

PARKING IN GREAT BUDWORTH

Report to Parish Council

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1.0 INTRODUCTION

I must begin by thanking my fellow members of the Village Parking Working Party for their time and effort in making the production of this report possible. Particular thanks go to Anna Lee for typing up the report and arranging for its reproduction.

The village has multiple parking problems: some residents have difficulty driving from their driveway onto the public road; others, with no off-road parking, struggle to find a parking space anywhere; on occasions, all residents struggle to drive through the village. But any measure adopted in an attempt to address one or more of these issues will probably result in 'winners' and 'losers'; in other words, more convenient for some, less convenient for others.

What we have set out to do in this report is to list all the available options that arose from the survey of villagers that we carried out shortly after our formation in May 2015. Having identified the options, we then analysed each to come up with a list of benefits and disadvantages or implications. Following each item is an indication of the level of support the measure has amongst members of the Working Party. Whilst this report does not presume to recommend a particular course of action, it seemed to us that, having met over several months and discussed these measures in depth, we owed it to the Parish Council to give some idea of the weight of opinion of the group in respect of each measure.

It will be seen that the report does not address the issue of disabled parking. This was not mentioned by any member of the Working Party or by any respondent to the survey which is mentioned in the report. It is nevertheless an issue which the Parish Council may wish to take into account in its deliberations, although it seems to me that any such parking would have to be specific to the particular venue which is being visited (and, of course, the Parish Hall already has a designated parking space).

I would like to thank both the school and the Church for their positive approach to addressing the parking problems in the village. If nothing else is done, the measures they propose, or have already implemented, to ease the situation will, I am sure, make a noticeable difference.

Malcolm Torrance
Chairman, Village Parking Working Party

This report is submitted to the Great Budworth Parish Council by the Working Party which it appointed in May 2015 to consider the issue of parking in the village.

The members of the Working Party are as follows:

Rev. Alec Brown

Keith Brudenell

Rob Collier

John Hickey

David Hiett

Nick Hughes

Anna Lee

Dr. Malcolm Torrance (Chairman)

January 2016

2.0 BACKGROUND

Great Budworth is an attractive historic village with many listed buildings. The village has been here for many centuries and so was never planned to accommodate cars and lorries.

Traffic congestion in the village has become a problem in recent years with the increase in car ownership. Many resident households now have two or more cars, with visitors adding to their number. The increased success of the Church, pub and school brings many visitors to add to the problem. During busy times many cars now park on the highway, reducing High Street, Church Street and Westgate Lane to single carriageway widths.

On occasion we have gridlock, so that it would be difficult for emergency vehicles to find a way through.

The demand for parking at peak times (Bank Holidays, weekends, Church events, open garden events and school drop-off/pick-up, for example) is such that drivers are frequently forced to find ad hoc parking places for their vehicles. Many of these places constitute what many residents regard as inconsiderate locations. These include near to and opposite junctions, on both sides of narrow streets and on footpaths. Such parking frequently obstructs pedestrians and is particularly dangerous for wheelchair and pram users.

The Parish Council has been aware of the problem over many years and has often debated it. The problem was also highlighted in the Parish Plan.

Over the past year a series of four public meetings was held to air the problem and to attempt to find a way forward, with no conclusive result.

2.1 Formation of a Working Party

A Working Party of eight, comprising councillors and residents, was formed at the Annual Parish Meeting on the 11th May 2015. The remit of the Working Party was to explore options available to address the village parking problems; to consider the advantages and disadvantages/implications of each and to report its findings to the Parish Council. No timescale was given. At its first meeting, the Working Party agreed that the first step should be to survey residents of the village (that is, the village of Great Budworth, rather than the entire Parish) to ascertain their views. A questionnaire comprising ten questions was included with the copies of the June issue of the Budworth Bulletin which were delivered to households within the village of Great Budworth. (The Budworth Bulletin is delivered to around 250 households in the Parish of Great Budworth and some households just beyond its boundaries.) The questionnaire is at Appendix A.

2.2 Village Survey

Survey responses were collated into tabular form. These are attached at Appendix B. A summary of the results is as follows:

A total of 66 responses were received, representing about 60% of the total village population (there are about 110 households in the village itself). The three most commonly cited causes of parking problems were: Church events (47%), school drop-off and collection (41%) and inconsiderate parking (27%). The most popular solutions suggested were: greater use of the Parish Field (33%), a one-way system (21%) and some form of residents-only parking (14%). Potential further car parking spaces suggested were: land at the bottom of the school field (20%), land at the bottom of Farthing Lane (15%) and land currently occupied by bowling green/tennis courts (8%).

All respondents owned cars, with 74% of households owning two or more. 70% of respondents had off-road parking and used it routinely. However, 27% had either no off-road parking or only one space. In other words, a significant number of households have problems accommodating both or all cars in their household off-road. 53% said that their visitors parked their cars on the road.

The majority of respondents (86%) were able to walk 100 yards or more.

3.0 MEASURES ALREADY TAKEN OR IN THE PIPELINE

The following measures are already in place or in the pipeline:

The school has implemented an arrangement under which a member of staff takes charge of children from 8.35am, thus allowing parents simply to drop children off without waiting around until 9.00am. The school is also encouraging parents to park at the bottom of Farthing Lane. To make the exit from the lane safer, the school has asked that a safety mirror be installed at the junction with Westage Lane.

The Church is to make greater efforts to arrange traffic management on major occasions.

The pub allows parking on its land during school drop-off and pick-up.

The Parish Council has earmarked funding for the installation of an all-weather surface to be laid on part of the parish field.

4.0 MEASURES FOR CONSIDERATION

The following is a list of measures proposed by survey respondents and/or members of the Working Party. These measures should be viewed in conjunction with steps being taken - or to be taken - by the school, the pub, the Church and the Parish Council.

Each measure is described, and then its perceived advantages and disadvantages/implications are set out.

4.1 VOLUNTARY MEASURES

4.1.1 Encourage those with off-road parking to use it routinely

Advantages

- Improves neighbourly relations
- Helps neighbours with no off-road parking by freeing up on-road parking space

Disadvantages / Implications

- Needs co-operation among residents
- May simply release more parking space for visitors and therefore may not improve matters for local people

Working Party support:

All members of the Working Party support this measure.

4.1.2 Encourage maximum use of the pub car park

This could be achieved by the use of signage (outside and inside the pub) and by mentioning the availability of customer car parking on the pub's website (there is currently no such mention). With the pub's approval, greater use of the car park could be made of the car park outside of pub opening hours.

Advantages:

- Reduces on-road parking by encouraging use of a facility which is sometimes under-used

Disadvantages / Implications:

- Does not increase the overall provision of car parking

Working Party support:

All members of the Working Party support this measure.

4.1.3 Publicise safe/considerate parking places:

Distribute a village map to residents, giving the location of safe and considerate places to park.

