

# RUSHTON PARISH COUNCIL ROAD SAFETY WORKING GROUP

## MEETING WITH HIGHWAYS

Tuesday 11<sup>th</sup> April 2017 – 9am.  
Jessie Hughes Committee Room

### Notes of the Meeting

Present: Mike Wilson Jerry Gibbs C.W.a.C Highways  
David Lilley Ian Lovatt C.W.a.C Highways  
Paul Healey  
Sue Duckworth  
Richard Page  
Bert Platt  
Lindsey Worrall RPC Clerk Note: RPC = Rushton Parish Council.

### Current Major Issues & Response from Highways

#### 1. 20 mph Zone

General - Residents disappointed with the scheme installation

- a. **Poor Quality of Work** – 20mph Poles loose in ground  
(also 30mph on Eaton Lane sign recently worked on by contractors)

Response: - Agreed by Highways

**Resolved:** Contractors will be told to make good - CWaC (Mike Young)

#### b. Placements & Number of Poles

Bottom end of Lower Lane & Winterford Lane have 2 poles/signs clearly visible. Top end of Lower Lane has one pole/sign part hidden by hedge & top end of Edgewell Lane, one pole/sign only.

Response: Installation is in line with that carried out in other villages (1 post/sign is legal). If extra poles/signs are required or re-siting, then the Parish Council will have to pay for this. If hedge is the problem, then resident should be asked to cut it back.

**Resolved:** a) Top end of Lower Lane: CWaC to advise what the required “visibility distance” is required for speed limit signs. CWaC to provide 2 quotes; one for extra pole/sign and one for moving sign into residents garden opposite.

RPC to speak to this resident ref installation of pole on their land. The agreement would have to be in writing through the clerk. Also to owner of hedge ref trimming.

b) Top end of Edgewell Lane: RPC to decide what they want and ask for quote if action required.

#### c. Overall Scheme

The preferred scheme by RPC is for the 20mph zone to include the complete rectangle of Eaton Lane; Edgewell Lane; Upper Winterford Lane and Lower Lane (this would include the area around the Green).

Response: This would have put the scheme to the back of the queue and RPC agreed with the lesser scheme.

**Resolved:** RPC to make a formal request for “rectangle option” for future consideration to Jim Gibbons / Dave Reeves & Kieran Collins of CWaC.

## 2. School Entrance

With the doubling in size of the school, currently being carried out, residents are concerned about the extra volume (parking) and speed of traffic in the school entrance area. **Although the school governors have a plan for this, RPC would like to have a 3 way meeting including relevant experts from CWaC.**

Response: Sarah Collins of CWaC is the person to speak to.

**Resolved:** RPC to contact Sarah Collins / Dave Reeves (CWaC) and liaise with Nikki Duffell (school acting head teacher).

## 3. The Cross

The junction of Sapling Lane, Eaton Lane, Lower Lane (& Lightfoot Lane) in the area of the Cross again has been highlighted by residents & RPC as an area of high risk for accidents. Another vehicles collision in March 2017 was typical of earlier collisions and near misses, caused by vehicles from Lower Lane not stopping and crossing traffic from the Village Hall direction without stopping. Previous reviews by CWaC and RPC have included a possible move of the Cross (very unpopular with many and contrary to preservation orders etc), different signage/road markings & mirrors. Could CWaC initially re-instate the now worn white markings around the junction and provide some expertise to look at “new” solutions?

Response: – Agreed that this has been looked at several times and with a building adjacent to the road, the narrowness of the road and the position of the Cross, it is difficult to see a solution. If an investigation project were to be done by CWaC engineering, then unlike previously, there would be a cost to RPC. It is suggested that RPC look at this issue and come up with what they feel would reduce the risk assessment so that CWaC would look at feasibility and how it would be funded.

**Resolved:** RPC to produce ideas for improvement and convey these to Mike Young CWaC.

## 4. Eaton Lane – New development on Red Lion site.

An open residents meeting with Apex Developments was held on 21<sup>st</sup> March 2017 with a good turnout (42) of residents. Concerns were expressed about a few issues including the increased volume of traffic (5 houses planned with one site entrance) emerging on to Eaton Lane in an area where traffic is known to exceed the 40mph speed limit. Most “responsible drivers” have slowed their speed since the 40mph limit was put in and since the “vehicle activated sign” was installed by RPC. Paul Healey demonstrated by graphs from the VHS Data collector that volumes are up 3.5% per half year and 30 to 40% of vehicles are still travelling at speeds above the limit. Apex have shown interest in assisting the village in this area of road safety. Various options; traffic calming; priority narrowing etc were discussed. Also could the 30mph limit be moved further out of the village to include this new entrance.

Response: Due to the narrowness of the road and change of policy ref such schemes as “priority passing points” the options available are few. Perhaps road narrowing markings would be considered. The developer should be working with Mike Young CWaC to include road safety measures in their Planning Application.

**Resolved:** RPC to convey this response to Apex.

## 5. Beech Lane / Brownhills Lane Junction

Local residents particularly, are concerned about visibility at this junction for drivers emerging from Brownhills Lane. This is caused by the high sloped verge and hedge on the southern side of Beech Lane at this point. The option of a mirror was discussed recently by CWaC and RPC but the question of liability in the event of an accident had removed this option. Could improved road markings help?

Response: It is difficult to see what legal road markings could be added to stop speeding motorists from causing this risk. If considered a major problem, then the only way for RPC to act is to remove the hazard by speaking with the land-owner.

**Resolved:** RPC to consider the options including appropriate signage contacting Mike Young of CWaC and also have discussion with the land-owner.

## 6. Summary

Mike thanked all for attending and particularly Jerry Gibbs and Ian Lovatt of CWaC Highways Dep. It is appreciated that with current cuts in expenditure, CWaC Highways have less personnel available to assist with current projects and less finance to fund them.

## 7. Date of Next Meeting

As required