

Summary of Questions and Responses (covering both meetings)

Q. Is it possible to obtain a quote for the cost of speed cushions?

A. CWAC Highways would need to design a system of them throughout the village before we knew how many pairs we'd need. They cost approximately £1200 a pair. We cannot appoint our own contractors.

Q. Could we stop traffic turning right from A41 onto Rowton Bridge?

A. We would need to test that because we don't know the affect it would have on the traffic on other roads. It could stop discretionary traffic but those needing to enter the village would have to do so by other roads which may not be desirable.

Q. What affect would Blue Badge parking have on passing places marked out by yellow lines?

A. This would need to be tested. If blue badge holders became a problem the parking restriction can be upgraded to prevent blue badge parking.

Q. Why is the additional parking proposal for Christleton High School LONG TERM?

A. Primarily for cost reasons, the estimated cost of a car park will be £380k. Should the high school expand, or large developments be allowed in Christleton, there may be funding to cover some or all of this.

The Head Teacher of Christleton High School has made contact with Highways and Planning at CWAC.

Q Purchase land (at Faulkner's Lane) to establish a paying car park.

A As soon as you put a charge on parking, you encourage people to park for free on surrounding streets. Also, the distance from centre would be too far for many to want to use it. To force people to park there, we would need to severely restrict parking in the village.

Q Have Deva Bridge club not come up with any initiatives such as car sharing. Have they been approached?

A. Yes. They do some car sharing. The Bridge Club accounts for over 60 cars at peak times so we have consulted with them with a view to moving their session at the most inconvenient time, Wednesday afternoons, so as not to conflict with the earlier school leaving time. The members were balloted, and they refused. Their committee reconsidered and they refused once more.

Q How CPC obtain the data that substantiates yellow lines at the Dental Practice.

A. Yellow lines are not suggested outside the Dental Practice, they are suggested for the Pepper St part of the triangle. The working party will work with CWAC Highways to design a trial of yellow lines at this site.

Q. Should the double yellow passing areas be positioned near the bridge club to force the bridge club members to stop parking on the S bends?

A. If we want to consider passing places, CWAC Highways will work with us to design a series of passing places along village road through the S bends. We estimate this would displace 5- 6 cars that currently park in this area will need to park elsewhere, hence looking to provide additional toast rack parking.

Q. 20mph limit is not obvious when entering the village over Rowton Bridge

A. The working group will take a look at this and it may form part of making the village appear more like a 20mph zone.

Q. How was the speed data collected? People slow down when they see speed monitoring.

A. CWAC Highways collected the data using sensors at the side of the road, there are not obviously visible to drivers, so we can be confident that the speeds recorded are a true indication of normal speeds through the village.

Q. Has the one way system gone completely off the table?

A. We believe that if we implement the recommendations, these measures could provide sufficient relief that we may not need to consider a one way system. A one way system will only be considered if other efforts to make the village roads safer fail.

Q. Is a decision for the village or CWAC? Could CWAC get more involved?

A. CWAC believed that we needed double yellow lines throughout the triangle and along village road. Due to reduced funding, our village has fallen down their priority list for now. They are happy for us to come back with some suggestions for them to test and implement. However, if there is a serious incident as a result of the traffic problems in the village or the Police indicate that they wish CWAC to make changes as a matter of priority, CWAC could take the decision out of our hands on safety grounds.

Q. Have we or will we consider the increased pollution that speed cushions can cause.

A. Speed cushions can cause increased emissions as cars slow to low speeds and speed up before the next bump. With speed cushions, we can expect cars to be traveling at 17mph over the cushions, followed by 22mph before reaching the next. This is a much smaller acceleration than you may see over speed bumps and hence lower pollution.

Q. What commitment have we from CWAC on enforcement of parking restrictions. Current restrictions are being ignored.

A. We will discuss this with CWAC. If their enforcement officers are in the village looking at new yellow lines, they can also fine those parked on pavements. In the meantime we will mention it to the Police.

