker buses, delivery vans, etc and this short stretch of road can barely cope without having parking on one side. It would make crossing the road even more dangerous for residents. A few years ago a car came around the corner too fast and pushed a parked car straight through our stone wall. Traffic calming or cameras would be more beneficial. We do not need obstacles in the road to weave around. We feel this is a really bad idea. I will return your letter on which each house here has filled in their reply to your question. Thank you</p> <p>By letter: I enclose the comments from the residents of St. Thomas Hospital, all of whom thing that the chicane system on this short piece of road is quite ludicrous and dangerous.</p> <p>No. [REDACTED] "No" No. [REDACTED] "No Thank you too dangerous" No. [REDACTED] "Road not wide enough, too dangerous" No. [REDACTED] "What a stupid idea" No. [REDACTED] "Absolutely not, far too dangerous" No. [REDACTED] "No" No. [REDACTED] "No" No. [REDACTED] "Will not stop speeding, need humps & cameras" No. [REDACTED] "No" No. [REDACTED] "No, speed bumps are the answer"</p>
17	<p>[REDACTED]</p>	<p>Having read the proposal I hope you have considered that properties on the odd number side, ie No 19 to No 35 currently have off street parking by their properties. This will interfere with the proposed street parking on that stretch of Moat Sole</p>

18		<p>I am against any change in the parking regulations in Moat Sole. The suggestions by slowing the traffic I feel would increase air and noise pollution in the road with cars stopped with engines running and also shunting in and out of parking spaces.</p> <p>I moved here in December 2019 and have not been aware of excessive speeding, one will always get the odd driver that will always speed, and what ever rules are in place they will ignore them.</p> <p>I would hate to have cars parked outside my windows or a Co-op lorry waiting to overtake parked cars, both of which would block my natural light and privacy, as my house is only 1 metre from the road.</p> <p>I lived previously on a country road with no pavement, which was a rat run, moterists often ignored the speed limit and we all felt in the village it was not safe to walk along the road I have no such fear here.</p> <p>One can hardly get up much speed between the bend by the Rope Walk and the roundabout</p>
19		<p>I am writing in reply to your recent letter regarding proposed parking changes in Moat Sole. I live in No ■, am a 25 year long resident and have not been aware over this period of any issues involving speeding or safety. Moat Sole is in fact a rather quiet and sleepy thoroughfare which is not surprising as the straight portion (the subject of the proposals) is defined by the Red Cow roundabout at one end and a right angle turn opposite the Rope Walk Mews at the other which act as natural speed suppressants. At the time of writing I am trying to contact Sandwich Town Council to have sight of the traffic survey on which this is based.</p> <p>Turning to the proposals, they obviously create a number of major difficulties:-</p> <ol style="list-style-type: none"> 1. The parking area on my side of the road would extend over several properties (including mine) with internal garages with drives opening on to the road which would have to be accommodated.

		<p>2. At present, exiting my drive can be hazardous as there is a slight curve in the road and oncoming traffic can only be seen once my car has nosed into the road and is almost at the point of collision. A line of parked cars on my side of the road would limit visibility further and increase the danger,</p> <p>3. The residents of St Thomas hospital opposite receive frequent visitors either to stay or to collect. A line of parked cars on my side of the road, with cars waiting outside St Thomas, would make the road virtually impassable.</p> <p>4. It occurs to me that the proposed parking zone on the Red Cow end will result in vehicles from the Woodnesborough direction travelling on the wrong side of the road as they approach the roundabout. They frequently come in a lengthy convoy following the closure and reopening of the level crossing. It is not fanciful to suspect that this could cause a serious log jam with vehicles from the town centre seeking to turn into Moat Sole at the roundabout.</p> <p>More generally, the closeness of the Co-Op and the Guildhall car parks means that there is no real need for additional parking in this part of Sandwich. Also, the proposals refer to Co-Op lorries but it is also relevant to recognise that the growth of online shopping (and the age profile of residents of Moat Sole) makes it likely that in future there will be more deliveries and these would be more difficult to accommodate with the proposed parking arrangements.</p> <p>In summary, it seems to me that what is proposed is intended as an answer to a problem that does not exist and the proposals themselves would create very real and foreseeable serious problems and safety issues. Please note that I object strongly.</p>
20		<p>In general most people drive in a respectful manner but you do get a few idiots now and again.</p> <p>I do not support the plan for split parking on Moat Sole. I live at no. ■ and have a drive which I park on. If there were parking bays opposite or close to my drive it would make it impossible or very difficult to access my property parking. My neighbour ■ who's drive is slimmer than mine it would be impossible to use as they have to swing out to to other side of the road to enter and exit .</p> <p>Maybe sleepy policeman would be a more practical option in my opinion.</p> <p>Thank you for asking the residents opinions on this matter.</p>

21		<p>Thank you for your letter consulting residents about the possible changes to parking in Moat Sole. You look after Sandwich and I appreciate the daily street sweeping.</p> <p>Could I point out first that the words "St.John's Cottages" should not be on your illustration. The cottages stand in my private garden, and they are not in the area illustrated.</p> <p>The proposals should be rejected for the following reasons:</p> <ol style="list-style-type: none"> 1) The present arrangements work well. Single yellow lines with no daytime parking allow permit holders and others to park in the evening. There are at least 4 unoccupied overnight spaces outside my house and 4-5 parked legally further down Moat Sole daily. 2) This part of Moat Sole is a major entrance to and exit from Sandwich. It is used by many lorries as well as cars. 3) The chicane proposed would cause numerous starts and stops and dangerous incidents. 4) If the level crossing were ever to be blocked for more than a few minutes, a dangerous tailback of blocked traffic would be formed by cars trying to weave round the two lines of parked traffic. <p>I would strongly favour no change. I repeat that for night-time parking, there are always places outside 4 Moat Sole, this house which is 6-8 Moat Sole, no10 and the Red Cow pub.</p> <p>With all good wishes</p>
22		<p>I would fully support the proposal to slow the traffic through Moat Sole, I think a further consideration would be to move the 20 mph sign to the other side of the level crossing, this would hopefully stop drivers from trying to beat the lights racing out of Sandwich over the crossing, or racing in over the crossing and entering Moat sole both of these practices create a danger for people trying to cross the road on the Rope walk footpath, I think</p>

		<p>repositioning this sign may help make it safer for those crossing the road here and help reduce the speed in Moat Sole.</p> <p>Regarding the issuing of parking permits I hope that the areas proposed will only be as shown and not include the layby at the junction of Moat sole and Woodnesborough road as this is the only parking available for those living between the town wall and the railway crossing, We can't park on the road because there are double white lines in the centre, parking further down Woodnesborough road is very difficult as there are limited spaces, we are unable to get a parking permit for the car parks or residence parking permits from DDC because we live outside the town wall, without a permit you can only park for twenty four hours in the car park then you have to move your car, I live at number [REDACTED] Woodnesborough Road right next to the town wall on the Butts stream but have had applications declined over the years both for myself and visitor permits, the layby is our only salvation so if this is to be included we feel that we should have the ability to purchase a parking permit for the car park or be included in the off road permit provision. The houses on the stretch of road from the Town Wall and Butts stream to the level crossing are part of the Sandwich conservation area.</p>
23	[REDACTED]	Yes
24	[REDACTED]	Agree to proposal
25	[REDACTED]	Yes we support
26	[REDACTED]	Yes, I agree
27	[REDACTED]	Agree
28	[REDACTED]	I'm in favour
29	[REDACTED]	I Agree.

