

The Street, Boughton-under-Blean - Proposed Double Yellow Lines

Response	Support	Object	Comments
1	1		I fully support your proposals but must make one point - I am concerned that should residents object to the other section of double lines which reduces the available on street parking, this may negatively impact upon our lane entrance, as your consultation presents a package rather than components / options. Clearly the introduction of double yellow lines across Gas Lane does not further limit parking, merely enforce where people must not park. With that in mind, I wish to support the proposal and thank you for taking the time to seek solutions for our village.
2		1	Various comments - see letter (Response 2)
3		1	My wife and I are regular visitors to our son and his young family at ** The Street. This weekend he showed us the letter from you proposing extensions to the double yellow lines in the village to tackle matters of inconvenience apparently experienced by bus drivers and residents of Gas Street. I am not aware of a traffic audit having been carried out for this part of The Street but, as a regular visitor for more than 5 years, I am continually amazed at the volume of traffic passing my sons' door and, more importantly, the high speed of much of that traffic. Although I don't profess to be a traffic engineer it is my understanding that on-street parking is generally thought to reduce traffic speed. On this basis, reducing the number of parked vehicles by extending double yellow lines will increase traffic speed still further. My son has two pre-school age children and their house has a front door straight on to the pavement. Your proposals will increase the risks to them from speeding passing traffic and remove a degree of protection currently provided by the parked vehicles outside their house. They are not the only young children who live in this part of The Street. Any increased risk to children is totally unacceptable when the proposed double yellow lines are only to tackle a minor inconvenience for the bus drivers. I would urge you to find an alternative solution to the Stagecoach problem, which seems to be exaggerated, bearing in mind the limited number of buses and passengers. At the same time, please could you give consideration to traffic calming measures. (concerned grandparents)

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4	1		Yellow lines across Gas Lane important both for all occupiers having vision both left and right. Also access for our deliveries as sometimes no access is available because of parking. Services, ambulance, fire brigade etc would have to park in The Street.
5	1		I think it is a good idea, we don't want to lose the bus service.
6		1	Our neighbours already struggle to park. Less parking will increase the number of times people park overhanging car drive and preventing us from getting in and out, the same problem the residents of Gas Lane have. The main problem with traffic in the street is bad driving.
7		1	Likely to increase traffic through street, more noise pollution, more speeding. No on street parking will impact on property prices. Inconvenience to residents, no place to park vehicles.
8	1		
9		1	I own the hairdressing salon at this address. My clients would not be able to park outside if proposed yellow lines are put in place damaging my business.
10		1	Various comments - see e-mail (Response 10)
11	1		
12	1		On exiting from Bakery Mews we cannot see left due to parked cars in front of old newsagents. Also get speeding.
13		1	It is only peak times that a problem occurs, 0800 hrs till 0915hrs and again 1630hrs until 1800hrs Double yellow lines will not help. I don't think 25 metres will help the buses around the White Horse pub. Why not put double yellow lines outside 120-116 The Street, this would give more room to the buses to manoeuvre at the point where the current jams occur. Why don't you make The Street one way from Bull Lane to the junction of Staple Street Road at the foot of Boughton Hill, with the flow of traffic going towards Canterbury, the exceptions to the one way would be emergency services and buses. Having spoken to quite a few villagers they agree this would alleviate the problems we have now.
14		1	Happy for a short section of double yellow lines across the Gas Lane junction to improve the visibility at this point. It would be more useful to extend the existing double yellow lines on the north side of The Street from outside the Old Bakery News entrance eastwards up The Street up to house numbered 214, these houses have off road parking. Most of the problems are caused by the bottleneck which occurs outside "Thatch"