Display such a map prominently throughout the village and on the village website for visitors in order to encourage considerate parking in keeping with the Highway Code

Advantages

- Inexpensive and simple to implement

Disadvantages / Implications

- Would require value judgments to be made by the Parish Council as to where it is/is not safe and considerate to park
- No sanctions are available to the Parish Council to back the measure up

Working Party support:

One member of the Working Party does not support this measure.

4.1.4 Discourage inconsiderate parking by leaving Warning/Request notices on vehicles

Advantages:

- Simple to implement and has proved effective in other communities

Disadvantages / Implications:

- No sanctions are available to the Parish Council to back the measure up
- Would require value judgments to be made, either by individual 'wardens' or by the Parish Council, to determine the places where it would be deemed inconsiderate to park
- Who would post the notices?

Working Party support:

The Working Party was divided on this measure, with half in favour and half opposed.

4.2 MEASURES REQUIRING THE APPROVAL OF OUTSIDE BODIES

All of the following measures would require an official body (such as CWaC) to approve implementation.

4.2.1 Yellow lines (partial/intermittent/continuous)

Advantages:

- Widely known, understood and observed

Disadvantages / Implications:

- Yellow lines (and associated signage) would arguably mar the appearance of the village centre
- Would make parking more difficult for those with no off-road parking
- Difficulty of enforcing
- Possible need to establish property frontage boundaries

Working Party support:

Views among Working Party members were mixed, with half of members giving the measure qualified support (e.g. limited use, in critical areas only, and as a last measure only) and half opposed.

4.2.2 Designate permitted parking areas for all users

The proposal is that areas of the village would be designated as 'no parking' except where designated. Spaces where parking is permitted would be marked with cobbles, setts, coloured asphalt or stainless steel studs. Signage would be needed to indicate their purpose.

A number of such parking spaces could be allocated as residents' parking to accommodate the needs of those with no off-road parking.

Advantages:

- Arguably less aesthetically objectionable than yellow lines

Disadvantages / Implications:

- Cost?
- Need to establish property frontage boundaries
- Would potentially make parking more difficult for those with no off-road parking
- Signage would be necessary to inform drivers of the scheme
- Potential for poor compliance as some people would either fail to notice or be unaware of the significance/meaning of the measure since such a scheme is much less widely known than yellow lines
- Probably harder to enforce than yellow lines, which are universally recognized

Working Party support:

One member of the Working Party supports this proposal: the others are opposed or have not expressed a view.

4.2.3 Ban Parking on Footpaths, Pavements and Cobbled Verges

This would apply particularly to Church Street, School Lane, the south side of High Street and the Church/Top Pumphouse areas.

Advantages:

- Commonly used in other village locations
- Avoids damage to footpaths, pavements and cobbles
- Safer for pedestrians

Disadvantages / Implications:

- Difficulty of enforcement
- Signage needed – and possibly yellow lines

Working Party support:

The majority support this measure in Church Street and High Street, but only two members support the measure in respect of the Church/Top Pump House areas.

4.2.4 Use planting boxes and/or public seating to prevent parking in places where it is deemed dangerous or obstructive

Advantages:

- Makes areas where parking is restricted safer/less congested
- Inexpensive
- Attractive

Disadvantages / Implications:

- Need to establish property frontage boundaries: would the boxes/seating be on private land or on public land/the highway?
- Planting would need regular maintenance
- Possible issues re the planting boxes having to be a minimum distance from the kerbside

Working Party support:

The Working Party is divided on this issue (on the question of potential effectiveness)

4.3 CREATE ADDITIONAL OFF-ROAD PARKING

4.3.1 Facilitate greater use of the parish field by signage and (for special events) using marshals

Advantages:

- Large space already owned by Parish Council
- Parish Council has already set aside funding for some all-weather surfacing to be laid
- Close to Parish Hall, bowling green and tennis courts

Disadvantages / Implications:

- Varying the present planning consent for 25 cars for only 28 days a year would be desirable
- Legal position would need clarification/confirmation
- Would increase congestion at Cob Corner and Smithy Lane
- The lane is too narrow for vehicles to pass one another
- Low level lighting would need to be installed, with timer switches etc., in the field and in the lower part of Smithy Lane
- Potential waste of money if the field is then under-used

Working Party support:

All but one member of the Working Party supports this measure.

4.3.2 Move the bowling green and tennis court to the parish field and turn their current site into a car park

The site is shown on the plan at Appendix C.

Advantages:

- Closer to the centre of the village than the parish field
- No road upgrading would be needed on Smithy Lane

Disadvantages / Implications:

- Loss of a visually appealing part of the village
- Cost of re-laying bowling green, tennis courts, resurfacing and lighting
- Would increase congestion at Cob Corner and Smithy Lane
- Legal position would need clarification/confirmation
- Likelihood of public opposition, not only among bowling club and tennis club members

Working Party support:

Two members of the Working Party support this proposal.

4.3.3 Create a car park on Mr Williamson's field (at the bottom of Farthing Lane)

The site is shown on the plan at Appendix C.

Advantages:

- Closer to the Church, school and pub than parish field
- Would provide parking for cars approaching from the east without the need to enter the village centre

Disadvantages / Implications:

- Cost?
- Planning approval needed
- The field is not currently owned by the parish and therefore further investigation would be required to ascertain (a) the possibility, and (b) costs of acquisition
- Surface of Farthing Lane would need upgrading
- The lane is too narrow for vehicles to pass one another
- The field surface would need to be all-weather
- Low level lighting would need to be installed, with timer switches etc., in the field and in Farthing Lane
- Exit off Farthing Lane unsafe
- Access to the pub, Church and school via The Avenue is narrow and often muddy and has a kissing gate at either end
- Potential waste of money if the field is then under-used

Working Party support:

Two members of the Working Party support this proposal.

4.3.4 Create a car park at the bottom of the school field

The site is shown on the plan at Appendix C.

Advantages:

- Slightly closer to the Church and pub and significantly closer to the school than Parish field

Disadvantages / Implications:

- Cost?
- Planning approval needed?

- For use by the school only – or for public use? If the former, who would pay and to what extent would a school-use only car park assist with general parking problems?
- The field is owned by CWaC, not the Parish Council
- Would reduce the size of the school field
- As above (4.3.3) re Farthing Lane (problematic exit/need for resurfacing of lane and installation of all-weather surface and lighting/access via The Avenue)

Working Party support:

Half of the members of the Working Party support this proposal.

4.3.5 Clear the land at the bottom of Farthing Lane (i.e. the triangle between the lane and the school field) to create a public car park

The site is shown on the plan at Appendix C.