30	[REDACTED]	I would like to see car parking spaces on Moat Sole to help slow the traffic down. I agree that it should only be for people with parking permits.
31	[REDACTED]	I have not noticed traffic going very fast but I don't like cars parked all week-end and several times during the week outside my windows and door. I can't see your suggestion for parking will be an improvement. I have double glazing so that is probably why I don't hear speeding cars.
32	[REDACTED]	We are writing to give hearty support for the excellent plan to introduce 'chicane parking' to Moat Sole to slow traffic. Good that the proposed parking spaces would be available to residents with parking permits. Thanks to those who have initiated this initiative.
33	[REDACTED]	<p>I started to deliver these on Friday evening and then received a number of queries about the exact meaning of chicane parking and where it would start and stop. I decided it was best to try and speak to as many residents as possible while handing them the letter. Again quite interesting conversations.</p> <p>Everyone I spoke to complained bitterly about the amount of traffic and speed of the traffic , which they believed had increased over the years and with the additional houses being built this would only get worse. Most of those I spoke to wanted me to start a petition about this which I declined to do as I think we have to try to solve this with KCC first. I am also returning several forms that have been delivered to me as they said it was impossible to gain access to the Guildhall and didn't want to go on line, I will return this to you this week. Many residents believed that chicane parking was the answer to slowing the traffic as it appeared to help slow the drivers , especially on a Sunday. however there were concerns about the exact parking spaces. Two residents who live diagonally opposite to me and have a dropped curb and narrow parking space on their property said that when cars ere parked opposite them it was sometimes difficult to gain access to their slender parking space. They said it was fine on Sundays and in the evening when parked cars where those of residents that they knew as they could ask people to move the car temporarily. We may need to adapt the drawing to accomodate this issue.</p>

		<p>I also received comments from 2 residents who live in the cottages on the right hand side as you exit Moat Sole to Woodnesborough Road. These cottages are Moat Sole side of the railway crossing but the addresses fall into the beginning of Woodnesborough Road. They believed chicane parking would definitely help to reduce speed but asked if the parking lines could be extended to where the road widens around the bend on the opposite side of the road up to the entrance to the Rope Walk. I must admit there is plenty of space in this area to do this.. The thinking was that it would stop drivers accelerating around this corner as tried to ensure that they did not get delayed by the crossing gates closing.</p>
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3. St. George's Road

	Resident	Feedback
34	[REDACTED]	<p>Good evening, we certainly agree that the road usage since the yellow lines were painted has improved the safety of St George's road. We live in the cottages opposite Manwoods Road and are lucky enough to have off street parking behind the houses. However, we are finding people are parking so tightly outside our home that the alleyway entrance to the rear parking is being obstructed. Would it be possible to have yellow lines at this access. Thank for your consideration.</p>
35	[REDACTED]	<p>With reference to your letter on 28th may I would like to make the following comments.</p> <p>Since the current restrictions were implemented traffic has moved far more smoothly. Previously there were frequently occasions when traffic was at a standstill due to inconsiderate parking. This caused frustrations and delays whilst the responsible culprits were located.</p> <p>As you know during normal times there are a considerable number of HGVs, coaches and large farm vehicles going along this road to the bay and golf clubs. These vehicles need to have a clear passage to avoid unnecessary delays.</p>

		<p>The present restrictions also help to prevent accidents and damage to parked cars.</p> <p>With regard to the suggestion that double yellow lines on the corner with Sandown Road should be extended by about 5 meters, this seems to be a very sensible idea.</p> <p>I would definitely like to see the present temporary arrangements become permanent and I wish you every success in achieving this when negotiating with KCC.</p>
36		<p>In response to your letter regarding the temporary parking restrictions on St. George's Road, I would wish they remained permanently. Parking has long been a problem on the road with people parking opposite each other with no regard for leaving access for larger vehicles such as ambulances or tractors.</p> <p>I would also suggest that Sandown Road between St. George's Road and Manwood Road would also benefit from some parking restrictions as this stretch is dangerously blind with the number of cars regularly parking there.</p> <p>I have lived on St. George's Road for 19 years, during which time the parking has become so much worse, especially on the bend opposite St. Andrew's church. Sandown Road has also increased in terms of danger with few of any passing points. People park here simply to avoid paying to use the car park on the quay.</p>
37		<p>Thank you for the above letter. As a resident of Delfside, who arranged with others the present arrangements for parking here and have taken an interest in the subsequent effects, I would like to give my opinion.</p> <p>The district council is responsible for the lines and the enforcement thereof and any case for change will have to convince them of it's viability. I would recommend that at least 2 alternative systems be put forward, one which you want and which seems the simplest, and another which might not be so suitable.</p>

		<p>I would suggest that a system of double yellow lines from the parking spaces between the 2 branches of St. Georges Lees, right round past Manwood Road, and up to Sandown Road on the West side only with a no loading/unloading kerb marking for the working day, would be the best option, as it would allow parking one side only, the East side, to cover the few houses without their own drives. Together with the markings outside the Grammar School this should discourage parents from blocking the road whilst picking up children and allow heavier vehicles and the farm tractors and trailers from New Downs farm a relatively clear run down one side of St. Georges Road. It would also be necessary to put several no parking areas on the East side to allow sufficient passing places. The extension of the lines round into Sandown Road would be useful as cars keep parking too close to the corner and restrict the visibility to the left.</p> <p>I would also observe that regarding enforcement that this seems very hit and miss, and that the district council seems to have a policy of priorities, quite naturally of pay car parks first, street car parking second and everything else a poor third as they make little money from it! If more street restrictions get implemented this effect will possibly mean that people will risk parking where they shouldn't on the basis that any tickets they might get will be outweighed by the convenience for them / lack of expense. Restrictions without enforcement WILL be ignored. It is also worth noting that since Police devolved most of their duties previously to minor traffic regulation enforcement that they are unlikely to want to know,-they have abandoned Sandwich to it's fate now and other than the occasional car patrol, which isn't interested in enforcing pedestrian crossing offences let alone the double yellow line parking by the rail crossing, you might find it difficult to interest them in obstruction cases.</p>
38		<p>Thank you for your hand delivered letter of 28th. May, 2021.</p> <p>My wife and I agree that the temporary measures have improved road safety in our road and believe they should not be removed, especially the double yellow lines as you go round the second corner (assuming driving from Sandown Road). Before the restrictions, it was always hazardous because of high sided vehicles being parked immediately after the corner on the left side of the road.</p>

39		<p>Thank you for the letter dated 28th May 2021 from The Right Worshipful Mayor of Sandwich, Cllr. Paul Graeme regarding the proposal to make the corner of St. George's Road and Sandown Road a double yellow line area. I whole heartedly agree with this proposal. I would further suggest the council also consider making the temporary "no waiting" markings put in place to manage the traffic associated with The Open Championship golf tournament be made a permanent restriction.</p> <p>Thanks for the opportunity to feedback.</p>
40		<p>Thank you for your recent communication in regard to parking on St Georges Road.</p> <p>This an issue that has been of concern to us for some time, especially because of the positioning of parked cars close to the exit from St Georges Lees to our right on the nearside and almost opposite on the far side. The latter stretches round a bend causing oncoming traffic to encroach onto the wrong side of the road as it overtakes the parked vehicles. It is impossible to see when one is attempting to turn right out of St Georges Lees.</p> <p>Equally, there is the potential danger from oncoming traffic that is obscured by parked vehicles to our right at the junction.</p> <p>This afternoon I specifically drove down St Georges Road to experience the current parking and was unable to see any difference to past situations. There seems to be quite haphazard parking almost to the junction with Sandown Road. And the level of parking along Sandown Road was much higher than normal which made me wonder whether that was perhaps due to visitors to the town in a holiday week or whether some who normally park on St Georges Road were adding to what is normally as dangerous a parking stretch due to the blind bends on the approach to Knightrider Street.</p>