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15	1		Pulling out of Gas Lane due to vehicles parking either side of the exit and obscuring the driver's view of oncoming traffic. We avoid potential collisions on a daily basis, often with our 3 children in the car. We have tried leaving a polite note on the car requesting that the owner parks elsewhere, but these are ignored. Other openings on to the street, some more minor than ours are afforded the safety of double yellow lines are we request that we are granted likewise.
16		1	I am aware that negotiating the narrow street is a problem for many vehicles and especially buses but as a resident of this stretch of road I feel it may be more appropriate to extend the double yellow lines on the opposite side of the street. Houses on that side from 214-218 have driveways or off road parking, and this would ensure free access for those residents to their properties. Lack of parking provision in the proposed area could perhaps affect the desirability of houses should residents wish to sell their homes, and although I am a non-driver/car owner I can see that it would inconvenience residents should the proposed changes go ahead. Also I have observed quite a few elderly and frail people who need to get close access to the hairdressing salon Thatch, and this would be very difficult for them if cars bringing them had to park across the road.
17		1	We strongly object to the proposal of extending the double yellow lines. We have no objection to the short section of double yellow lines by Gas Lane. The bend by the White Horse is not an issue if people drive with care and were to stop speeding through the village - maybe the speed limit through the village should be reduced? It is not safe with all the parked cars to travel at 30mph anyway. The way in which bus drivers drive through the village is also an issue, they show no consideration and plough through regardless of there being no space for cars to pass, they mount the pavements and show no consideration for anyone's safety. Also the time tabling of the buses could be better arranged, allowing for two buses travelling in opposite directions to meet on a regular basis is completely ridiculous and creates havoc. The use of large double decker buses through the village is also totally unnecessary, the majority of the time they are almost empty. Parking in this village is very difficult at present and removing even a few spaces will create real problems not only in this section of the street but will have a knock on effect all the way along. People have cars and have to park somewhere, where are we supposed to go?
18		1	Many comments - see e-mail (Response 18)

Response	Support	Object	Comments
19		1	I object to the proposal of extending double yellow lines in The Street. I do not think that this will improve the problems experienced by bus drivers as I feel the main cause of this congestion is other drivers not being considerate and not reading the road properly. If it does go ahead it will cause more problems for residents in The Street being able to park near their properties some of which have young children.
<b>TOTAL</b>	<b>7</b>	<b>12</b>	

Stagecoach Support

Stagecoach fully supports the measures proposed, as this will alleviate some of the problems we experience in Boughton where oncoming vehicles meet in the narrow section between the Post Office and Bull Lane. Apart from removing a safety issue when buses (or indeed other vehicles) have to reverse in a very tight situation, it will greatly assist in improving the reliability of the bus service throughout the route, thus benefitting bus users in Faversham as well.

Boughton-under-Blean P C

See E-mail (Parish Council Response)

Kent Police

No observations

	No.	%
Properties Consulted	37	
Returned	19	51
Support	7	37
Object	12	63

The Street  
Boughton  
Kent

11 May 15

## **Proposed Extension of Parking Restrictions in Boughton**

### **References:**

Official Notice from SBC, dated May 15  
John Peto note, dated 7 May 15

My main concerns over this proposal are:

### **Safety**

The current speed of some traffic through the village is often excessive and the current parking does provide some calming of speeds. Without this calming impact traffic will increase in both speed and volume leading to an inevitable increase in risk to pedestrians crossing the Street and cyclists using this popular route from London to Paris.

### **Resident Parking**

With the current parking restrictions is often very difficult to find parking. All of the houses adjacent to the proposed extension of parking restrictions do not have any access to off street parking. Where will we park?

### **Business**

Thatch hairdressers have many regular clients from outside the village, some who use the bus however most drive. With the current parking restrictions, after residents have travelled to work, parking is usually available within a reasonable distance of the shop. Village life depends on a small number of successful businesses which should not be jeopardised through ill thought projects.

### **Water**

The area proposed for the parking restrictions floods due to the inadequate and often blocked road drainage. The area that floods is almost always occupied by at least 1 or 2 cars and therefore traffic is unable to drive through. If this area is free from parking pedestrians on the footpath will be drenched at times of heavy rain.

### **Conclusion**

Stagecoach only commented on the alleged problems at the lower end of the village after being asked to attend a meeting over a bus top issue near the former Woodmans Hall. The current arrangement may not be perfect however is there a real problem?