Advantages:

- Slightly closer to the Church and pub and significantly closer to the school than Parish field
- It is a relatively safe and short walk for children without the danger of oncoming traffic

Disadvantages / Implications:

- Ownership of the land is unknown
- Cost?
- Planning consent needed?
- This area has a number of mature trees in it: if they were not cut down how many spaces would be created?
- Unless these trees were cut down, there would be a danger of falling branches hitting cars or people (branches often fall on Farthing Lane in high winds)
- As above (4.3.3) re Farthing Lane (exit/resurfacing/lighting/access via The Avenue)

Working Party support:

The Working Party is divided on this issue.

4.3.6 Allocate some or all of the 15 parking spaces alongside the bowling green for residents-only use

The site is shown on the plan at Appendix C.

Advantages:

- Would provide parking for those with no off-road space

Disadvantages / Implications:

- Legal position would need clarification/confirmation
- Simply shifts the parking problem elsewhere; i.e. difficulty for visitors to the Parish Hall, the bowling green and tennis clubs to park
- Difficulty of ensuring compliance (i.e. ensuring its use only by nominated users)
- Does not provide any extra spaces

Working Party support:

Five members of the Working Party support this proposal.

4.3.7 Formalise the space to the left of the parish hall exclusively for parking

The site is shown on the plan at Appendix C.

Advantages:

- Relatively cheap
- Would make clear that this is an area available for parking

Disadvantages / Implications:

- Would not create any extra spaces
- Not possible to dedicate such spaces for specific residents as flexibility is needed for the operational needs of the hall when events take place

Working Party support:

Half of the members of the Working Party support this proposal.

4.4 OTHER OPTIONS

4.4.1 One way system - downhill or uphill

Advantages:

- A downhill restriction would eliminate speeding cyclists from an easterly direction (assuming they complied)
- Would help stop the village being used as a 'rat run'

Disadvantages / Implications:

- Very inconvenient for some residents
- No convenient and safe roads with which to create a circular pattern
- High likelihood of traffic offences being committed (drivers reversing or driving the wrong way along roads)
- Would require more signage
- Would not necessarily ease parking problems - might even exacerbate them
- Such a proposal has been refused by the Highways Authority in the past, therefore questionable whether it would be approved

Working Party support:

None of the Working Party supports this measure.

5.0 NEXT STEPS

It is for the Parish Council to determine what, if any, action is to be taken in the light of this report.

One option would be to defer any further action pending a review of the effect of measures by the school, the Church, and the Parish Council, that are already being undertaken or which are in the pipeline (see Section 3, 'Measures already taken or in the pipeline'). Those measures might achieve enough to satisfy villagers, particularly if some or all of the measures set out in Section 4.1 were to be implemented as well.

All of the measures set out in sections 4.2 and 4.3 would take time and potentially a lot of work. They would also involve varying levels of significant cost. Furthermore, before the additional parking referred to in section 4.3 were provided, the Parish Council would need to satisfy itself as far as

possible that such parking would actually be used enough to justify the expense etc. which would be involved (taking into account the known propensity of drivers to attempt to park as close as possible to their destination).

Survey Questionnaire

Parking in Great Budworth Questionnaire

Please complete and return this questionnaire by Monday 15th June to Dave Hiatt, 24 High Street, Great Budworth. If you know of any villagers who are away or unable to complete the questionnaire, please let us know, so they have a chance to give us their views.

You may complete the form online at: www.surveymonkey.com/r/8WQJ2BM This will enable easier analysis of the results.

Thank you

Q1. Address (optional) - or simply give the name of your street

.....

Q2. How many cars does your household own in Great Budworth?

Q3. How many off-road spaces do you have?

Q4. How regularly do you use your off road spaces? (please circle your answer below)
Routinely / now and then / rarely / never

Q5. If you do not have off-road parking, where do you park?

.....

Q6. When you have visitors to your home, where do they park?

.....

Q7. Are you able to walk more than 100 yards comfortably?

YES / NO

Q8. Are there any other occasions in the village when you have experienced or observed parking problems? If so, please give *details of specific events and times.

.....

.....

Q9. The working party have identified some POTENTIAL areas in and around the village for car parking but we would far rather have your suggestions. *Please tell us of any areas you believe would be suitable for parking cars.

.....

.....

Q10. What, if any, *further ideas do you have (however different) to address the increasing number of cars in our village?

.....

.....

**Please continue overleaf, if you need to.*

Once again, many thanks for your helpful suggestions. They will ALL be considered.

*Cllr. Malcolm Torrance
Chairman, Parking Working Party*

APPENDIX B
Tabulated Survey Responses

- (a) Problems Identified**
- (b) Solutions suggested**
- (c) Potential spaces identified**

Thoughtless parking	Church events	Pub
²¹ Double parking in High St.	²³ Weddings, etc.	²⁶ General pub parking
²¹ Parked vehicles on top of hill	²⁶ Occasionally weddings/funerals	²⁹ Patrons of [pub] parking in High St, while pub car park is half empty
²⁶ Visitors frequently park on the pavement	²⁷ Funerals ... church on Sunday	²⁹ Why is publican allowed/not discouraged from parking his [car] outside the [pub] when the car park is virtually empty?
¹ Outside the pub on the curve and outside the top pump house with the car projecting into the roadway	³⁰ Large functions at the church	³⁶ Pub patrons, often when pub car park spaces available.
² Consistent parking in front of the top pump house of white Range Rover making it even more dangerous when going round the blind bend.	³⁸ Occasionally ... church or school event. Generally, church events are very well marshalled and there is no problem.	²⁰ Often there are parking problems outside the pub. Drivers regularly park both sides of the road when the pub car park doesn't appear to be full
⁵ 1.every day due to improper on street parking not in accordance with the highway code which prevents ingress and egress from my property and the property of friends I wish to visit. Inconsiderate parking also causes hazard due to obstruction of sight lines and access for emergency vehicles. Inconsiderate parking in the main village square causing obstruction and defacing many of the main heritage features in the village: Churchyard wall, Lych Gate, Stocks, Bench seat, Top Pump House. 2. insufficient quantity of off-road parking in reasonably accessible locations to deal with a) events b) school run c) tourism visitors d) businesses	³ Yes, weddings, funerals	⁶²⁽²³⁾ pub at weekends;
⁷ [Problems]Of access rather than parking. Poor parking at Parish Hall often obstructs Smithy Lane.	⁴ weddings ... some funerals	⁶⁶⁽²⁷⁾ All times when the pub is busy
⁹ ... Cars parked in front of vicarage on High St and further down towards the old phone box, using both sides of the road - at the brow towards Warrington rd, cars parked on both sides of the road - residents and visitors parking in front of the stocks and no parking sign blocking the top half of Southbank - Residents and visitors parking on both sides of Church St - Visitors parking in front of Goldmine Cottage against the church wall often preventing vehicles from making the turning. - I have also witnessed issues with residents such as the Andersons that can not drive out of their drive because a car is parked by the curb opposite	⁸ functions such as weddings, christenings, especially if coaches are involved	⁴³ Many ... pub ...
¹² I am particularly concerned about the extreme road safety issue of cars emerging from PO drive, exacerbated when cars park opposite forcing traffic closer to the blind corner	¹² Church events/services and school times	⁴⁵ ... and visitors to the pub, particularly Sunday afternoons.
⁶²⁽²³⁾ dangerous parking near the 2 blind corners which would also prevent emergency vehicle access.	¹² Yes, Church events/services and school times	⁵¹ Bentley parked outside pub all the time, when he has a massive car park.