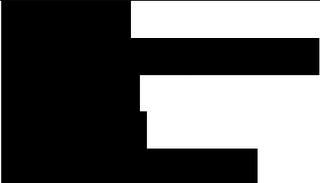
		<p>My wife and I would support any proposals for the area that reduce the potential for accidents in this part of Sandwich.</p> <p>Thank you for the opportunity to make these representations.</p>
41		<p>We fully support the proposed amendments to parking restrictions on both the above road and support keeping in place the temporary restrictions on St Georges Road. It is noticeable that older children at Manwood's are now parking on Sandown Road making the even more difficult to drive along as there are no longer gaps to pull in to. We would also ask that speed restrictions are emphasised particularly on Sandown Road where people going to the golf courses are seen frequently disregarding any existing speed restrictions. One day very soon they will be a major accident on Sandown Road.</p> <p>(also included at Sandown Road section)</p>
42		<p>Further to the letter from the Mayor about parking restrictions on St Georges Road, I would like to support the permanent retention of the current restrictions. They have solved the problem of large vehicles getting stuck in the road, unable to pass parked cars. I would also support keeping the double yellow lines at the junction with Sandown Road.</p> <p>One place that continues to be a problem is the corner of St Andrews Lees, where people park on the corner so preventing anyone trying to come out from St Andrews Lees if the road is clear.</p>
43		<p>After reading the recent letter regarding parking, I agree with the safety measures that have been put in place for the open and for these to remain after.</p> <p>I do also have a concern about the area of road, the small section as you come into St Georges Road, between the St Georges Lees opposite the cul de sac. This creates a bottle neck especially during school hours with high levels of vehicles and lorries (farm vehicles too) so many times we see vehicles mounting the paths due to the parked cars, which of course is a danger to all, children and families.</p>

		<p>Please can there be double yellow lines placed in this section to improve this dangerous situation.</p>
44		<p>I am a resident in St George's road and have several comments to make in relation to your recent hand delivered letter.</p> <p>Temporary Restrictions I agree that the current temporary restrictions have helped traffic issues in St George's Road in terms of obstruction - the HGVs and tractors have been able to pass more freely. I would like to see these restrictions in place permanently but with traffic calming measures (see below).</p> <p>Sandown Road T junction It would be helpful to have the double yellow lines extended by 5 metres in St George's Road at this junction but much more important would be to have an extension of the double yellow lines around the corner in Sandown Road. There are now often parked cars on this corner (heading into Sandwich) sometimes right up to the junction and the visibility for pulling out onto Sandown Road is very restricted and dangerous. The parking of cars in Sandown Road up to the junction is a recent problem and I think that this has been a result of the parking restrictions in St George's Road and the sixth formers from the school are now parking along Sandown Road.</p> <p>Sir Roger Manwood's School sixth form parking This has been an ongoing issue for the residents of St Georges Road. Previously cars were often parked on both sides of the road causing obstruction to the tractors. This has been alleviated by the temporary restrictions but now, the sixth formers cars are often parked nearly in obstruction of residents driveways and on the yellow zig-zag lines around the school entrances.</p> <p>Speeding Many vehicles increase their speed on the straight stretch of St George's Road (between Sandown Road and St Andrew's Church corner). The temporary parking restrictions have</p>

		<p>exacerbated this problem as there is now a 'clear run'. I would really like to see some traffic calming measures in this part of St Georges Road anyway and especially if the temporary restrictions remain. Some of the worst culprits for speeding are the tractors and as they are heavy vehicles then I often feel vibrations in my house.</p> <p>Planned new housing If the 50 new houses are built on Archers Low Farm then the increased traffic movements in St George's Road (a potential 100+ more cars making 2-300 movements daily) will become a huge issue for the residents of this road and also in terms of congestion at the junction with new Street - further chaos!</p>
45		<p>I think it would be very good to keep the restrictions in St. George's Rd as the parking has been very bad for a long time. The extended double yellow lines of 5 metres on the corner of Sandown Road into St. George's Rd would be very welcome. It is also very difficult to see turning left to go into town as the cars and vans block your view and you have to be in the middle of the road on St. George's Rd and Sandown Rd corner.</p>
46		<p>Thank you for consulting on the possibility of making permanent the current temporary no waiting restrictions on St George's Rd.</p> <p>As a resident of St George's Rd I offer the following observations for your consideration: 1. The current restrictions primarily were put in place to facilitate the movement of HGVs. As such the yellow lines dominate only one side of the two lane road thereby giving large HGV a clear lane with no need to manoeuvre past parked vehicles. I believe this has resulted in traffic travelling faster along the road than before as there are no obstacles in their way. This hardly improves public safety.</p> <p>I would suggest that if there was sufficient interest in retaining the no waiting restrictions then consideration should be given to giving priority to public safety and not the ease of HGV movement. To achieve this rather than have yellow lines along one side of the road place the lines on either side of the road to create a chicane with parked cars - this will slow the traffic down.</p>

		<p>I am unclear to the intent of extending the yellow lines at the junction with St George's Rd. The illustration suggest the extension is along St George's Rd. If indeed this is the intent then I am unclear what would be achieved. Cars seldom park on this sector of the road. If the intent is to extend the double lines along Sandown Road this would be appropriate. It is very difficult to pull out of the junction in the direction of Sandwich when cars are parked along Sandown road. Additionally I would suggest more passing places are created along Sandown Road by using double yellow lines at more sectors along the road. On frequent occasion Sandown Road becomes a single lane road in the direction of Sandwich with priority being with the oncoming traffic heading out of Sandwich. I am surprised that their are not more traffic incidences along Sandown Road heading into the town.</p> <p>Thank you for taking the time to consider these points.</p>
47		<p>Thankyou for your letter of 28 May 2021. My wife [REDACTED] and I live at number [REDACTED] St. Goerge's Road. We both thoroughly agree with the suggestion that the road would benefit from the conversion of the temporary parking restrictions to make them permanent following the conclusion of The Open Golf tournament at Royal St George's golf club.</p> <p>The temporary parking restrictions have improved the accessibility to properties in St George's Road immeasurably, and provide passing places which clearly allow improved traffic flow.</p> <p>We also agree with the suggestion regarding a 5 meter no parking zone at the corner of Sandown Road.</p> <p>Finally, we feel that it would also be beneficial to extend the 20 mph town speed limit to include St George's Road and possibly also to Sandown Road.</p> <p>Thank you for taking the initiative in this matter.</p>

