Minutes of
Tattenhall & District Parish Council Meeting
Held 2nd November 2026 at the Barbour Institute.

PRESENT

Councillors

Chairman – J. Kershaw

J. Bailey	P. Black	R. Carden	C. Dzelzainis	I. Keeping
P. Kerr	N. Matthews	L. Morris	R. Norris	A. Scarratt
K. Williams	B. Wilson			

Clerk – Ann Wright

CW&C Cllr Mike Jones

Public – 11

Apologies

C. Elliott – Family commitment

Declaration of Interests

No interested declared.

Public Participation

School Warning Lights

It was raised that the flashing school warning lights are still not functioning despite having been reported 6 months ago. It was also noted that 3 vehicles were parked on the double yellow lines making it harder for those walking to school to cross Chester Road.

It was noted that councillors have a meeting with highways regarding double yellow lines soon.

Shire Way PIP Dismissal

It was asked what opinion the Council had of the dismissal of the appeal for 9 houses off Shire Way PIP application.

Minutes

RESOLVED 26/061 –That the Council approve the minutes of the meeting held on the 5th October 2026.

Bolesworth Meeting

The Council noted the notes of the meeting held on the 12th October from page 61 of the minutes.

Planning

1) Planning Register

Councillors confirmed the planning register as circulated, pages 231 to 236 noting a comment of no objection had been submitted for application 26/03072/FUL, Two storey side extension to existing garage and conversion of office space above garage into ancillary living accommodation at The Woods Newton Hall Farm Newton Lane Newton by Tattenhall CH3 9NE.

2) Planning Applications

No further applications received.

It was noted that Bolesworth Estate had submitted a licensing application which the Clerk had forwarded to councillors, she had also requested more information on the application.

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RESOLVED 26/062 –That the Council delegate authority to the Clerk to submit comments in consultation with councillors.

3) Lead Planners

The following lead planners were noted until the January meeting, Cllrs Norris, Williams and Wilson.

Neighbourhood Plan Review

It was confirmed that the Examiners report, which is available on the Parish Council's and CW&C's websites, had been published on the 22nd October. The report confirms the Plan meets the basic conditions and can proceed to referendum.

We are now waiting for CW&C to publish their report confirming the Plan has completed examination and is ready to go to referenda which has to be published within 5 weeks.

CW&C Cllr Jones confirmed he has stressed to CW&C officers the need to process the Plan as soon as possible.

The Council noted the dismissal of appeal of the 9 houses of Shire Way noting there were a number of grounds for its dismissal however another application for houses off Park Avenue has been approved.

It was noted the Gladman Inquiry starts on the 24th November and is due to last 2 days in Winsford. It was noted Cllr Keeping had been reviewing walking routes for the inspector to consider the site.

RESOLVED 26/062 –That the Council delegate authority to the Clerk to sign documents submitted for the inquiry.

CW&C Design Code

It was discussed that the borough wide Design Code is a detailed document which has an extensive section on environment matters including on sustainable drainage.

RESOLVED 26/063 –That the Council submit the following comments:

Tattenhall and District Parish Council asks that its own Design Code is adopted by CW&C as part of its Borough wide code as it has specific codes which are unique to Tattenhall.

The Parish Council wishes to raised 2 concerns relating to housing density.

The density proposed of 25-35 houses per hectare is far higher than that in Tattenhall with the centre of the village at a density of 25 homes per hectare and the outer areas closer to 12 homes per hectare and will have a detrimental impact on the character of Tattenhall if imposed.

Tattenhall and District Parish Council asks that density calculations are made on the build area of a site rather than the larger area which makes up the whole site. A number of planning applications have been submitted in Tattenhall on large sites however due to flood risk and other matters only small sections of the land are proposed to be built on resulting in very high density developments which are not judged as such because the density is calculated on the basis of the larger site.

The Parish Council also request consideration be given to a code to manage where refuse and recycling bins are stored and collected from for individual properties to prevent bins blocking footways.