<p>⁶³⁽²⁴⁾Parking on both sides of road at pub on weekends. Open lane sometimes just enough for 1 car. Also, have had vehicles park on High Street across from entrance to The Mount. Makes entry onto High Street extremely difficult. Sometimes can only turn left or right onto High Street.)</p>	<p>¹⁴ Weddings and funerals</p>	<p>^{67 (28)}The landlord sets a dreadful example to his customers by parking his large car immediately outside his pub, when he has a large car park just a few yards further away!</p>
<p>⁶⁵⁽²⁶⁾Number 33 routinely parks car often blocking part of Southbank Residents cars and visitors often block access along Southbank</p>	<p>¹⁷ Church services eg weddings</p>	
<p>⁴⁸The entrance/exit to 15 & 16 High Street is regularly obstructed by arked cars. Attempting to enter results in damage to our cars. Exiting can result in near accident because vision is obscured.</p>	<p>¹⁸Numerous parking problems on to many dates to give specific details [church, school, clubs, open gardens, etc]</p>	
<p>⁵¹Parking on both sides of High St., especially at the top and bottom.</p>	<p>¹⁹Funerals cause discourteous parking issues.</p>	
<p>⁵⁶Old High street: people park by the notice board and right outside the pub. Accident waiting to happen. People tend to also park on the pavement. I saw a woman with children and a buggy had to walk on Westage Lane and almost collided with an oncoming car.</p>	<p>⁶⁰⁽²¹⁾Other occasions are when there are funerals and weddings as people try and park as close as possible to the church, and the late comers will poorly park and run away. I've had to call the Police before as our driveway has been completely blocked</p>	
<p>^{67 (28)}The problem is not so much a lack of parking spaces, more a lack of common sense and consideration for others when people park - and sheer laziness on the part of some residents who have off-road parking but can't be bothered to use it.</p>	<p>^{61 (22)} Sunday Christening attendees at the church often cause short term traffic as do weddings</p>	
<p></p>	<p>⁶²⁽²³⁾funerals/weddings</p>	
<p></p>	<p>⁶⁵⁽²⁶⁾... wedding cars can block road completely</p>	
<p></p>	<p>⁶⁶⁽²⁷⁾Every Sunday at Church times, every funeral and wedding. Anytime there is an event at the Church</p>	
<p></p>	<p>⁴³Many ... weddings, funerals ...</p>	
<p></p>	<p>⁴⁵... church events ...</p>	

	⁴⁶ Large funerals ...	
	⁴⁷ Occasionally - cars park at gate, obstructing us getting out ... funerals, weddings.	
	⁴⁸ When there are weddings, funerals - it's a nightmare.	
	⁵⁰ When there is a wedding or funeral ...	
	⁵³ ... church events.	
	⁵⁷ Yes, when events at church. On TWO occasions totally unable to park & have had to go to Northwich for cup of tea for hour. UNACCEPTABLE. When I come home from work & can't even park in village (funeral & evening concert).	
	⁵⁸ Weddings, funerals ...	
	⁵⁹ Weddings, funerals ...	

ing Problems (Q8)

School	Open Gardens	Other
<p>³¹My lane (School Lane) is very busy with inappropriate vehicles using it, at great speed ... my hanging basket regularly gets knocked off!</p>	<p>³⁰Open gardens</p>	<p>²³Garden club (evenings)</p>
<p>³Yes, ... school events ...</p>	<p>³Yes, ... open garden days.</p>	<p>²⁴General congestion, particularly at weekends</p>
<p>⁴³15pm school pick up, evening school carol services,</p>	<p>³open garden days.</p>	<p>²³Many tubs in wrong places</p>
<p>¹⁴ ... School</p>	<p>¹⁸Numerous parking problems on to many dates to give specific details [<i>church, school, clubs, open gardens, etc</i>]</p>	<p>²⁸Parking right up to lych gate & defacing a war memorial, restricting access to church</p>
<p>⁹morning and afternoon school drop-off and collections at intersection of High St, Southbank and Church St</p>	<p>⁶²⁽²³⁾NGS open days;</p>	<p>²⁹Householder who has refurbishment project taking well over 12 months ... associated contractors' vehicles parked [on] street.</p>
<p>¹¹school collection times - Cars park dangerously on the corner and park on both sides of the roads so that it is too narrow to pass through. Emergency vehicles would not be able to get through the at these times and it is concerning about the safety of the children leaving the school as it is so busy.</p>	<p>¹⁹Open Garden events cause parking problems on High Street (hill especially) causing log jams and car backed up onto Warrington Road.</p>	<p>²⁹Cyclists parking vehicles on High St. & leaving them there for 6-8 hrs [<i>paraphrased</i>].</p>
<p>¹²Yes, ... and school times</p>	<p>⁵⁴Garden openings.</p>	<p>³¹If I go shopping I often find when I come back my space is taken [NB: this respondent has NO off-road parking]</p>
<p>¹²Church events/services and school times</p>	<p>⁶¹⁽²²⁾ National Open garden days always cause a filter system along the high Street which occur in May and June each year. This has in the past caused cars to turn into the private road (leading to the Johnsons house) and created confusion.</p>	<p>³⁶Village events</p>
<p>¹⁷School pickup/drop off</p>	<p>⁵⁰When there is ... an open garden at Parm Place.</p>	<p>³⁶Sunny days</p>
<p>¹⁸Numerous parking problems on to many dates to give specific details [<i>church, school, clubs, open gardens, etc</i>]</p>	<p>⁴⁹When there are ... garden open days - it's a nightmare.</p>	<p>³⁹The problem needs quantifying.</p>

