

MINUTES OF TRAFFIC REGULATION ORDER GOVERNING BODY MEETING

23 April 2025 – 14.30 to 16.30

Attendees:

Voting Members

Corporate Lead (Design & Asset Management) – Chair	CL(DAM)
Corporate Lead (Transportation)	CL(T)
Corporate Lead (Green Space & Street Scene)	CL(GSSC)

Other

Highways and Planning Solicitor (advisor)	H&PS
Team Leader (Traffic Engineering)	TL(TE)

1. Apologies

Assistant Director of Strategic Infrastructure was unable to attend due to another appointment.

2. Matters arising

None.

3. Previous Minutes

TL(TE) reported that the minutes from the 26 Feb 2025 and 26 March 2025 meetings are being finalised.

4. Orders for Consideration

a) Wainstalls Road/Tree Lane, Wainstalls – Experimental TRO

For some time, high traffic levels and parking outside of the school have been problematic

- The intensity of parking on narrow roads creates significant congestion in all directions;
- This presents a problem in terms of road safety;
- Increased traffic compromises air quality;
- Obstructing access for residents, buses and emergency services.

Measures introduced as part of the Experimental TRO are as follows (also see [plan](#)): -

1. Making the majority of Tree Lane a full time "one-way" road (allowing travel only from east to west) to remove elements of traffic from the narrow road but also to reduce the number of drivers using the difficult right turn into Cold Edge Road (where there is very limited visibility).
2. providing additional timed parking restrictions on Wainstalls Road to reduce parking during busy school times (operating at 8.15am to 9.15am and 2.30pm to 4.00 (Mon – Fri)).

In addition to these elements of the Experimental Order: -

3. The new one-way restriction, encourages a one-way approach to the school area, reducing the current traffic conflicts. This is promoted throughout the school to encourage parents to approach from Tree Lane, leading to a smoother traffic flow.

4. To reduce the necessity for parking around the school, school staff are running a "drop off" system outside of the school, where parents will be able to briefly pull up and their child can be collected from the car by a member of school staff and escorted into the school. This will reduce the need for parking for many of the parents and remove a significant amount of the pressure on local parking.
5. The school minibus collects some pupils from two designated collection points and transports them to the school to reduce reliance on cars.

The experiment commenced on 6 November 2023 and ends on 6 May 2025. The statutory consultation took place for the first 6 months, closing on 6 May 2024. We received no responses to the consultation.

As there was no response to the statutory consultation, a further consultation letter was delivered to all of the residents and businesses in the village, explaining the aims of the Experimental Order (ETRO) and a link to an online questionnaire. Overall 9 respondents completed this questionnaire, 100% were from affected residents.

The feedback from the residents was fairly mixed:

Q1 – Are you able to walk more safely in the street? – the majority either “agree”, or “neither agreed or disagreed”. If you were to extract the indecisive responses, the outcome would be 4:1 in support.

Q2 – Is the street a more enjoyable place to be? – the response is less clear cut (ie 4:3 in favour with the indecisive responses removed)

Q3 – the infrastructure changes have had a positive impact? – the response was again less clear (ie 5:4 in favour with the indecisive responses removed)

The key matters raised can be summarised to: -

Matters Raised	CMBC Response
1. Parking – continued inappropriate parking including on DYLS and around residential areas and associated displacement.	The village is small, with limited parking spaces for residents and parents, so it is difficult to resolve the situation entirely. Whenever parking restrictions are introduced to improve safety at specific areas, there is the risk that parking may be displaced to other areas. The situation will be monitored and improvements considered where possible. Although there is still an impact of inconsiderate parking, we believe it continues to reflect the situation prior to the experiment.
2. Compliance with the unofficial “one way” system	The school continues to back the one way scheme and frequently reminds parents to follow it. Unfortunately, we cannot force everyone to follow it, without significantly affecting the bus service.
3. Enforcement of the restrictions	There is significant pressure on the council’s limited enforcement resources across the Borough, but they will attend whenever possible. Issues of alleged speeding and ignoring of the one way on Tree Lane will be reported to the Police.
4. Access for disabled residents	We are investigating whether a disabled bay would assist.
5. School staff parking	To minimise the issue, the school has an agreement with Heights to park a small number of cars in their private car park. Other staff continue to be encouraged to park sensibly around the village.

Matters Raised	CMBC Response
6. Alternative transport options	The school minibus collects some pupils from designated collection points and transports them to the school. Unfortunately a significant number of the pupils come from outside of the immediate area, and so walking/cycling/buses are not generally an option.
7. Alternative off street parking – ie local PH	This can be considered further, but it is likely that the business will have their own demands and may be too far from the school to encourage use.
8. Reducing the number of pupils at the school.	Unfortunately this is outside the scope of the Highways Service
9. Proposed additional parking restrictions/Resident Parking Zones	This is outside the scope of the current ETRO, but will be considered in the future

The school Headteacher has reported direct feedback (verbal and face to face comments from parents and teachers) showing their appreciation for the work, stating the following: -

“We have received nothing but positive feedback both from parents and the local community, and in the first week of term when the snow came, this system was pivotal in ensuring that we were able to keep the school open.”

The school is keen for the experiment to be made permanent.

The GB discussed the issue, and considered the proposal and voted on whether the scheme should be made permanent.

Outcome

It was unanimously agreed (CL(DAM), CL(T) and CL(GSSC)) that the objections received be overruled and the ETRO should be made permanent.

The GB:

- (i) Approves the making and implementation of a permanent order and holds that the objections be overruled.
- (ii) Instructs that the objectors be informed of the outcome.

5. Any other business

None

6. Date of Next Meeting

21 May 2025 at 14.30