Home to School Transport Update

The Clerk reported she had written to Cllr Gittins, leader to CW&C and Aphra Brandreth MP requesting a meeting. Ms Brandreth responded by stating she had written on several occasions to CW&C and the Dept of Education however CWaC has consistently maintained

that it is not willing to amend its policy or make an exceptions, as this is a devolved matter, her ability to influence the outcome is unfortunately very limited but that she shares the parents' concerns regarding the safety of using public transportation. It was confirmed she would attend if available.
CW&C Cllr Gittins has responded and has been asked to suggest possible dates to meet.

A copy of the letters was forwarded to Farndon and Tarvin Parish Councils and CW&C Councillors. Cllr Jones had provided the summary, from page 63 of the Minutes.

It was agreed to continue to pursue that matter.

School Warning Signs
It was confirmed that CW&C are piloting a new supplier of the flashing warning lights in Tattenhall but due to cost will only install 2 not 3 lights.
It was agreed the Clerk contact CW&C and find out how long the trail period is and highlight the need for 3 lights for safety given the schools location on 2 busy roads.
RESOLVED 26/064 –That the Council budget up to £2.5k towards a third warning light of CW&C will not supply one.

SID Results
The Council noted the SID results, page 68 of the Minutes. It was agreed that the results should be circulated to the police, highways and school, given the speed vehicles are travelling in the village particularly past the primary school and request action is taken to reduce the speed. CW&C Cllr Jones suggested the council requests the police undertake speed checks in the village.
It was discussed any S106 funding from new developments could be used on speed reduction measures.
It was confirmed the PCSO will be working with the pupils from the school (mini-cops) on speed and parking enforcement and that the children are currently designing parking tickets.

Tree Planting
It was agreed to forward the tree information to Cllrs Carden, Keeping & Scarratt to consider and circulate a recommendation to councillors by email to be agreed.

Christmas Event
The Clerk reported that arrangements are progressing well for the Christmas market and Tractor run on Friday 27th November, 3.30 until 7.30pm.
Licenses have been obtained for the bucket collections, raffle and market as well as traffic regulation orders. The only issue outstanding in the permission and licence for the cross-street lighting which was applied for at the end of September and the clerk is continuing to pursue.
Alison of Alison's has arranged the entertainment and market.
It was noted that lights were being supplied free of charge by Event Equipment Ltd as the event is for Prostate Cancer UK and will be quieter that the ones we have used previously.
It was agreed to amend the tractor route to not include Rookery Drive to avoid the chaos on Chester Road.
It was reported that a number of great raffle prizes.
The Council noted the cost of the event including licences and lighting is estimated at approximately £5.5k.

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Allotments Rent
RESOLVED 26/065 –That the Council increase the allotments rent for 2027-2028 by £2 per full plot to £62.00 and £1 per half plot to £41 and retain the concession as is but that new allotment holders no longer be offered the concession for over 60s.

Accounts & Payments
1) Accounts & Payments
RESOLVED 26/066 –That the Council approve the accounts, payments and bank reconciliation as circulated, page 40 of the Cashbook including the following payments:

A. Wright	REIM: Raffle tickets	52.20
HMRC	PAYE/NI - August	230.26
SSE	Memorial Power	93.14
PJ Hellmers Ltd	Grounds Maintenance & Allotments	1500.05
Shires Accountant	Payroll OCT-APR	164.40

2) Additional Invoices
RESOLVED 26/067 – That the Council approve the following payments:

A. Wright	Salary – October	1241.69
Nest	Pension contribution - August	92.81
HMRC	PAYE/NI - July	230.26
ONH	N-Plan support - examination	480.00
ONH	Rule 6 / inquiry work	4680.00

January Meeting
It was noted that due to Christmas the next scheduled meeting on Monday 11th January 2027.

Part B
RESOLVED 26/068 – That the Council move into private session to discuss the remaining agenda items and request all press and public leave the meeting.

Barnfield Adverse Possession Claim
No update.

Clerk's Salary
RESOLVED 26/069 – That the Council increase the Clerk's salary to SCP32 back dated to the 1st April 2026.