<p>¹⁹The school coach parks near the pub and cause traffic chaos</p>		<p>¹⁰We rarely have any difficulty parking in one of the optional places [listed earlier]</p>
<p>⁶⁰⁽²¹⁾ Monday to Friday, around 9-9:30 and 3-3:30, the parents from the school cause us problems. They park inconsiderately, usually partially across the driveway making it difficult to turn out.</p>		<p>¹³Whenever there is an event in the village.</p>
<p>⁶¹⁽²²⁾ School drop off and collection is very short term BUT often is the most inconsiderate parking and can block access to and from my parking space and can be on the pavement and create jams around the top pump house , this is the most random</p>		<p>¹⁴Waste collection</p>
<p>⁶²⁽²³⁾ School arrival/departure times (brief but dangerous);</p>		<p>¹⁵Major events only - but then we have spaces!</p>
<p>⁶⁴⁽²⁵⁾ Problem with people parking at the top of South bank road next to the church & opposite the Pub . Mainly during the school run ...</p>		<p>¹⁶weekends and events in village</p>
<p>⁶⁵⁽²⁶⁾ School Pick-up</p>		<p>¹⁹Parking give my household issues on a daily basis. Neighbours parking habits make it hard to exit my driveway on a daily basis. Workmen regularly block my driveway either completely or so that it is extremely difficult to exit. Cars have also been parked in my driveway. Cars have been parked so close to my house that I could not open my living room windows. Cars park dangerously at the junction of Church Street and High Street.</p>
<p>⁶⁶⁽²⁷⁾ Every morning and evening at school pick up.</p>		<p>¹⁹ Bowling matches cause excessive parking near to the bowling green. When the WI meeting is on there are cars parked along Westage Lane with no passing places. Bin day is chaos with parked cars and a stopping/starting bin lorry. I could go on</p>
<p>⁴³ Many ... school run ...</p>		<p>⁶¹⁽²²⁾ 2011/2012/2013 has seen renovations to properties along the High Street houses. Work vehicles have caused a shortage of parking.</p>
<p>⁴⁵ School mornings around 9am & 3.00-3.45pm</p>		<p>⁶¹⁽²²⁾ Walkers / Hikers/ dog walkers do visit the village and park their cars for 6/7 hours which can be difficult if you are expecting a delivery or indeed need to unload a baby safely (and associated paraphernalia).</p>
<p>⁵³ School run ...</p>		<p>⁶⁴⁽²⁵⁾ ... [inconsiderate parking] and at the weekends with visitors to the village</p>
<p>⁴⁷ Occasionally - cars park at gate, obstructing us getting out i.e. school hours ...</p>		<p>⁶⁶⁽²⁷⁾ Bowling and tennis and garden club meetings. Days when the sun shines and visitors come to the village</p>

<p>⁴⁶School times ... are a problem but we know exactly when it occurs, therefore all villagers can observe & avoid travelling through at these times ... I do object to people complaining who take their children to other schools - they contribute to congestion. Great Budworth School is far more important to village life than a slight traffic problem at both ends of a school day.</p>		<p>⁵³ ... weekend visitors to the village ...</p>
<p>⁵⁸ ... school time ...</p>		<p>⁴³ Many ... building work, fairs and fetes, deliveries, refuse collection ...</p>
<p>⁵⁸ ... bowling, village hall events/classes.</p>		<p>⁴⁴ It's not the responsibility of the Parish Council to sort out individual residents' parking problems. They know the parking situation when they purchase the property ... If someone is causing an obstruction the police ... should be called.</p>
<p>⁶⁷ ⁽²⁸⁾ School drop-off and pick-up, especially the latter.</p>		<p>⁴⁶ ... and village occasions ..</p>
		<p>⁵² NO [problem], occasionally it can be difficult to proceed through the village on bin collecting day - this is to be expected.</p>
		<p>⁴² Recent problems with unmarshalled parking on the Parish field. As Smith Lane is a single track, it's impossible to pass cars travelling in the opposite direction. We have had difficulties accessing or leaving home when cars are coming to/from the Parish Field. Last week, the Bowling Green parking and Village Hall parking was full so Smith Lane was single track all the way down from High street. On driving home I met two vehicles coming up from the Parish Field, resulting in my having to reverse all the way back to High St. This is a common problem. If the Parish field is used for any events where vehicles are coming and going at different times, supervision of the parking to control vehicles travelling in either direction is essential.</p>
		<p>⁵⁵ For large funerals, weddings, concerts at Church, etc. there are places for people to park - BUT they have to walk further! Cars can be parked down High St. (by habit on pavement side) and then beyond the Mount. Often big events have their own traffic marshalls.</p>
		<p>⁵⁷ The pub, school, visitors not really a problem. It is the church.</p>
		<p>⁵⁹ Not really ...</p>

Better use of owners' off-road spaces	Pub car park	Parish Field	School car park	One-way system	Permit/residents' parking
²¹ People to park on own property.	²⁷ Make use of designated parking at pub	²² Use of the Parish field	²⁹ On Sundays encourage church goers to park in school playground	³⁰ [One-way system] through village would ease the traffic situation - but would NOT solve the parking problem.	²² Permit parking
²³ Residents who have land/garages to park on (it)	¹¹ b) Install sign, "Parking at Rear" at the pub to encourage use of the pub car-park by visitors	²⁶ A sign directing visitors to the Parish Field car park	⁹ ...Then there is the school parking lot	³⁴ Would not stop parking; would direct traffic down narrow country lanes; would be inconvenient for ... residents.	³⁶ Some residents-only spaces between 7pm-8am, with overflow parking in 'potential areas'.
²⁶ Not all householders with private car spaces ... use them	b) Install sign, "Parking at Rear" at the pub to encourage use of the pub car-park by visitors	²⁷ Village field	³⁸ Full use of School [car park] when available.	³⁶ Would raise all sorts of problems - it's a very big block you'd have to drive around! Very non-user friendly.	¹⁷ Parking permits, but would need visitor permits too
²⁸ Residents to use garages for cars, not other purposes		³² Overspill car park past the Parish Hall, local residents to use this if they desire.	⁸ ... and possibly expand the school area when the school is not in use.	⁴⁰ Make High St. and Church St. one-way.	⁶¹⁽²²⁾ Residential parking works very well. I have experience of this both in London and Trafford. For a small fee this could be for EVERY household and booklets (Individual tickets) purchased for visitors ...
²⁹ Discourage owners who have off-road parking ... from lazily parking on street.	³⁷ Would require traffic lights at the bottom of hill on A449.	³⁴ [<i>Not feasible because</i>] access to Smithy Lane from Westage Lane is dangerous; lovely rural aspect ruined; narrows after Caradoc; main Smithy Lane problems arise in summer, when Bowling Club clashes with WI and Gardening Club; no street lighting; no lighting on Parish Field. [<i>Paraphrased</i>]		² Make the Village one way, only able to drive up the village from the main road. Thus helping with accidents at the bottom of Budworth Hill.	⁴⁵ Residents' parking on High St. & Church St., limited to the few who do not have off-road parking, one per household.