48		<p>In reference to your note of the 28th May 2021 regarding the extension of the parking restrictions put in place to aid traffic management for the infrastructure vehicles, my wife and I would wholeheartedly approve of any moves to make this a permanent feature for St Georges Road.</p> <p>We have noticed since the restrictions have been in the traffic has improved greatly The agricultural vehicles have also been able to get through without too much trouble and we are not suffering with the squeal of tractor brakes as they approach the corner outside St Andrews Catholic Church due to traffic approaching from the opposite direction. The only thing I would like to see, is perhaps an extension of the yellow line outside of number 35 St Georges Road to allow two HGV's or two tractors and trailers to pull up coming from New Street without causing issues at the corner by St Andrews.</p> <p>The addition of double yellow lines outside 24 St Georges Road (opposite St Georges Lees) has made coming round the corner from Manwood Road direction much safer and if nothing else I would like to see these kept.</p> <p>It would also appear to me that the refuse collections have been going smoother traffic wise since the restrictions have been put in. I have no hard facts to back this up just observations but it would be interesting to ask the refuse collection service.</p> <p>If the development of Archers Low goes through then the restrictions put in place would be an utter necessity to stop issues up and down the road and the addition of the extension of double yellow from Sandown Road is a necessity to make this junction safer in future.</p> <p>On a personal note, not having the Manwood students park all over the place has been on of the great bonuses of this exercise, made it much easier to get out of our drive.</p>
49		<p>In response to your hand delivered letter I am writing with my views on the parking restrictions in St. George's Road.</p>

		<p>I am in agreement with those restrictions already implemented to remain in place permanently, but now find it quite difficult to get in and out of my drive as cars now park both sides of my drive. They seem to think they give me room to get out but of course do not realise I can't get back in easily and I do not back out of my drive as this road is too dangerous for that and cars sometimes do speed along. When I want to turn right to go into Sandwich I have to pull out quite away across the road to turn. I very seldom turn left as I don't like the road leading to the Quay as it is now getting too parked up and of course if another car is coming towards me there is hardly anywhere to back into and not many drives will back up.</p> <p>I am 84 years of age, 85 in September and like to drive, but very often walk into Sandwich and the surrounding area, but now find it very difficult to get in and out of my drive if I want to drive further afield. I have a back and neck problem and find it hard to turn my head right round to get into my drive safely..</p> <p>As I say, I do agree with the parking restrictions as it is a very busy road, and it makes access for all lorries, especially the farm tractors and of course the Ambulances and emergency vehicles much, much easier. So don't know what can be done for me other than a yellow line a little each side of my drive but perhaps this wouldn't be possible because of course people need somewhere to park and they pay their Road Tax.</p> <p>I definitely agree with your suggestion that the double yellow lines should be extended by approximately 5 meters to stop parking on the corner with Sandown Road.</p> <p>I hope my views help in this matter.</p>
50		<p>Thank you for your letter of 28th May regarding the no parking restrictions on St Georges Road.</p> <p>There is no doubt that the lines preventing parking on the corner by St Andrews Church have helped considerably. Although I believe it would have been better for the lines to have continued further around the corner, to allow space to pull in for oncoming cars on the other side of the road.</p>

Sadly, the double yellow lines and the single line going up from Sandown Road to the school entrance seems to have caused more problems than it has solved from my point of view.

When the schools are working the cars now park all the way from Manwood Road right up to the yellow lines on the corner of St Georges Road. This means that traffic trying to turn left from St Georges Road towards the town finds the view of the road completely blocked. Consequently you are forced to take a risk and drive blind, around the parked cars, on to the opposite side of the road, where, because of the angle of the bend you are still unable to see oncoming traffic. As you are probably already aware, once you are on that side of the road it is only when you reach a straight bit beyond Downs Court Farm that you are able to see what's coming. It is not unusual to have to pull in (sometimes sharply) or reverse two or three times before reaching Manwood Road. It has become increasingly dangerous as the schools have returned and golfers have resumed their trips. It is not helped when larger vehicles like the cherry picker and the utility vans park along the road, which they frequently do. I now avoid driving the car along Sandown Road and go into or through the town the long way round rather than risk the traffic, particularly when it's a school day. It adds to the traffic along St Georges Road and in the town itself but I think it's safer.

The suggestion to extend the lines around the corner by five metres or even further would certainly help. At least you could then turn left without having to go straight out onto the wrong side of the road.

The obvious effect of the single yellow line running from Sandown Road up to the School Playing field is that all cars now park on the opposite side of the road. The problem is that they park where they can, in between and on both sides of existing drives, which is of course quite legal. The result is that when you come out of your drive it is then impossible to see oncoming traffic from either direction, because the view is blocked on both sides. Again you are forced on to the wrong side of the road before you can see what's coming. I have already had a couple of close shaves, but see no option other than to just creep forward and hope!

		<p>It seems a very odd decision to have put the yellow line on the side of the road where there are only three exits, two of which are wide enough for there to be no problems with sight lines even if cars were parked on either side. In contrast, on the opposite side of the road there are 17 exits onto the road (between Sandown Road and the playing field). In most cases these drives have now become more difficult to exit. (Although there is one which is right next to a second wider exit which will obviously help there.) Overall, it would seem to have been a much more sensible and safer option to have painted the single yellow line on the side of the road which has the higher (substantially higher) number of exits. This would have prevented the dangers of car drivers having to exit their drives with their view completely blocked by parked cars. Had they done this it would also have provided significantly more space for cars to park as there are so few drives to be avoided on that side of the road. Two or three pull in spaces could have been provided for oncoming traffic if this was seen to be necessary.</p> <p>I am sorry to be so negative but personally I now find it increasingly difficult to exit my drive because of parked car and turning left onto Sandown Road I now avoid if at all possible!</p>
51		<p>Further to the Mayor's letter of 28th May, I would certainly support the continuation of the current 'no waiting', 'no parking' restrictions in St Georges Road after they are due to come to an end in August. The main problem has been parking on both sides of the road which makes weaving in and out between cars difficult, and frequently impossible for larger vehicles to get through including the waste collection lorries.., and the traffic needs access to Sandwich Bay too, at such times traffic jams can take time to clear. There is also a large volume of farm traffic of varying sizes that use this road, which need to collect produce from New Downs and from other farms.</p> <p>In addition, several of the bungalows along St.Georges Road are now occupied by exceedingly frail people who require the daily attendance of Carers ..sometimes twice daily..morning and evening, and in some cases two attendants are needed on one visit.This means more cars are being parked on the road..and there is therefore less space for the rest of the traffic to flow through smoothly..it happens then, that moving traffic has to stop temporarily to let oncoming traffic pass.. this means their engines idling and more noise and</p>

		<p>air pollution. It has to be said that visiting carers ought to still have the permits to park on the road if it cannot be avoided..because after all, they are on an errand of mercy, and nobody would vote to see the elderly receive a poorer service.</p> <p>Regarding the extension of the double yellow lines into Sandown Road, 5 meters would not improve the sight-lines, I think it should be extended by 10 meters which would improve visibility. Much of the problem is caused in term-time by students at Sir Roger Manwoods School, and also by vehicles left there for extended periods (a camper van has been there for at least 6 months)... and there is also the now infamous cherry picker..and a plumbers van, which seem to consider longer term regular parking on the same spot along this road as their given right.</p> <p>We return back from our weekly shopping trip every Saturday along this road between one and two 'clock, when there are cars parked end to end along one right hand side..oncoming traffic towards Sandwich often resists stopping..and we have often been forced to stop in somebody's drive to avoid an accident. This cannot be right.</p> <p>I trust that you will find these comments valid, and hopefully it will make it easier for you to make the right decisions.</p>
52		<p>We strongly support the permanent retention of the present temporary parking restrictions along St. George's Rd. We have noticed a considerable improvement in traffic flow since the temporary restrictions were applied. We also support the suggested extension of double yellow lines at the corner of St. George's and Sandown Rd.</p> <p>The parking along Sandown Rd. towards Manwood Rd. is creating considerable problems as the road is virtually one way during the school day. Passing places must be created to ease this really serious problem.</p>
53		<p>I am replying to your letter regarding current parking restrictions on St George's Road. We live at  St George's Road and have long asked for parking retractions to be implemented. Since 29th March there has been far fewer problems with parking and we would definitely like</p>