The Council officer is quoted in the John Peto note that the alleged problem is caused by "the curve of the road limiting sightlines and parking on double yellow lines between the Post Office and Arthur Kennedy Close". We can not straighten the street however the Council can enforce existing restrictions before considering the extension of others.

There are three options for the village of Boughton. One is an unattractive, yellow lined rat run with increased traffic flow, leading to more accidents, business closures and reduced amenity for the residents. The other is a new design based on creative and attractive "shared areas" which reduces the dominance of vehicles making the Street more "people-friendly" and improving village life or three just leave it as it is, because it works and enforce the current restrictions.

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**From:**  
**Sent:** 13 May 2015 23:52  
**To:** Engineers (SBC)  
**Cc:**  
**Subject:** Proposed Extension to Double Yellow Lines, The Street, Boughton-under-Blean

I am writing in response to your recent letter and to confirm that I object to the proposed extension of double yellow lines on The Street, for reasons as follows:

- Speed restriction

The speed at which vehicles travel through the village is of great concern at present. There is currently a natural 'chicane' formed by parked vehicles which goes some way to encourage vehicles to slow down. On a blind bend this is particularly important. Removing parked cars from this area will widen the road and encourage cars to increase speed. There are a number of young families living on The Street, proposals to remove parked cars should not be considered until there are sufficient measures to mitigate this problem.

- Parking capacity

Your letter makes reference to the limited availability of parking in the locality. The current proposals remove five parking spaces at all times of the day and night. This would create serious problems with parking in the area and you have shown no efforts to evaluate these problems. The proposals also extend the lines in front of the relatively few houses in this area without off road parking, thereby adversely affecting these households. In short, there is often nowhere to park as it is, the extension of double yellow lines in the area proposed will make life extremely difficult for those in the immediate area without off road parking.

- Lack of detail

We have also been given scant information with which to properly consider these proposals. What exactly are the difficulties faced by Stagecoach in providing their bus service? Why having provided a service under these circumstances for many years do they feel it necessary to submit these proposals? What evidence have Stagecoach provided to show that they are sufficiently impeded to suggest changes to our local community which will have a significant impact on our day to day lives?

I would also like to raise the following points including suggestions for alternative ways to proceed:

- I am aware that my comments above are primarily concerned with the extension of double yellow lines in front of 179 to 191. I do not object to increased restrictions between 203 and 205, which is largely dropped kerb at present and does not contain any parking spaces. I do however question the need for double yellow lines when the existing 'dog bone' could simply be extended.

- I believe that Stagecoach's concerns are due to The Street becoming blocked outside 'Thatch' hairdressers, in particular when a bus arrives at this point but too many cars approach from the direction of the White Horse. The cars are unable to pass and allow the bus to continue along The Street because they are blocked by cars parked in front of numbers 220 and 218. I would suggest that introducing time restricted single yellow lines in front of these two properties would alleviate the issues faced by Stagecoach by widening this passing area. The safety concerns outlined above are lessened as by this stage of the village the road is straight with clear visibility. In addition, the restrictions would be placed on a section of the road in front of two properties who have off street parking. This suggestion only allows for the loss of two parking spaces on The Street rather than five.

- Mention has been made of the need to increase line of sight. I would dispute that the suggested proposals increase line of sight by any significant amount on this section of road. If proper consideration was given to the impact on parking capacity then I'm sure that the minimally increased line of sight would be significantly disproportionate to the impact on local residents wishing to park.

- As mentioned above, time restricted single yellow lines are more than sufficient to resolve the issue. Blockages only occur at times of peak traffic flow through the village. I'm sure that a traffic survey would confirm this and provide adequate information with which to set the restricted times. I would also suggest that 'softer' measures are employed, such as give way markings or signs.

With regards



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**From:**  
**Sent:** 19 May 2015 21:02  
**To:** Engineers (SBC)  
**Subject:** Proposed Extensions to double yellow lines on The Street, Boughton Under Blean

To whom it may concern,

I am writing to strongly oppose the plans to extend the double yellow lines in The Street in Boughton Under Blean.

I refer specifically to the extension of the lines from outside Thatch, the hairdressers, down to the end of the terraced row.