<p>⁵a) all residents with off road parking including garages should use them more frequently.</p>		<p>³⁸Full use of parish field. Clear signing to the parish field is perhaps needed.</p>		<p>¹¹Voluntary one way system for school drop off. Chester and Cheshire council run an excellent road safety program for schools to use to work with their community.</p>	<p>⁵⁶Residents' parking permits.</p>
		<p>³⁹[Parish field] is the best available, so its use should be extended, if possible, to make use of the investment already made there.</p>		<p>¹⁷Make high st one way.</p>	<p>⁵⁷Residents' parking bays/permits.</p>
		<p>²The bottom of Smithy Lane.</p>		<p>²⁰One way system, down the High Street</p>	
		<p>⁵Not the parish field which is too remote.</p>		<p>¹⁴Make High Street and Church Street one way with access from the A559?</p>	
		<p>⁷The Parish Field, operates well as overspill for Parish functions and occasionally when Church Street residents can't park by Bowling Green. Surprisingly doesn't happen that often.</p>		<p>¹⁵I think a one way system for motor vehicles in High St and Church St is worth investigating, BUT I would not want to stop pedal cycles going the other way as if people are able to cycle we should encourage it.</p>	
		<p>⁸Only the further development of the parish field ...</p>		<p>⁶¹⁽²²⁾A one way system would cut down traffic (GB is used as a cut through) and with clear signage indicate visitors to clearly designated areas of parking , which would support residential parking only ... Comberbach operate a one way system for parents who visit the community school which is enforced by the school, a fabulous idea to adopt to alleviate at least one issue here in GB.</p>	
		<p>⁹The village has parking at the Parish Hall, the field beyond the parish hall which unfortunately is not sign posted well enough to be used by visitors only the residents know it is there.</p>		<p>⁵³Make it one-way. This would stop the public using the village as a rat run to other places, motorway, etc. ...</p>	

		¹⁰ a) Up-grade the parish field for large events		⁵⁶ Smithy Lane - a one-way system. Once people get used to it, will not be a problem. The parking on the parish field would be perfect when residents open gardens, etc.	
		¹¹ Parish field ...Work with the church re weddings etc about using the parish field to park on these occasions		⁶⁰ Parish Council asked for Budworth Lane to be one way from Sandicroft House to our crossroads in order to make the crossroads safer. Traffic would then turn left up Cock Lane to the pub and on to the A559 with much safer access and could use Belmont Rd. instead of the rat-run through the village. Common sense did not prevail and the plan was rejected. However, if this could be implemented the traffic through the village would be reduced and the crossroads made safer.	
		¹³ Parish Field		¹⁵ I think a one way system for motor vehicles in High St and Church St is worth investigating, BUT I would not want to stop pedal cycles going the other way as if people are able to cycle we should encourage it.	
		⁶¹⁽²²⁾ On gardens days the use of the Parish Field is essential , although better signs are needed			
		⁴³ The parking already provided in Smithy Lane is not used very much.			
		⁴⁶ Parish Field			

lutions (Q10)

Studs	Leave things alone	Yellow lines	Other
<p>³⁴Would lead to confusion, unpleasantness & be ignored; would result in more street furniture; who would police?</p>	<p>³⁴Probably best to leave things as they are. To alleviate some people's problems could make things much worse for a lot more people.</p>	<p>³⁷Yellow lines on one side of road.</p>	<p>²²Willing to pay ... to use school car park</p>
<p>³⁸Would not work at any level. It would restrict parking at times when there was no problem (the majority of the time) and would not be understood by visitors. Also, who would implement it? Not the police.</p>	<p>³⁸Parking is not a problem for majority of the time. Rigid restrictions would exacerbate the problem. Most people are flexible and sensible in coping with occasional problems. People at present almost exclusively park on just one side of High Street, so there is little problem, even for large vehicles, for the vast majority of the time.</p>	<p>⁹... the use of single and double yellow lines is defacto and there is no ambiguity to their meaning ... some believe this would destroy the character of our village, however numerous ancient English villages that too have parking and traffic issues use the single and double yellow line scheme, e.g. Castle Combe</p>	<p>²³No parking on any cobbled areas</p>
<p>⁶¹⁽²²⁾Road marking are unsightly but the initial proposal of studs and preserved parking for those who have NO parking are much more difficult to enforce in my opinion are not" Fit for the future" given changes in the way we live (multiple vehicle per household and change in ownership in certain properties)</p>	<p>³⁹Preserving the village as a rural idyll is incompatible with modern traffic, so tolerance and goodwill are needed to find a workable compromise. Comparison of the results of this survey with those in the 2011 Parish Plan may reveal any material changes in villagers' views on the subject.</p>	<p>¹⁹Our household would also be supportive of double yellow lines the length of High Street and Church Street as the parking issues have now become so bad</p>	<p>²⁶House agents should inform prospective buyers of limited parking in village</p>
<p>⁵⁵ ... please, not this 'stud' idea ...</p>	<p>⁶Car drivers should be better directed to existing sites (school, bowling green, community field) rather than the costly exercise of obtaining and developing further land. Problem areas on High St can be specifically targetted.</p>	<p>⁴⁴Painting double yellow lines on parking bays beggars belief. To me that is no more than vandalism.</p>	<p>³⁵We need visitors ... our commercial enterprises need the revenue from visitors ... we ... have to accept occasional problems as part of the price one pays for living in such a location.</p>
<p>^{67 (28)}The studs idea is unenforceable - people wouldn't know what they were for without a lot more unsightly street furniture - and they'd lack the authority of yellow lines.</p>	<p>¹⁰c) We would support the "Do nothing" approach, rather than the imposition of measures that would restrict resident parking options</p>		<p>³⁸Identify small number of people with specific problems and find answers to these situations.</p>

	<p>⁵⁵Keep cars parking on High St - residents sort it out themselves - and it's 'traffic-calming'. Have some cones opposite Andersons' - they have difficulty and the cones there ... seem to have sorted that.</p>		<p>³⁸Could the three spaces by the Top Pump House be allocated to (those with specific problems) in some way?</p>
			<p>³⁹Now that the 20mph signs are in place re-consideration should be given to removing some of the planters which restrict the width of the carriageway in several places. One argument for having them was to slow down the traffic; this objection is not longer valid.</p>
			<p>³Cars are required for residents in Great Budworth at the present time to shop, to get to work and day to day life, Signpost and direct visitors to the parking on the field and school, I very rarely see directed car parking for events.</p>
			<p>⁴markings to protect difficult exits at Tours, Andersons and Cath's old House</p>
			<p>⁵b) better signage to off road parking.</p>
			<p>⁸I believe we face an almost impossible task to accommodate the village residents vehicles that do not have off street parking and the visitors, though the Zoo experience showed what can be done</p>
			<p>⁹... it is the parish council's "duty of care" to ensure that provisions are made for emergency vehicles to be able to travel safely and quickly to all residences of this fantastic village.</p>