		<p>the restrictions to remain in place. What is the point of lifting them from the 10th July and reimplementing on the 19th? I hope that only residents will be allowed to park in St George's Road while the Open is on. We have had residents stickers before, will this happen again? Finally, I would like to suggest that not only should the double yellow lines but introduced on the junction of Sandown Road and St George's Road but also on the junction of St Andrew's Lees and St George's Road. This junction often has some dangerous parking on it which means one can't see what is coming up and down the road if exiting the junction.</p>
54		<p>We are 100% in favour of keeping the present traffic regulations in St. George's Road as we feel that all traffic incl. commercial and farm machinery is moving far more freely with no hold ups.</p> <p>Like many other residents we are all too often asked whose car it is that is badly parked. As an example we had a combine harvester held up for over 2 hours through thoughtless parking!</p> <p>At present all traffic is moving freely with no problems. Hoping this will continue.</p>
55		<p>I refer to your letter concerning parking restrictions in St. Georges Road, Sandwich, for the Open Golf in July.</p> <p>I am a resident of St. Georges Road, of some thirty years, and whilst I agree that there has been the occasional problem with parking obstruction in three areas, two have now been neutralised by the introduction of double yellow lines opposite St. Georges Lees and at the junction with Sandown Road.</p> <p>The third area is the section either side of St. Andrews Lees and this has been eased by the "temporary" single yellow line opposite (north east side). I think it is fair to state that most residents who park their vehicles on this section are allocated parking areas and garages to the rear of their property.</p>

		<p>The road from St. Andrews Church, where it bends left towards Sandown Road, is more or less a straight run and there have been very few problems on this section so I do not see the need to continue with the restrictions here.</p> <p>Whenever and wherever parking restrictions are introduced it has the effect of moving vehicles on to cause problems elsewhere, and clearing the road to make a clear run usually causes vehicles to travel faster. Since the "temporary" restrictions were introduced I have not seen any official body "policing" to enforce them.</p>
56		<p>Further to your recent letter, I am very much in favour of keeping the golf tournament parking restrictions permanently. It will represent a marked improvement on the previous situation.</p>
57		<p>Dear Sir , re parking in St George's Rd , as a resident of 20 years the parking has become more of a problem year on year especially during term time . Maybe part of the solution would be for Manwoods to allow the 6th formers to park in the main sports field as some parents do when matches are played. Also I would be more than happy to go to a permit system as many parts of sandwich are already doing especially if the school develops the sports field to allow for extra curriculum activities and paying public to utilise any facilities that are constructed much like the astro turf pitches at the Tech school.</p> <p>Regards</p>
58		<p>I am writing in response to the note posted through my door regarding yellow lines in St George's Road.</p> <p>I understand the reason for the temporary painting of yellow lines due to the large amount of traffic for the up coming Golf Open, but am opposed to them becoming permanent. My main reason being, the cars/lorries/delivery van etc can now speed the whole length of St George's road without the need to slow down - usually with cars parked it has the effect of slowing traffic. Also the majority of the houses in or street are old and therefore have very little off</p>

		<p>road parking and so parking has been a major problem especially during (Sir Roger Manwood) school term time.</p> <p>We are a family of four and have parking for two vehicles on our driveway, which leave my husbands work vehicle and my daughter's car with nowhere to park and this is a huge problem on a daily basis. Therefore we are all opposed to the lines becoming a permanent fixture!</p> <p>Kind Regards</p>
59		<p>I write in reply to your letter to residents regarding the traffic movements in St. George's Road.</p> <p>Since  & I do not use most of this road very frequently, we do not see some of the congestion to which you refer. However, I do feel that the temporary restrictions are working well at present and I would like to see them remain in place after the Open has been played. With regard to the double yellow lines at the junction of Sandown road I have never witnessed any problems here, so I would not be in favour of extending these double lines. Finally I do hope you will retain the double yellow lines opposite St. George's Lees where we live, since this has greatly improved our line of sight when turning out of our road. In the past we always took our lives in our hands when trying exit onto St. George's road. In addition during school terms, I am sure that you and others have seen the congestion caused by school coaches as well as parents picking up their children.</p>
60		<p>I think the new parking restrictions in place in St Georges road for the Golf Open should be a permanent fixture, however as the restrictions have made the road clearer on one side, it has inadvertently caused another issue which needs to be addressed.</p> <p>With one side of the road being almost completely clear this has encouraged through traffic to drive even faster than previously, adding simple traffic calming measures could counteract this, such as</p>

		https://commons.wikimedia.org/wiki/File:Traffic_calming_measure,_B4120_Alvechurch.JPG - at various points along the road, especially near the school 'drop off' points.
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4. St. Bart's Road / Woodnesborough Road

	Resident	Feedback
61	[REDACTED]	Further to your note on the above subject. I would support the extension of the double yellow lines to 10 metres.
62	[REDACTED]	<p>I would like to give you a response to the letter we have received today regarding woodnesborough Road.</p> <p>We live at [REDACTED] and we struggle enough to find parking spaces. We only have 1 car where as many people on that road have 2/3+ cars and vans. We have a young boy with autism and a daughter with cancer by reducing the parking even more means more walking and crossing roads for my 3 children. [REDACTED] is an on call fire fighter for sandwich fire station if he can not get to his car in time because he has had to park it on another road he will not be able to make it to the station in time therefore the emergency fire and rescue crew would not be able to leave leaving an emergency unattended.</p> <p>The things what could help currently now with the Road works is cleaning the road so our doors, front gardens and steps also windows and cars are not looking like the Sahara dessert and removing the stones so our cars do not get hit by flying debris.</p> <p>I strongly disagree with the option of increasing the double yellow lines over all the other issues in sandwich we would be the least concerned issue we have lived here for 6 years and have never witnessed a car crash what has been caused by a drivers restricted vision due to a car parked on this road too close to the double yellow lines what are currently I place now.</p> <p>Therefore I strongly do not support this decision what so ever.</p>

63	[REDACTED]	<p>I received the letter you put through doors about extending the double yellow lines at bottom of st barts.i dont agree with extending the yellow lines.</p> <p>I live next door to [REDACTED]. [REDACTED]. I have been here 6 years and only witnessed one accident and that was not to do with blind spot he was driving to fast ..when came off bike. i think it is just right as it is. And think it would be extremely hard to find somewhere to park if extended even more. i think its just right as it is.</p>
64	[REDACTED]	<p>I am in receipt of a letter posted through my door from STC relating to the plans for the above junction. I live close by and agree with the proposal to extend the double yellow lines at that point. The junction has long posed a safety issue and I have experienced many a near miss because of cars parked close to the junction, sometimes on the yellow lines. I am aware that many residents are forced to park on the road, and indeed quite a few park some distance from their residence. Whilst the extension of the yellow lines may cause some inconvenience, safety for road users must take priority.</p>
65	[REDACTED]	<p>I refer to your letter dated 28th May.2021. I can appreciate the need for these yellow lines but you need to also be aware of what the consequences will be of displacing the vehicles that currently park in this area. The likelihood is that they will park on Woodnesborough Road, as near to the junction with St Barts as possible. I live at [REDACTED] Woodnesborough Road, even now the parking along this road makes exiting my drive very perilous at times (bikes are a particular hazard as you cannot see or hear them) and a further increase in parked vehicles will make this more so for me and my family as they will undoubtedly park as close to my drive as they can get away with. Also having a bus stop so close to the St Barts junction creates problems too.</p> <p>There are not many days when I don't hear a screeching of brakes on the road outside my house and forcing more cars to park on the Woodnesborough Road in this vicinity will only compound the problem. You and KCC need to consider the wider aspects here, particularly as the Black Lane development will contribute a far increase in traffic using this section of road.</p>