The meeting closed at 9.00pm.

Ann Wright
04/11/2026.

Next scheduled Parish Council Meeting
Monday 11th January 2027 at 7.30pm
Billiard Room, Barbour Institute.

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Bolesworth & Parish Council Meeting Summary
Monday 12th October 2026

Overview

This meeting was convened to discuss the upcoming Harry Potter Lights Trail event at Bolesworth, scheduled for December 2026 - January 2027. The session included representatives from local parish councils (Tattenhall & Broxton) and Bolesworth Estate. The primary focus was to inform stakeholders about the event, address potential community impacts (notably traffic, noise, and connectivity), and ensure open communication channels for addressing concerns.

Note: this document will be shared with Tattenhall, Broxton, Burwardsley and Handley Parish Councils so everyone has the same information.

Key Takeaways

Event Overview: The Harry Potter Lights Trail is a licensed, family-friendly light event scheduled at Bolesworth from December 2026 to January 2027 with a capacity of up to 4,000 attendees per evening.

Traffic and Noise Mitigation: A proven traffic management plan with staggered entry times and localised lighting will minimize congestion and noise impact on the community.

Community Engagement: Efforts to include discounted/free tickets for affected residents, direct communication channels, and regular updates to parish councils.

Licensing: License review for the venue underway, alongside event-specific permissions.

Traffic Management: Same proven traffic management plan and company as previous Christmas lights events; no significant past issues reported.

Noise & Light Pollution: Localised lighting and sound (per installation), unlike previous high-visibility events. No large searchlights or off-site noise are expected.

Community Concerns and Responses

Traffic and Local Impact

- ***Concerns:*** Increased traffic, especially during school holidays; risk of non-compliance with traffic signage.
- ***Mitigation:*** Staggered entry, experienced traffic management, and commitment to station personnel at key exits to enforce routing and signage compliance.

Communication and Responsiveness

- **Concerns:** Need for direct contact with decision makers during incidents (e.g., road blockages, emergencies).
- **Actions:** Commitment to provide a single, responsive point of contact (e.g., WhatsApp access for parish council reps) and detailed FAQs on the event website.

Resident Benefits and Engagement

- ***Discounted/Free Tickets:*** Discussions underway for free tickets for directly affected neighbours and discounted tickets for locals. Preview event for stakeholders considered.
- ***Community Updates:*** Further information and responses to outstanding questions will be circulated to parish councils and published online.

Connectivity and Internet Issues

Issue: Local Wi-Fi and mobile signal dropouts during large events, frustrating residents.

- ***Explanation:*** Events below 10,000 attendees should not have an impact on local internet infrastructure; existing problems largely due to poor mobile coverage acknowledged by Venue.
- ***Long-term Solution:*** Bolesworth is lobbying providers for improved mobile infrastructure but cannot resolve independently. Temporary internal Wi-Fi solutions are possible but have limits.

Event Character and Audience

Nature: Official, high-quality Harry Potter experience - low-key, family-oriented, and suitable for all ages, with strong appeal for older children and adults.

Quality Assurance: Strictly managed by Warner Brothers and Sony Music IRG Live; not a generic or unofficial event.

Lessons from Past Events

Past Issues: Previous events (e.g., No Art) caused community frustration due to inadequate communication and connectivity.

Improvements: Emphasis on proactive planning, clear communication, and learning from past shortcomings (e.g., ensuring signage is enforced, providing direct contacts).

Next Steps

Immediate: Await feedback from the event promoters; compile and circulate further details to parish councils and update the website prior to public ticket sales (from Tuesday 27th December 2026).

Ongoing: Continue dialogue with local authorities and residents, address outstanding questions, and monitor event impact for continuous improvement.

Home to School Transport in Cheshire West and Chester

Chronological Summary of Policy Development, Reviews and Scrutiny Activity (2014-2026)

Executive Summary

Since 2014, Cheshire West and Chester's Home to School Transport arrangements have been subject to a series of policy reviews, savings programmes, Cabinet decisions and Member-led scrutiny reviews. The most significant and enduring issue has been the 2015 change from a discretionary catchment-based transport model to a stricter "nearest suitable school" approach. This change continues to generate Member concern and has been revisited through scrutiny reviews in 2018, 2022 and 2024.