			<p>¹⁰a) Restrict parking on High Street opposite those experiencing parking problems, e.g. Andersons and Lenders.</p>
			<p>¹³More space, particularly on High Street, for getting through without reversing etc. if there were no planters</p>
			<p>¹¹Use of tubs / planters / trees to use opposite driveways on high street to allow residents space to access their drives.</p>
			<p>¹⁵Any proposal MUST take into account the needs of those with no parking of their own.</p>
			<p>¹⁶Persuade visiting cars to avoid coming into centre of village by encouraging people to park out at Ice Cream Farm car park (cooperation required) and provide pavement along Heath Lane. Less traffic in village plus fewer cars and better connection / safer walk to ICF</p>
			<p>¹⁸Much of the village did not like a partial solution that I proposed. If there were an agreement with The Old Hall & Morrice Croft which permitted foot/car traffic up their drive, there might be some space made available on part of my property for a limited number of cars. This would be a very complicated negotiation involving at least three/four properties - so probably not an option.</p>

			<p>¹⁸Parking restrictions of whatever kind (residence criteria, yellow lines, designated parking spaces, etc) all have the "enforcement problem", which will lead to inevitable conflict with residents and visitors. At some point, I believe it inevitable that there will be a one-way system within the village, but this is probably not an option in the next two or three years as many people would oppose it. Good luck in your deliberations.</p>
			<p>¹⁹Moving the bowling green to the field at the bottom of Smithy Lane and converting the bowling green into car parking</p>
			<p>¹⁹Do nothing is no longer an option. Parked cars are spoiling the village and causing safety issues. The current proposals are at least a step in the right direction however to stem the increasing number of cars a charging system for on street parking may curtail the increase with the first hour or two free.</p>
			<p>⁶⁰⁽²¹⁾A drop off and pick up lane for the school should somehow be made near to the school, somewhere near their field. Therefore parents can see their children walk into to the school safely and there isn't a danger crossing the road. There should be parking signs to attempt to get visitors to the parish field. The vicar should make it a requirement that any events at the church have a parking instructions on invites.</p>
			<p>⁶²⁽²³⁾Several approaches needed to solve as many issues as poss; Then people may accept need for personal gains and losses. Essential to provide a rented space for those with no off-road area - within new car park</p>
			<p>⁶²⁽²³⁾Request pub owner sets example and encourages customers to use pub car park. Please pursue the PC's draft scheme alongside these; were its no-park points not respected, threaten to post photos on 'name and shame' public notice board</p>
			<p>⁶⁵⁽²⁶⁾Visitors should be advised to park in pub and church parking</p>
			<p>²⁵[PLEASE NOTE]Boundary of Caradoc (Smithy Lane) lines up with boundaries of other two houses on same side.</p>

			⁶⁵⁽²⁶⁾ Most visitors park and want to walk through the village - instructing visitors to park in recommended car parking outside of main village should not be a problem and keep traffic flowing no one wants grid lock ..
			⁴² Reduce use of Parish Hall. Avoid unmarshalled events in the village.
			⁴⁴ I do believe that the Parish Council has a certain responsibility to try to provide parking for the amenities of the village, i.e. school, church, visitors, etc. That is why I proposed that the scheme where J. Williamson offered land for a car park by the Avenues should be re-looked at again. In this regard I had a meeting with J. Hickey and J. Williamson to pursue the matter further. This, I believe is an opportunity which has presented itself again and this time should not be missed.
			⁴⁸ Restricted on-street parking, for safety reasons, ambulance/fire engine access. The village centre is being spoilt and its appearance destroyed by the number of cars, particularly around the top pump house and church lych gate.
			⁴⁹ People who have parking asking their visitors to park off the road.
			⁵⁰ Home/car owners living on School Lane could have a number of allocated spaces in School car park.
			⁵⁰ No parking on our cobbles' signs placed discreetly on Church wall and Upper Pumhouse wall.
			⁵¹ Better co-ordination between event organisers so as to avoid event clashes; use of traffic marshalls for big events.
			⁵³ ... or only allow parking one one side of road - residents don't have a legal right to park on the road in front of their house!
			⁵⁶ Limited in a small village like this one. I would like people not to park OVER my drive.
			⁵⁶ I know some people are not in favour of traffic lights at the crossroads, but I am.

			⁵⁷ Church parking on field next to church?
			³⁷ Police presence on occasions, esp. morning school run; prohibiting very long vehicles through village.

Pub	Bowling green/tennis courts	Bottom of Farthing Lane	School Car Park/Field
²³ Pub	²¹ Bowling green	²³ Farthing Lane	²¹ School Car Park (charge for use)
²⁶ Pub car park is rarely fully utilised ... owner does not use it.	²³ Bowling green	³² I believe there is some parking at the end of the first lime avenue, turning left, behind the bungalows, this also could be utilised.	¹⁴ Does the waste ground adjacent to the school car park belong to anyone?
	⁵ The bowling green and tennis club sites (after decanting)	⁵ land alongside South side of the avenues owned by Mr Williamson ...	⁵ The School Car park, The bottom end of the school field.
	⁶²⁽²³⁾ Move bowling green to parish field, park cars on present bowling green as in 1960s(50 capacity)	¹¹ Land at the end of the avenue or part of the school field.	⁴⁶ ... or a strip at the bottom of the school field which would take 20 cars but would not spoil football pitch or the aspect of the school field.
	^{67 (28)} Convert bowling green to car park & move bowling green to parish field.	²⁰ I think it's a shame the land which was offered for parking many years ago, off The Avenues, didn't materialise but the parking problem wasn't such an issue then.	⁵⁰ Wooded area at bottom of school field/Farthing Lane
	⁴⁵ If the tennis courts could be relocated they would make a perfect ready made car park close to the centre.	⁴⁸ Field at bottom of Farthing Lane - particularly for events in the village, eg weddings, funerals, etc.	Buy Haspell's plot at adjacent to school field, in conjunction with the rough land at the bottom of school field.
		⁵⁰ ... field at end of Farthing Lane	⁵ Triangle of wooded Land owned by Mr and Mrs Haspell alongside Farthings Lane
		⁵⁴ Field at end of Farthing Lane originally offered.	
		²⁹ ... is a non-starter since ... parking problems (at weekends) relate to church attendees of the church ...high percentage elderly	¹⁰ d) On Farthings Lane by acquiring the wooded area and part of the school field
		^{67 (28)} Land at bottom of Farthing Lane isn't feasible as a car park. Wouldn't be used by the very people who are the main source of the parking problem - and would damage the lime trees.	^{61 (22)} There is also a wooded area that could be used for school purposes and church events (this already accommodates 4/5 as seen on Maypole Dancing when organisers used this (some with noticeable disabilities).
		⁶²⁽²³⁾ Don't pursue park alongside lime avenue - a tree killer	⁶⁵⁽²⁶⁾ ...having a new car park in school grounds to would to very helpful and solve dangerous school pick up time

spaces (Q9)