66	[REDACTED]	<p>We support the extension of the double yellow lines, as proposed in your letter dated 28th May 2021 perhaps even extending them a little further.</p> <p>It is quite often very difficult to see when turning into or out of the end of St. Barts Road. And large lorries and buses can sometimes struggle with the junction because of parked cars.</p>
67	<p>Additional comments from [REDACTED] (Town Team member) as letters were distributed.</p>	<p>It would appear that most people who live on or close to these corners do not want the yellow lines extended as this would severely restrict their ability to park as most houses don't have an off road parking facility. Two people that I spoke to in Woodnesborough Road thought that the yellow lines should be extended in St Barts Road as they hoped this would reduce the speed of traffic exiting the road and make it safer. They were concerned that with parked cars on the corners it created a blind spot and vehicles had to exit ST Barts on the wrong side of the road which was dangerous as drivers turned from Woodnesborough into St Barts at speed without thinking about the oncoming traffic. Residents in Woodnesborough Road with homes opposite /around this junction said that there were several near misses as vehicles skidded towards their front fences/walls.</p> <p>Several residents said that drivers who lived further up St Barts or who just drove through St Barts to access Woodnesborough were the people who wanted the corners clear of parked vehicles and it was thought these people would be in favour of extending the yellow lines. From the corner I only covered 12 houses on each side of St Barts Road.</p> <p>Question - Should we extend the posting of letters to all residents of ST Barts?</p>

5. St. Bart's Road / Fordwich Place

	Resident	Feedback
68	[REDACTED]	<p>As a resident in Fordwich Place I would like to comment on the proposed changes highlighted in the recent traffic survey, to St Barts Road and Fordwich Place.</p>

	[REDACTED]	<p>1. St Barts Road currently has dangerous parking and the suggested 10 metres should be further extended as the residents have sufficient parking.</p> <p>2. Fordwich Place is being used by mainly all day parkers. The entrances to the 3 blocks of flats are blocked Mon. to Frid. and the elderly residents are unable to have direct access to private transport, taxis and ambulances. Some of the residents struggle to walk and wheelchairs are in use. I live opposite one of the flats and have to contend with all day parking opposite my drive making it difficult to access and exit. I fully agree with restricted parking restrictions which would help alleviate these parking problems.</p>
69	[REDACTED]	<p>I am resident of 22 Fordwich Place and have received your communication with regards to the restrictions to parking in those areas. I am in complete agreement with both notes 1) and 2) of the proposal.</p> <p>I would also like to ask that a Ban on parking could be implemented on the Sandwich bound bend of Dover Road from the dropped curb of the House just before the start of the bend to a point 10-20 metres beyond the Children's Nursery in the direction of St Barts to alleviate the problem of fast moving traffic encroaching across the centre line of the carriageway into the path of traffic leaving Sandwich. I have personally noted several near collisions on the bend as traffic moving out to pass parked vehicles there have no sight of oncoming traffic. I believe some of the vehicles parked on the bend could also be attributed to commuters parking for the railway station.</p>
70	[REDACTED]	<p>We are residents in fordwich place and support the idea to have yellow lines ,cars park both sides of rd which make it very hard to get by ,emergency vehicles would not be able to get through it makes it dangerous for people living in this area.</p>
71	[REDACTED]	<p>I strongly agree with your new measures for the parking in Fordwich Place and do in fact think parking should be restricted to one hour into the above road.</p>
72	[REDACTED]	<p>This is parking in Fordwich place on 20th of May. I support your recommendations on restricted parking Fordwich place and St. Bart's road I hope this applies on both sides of the road and will it be monitored regularly. yours sincerely</p>

73	[REDACTED]	<p>Thank you for the letter we received today, regarding the proposed parking restrictions for St Barts and Fordwich Place. We are the first house on the right as you enter Fordwich Place so the restrictions will affect the road directly outside our property. Would you be able to send drawings/plan of the exact position of the double yellow lines and restricted parking? We hope this will clarify what is meant by '... the first bend in Fordwich Place'.</p> <p>Your prompt response would be much appreciated as we will need to comment on the proposals by the 7th June.</p>
74	[REDACTED]	<p>Further to your letter regarding St Barts Road and Fordwich Place, I write to support the proposals.</p> <p>I am a resident of Fordwich Place and wrote to the council myself (some years ago) to complain about parking on the entrance to Fordwich Place, making it difficult to negotiate driving into or out of Fordwich Place. I have even had to back out onto St Barts Rd to allow a vehicle to exit.</p> <p>As a resident I can confirm that most of the vehicles parked further along Fordwich Place, are parked there all day. I live amongst a group of 4 houses [REDACTED] so in effect, have a shared access to our drives and cars often park on the opposite side of the road effectively across our drive, making entering and exiting our shared access, difficult. Delivery drivers often have difficulty reversing out onto Fordwich Place from our shared drive due to thoughtless parking the opposite side of the road. It would be helpful, therefore, if the restricted parking could continue until just past our shared access (a little further up from the housing for the elderly).</p> <p>I am very pleased this issue is being looked into.</p>
75	[REDACTED]	<p>I am in receipt of your correspondence dated 28th May in respect to the recent traffic survey undertaken that identified the parking issues surrounding both St. Barts Road & Fordwich Place.</p>

		As a resident of Fordwich Place I am fully in favour of the proposed parking restrictions and support both plans outlined within the letter.
76		<p>As a resident of Fordwich Place, I believe that restricted parking times should apply with single yellow lines being applied as far as the junction with Hastings Place. Restricting parking to one hour seems appropriate but I would like to see the restrictions in force from 7am to 7pm. Double yellow lines from the junction with St Bart's Road to the junction with Hythe Place would also seem appropriate to stop people parking on the first bend in Fordwich Place. As with all restrictions, unless these are policed, they are likely to be ignored, so imposition by parking wardens is critical.</p> <p>I also support extension of the double yellow lines by a further 10 metres in St Bart's Road.</p>
77		I fully support the proposals set out in your letter dated 28/5/21. The junction St.Barts road/Dover Rd..needs the extra double yellow lines, while the restricted parking in Fordwich Place will afford easier access to ambulances and patient transport for residents in the Housing 21 flats.
78		<p>Having read your plans to address road safety in the two above areas, we are broadly in favour of the plans. We live about halfway up Fordwich Place down a little drive of 4 houses to the right and have noticed increased parking since relaxation of the pandemic rules making it difficult in spots with regards to passing parked cars and actually safely turning into our drive due to vehicles parked opposite the drive.</p> <p>However, do you think that parking from station users etc would just shift further down Fordwich Place?</p> <p>I have noticed that there is an area by the station which was used during the construction of the extended platform. Could further car parking be provided actually at the station? Free would be best as people would be reluctant to pay (which is understandable)! Just a thought.</p>