Q. Is there any scope for delegating enforcement to the village members?

A. That would not be allowed by CWAC.

Q. Is there an option for the village to vote to do nothing?

A. Yes. There will be a referendum on the final proposal for the village and you can choose yes or no.

Q. Are you not simply moving the problem from the centre of the village to narrower side roads such as Birch Heath Lane and Pepper Street?

A. The suggestions here are to make provision for more parking spaces before permanently displacing cars. If the small number of cars displaced choose to park on other roads and cause issues it may be that we need to look at parking restrictions in those areas as well.

Q. There are CPC minutes that talk about a trial of yellow lines, without consulting the village.

A. We cannot make any decisions without data, and we can't make informed suggestions to the village without proof showing the benefits or otherwise of the proposals. Therefore, a short trial to obtain this data would be sensible.

Q. Have you considered residents parking?

A. All parking restrictions can be considered by the working group.

Q. Could the village not spread the cost of a car park over 10 years, meaning that people can pay in instalments through their council tax precept?

A. We can look into this but we believe that it would need to be paid over one or two years.

Q. Can we not just have white lines, as people don't park on those across drives?

A. They are not enforceable but we can use them if there is a problem with cars obstruction driveways.

Q. Chicanes, have we assessed the effect, as it will block access into the village in at peak times.

A. Chicanes would prioritise traffic leaving the village, slowing down the incoming traffic. If the village is so full as to make entering difficult it makes sense to allow traffic to leave first, in the same way that you allow passengers off a train before attempting to board.

Further comments and suggestions

Creating parking will clear the roads and cause more speeding without the inclusion of measures to slow down the traffic.

Reversing out the toast rack is a safety issue for the children from the school.

We would like to maintain the rural appearance of the village, and believe that it will be ruined by yellow lines, toast rack parking and wider roads.

Why should we lose green spaces in the village to make the village more convenient for visitors?

Moving car from the triangle and S bends will create more danger on Birch Heath.

Going up the pavements is not a safety issue because they do it slowly.

We need to make sure nothing is trialled before involving more of the village in a working group.

Problem is only for a few hours a day so do we really need to have yellow lines to move the traffic. (Followed by some disagreement in the audience about this statement)

A lot of the facts and data already exists from surveys 10 years ago. (Simon answered, we have this data but it is incomplete to make informed decisions and as it is ten years old, it does not reflect the current situation. It isn't useless; we just need to back it up with more complete studies)

Have we liaised with the council re heavy goods? Large vehicles cause major problems, could we somehow ban them from the village? (Further comments from audience asking how would refuse vehicles and deliveries to businesses get through)

Has anyone approached the Ring o Bells. (Yes and the owner is joining the working group)

The biggest problem is the school. Have we asked students to ride their bikes to school (Answered by Mr Stenhouse, Head Teacher: Yes we have but it is dangerous so a very difficult issue. We try to educate students in cycle/road safety. Ideally we would want another entrance to the school.)

Thanks to Mr Stenhouse as he is often seen trying to control traffic in the afternoons.

Against the toast rack outside the primary school. The grass verge is a buffer for the children. There is also no pavement on the opposite side so it will make crossing between parked or reversing cars, and across traffic, dangerous.

Can we move the Primary School to the site of the Law College?

What other alternative traffic calming measures can we look at?

Can we have signposting to the church carpark?

Why not use the Park and Ride for parents to drop off and collect their children, with buses going to and from the high school?

Indicative feedback of those in attendance (show of hands)

Chicanes and speed cushions together: Largely in favour, some against, a few undecided

Double yellow/primrose lines - 60/40 against in the afternoon session of about 150 people and 60/40 in favour in the evening session of about 200 people, but a high number unsure. Therefore judged as 50:50.

Extending the existing toast rack: majority in favour

Adding a primary toast rack near primary school: the majority in the evening session against. (Some positive comments about having a toast rack on Quarry Lane further towards Village Road, where there is currently a grass bank).