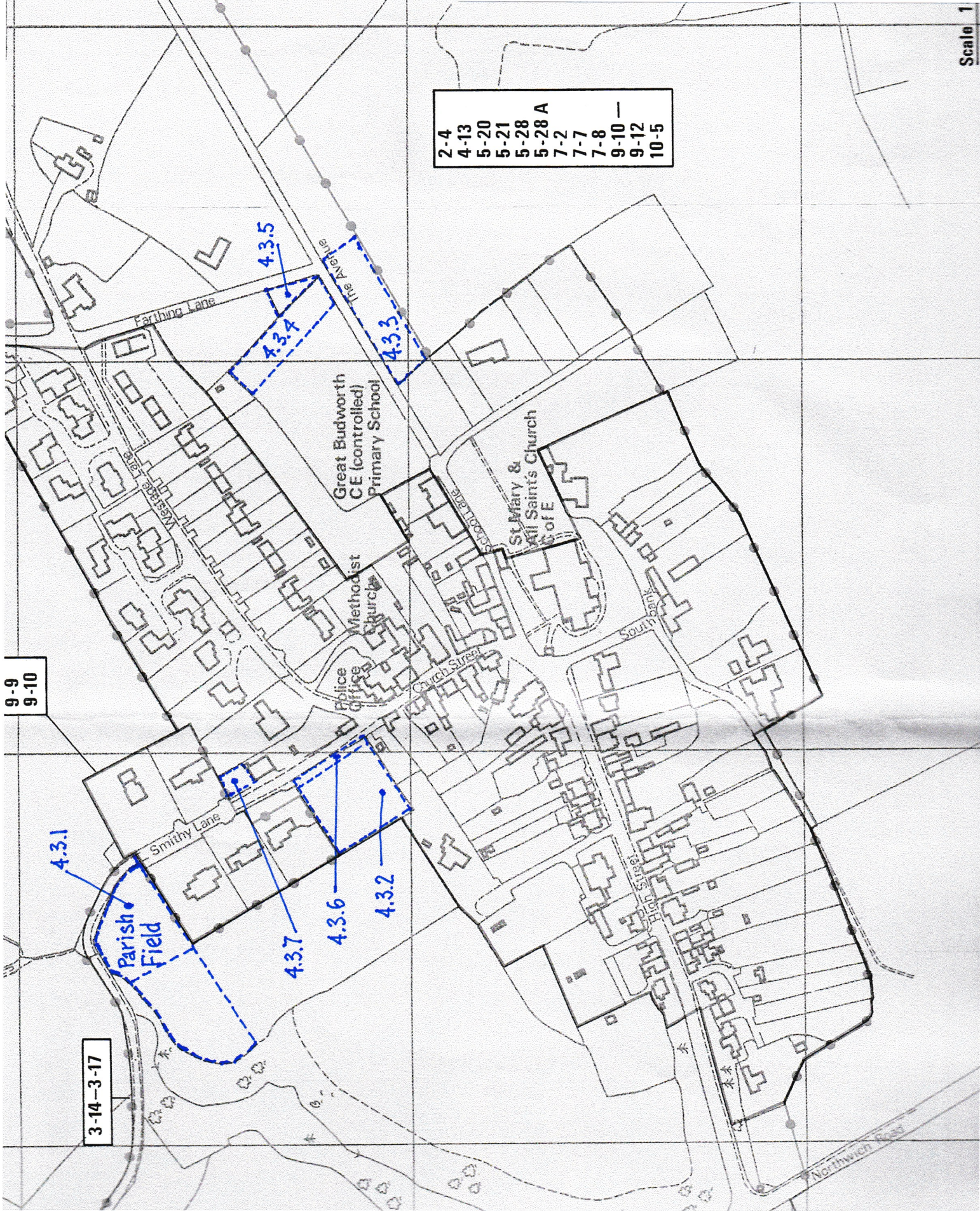
Village Hall	None needed	Other
²³ Village Hall	⁶ We do not believe that any further areas should be developed for parking	⁵ The church quiet garden
⁵ Improved parking at Village hall	¹⁶ Existing provision is reasonable	²⁴ Land on left after bowling green
	³⁸ Buying more ground for parking is unlikely to help as people are very unwilling to park any ... distance from their house.	³² Quiet garden that no-one uses. We could use at least some of that land for car parkers and the rest for a quiet garden.
		³² People who own very large gardens & ... may want to sell ... land, turn it into parking, that could be prosperous.
		¹ Under ground ??? !!!! Have no idea where or how much it would cost.
		³ I think you need to distinguish between resident parking and general visitor parking. I would not be happy to park at the Ice Cream farm as a visitor and walk 1/2mile to my home but as a visitor this may be ok.
		⁵ field at Westage Farm formerly owned by Mr and Mrs Davies,
		⁵ Mr Butters land on School lane
		¹⁰ c) Rear of the housing association dwellings on Farthing Lane
		⁷ As 9 above [<i>i.e. use of Parish Field</i>]. Extend to other residents (of High St?) most affected by parking issues
		¹² possible space could be made for residents parking at the end of the rt hand leg of southbank

		<p>⁶¹⁽²²⁾For the School Westage Lane is far more appropriate and SAFE for the parents to park. This option offers clearly marked single line traffic on the road with a 20 MPH road sign. A pavement to push buggies and children to walk with an adult without having to dodge traffic around the top pump house or along Church Street.</p>
		<p>⁴²It's not clear what the additional car parking requirements are. Are we looking for more residents' car parking? Are we looking for occasional visitor/event parking? Are we looking for general visitor parking? This will help determine where parking is best placed. Nevertheless, parking facilities in multiple locations will be preferable to parking in a single location. Has parking on the school field been considered or the opportunity to use other land in that vicinity? Has a one-way system been considered, which would create much more appropriately located parking from the crossroads right through to Westage Lane.</p>
		<p>⁴⁶The unsightly plot of land [<i>respondent doesn't say where!</i>] should be purchased as a school/church parking plot.</p>
		<p>⁵⁰ ... Mr. Butters' land at end of School Lane.</p>
		<p>⁵²Why do we need any more parking areas? The parish field is rarely used. I walk around the village at least twice a day, rarely see any problems. On a weekend we all expect delays ... Westage Lane is NEVER full. Anyone can park here without restriction. NEW car parks mean consequences for residents without problems ... a few cones left out so residents can gain proper access to their own driveways works very well without implementing a new set of policies.</p>
		<p>⁵⁸Find suitable land on fringe of village for visitors & have residents parking in village.</p>

APPENDIX C

Areas referred to in Section 4.3 of the report (Create Additional Off-Road Parking) are outlined in blue dotted lines.

Dimensions of these areas are indicative only.



2-4
4-13
5-20
5-21
5-28
5-28 A
7-2
7-7
7-8
9-10
9-12
10-5

Scale 1