79	[REDACTED]	<p>As a resident in Fordwich Place, I live in the first block of retirement flats, sometimes it is very hard for Doctor's, Nurse's , ambulance personal, care attendants, even cleaners to enter these premises , due to the on street parking.</p> <p>Even taxi's have to park away from the curb which is very difficult if you have a tri-walker which I have, the people who park in front of our building's, may not realize how they are making life hard for us, one day they to will get old, but unfortunately that is a bit late for us.</p> <p>The road opposite us has one resident who seems to own quite a few cars and vans, and who constantly parks his vehicle outside our block.</p> <p>There seems to be a few empty fields opposite St. Bart's road going onto Dover road, could the council not aquire some of this !and, and make parking places,. Food for thought.</p>
80	[REDACTED]	<p>Firstly may I thank you for your investigations into our problems.</p> <p>With regard your letter, the most important problem is the fact that when the pandemic is over we will be back to driving the complete right hand turn on to St Barts road on the wrong side of the road, indeed, if any cars are parked tight to the double line , we end up on the right hand side of the junction. i am amazed that there have not been any accidents here.</p> <p>As I glance along the road, it is nearly full of cars, and i witness every day persons parking , then walking towards Sandwich (station??) , If, however you can extend the "double yellows" and introduce 1 -2 hrs parking along the rest, i feel sure that the local residents will be very grateful.</p> <p>However, the 1-2 hrs parking will not work unless there is strict management of the restrictions!!</p> <p>I hope you find these observations helpful and look forward to the implementation of 2) of your plan</p>
81	[REDACTED]	<p>We fully agree and support this proposal. We would add that the stated 10 metres extension is insufficient. The double Yellow Lines should extend to number 125 St Barts</p>

		<p>Road, where the road is wider and there is a pedestrian pavement on both sides. We estimate this to be 30 metres.</p> <p>I also agree with the proposal for Fordwich Place.</p>
82		<p>I support the two plans you suggest and will have peace of mind knowing that if we need help the road will not be blocked for it to get to us.</p>
83		<p>I would like to offer my support to your first proposal adding additional double yellow lines to St Barts Road.</p> <p>However, with respect to Fordwich Place, although I agree that we need to stop people parking there for the station, I would like to see a restricted parking time of 3 or 4 hours to allow our tradesman to use the road.</p>
84		<p>I live in Hythe Place and would support no parking on the first bend in Fordwich place as it is often difficult to see past cars coming out of the close and then there is the problem of meeting on coming traffic often travelling too fast. I am concerned with time limits as it is difficult when friends visit if only for a few hours, however it would stop all day parking and vehicles being left on Fordwich Place for weeks on end.</p>
85		<p>Thank you for your letter of the 28th May. I fully support the plans indicated for (1) the St Barts Road junction with Dover Road and (2) Fordwich Place, Sandwich</p>
86		<p>Received via telephone call:</p> <p>Thank you for the information, he is in agreement with both information sheets, he agrees the double yellow lines on both sides of St Bart's Road should be extended as he walks that way. Fordwich Place, he agrees that double yellow lines would not be desirable, but parking restrictions for just one or two hours between 8:30 and 18:00 would suffice.</p>

87	[REDACTED]	In reply to your letter regarding parking in St Barts road and Fordwich Place I whole heartily agree with the new parking plans. It has been a problem for some time and needs to be sorting before there is an accident.
88	[REDACTED]	I received a letter this afternoon regarding the new parking plans for St Barts Road and Fordwich Place. I wish to inform you that I am in agreement with both of the proposed ideas. If the double yellow line plan is rejected, I would be in favour of restricted parking times in the area of St Barts Road within the area outlined in the sent letter.
89	[REDACTED]	<p>I support the proposal to impose parking restrictions to discourage long-term parking in Fordwich Place <u>but any restrictions must apply to all of Fordwich Place and all of the cul-de-sacs</u>. otherwise the problem will simply be moved further up the road.</p> <p>The problem with the suggested 2-hour limit is that any enforcement is likely to require multiple visits by enforcement personnel to prove that an offence has occurred. If the restrictions will not be enforced then they should not be implemented.</p> <p>A less restrictive, but more easily enforced, restriction would be to ban parking on one side of the road in the mornings (say 0800H – 1200H) and on the other side of the road in the afternoons (say 1300H – 1700H). This could be enforced with a single visit.</p> <p>Alternatively, instituting pay parking for the whole area, with residents allowed to buy annual permits, would be easy to enforce and would discourage long-term parking and encourage residents to park in their garages or on their driveways rather than on the street. With the additional revenues, the STC & DDC might then be able to keep precept and council tax increases within the rate of inflation.</p>
90	[REDACTED]	<p>We write in reply to the letter received outlining the above.</p> <p>We wholeheartedly support the two proposals as outlined in the above letter.</p>

		<p>The only comment we would make is we do feel double yellow lines would be a great advantage at the entrance to Fordwich Place approaching the first bend. We have felt for some time that it is an accident waiting to happen particularly approaching the junction and joining St Bart's Road you drive just hoping nothing will come hurtling around the corner!!</p>
91		<p>I fully support the two plans, and would like to know if the restricted parking would be enforced or just advisable.</p>
92		<p>To Sandwich Town Council re your letter of 28th May St Barts Road East and Fordwich Place</p> <p>We live in the flats for older people in Fordwich, we [REDACTED], and frequently see the difficulty that infirm people have in getting picked up outside.</p> <p>We have observed on several occasions obstructions due to parking in the road in Fordwich Place that would have prevented fire appliances and even ambulances from getting into the cul-de-sac road which is Fordwich Place. The majority of vehicles are parked all day, clearly by non-residents as there are few cars parked on non-working days. Emergency vehicles do have to double park, thereby blocking access to the road.</p> <p>We would appreciate any contribution the Council could make to restrict the parking to residents and their visitors for all-day parking. A two-hour limit should be sufficient to allow a walk in the vicinity.</p>
93		<p>With refence to recent Traffic Survey by the Town Team, we agree that restricted parking times of 2 hours at Fordwich Place would be a good idea.</p>

94	[REDACTED]	<p>I am resident at Fordwich Place Sandwich and have received your communication with regard to the parking problems here.</p> <p>I am totally in agreement with both proposals mentioned, especially the road outside the three blocks of Fordwich Court, which is congested by people parking to use the rail station on weekdays and Saturdays.</p> <p>Hopefully these measures will help to alleviate problems with the ability for patient transport and ambulances to access the residents of the aforementioned Fordwich Court.</p> <p>Thanks for your attention.</p>
95	[REDACTED]	<p>Thank you for your letter dated 28th May regarding St Barts Road. Please be advised that I wholeheartedly support parking restrictions to improve safety and access for emergency vehicles.</p>
96	[REDACTED]	<p>I write with regard to the letter 28 May from the Mayor relating to the above.</p> <p>I would support the proposal in point 1).</p> <p>I have concerns with point 2) which are that it is not clear how far the restricted parking area referred to will extend and I believe that the proposal is unlikely to 'discourage' those people who wish to take advantage of all day free parking and leave their vehicles to go to work locally or use the station and they will just drive further into Fordwich Place until they find a 'free' space.</p> <p>Thus the problem will be moved further along the road to an area which is already used for parking by some of the residents, for deliveries, contractors working at the properties, visiting carers etc. and where access and visibility can already be restricted at times. The side roads are used as a turning area and this is likely to increase.</p> <p>Many thanks for giving me the opportunity to raise these issues and I would be happy to give further detail if necessary.</p>

97



The suggestions for fordwich place sound ok but how would the restricted times be policed?,would a traffic warden be patrolling? Also how would the residents or their visiting family be able to avoid any penalties/fines if there are time restrictions?,we would need some **free** permit pass to display in our vehicles.