Despite repeated reviews, successive administrations have maintained the core policy position while making limited amendments around discretion, appeals and accessibility.

2014: Initial Policy Review

Cabinet considered a review of the Home to School Transport Policy, focusing on:

- Alignment with statutory guidance.
- Eligibility criteria.
- Growing financial pressures, particularly relating to SEND transport provision.

At this stage the Council was beginning to examine the affordability and sustainability of transport arrangements within the national legislative framework.

2015: Major Policy Change

Several significant transport policy developments occurred during 2015.

Post-16 and SEND Transport

A review of post-16 transport arrangements considered charging and subsidy arrangements for young people with SEND. Cabinet papers discussed the reintroduction of transport subsidy support for affected learners.

SEND Transport Efficiency Review

The Council undertook an efficiency review aimed at:

- Reducing reliance on taxis and individual transport arrangements.
- Improving route planning.
- Delivering efficiencies while maintaining statutory duties.

Removal of Mainstream Catchment Transport

The most consequential decision was the removal of mainstream catchment-based transport eligibility.

Subsequent Council reports identify this as the policy change which continues to generate the majority of complaints, representations and scrutiny activity. The change moved the Council towards a nearest suitable school approach rather than transport entitlement based upon traditional catchment areas.

2016-2017: Consolidation and Clarification

2016 Mainstream Transport Policy Update

The Council reviewed:

- Parental responsibility for school transport.
- Appeals arrangements.
- Hazardous route assessments.

The intention was to clarify application of the policy rather than make significant changes to eligibility.

2017 SEND Transport Consultation

Cabinet considered consultation outcomes and approved targeted efficiency measures within SEND transport while maintaining statutory responsibilities.

2018-2020: First Major Scrutiny Review

October 2018 Motion to Council

A Notice of Motion requested a comprehensive review of the Home to School Transport Policy. A cross-party Task and Finish Group was established to undertake the work.

Issues Examined

The review focused on:

- School transport boundaries.
- Catchment versus nearest-school eligibility.
- Rural communities.
- Appeals processes.
- Fairness of transport arrangements.

Cabinet Consideration (February 2020)

Cabinet accepted a number of practical recommendations, including:

- Greater officer discretion where distances between schools were marginal.
- Greater flexibility where no public transport existed but school transport was already operating.
- Development of online eligibility tools.
- Better integration between school admissions and transport decisions.

Cabinet did not approve recommendations that would have broadened discretionary transport entitlement or increased expenditure.

2021: Independent Review

An independent review of Home to School Transport identified opportunities for savings and service transformation. The findings subsequently informed later transport transformation activity and efficiency programmes.

2022-2023: Further Member Review and Service Reorganisation

Transfer of Transport Commissioning

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Transport Commissioning moved from Children's Services into the Transport and Highways Directorate as part of wider organisational changes.

Motion to Council and Cross-Party Review

In response to continuing Member concerns, a further review was established to examine secondary school transport eligibility.

The review considered circumstances where:

- The nearest school could not offer a place.
- Families were directed away from traditional feeder schools.
- Existing policy created perceived inequities for some communities.

Emerging Themes

Particular concerns emerged regarding:

- Split villages.
- Multiple secondary schools serving the same settlements.
- Siblings attending different schools.
- Parents' understanding of transport eligibility.
- Differences between admissions and transport arrangements.

2022-2025: Targeted Transport Programme

Management Board commissioned a wider review covering:

- Home to School Transport.
- Adult Social Care Transport.
- Children's Social Care Transport.
- Community Transport.

Main Objectives

The programme sought to:

- Reduce anticipated transport cost growth.
- Increase route efficiency.
- Expand Personal Travel Budgets.
- Increase Independent Travel Training.
- Improve procurement arrangements.
- Improve commissioning and integration across services.

