

Tarporley Parish Council

Informal On-Site Meeting with CWaC Highways Dept, Tarporley High School & Residents Regarding Proposed Extension of Double Yellow Lines on Eaton Road Tarporley. Monday 12th September 2016

Present:-

Tarporley Parish Council: Elaine Chapman, Ken Parker (Chairman), Gordon Pearson, Nigel Taylor (school governor), Andrew Wallace, Abigail Webb (Project Coordinator), Ann Wright (Clerk).

Tarporley High School: Jonathan Hayes, Lee Martin.

CW&C Highways Dept – Ian Lovatt

Residents: 7 residents of Bunbury Court, 2 residents of Eaton Road.

The following points were raised during discussions: -

Eaton Road/High School Entrance

- Residents on Bunbury Court stated they appreciate there is a congestion issue as they have lived with it for 20 years during which time there has been no accidents.
- Residents and the High School agreed that the parking on the road reduces the speed of vehicles.
- It was stated the parked vehicles are causing an obstruction resulting in buses struggling to access and exit the High School causing a hazard and increasing congestion.
- The school representatives asked what would be done to reduce the speed of traffic if the parked vehicles are removed, they also highlighted a lack of signage for the school. Ian Lovatt confirmed he would review the signage for the school and that CW&C were carrying out a review of speed limits outside all schools.
- Residents called for more collaboration between the school and CW&C to resolve these issues including creating an access off Nantwich Road, the school representatives stated this would cost in the region of £1m and that there was no funding available to undertake this work.
- It was stated by residents that staff and teachers are parking on Eaton Road throughout the day, it was also stated that the school minibuses park on Eaton Road by the school entrance, the school's representatives disputed this.
- It was suggested by residents that the introduction of double yellow lines would be a temporary measure not a fix and that a long term solution was required.
- Residents stated the entrance was not fit for purpose and that in an incident a fire engine would be unable to access the school, the school representatives confirm the HSE had reviewed the access and that it was acceptable.
- It was stated that the buses used by the school are too big, it was confirmed that CW&C commission the buses.
- It was confirmed the proposed scheme intends to maintain two-way traffic during school dropping off and collection times.
- A resident reported she had counted 14 pupils being dropped off on the double yellow lines on one morning.

- It was noted that the worse time for congestion is the morning around 08.30.

Eaton Road/Bowmere Junction

- It was confirmed the proposal to introduce double yellow lines at the Bowmere Junction was intended to increase visibility and make it less dangerous, in accordance with the Highway Code vehicles should not be parking there, however this can only be enforced by civil enforcement officers (traffic wardens) if lines are in place.
- Residents were reminded there is no right to park on the highway it is technically an obstruction however the police will only take action when it is causing a severe or dangerous obstruction.
- It was noted that single yellow lines are no longer a Dept. for Transport (DFT) regulation.
- CW&C seek to keep regulations inc. time limits uniform across the Borough to reduce driver confusion.
- It was agreed the double yellow lines outside 25 Eaton Road should be extended to the transition kerb.
- A resident highlighted how dangerous it was for pedestrians including those with children and pushchairs to cross Eaton Road partly due to parked vehicles.
- A resident stated parking on a number of roads in Tarporley is now an issue and that signs should state it is residents parking only. It was noted that signs cannot be erected unless a formal process including a traffic order has been followed and that there is a cost to residents.
- A residents asked for repeater 30mph signs along the various roads, it was confirmed these are not permitted by DFT regulations and that roundels on the road are usually used where speed limits change.

The Chairman thanked all for attending and their views would be taken into account by the Council.