Those drivers who park there at the moment -ie:those who don't live here- will instead try to park in the cul-de-sacs I would imagine. The vast majority of the residents of fordwich and the cul-de-sacs only have one car drives so we have to use these spaces.

Also the restrictions should apply to both sides of the road as if people park on the side opposite to the flats then the first corner with Hythe place will be restricted and the visibility for the drives would be reduced on what is already a sticky corner, especially as some drivers come very fast down there and for cars pulling off drives onto the road visibility would be reduced!.

Could a sign at the start of the road into Fordwich be placed that says 'All day Parking for Residents Only' ??.

The suggestion for St.Barts rd again sounds good if drives are being under utilised,but is the worry there also to do with the increased volume of traffic expected from the 200 new houses off woodnesborough rd if the access road which is supposed to be built does not get done??,or if the new residents decide that St.Barts rd is quicker!!

Can I also take this opportunity to ask that more 'No Cycling' signs and path markings please be considered for the Butts and Ropewalk as this is being very much ignored and when pointed out to people is invariably met with 'oh I didn't see any signs!'

Thank you.

I hope this email and my details will be kept securely--many thanks.

98	[REDACTED]	<p>I refer to your letter posted through my door on 1st June. I welcome your plans for double yellow lines at the junction of St. Bart's Road with Dover Road, but I sincerely hope that it will not increase the problem I have with people parking outside my house all day, and sometimes leaving their cars for indefinite periods. I am well aware that the space outside my house is a public right of way, but I have no off-road parking facilities like other residents. I am a senior citizen of eighty-one years old, and not a day goes by without someone constantly parking outside my house and going off and leaving their cars indefinitely, sometimes for days at a time when trades people have to visit my house, they can never park outside my house, they to have to take pot luck for a parking space, also if I was taken ill at any time, an ambulance would be unable to get outside my house. At this moment in time, there is a car parking several doors down from me at the Dover Road end of St. Bart's Road, that has been parked there for over a week; St Bart's Road has just become a car park for cars. I hope these plans will not make life more difficult for me instead of improving them.</p>
99	[REDACTED]	<p>Thank you for your letter of 28th May, received on the 2nd June 2021.</p> <p>I agree with your plan re. St. Bart's Road junction with Dover Road because:-</p> <p>If I need my car out it has to be on the road by 7am. By doing this it has been damaged several times, and other cars. The road is too narrow for a car to park and the very large HGs that use the road between 153 and 125 St. Barts Road. Drivers do not like to give way and the language can become very heated. All houses at the east end of St. Barts Road have off street parking Car drivers do not realise that the speed limit for this road is 30m.o.h and travel well in excess of this.</p> <p>I hope that my comments help.</p>

6. Summary

(i) Sandown Road

For	15 (2 x responses counted at #9)
Against	0
Unclear	1
Notes/Suggestions	<ul style="list-style-type: none">- There needs to be enforcement [repeated several times]- Extend 20mph speed limit.- Double yellow lines from front of Herald Cottage to where the cycle path joins the road (with white restriction lines across Herald Cottage Drive).- Two or three residents parking bays (with 2 hr limit for non residents) in vicinity of Herald Cottage.- Signage at blind bend when travelling from Knightrider Street to slow traffic before Mill Wall to Bulwark crossing.- Speed limit repeater signs on the lampposts.- Prune trees when turning left out of Manwood Road/Sandown Road to improve vision.- More pull in areas up to tennis club (single file with no crossing places)- Safety barrier to stop cyclists exiting the lane at speed onto Sandown Road.- The DBY lines from St. George's Rd need to be extended further than 5mtrs, possible 10mtrs.- Problems with SRMS sixth formers parking; could they park on the sports field (as parents sometimes do on match days).- Request for parking on Manwood Road to be looked at, possibly restricting on one side.

(ii) Moat Sole

For	9
Against	15
Unclear	1
Notes/Suggestions	<ul style="list-style-type: none">- The plan doesn't take into account the properties on the odd number side that already have parking.- Sleeping policemen- Move 20mph zone to the other side of the level crossing

	- Various reasons given as to why the proposal would not work
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(iii) St. George's Road

For	20
Against	1
Unclear	3
Notes/Suggestions	<ul style="list-style-type: none"> - Double yellow lines at alleyway entrance to rear parking for cottages (opp. Manwood's Rd) - Address blind stretch on Sandown Rd between St. Goerge's Rd and Manwood Rd [hopefully already addressed in other consultation] - Enforcement required - System of double yellow lines from the parking spaces between the 2 branches of St. Georges Lees, right round past Manwood Road, and up to Sandown Road on the West side only with a no loading/unloading kerb marking for the working day, would be the best option, as it would allow parking one side only, the East side, to cover the few houses without their own drives. Together with the markings outside the Grammar School this should discourage parents from blocking the road whilst picking up children and allow heavier vehicles and the farm tractors and trailers from New Downs farm a relatively clear run down one side of St. Georges Road. It would also be necessary to put several no parking areas on the East side to allow sufficient passing places. The extension of the lines round into Sandown Road would be useful as cars keep parking too close to the corner and restrict the visibility to the left. - The temporary 'no waiting' markings should also remain permanent. - Vehicles parked on the corner of St. Andrew's Lees prevent anyone coming out of St. Andrew's Lees from have a clear line of site [further double yellow lines required?]. - There's a problem at the entrance to St. George's Lees opposite the cul de sac. Vehicles mount the paths due to the parked cars; double yellow lines needed. - Temporary parking restrictions on one side of the road (designed to let lorries through) has created a 'clear run' for speeding. Suggestion to create chicanes with parking, as opposed to double yellow lives. Example suggested:



- Extend 20mph limit to include St. George's Road and possibly Sandown Road.
- Double yellow lines needed outside 35 St. Goerge's to allow two HGVs/tractors/trailers to pull up coming from New Street without causing issues at the Corner by St. Andrews.
- Temporary double yellow lines should have been on the opposite side of the road, where everyone's driveways are....these are now difficult to exit.
-

(iv) St. Barts Road / Woodnesborough Road

For	3
Against	3
Unclear	0
Notes/Suggestions	<ul style="list-style-type: none"> - STC & KCC need to look at the wider picture in this area, especially in light of Woodnesborough Road Development. NB. There are some road changes already planned in relation to this development.

(v) St. Bart's Road / Fordwich Place

For	31 (although some with caveats)
Against	0
Unclear	3
Notes/Suggestions	<ul style="list-style-type: none"> - Proposed double yellow lines on St. Bart's should be extended even further than proposed. - "Ban on parking could be implemented on the Sandwich bound bend of Dover Road from the dropped curb of the House just before the start of the end to a point 10-20 metres beyond the Children's Nursery in the direction of St. Barts to alleviate the problem of fast moving traffic encroaching across the centre line of the carriageway into the path of traffic leaving Sandwich" [a possible answer to another problem area]. - Restricted parking times in the area of St. Barts Road within the area outlined in our letter. - Enforcement of any changes needed. - Concern that the plans are good, but they'll push the problem along Fordwich Place; plans need to be extended. - Could further station parking be identified? - Mixed suggestions as to times/length of parking restrictions. Or, restrictions would ban parking on one side of the road (i.e. morning one side and afternoon the other side) which would help making enforcement easier. - Double yellow lines needed at entrance to Fordwich Place, approaching first bend. - Parking / family / visitor parking scheme would be desirable. - Sign at entrance to Fordwich Place saying "all day parking for residents only".