

9 Summary and Recommendations

9.1 Overview

9.1.1 Tarporley does have some traffic related problems though the actual severity and extent of these problems are not as great as some people actually perceive them to be. In addition, many of the problems are caused by some of the residents themselves, particularly those who travel by car and wish to park as close to their destination as possible, irrespective of any existing traffic regulations.

9.1.2 Measures can be introduced which would address many of the existing problems, though in formulating such measures it is imperative that consideration is given to the following points regarding the function of Tarporley:

- In addition to serving local residents, it is also a significant provider of many services for a large rural catchment area;
- The area has a high dependency on the private car as the main mode of transport;
- The commercial/retail centre appears successful, and it is important that any measures introduced do not adversely impact the attractiveness of Tarporley; and
- The financial costs of the respective measures.

9.1.3 The main problems which require addressing are as follows:

- Car parking;
- Speeding;
- Bus Movements/school generated traffic.

9.1.4 A summary of the main problems in relation to the above topics and some potential solutions are discussed in the following sections.

9.2 Car Parking

9.2.1 One of the fundamental problems associated with car parking problems in Tarporley, both in relation to on and off-street parking, is the complete lack of enforcement. This leads to some drivers parking their vehicles for considerable periods of time, thus precluding other people access to spaces, and the transgressing of existing traffic regulation orders eg parking at bus stops, on double yellow lines etc. The problems regarding a lack of parking opportunities could actually deter visitors from shopping in Tarporley.

9.2.2 Whilst it is recognised that there is a need to provide for both long and short stay car parking, it is essential that existing and future parking stock is

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managed. Therefore, as part of any proposed improvements, it will be essential that an efficient means of parking enforcement is also introduced.

9.2.3 Potential solutions and the associated implications are identified below:

a) Extend the Rising Sun Car Park – associated issues include:

- i. Land ownership;
- ii. Financial costs regarding land acquisition, construction and maintenance ;
- iii. Planning constraints eg development of green belt sites; and
- iv. Impact on adjacent residents.

b) Introduce on-street waiting restrictions and parking charges for off-street car parking – associated issues include:

- i. Need for enforcement;
- ii. Potential opposition from residents and traders;
- iii. Need to ensure that the parking regime and associated charges is suitable for the local demands ie whilst deterring long stay parking it does not deter short stay parking;
- iv. Cost of enforcement and associated Pay and Display equipment;
- v. Need to ring fence money generated from parking revenues and fines; and
- vi. Need to create associated Traffic Orders.

c) Displace long stay parking from on-street and Rising Sun car park to the British Legion car park and the Community centre car park – associated issues include:

- i. Need for enforcement;
- ii. Potential opposition from users due to increased distances to walk;
- iii. Could be conflict with activities at the Community Centre;
- iv. Need to mark parking bays at the Community Centre;
- v. May also need to provide security cameras at the car parks; and
- vi. Need to provide appropriate traffic signing.

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d) Provide echelon parking on Park Road. Currently a length of some 110m on Park Road is used for on-street parking. As Park Road is one-way it would be possible to provide echelon parking but this would require the road widening to some 8m (existing width varies from 5.5 – 6m). This would then facilitate provision of some additional 15 parking spaces – associated issues include:

- i. The need to remove existing vegetation to facilitate widening;
- ii. Environmental impact of removing the vegetation (including mature trees);
- iii. Reaction to loss of vegetation from local residents;
- iv. Financial costs of undertaking the work;
- v. Walking distance from the centre and the uphill gradient; and
- vi. Only a minimal impact on the supply of parking stock.

e) Provide a kerb build out at existing pedestrian crossing – associated issues include:

- i. Financial costs of construction;
- ii. Should help reduce occurrence of parked vehicles in vicinity of crossing;
- iii. Would reduce the actual distance of highway pedestrians have to cross; and
- iv. Should encourage greater use of crossing by pedestrians.

f) Relocate the existing bus stop situated opposite the Swan Hotel to point in front of house numbers 89a/89b and subsequently remove the existing double yellow lines associated with existing bus stop – associated issues include:

- i. Increasing the distance between the bus stops on either side of the road, hence passengers may have to walk further;
- ii. Potential opposition from local residents;
- iii. Relocates existing on-street parking further to the north (in place of existing bus stop); and
- iv. Provides opportunity for provision of waiting facilities for bus passengers.