SEND Transport Pressures

During this period the Council experienced substantial growth in SEND transport demand, driven by increasing numbers of Education, Health and Care Plans and insufficient local specialist provision.

A significant focus of transport policy became the interaction between SEND sufficiency and transport costs.

2024: Third Scrutiny Review

Notice of Motion

A further Notice of Motion was considered by scrutiny, arguing that the policy was having unintended consequences for families and communities.

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Key Concerns Raised

Members highlighted:

- Communities being split by transport boundaries.
- Villages divided between different schools.
- Siblings attending different schools.
- Eligibility measures that did not reflect actual travel patterns.
- Difficulties accessing after-school activities.
- Practical pressures on families.

Scrutiny Request

Members asked for:

- A further review of policy.
- Financial modelling.
- Improved understanding of budget implications.
- Consideration of alternative approaches.

2025: Home to School Transport Task Group

A further task group considered detailed operational and strategic issues.

Eligibility and Distance

The review considered:

- Mileage thresholds.
- Boundary flexibility.
- Treatment of split villages.
- Measuring journeys by road distance rather than straight-line calculations.

Appeals and Accessibility

The review also examined:

- Simplification of appeals processes.
- Development of online eligibility checking tools.
- Greater transparency for parents.

Transport Efficiency

Members explored:

- Spare seat utilisation.
- Route optimisation.
- Integration with public transport.
- Commissioning improvements.

SEND Reform

Further consideration was given to:

- Independent Travel Training.
- Personal Travel Budgets.
- Increasing local provision.
- Reducing reliance on higher-cost transport arrangements.

2026 Position

By 2026 officers reported that:

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- The Home to School Transport Policy remained compliant with statutory requirements.
- Three major scrutiny reviews had been undertaken since the 2015 policy change.
- Cabinet had not supported reintroduction of discretionary mainstream catchment transport.
- Work continued to improve information available to parents and Members.
- Ongoing transformation activity remained focused on SEND demand, route optimisation and cost control.

Officers also reported progress on:

- Member training.
- Parent-facing eligibility systems.
- Improved transport information.
- SEND transport transformation activity.

Overall Conclusions

A review of available records indicates that Home to School Transport has been one of the most frequently reviewed policy areas within the Council over the past decade.

Since 2015 there have been:

- Multiple Cabinet reviews.
- At least three Member-led scrutiny reviews (2018, 2022 and 2024).
- A major transport transformation programme.
- Ongoing examination of mainstream transport eligibility.
- Continued review of SEND transport pressures and associated costs.

The consistent theme throughout this period has been the tension between the Council's nearest suitable school transport model, the desire of some Members and communities to restore elements of catchment-based transport, and the increasing financial pressures arising from SEND transport demand.

While scrutiny reviews have repeatedly revisited these issues, the fundamental direction established through the 2015 policy changes has remained in place.

Key Strategic Observation

The evidence suggests that the question being revisited in 2026 is not a new issue. The Council has repeatedly examined whether to move away from the nearest suitable school model and reintroduce greater flexibility linked to traditional catchment patterns. Reviews have consistently identified concerns around fairness, split communities and parental choice, but concerns about affordability, precedent, and increased transport costs have repeatedly outweighed arguments for wider eligibility. This explains why, despite repeated scrutiny activity over more than a decade, the core policy position remains broadly unchanged.

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SID Results - Summary

Highest speed 43mph at 05:30 Mon 19/10/26. This time slot seems to be regularly high.

But as previously stated from other analysis, speeds between 31 and 37mph have been recorded daily between 9am and 6pm