Parking is already an issue on the street. Limiting the number of spaces even further is ludicrous and will have a detrimental knock on effect down the whole road.

Cars being parked here reduces the speed of the traffic through the village, which is otherwise unchecked and too fast, with no traffic calming measures.

The houses and business on this part of the street would be very badly affected. They have no alternative parking whatsoever. The business would lose trade and we may lose another well loved local business in the village. The houses would go down in value and moreover this choice would significantly effect the lives of those who live in this row of terraced houses in particular.

I live at number [redacted] and I am a mother of a seven month old baby and a four year old child. Not being able to park near my house would be an absolute nightmare for me every single day. How would I even be able to come back with my food shopping and two small children if I could not park anywhere near my house.

What really makes me angry though, more than anything else is that it is Stagecoach Bus company who are pushing for this change.

I used to have to rely on their service when I had no access to a car. The bus was unsafe, overpriced, totally impractical for either parents with children or disabled people to use. I would have to take my baby out of the buggy, find someone to hold the baby while I folded up my buggy and carted my bags up the steep steps into the bus, fork out about £5 just to go to faversham and then hold on for dear life while the driver speeded around like some kind of lunatic.

Drivers never wait until you are sitting with your baby/child before speeding off, just the other day my child fell over on the bus because she couldn't get to her seat before the driver launched off. Last year a driver trapped her arm in the mechanical doors because we were not totally off before he pressed for the doors to shut at the end of a journey.

I called their customer service department to complain and never heard anything back from them.

The bus service is terrible for someone like me; unsafe, overpriced, unreliable, impractical. Now they want to put double yellow lines outside my house?

What?

So that five minutes in their day every couple of hours or so is slightly easier for them?

No way!

The first priority in plans for this village should be the safety and quality of life for those that live in it, not the convenience to a massive company who do not provide a good service to local people and who have historically squashed out other smaller transport companies.

Please tell Stagecoach that they can shove their double yellow lines where the sun does not shine and either put up with having to drive through a winding little village, use a more suitable vehicle (the double decker buses are never full) or just cut the service through the village giving a smaller local transport service a chance to run a service through the village instead.

Rant over.

Please consider how this would affect our lives. We strongly oppose this idea.

Many thanks,

**Mike Knowles**

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**From:** Boughton Parish Council  
**Sent:** 15 June 2015 23:09  
**To:** Mike Knowles  
**Subject:** Double Yellow Lines - Boughton under Blean

Hi Mike

In response to the consultation on the proposed double yellow lines in Boughton under Blean, the Parish Council would like to make the following comments:

The Parish Council reject the current proposal. However, the Parish Council would be keen to seek two new proposals, one for the double yellow lines at Gas Lane and one for double yellow lines on the north side of The Street (from Bakery Mews to approximately No. 216), both schemes of which the Parish Council would look to support.

For your information, several local residents (most of whom have already responded to the consultation) came along to our Parish Council meeting on Weds 10th June and were generally supportive of the idea of double yellow lines at Gas Lane and also on the north side of The Street. All were against the current proposal for double yellow lines on the south side of the between Thatch and 191 The Street. It was also suggested that if double yellow lines were put in on the north side of The Street, they could potentially be installed from the White Horse pub all the way to about 216 The Street). No vehicles park on the north side of The Street near the White Horse as it would obstruct the highway as there are generally vehicles parked opposite on the south side of The Street.

I don't know if this information may help in any way, but the possibility of double yellow lines on the north side of The Street would be of benefit locally from two perspectives. Firstly, most of the properties on the north side which would be affected already have some degree of private parking outside their property (driveway) and secondly, there is a current planning application for the former Garden Hotel (SW/12/0117) to which one of the entrance/exit routes would be next to the old church on the south side of The Street and by having double yellow lines opposite on the north side of The Street it would give a greater ease of access for vehicles at this junction.

The Parish Council would also support the idea of a trial of any of the above proposals.

Feel free to email or phone me if you would like any further information from me/the Parish Council. I would be grateful if you could acknowledge receipt of this email.

Kind regards

Sarah  
*Clerk to Boughton under Blean Parish Council*