

Congleton Integrated Transport Working Group

NOTES OF MEETING – TO DISCUSS EMERGENCY MEASURES TO BE CONSIDERED FOR CONGLETON DUE TO COVID-19

Date: Thursday 21st May 2020

Time: 11am

Location: Via Zoom

In Attendance – Cllr Suzie Akers Smith (Chair), Cllr Sally Ann Holland, Cllr Kay Wesley, Cllr Margaret Gartside, Cllr Duncan Amies, Cllr David Brown, Ant Bolding (Active Transport Congleton) David McGifford and Jackie MacArthur

Item	Discussion	Action	By Who
1.	Apologies:	None.	
	Objective: To reach a consensus on the changes temporary and experimental changes to the use of Highways that should be recommended for Congleton. These recommendations will be forwarded to full Council for approval on the 28 th May.	Minutes of meeting to circulate on 21 May. Committee paper to circulate to Councillors for the meeting	JMAc to draft.

DISCUSSIONS AND RECOMMENDATIONS

	What	Where	Why	Recommendation	Comments
1	20 Mph Speed limit Town Centre	Town Centre roads – Market Street, Lawton Street, Canal Street to New Street, Chapel Street, Kinsey Street, Market Square, Bank Street, Mill Street, Swan Bank, West Street, Waggs Road, The Crescent, West Street, Antrobus	To create a safer environment for town centre users needing to social distance and to encourage more walking and cycling within the centre by having a more active travel friendly vibe.	Town centre roads in the area identified in Map A should have a 20mph maximum limited applied. Pedestrian area is not shown as part of the through network of road. Access is for loading and unloading only from 4pm until 10am.	See attached map with highlighted roads.

		Street and road leading off Antrobus Street.			
2	10 mph Speed limit Broadhurst Ln	Broadhurst Lane (off Clayton Bypass)	Extremely narrow residential road leading to a busy employment site	This should be an Advisory 10mph zone.	Mill owner agrees and would support. Residents signed petition requesting
3	20 Mph Residential	Residential Areas around Congleton (all non-through routes)	Mentioned in the Government guidance – aimed at encouraging more people to walk and cycle by creating safer streets	This is not an immediate priority – concentrate on the Town Centre first – see if grassroots pressure grows for advisory 20mph. Would be good, but not a COVID-19 priority.	Possibly encourage residential roads to take up ability to close their roads for designated play days http://www.playengland.org.uk/wp-content/uploads/2017/07/StreetPlayReport1web-4.pdf
4.	Cycling in pedestrian area	Consideration given to allow cyclists to share space in the pedestrian area. High Street, Bridge Street, Duke Street.	Part of signed route. Not all cyclists can easily walk with bike.	Not Recommended. May be more people queuing in the pedestrian area, pressure on space for pedestrians social distancing, better to have safe cycle routes that avoid the pedestrian area for those wanting to use as a cut-through.	This idea was not supported by traders working in the town. Cycling into town and using the bike racks is supported, but not using the pedestrian area as cut through was not. Also concern raised for pedestrians with mobility or sight difficulties.
5.	Widening Pavements	Mill Street -	Very narrow pavements – no space to queue near shops	Recommend pavements widened. Add a disabled bay and loading bay at the wide area near the bus stop at the bottom of Mill Street.	This was outside of the area for the public realm improvements but has been recognised as a need for years
6.	Widening pavements	Swan Bank	Narrow pavements - not easy for the public to	Recommend working with highways to create pedestrian passing points	Note: Shops do not believe it is an issue as so little footfall in this road. JMacA and Ant to work on a plan

			wait for shops or pass each other.	by losing some of the parking space	
7.	Widening Pavements	West Street	Not very wide pavements to enable passing.	Recommend pavements widened both sides – particularly from West Street Car Park towards the Town Centre	Used as a route for people walking into town. Many businesses more evening economy.
8.	Widening Pavements	High Street	Not very wide pavements to enable people to pass. Not practical to only use one side for each direction as hard to cross the road.	Recommend bus stop temporarily moved to the bus station. Pedestrian passing points introduced which will mean losing some spaces – but also spaces for disabled, deliveries	Jackie and Ant Bolding to look at creating a plan for multi-use of this area. Suggestion to make it all pedestrian was seen as too drastic at current time – but longer term some re-imagining of the High Street should be carried out with the aim of making it better for businesses and people.
9.	Widening Pavements	Market Street	Popular route from Morrisons to the Town Centre and Bus Station to Town Centre	Recommend widening the footpath running alongside Morrisons and B&M – work with Highways on what is possible.	Noted that bus turning circle needs to be maintained and access to large delivery lorries to Morrisons
10.	Widening Pavements	Lawton Street	Not very wide pavements need crossing points. Conscious that many of the businesses are takeaways and rely on quick turnaround of spaces	Recommend creating pedestrian passing points, which will need some of the parking space.	Western Power will be using the parking bays for electric cables. Need to manage conflicting needs
11	Safer Routes for Cyclists	Mountbatten Way Junction with Market Street and Worrall Street	Make it safer for through cyclists not to cut through town	Recommend adding Advance Cycle Stop Lines so that cyclists are ahead of the traffic at the red lights	Ideally would like to see introduced for all traffic lights at all main junctions in Congleton

12	Safer Route for all	Bottom of Canal Street (Albert's Place)	Concern about how narrow the pavement is next to the music shop	Encourage pedestrians to use the Community Garden route to Canal Street	This junction needs looking at for safety – believe there was section 106 Funding from Seddons for the area (D. McG checking)
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