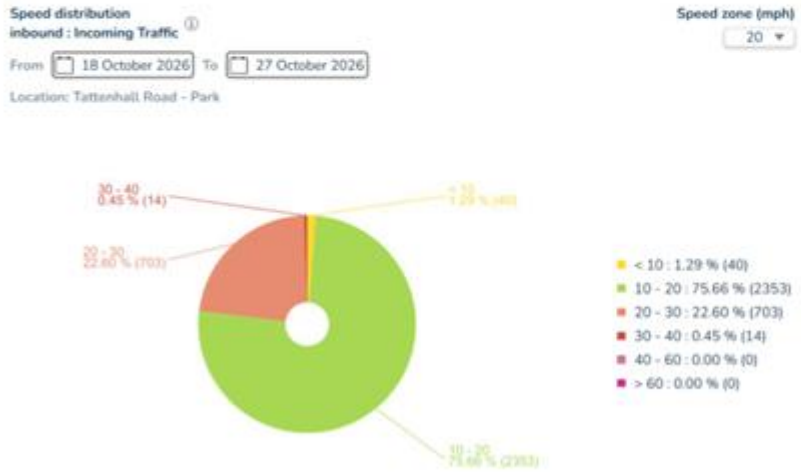
10044 vehicles have passed this point in 9 days. ~1255 / day, ~52 / hour.

As we have seen from other locations, twice as many vehicles go in one direction than the other. (6934 exiting the village, 3110 inbound on Tattenhall Road).

LOCATION MAP



INBOUND SPEED



Speed range	Total	Percentage
< 10	40	1.29 %
10 - 20	2353	75.66 %
20 - 30	703	22.60 %
30 - 40	14	0.45 %
40 - 60	0	0.00 %
> 60	0	0.00 %

OUTBOUND SPEED

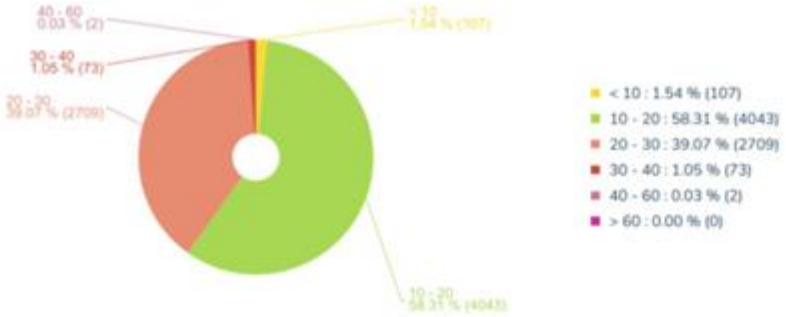
Speed range	Total	Percentage
< 10	107	1.54 %
10 - 20	4043	58.31 %
20 - 30	2709	39.07 %
30 - 40	73	1.05 %
40 - 60	2	0.03 %
> 60	0	0.00 %

Speed distribution
outbound : Outgoing Traffic2 ⓘ

Speed zone (mph)
20

From 18 October 2026 To 27 October 2026

Location: Tattenhall Road - Park



MAXIMUM SPEEDS

Maximum speeds ⓘ

From 18 October 2026 To 27 October 2026

Inbound: Incoming Traffic | Outbound: Outgoing Traffic2

Maximum inbound	Maximum outbound
38 mph	43 mph

Location: Tattenhall Road - Park



NUMBER OF VEHICLES

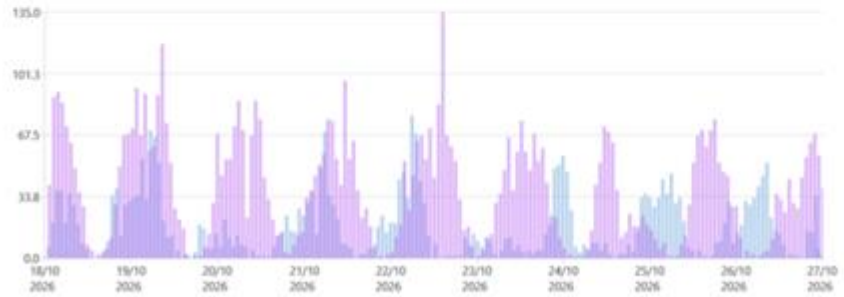
Number of vehicles per hour ⓘ

From 18 October 2026 To 27 October 2026

Inbound: Incoming Traffic | Outbound: Outgoing Traffic2

Location: Tattenhall Road - Park

Total inbound	Total outbound
3110	6934



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