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g) Extend double yellow lines that end outside of house nos. 64 High Street further northwards – associated issues include:

- i. Removal of on-street parking should remove existing pinch spot in High Street thus easing congestion;
- ii. Removal of parked vehicles will ease exit from bus stop for buses; and
- iii. Likely to be opposed from adjacent residents (though they have off street parking at rear of properties).

h) Introduction of daytime parking restrictions outside of house Nos. 24-34 Nantwich Road and provide alternative parking provision at the Spring Hill Business Centre – associated issues include:

- i. Potential opposition from residents;
- ii. Conflict with businesses;
- iii. Removal of parked vehicles would ease two-way traffic movements, though may result in an increase in traffic speeds over this section;
- iv. Would still require on-street loading to serve residential properties; and
- v. Would ease access for buses to the High School.

i) Extend the existing double yellow lines on the south side of Eaton Road, eastwards toward the school entrance – associated issues include:

- i. Potential opposition from residents;
- ii. Loss of parking for school users;
- iii. Removal of a source of congestion; and
- iv. Road safety improvement.

9.3 Speeding

9.3.1 In general, the results from the speed surveys did not identify any overall problems regarding speeding, though some offenders were recorded at Utkinton Road, Forest Road and Nantwich Road. It should also be noted that at certain times eg warm summer evenings, certain individuals will have a greater tendency to exceed the speed limit irrespective of any measures that could be introduced. In addition, the positioning of the speed limits on the

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approaches to Tarporley are somewhat historic, and in some instance will not reflect the more recent expansion of residential developments.

9.3.2 Potential measures that would help to reduce the potential speeding problems include extending the limit of the 30mph zone in relation to:

- Brook Road to the junction with Eaton Lane;
- Nantwich Road to the junction with the A49;
- Birch Heath Road west of Birch Heath; and
- Road Street, further towards the exit from the junction with A49.

9.3.3 In addition to extending the extent of the speed limits it would also be beneficial to introduce gateway treatments to help emphasise the entry to the 30 mph zones, and to ensure that regulatory signs are well maintained and not obscured by adjacent vegetation.

9.4 Bus Movements and School Generated Traffic

9.4.1 Whilst both scheduled and school bus services do indirectly contribute to congestion, measures can be introduced to help reduce their impact, these include:

- Provision of suitable road markings, eg bus cages to help emphasise the waiting restrictions at bus stops;
- Introduction of necessary enforcement measures;
- Encouraging school bus operators when approaching from the north to utilise the by-pass rather than High Street;
- Encourage the relocation of the primary school and as part of any future design, ensure suitable facilities are incorporated to reduce the need for on-street parking;
- Encourage the redevelopment of the High School and ensure that the future design incorporates suitable designs to provide for staff and student parking, school buses and parent drop-off/pick-up areas; and
- Encourage the redevelopment of both schools to introduce facilities that would encourage access to the sites by both cyclists and pedestrians.

9.4.2 In addition to buses, HGVs have also been perceived, and often are, a major cause of congestion as they often have to double park when servicing onstreet. In some instances, measures can be introduced to help reduce the impact of such actions, eg restricting access to HGVs to certain times of the

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days, introducing parking restrictions to protect loading areas etc. Such measures however, may be considered inappropriate for Tarporley due to its location and character.

9.5 Recommendations

9.5.1 In relation to the potential solutions as previously identified, MVA recommend that the following proposals should be introduced in the immediate future:

- Relocate the existing bus stop situated opposite the Swan Hotel to a point in front of house numbers 89a/89b and subsequently remove the existing double yellow lines associated with existing bus stop;
- Extend the existing double yellow lines that end outside of house nos. 64 High Street further northwards (to the relocated bus stop);
- Provision of marked parking bays on the Community Centre car park and associated direction signing;
- Displacement of long stay parking from on-street and the Rising Sun car park to the British Legion car park and the Community Centre car park – this will also require enforcement and probably the introduction of parking charges;
- Extending the extent of the speed limits combined with the introduction of gateway features to help emphasise the entry to the 30 mph zones; and
- Provision of suitable road markings, eg bus cages to help emphasise the waiting restrictions at bus stops and the introduction of better waiting facilities for passengers.

9.5.2 Potential funding sources for the introduction of the above proposals could include:

- Local Transport Plan allocation;
- Rural Bus Challenge (for improvements at bus stops); and
- The Decriminalisation of Parking – we understand that CCC is proposing to implement such a scheme which eventually is likely to operate Countywide, though currently is only being introduced on a district by district basis. It is possible that funds may be available for Tarporley as part of the project.

9.5.3 In relation to other potential measures which have been identified, though have not been included in the above recommendations, we feel that these should be considered as more longer term projects and should be considered in the light of subsequent reviews of measures to be introduced in the near

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future. Note, following the introduction of car parking charges and a parking enforcement regime it will be necessary to undertake a review of the impact of these measures in order to establish:

- If the aims of the scheme are being achieved ie are longer term parking demands being relocated from the Rising Sun car park and on-street locations;
- Is the enforcement effective; and
- Is additional off-street car parking supply still required.

9.5.4 Recommendations associated with the development of the High School and the relocation of the primary school are being driven by third parties and as such are really outside of CCC's direct control. However, whilst these measures should be encouraged it will be important to ensure that the proposed developments are in accordance with the objectives of the current study.