

**MAKING BUDWORTH LANE ONE-WAY**  
**Comments and consultation responses**

	Comment
1.	<p>I have just read the proposal to make Budworth Lane one-way and I fully support this. I always go via Cock Lane when coming from Comberbach, as it is such a dangerous crossing.</p>
2.	<p>Sometimes it's difficult to understand who could possibly espouse these ideas. There has been no sniff of any consultation on this with any landowner, farmer or house owner on Budworth lane or Cock Lane that we are aware of. The first we all knew about it is when someone spotted a couple of lines in the minutes of a remotely held PC meeting. It all feels very underhand.</p> <p>Given the country is on its financial backside it amazes me that public money/ tax payers money is available for hair brained schemes like this but not to get the drains emptied to reduce the risk of flooding on Budworth Lane.</p> <p>That Lane floods every year in two places. It's flooded for the last 30 or so years we have lived here. Yet we now have money for a one way system and a cycle Lane! We have given up expecting the council to deal with the road drains We lift all the lids on the drains in the road on cock Lane ourselves and try and get as much as we can out of them. We had three wheel barrow loads last week from one drain alone and we still have not got it all. We have also started to cut the verges which have overgrown diverting the water away from the road drains.</p> <p>It's not just access by landowners to the land they farm and the machinery they use which is the issue. Since May 2021 when x bought several fields on the Lane, the nature of the farming has changed. We rent out our land to a farmer in the village and a sheep farmer. If a one way system was introduced either in part or in whole, the implications for some of the farmers trying to farm this land in the current way would be such that they may well be unable to do so with a consequential ongoing financial loss to them. Having tractors when silaging being driven around a one way system betrays a lack of nouse about farming practice.</p> <p>The impact on the caravan site run by x above the mere on Budworth Lane should also not be forgotten. On the basis of what is proposed every caravan, mobile home etc would have to come up the hill at the junction with the A 559 to enter the site.</p> <p>Since they built the housing estate at Winnington there has been a noticeable increase in the volume of traffic on Cock Lane. It is used by many as a "cut through" to avoid driving through and around Northwich. It is with some trepidation that we await and see the volume that will result following the removal of the furlough scheme.</p> <p>Cock Lane as you know is a narrow country Lane which remains unclassified.</p>

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	<p>There is a 50mph speed limit which is regularly exceeded  In addition to this it is frequently used to park cars for people fishing on the Mere (sometimes they are there for 3-4 days) or people park their cars there to walk around the Mere You can just about get past with a tractor and hedge cutter if there is a car normally parked. Any increase in the volume of traffic on Cock Lane given the width of the road and the current use of the land adjacent to it shall undoubtedly lead to an increase in the risk of personal injury or worse being sustained by road users.</p> <p>With this in mind and the potential for any scheme to give rise to a claim for compensation, we anticipate that a detailed risk management analysis, post September shall be required by your public liability Insurers. The council shall also no doubt wish to seek legal advice on its liability to pay compensation to any farmer for any loss of profit generated by the implementation of such a scheme.</p> <p>Those of us who own land on Budworth Lane have joined together to make representations and are taking legal advice on what is proposed  We are communicating with highways and the councillors directly  Given the width of the road and it's current agricultural use a cycle lane and or a footpath are non starters- unless of course there is an attempt to compulsorily purchase any of our land.</p>
<p><b>3.</b></p>	<p>I am writing on behalf of the ERF caravan and camping club.  We have been informed that it has been suggested that a one way system should be introduced above Budworth Lane. The club would like it to register its concerns regarding this idea.  It would mean club members having to turn right out of the Herons Nest Caravan Site and negotiate a very busy, dangerous junction whilst towing a caravan (especially when turning right at the junction).</p>
<p><b>4.</b></p>	<p>I live in xx and would be one of the residents who would be most effected by the proposal. I would very much welcome the one way system from the A559 junction to Cock Lane regardless of any inconvenience it may cause to me as I certainly think that it would greatly improve safety and may prevent serious accidents from happening. The volume and speed of traffic plus the increasing number of HGVs on a narrow lane is a major cause for concern. There has been in increasing number of walkers, cyclists and horse riders who take their lives in their hands in using the lane. The lane is not able to cope with the size of vehicles which are using it and when large vehicles meet it frequently causes problems.  I regularly use Cock Lane to access the A559 when going into Northwich simply because it's safer than using the junction at the bottom of the hill.</p>

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	<p>I personally don't think that a two way system for pedestrians and cyclists would be the way forward, it might in fact be more dangerous for them as I'm sure that if the lane was made one way for cars then the speed they would travel up the hill would be increased? A speed limit is most certainly needed. Also the cyclists would then still have the junction at the bottom of the hill to negotiate which is dangerous. A one way system for all would be the safest option and then there would be no option or confusion for road users.</p> <p>I continue to think that safety is the most important factor in this proposal. Action is needed before accidents and fatalities occur.</p>
<p>5.</p>	<p>NB Response below received from two individuals</p> <p>I would like to add some comments regarding the proposed ideas to improve safety at the junction of Budworth Lane and the A559. We have property along Budworth Lane and further down the A559 to which we need access so these ideas are of particular relevance to us. We think making Budworth Lane to Cock Lane a one-way route will not improve safety and be disruptive to our business and other farmers.</p> <p>Heavy farming machinery access is required to gates along Budworth Lane. This access is currently achieved from the Comberbach side of the lane to reduce impact on the crossroads at the bottom of the hill. A one-way system would mean all such machinery would use the crossroads, increasing congestion and reducing flow along the A559 and on Budworth Lane towards Comberbach.</p> <p>Periods of high pedestrian/cyclist activity (weekends, holiday periods etc) are also periods of high caravan club activity on Budworth Lane. These caravans currently access the Heron's Nest caravan area from Cock Lane, which is the safest route and one which imparts minimal impact on A559 traffic flow. A move to a one-way system will direct all caravan traffic down into the Budworth hill crossroads, onto Budworth Lane. This will both reduce traffic flow along the A559 (both directions) and consequently from Budworth village down High Street onto the A559 causing a potential increase in accidents.</p> <p>Without any reduction in speed limit along the A559, an increase in congestion or large and heavy vehicles stopping at the A559 crossroads will, we think, reduce safety at this critical point, both for vehicular road users and pedestrians/cyclists.</p> <p>We think a significant reduction in speed limit along the A559 would be the best option to improve safety for all road users at this point. In fact, one could argue that a reduced speed limit from the eastbound approach to Gibb Hill, Antrobus, all the way to beyond our access drive used by Budworth Sailing Club on the A559 would improve safety for all road users in the area,</p>

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	benefitting Gibb Hill residents (who have previously requested a speed limit reduction on the A559), users of Gibb Hill, Pole Lane, Cock Lane, Belmont Lane and High Street, as well as visitors to the sailing club.
<b>6.</b>	<p>It is much appreciated that the Parish Council are considering the issue and have made a proposal.</p> <p>1 We live on Cock Lane but rarely use Budworth Lane to access our house for the reasons the PC proposal is seeking to address.</p> <p>2 We note that only two incidents involving injury have been recorded. This does seem rather low. Therefore it might be worth the PC keeping its own record of all incidents, to include not just those involving injury.</p> <p>3 The PC's proposal does mean that a dangerous right turn into Budworth Lane would be necessary for those (including caravan owners) travelling southbound on the A559 and wishing to access the properties on the proposed one way section of Budworth Lane. However the incidence of those turns could be minimised, if only the first part of Budworth Lane was made one way (to the top of the hill, just before Rhosmere). No Entry/ No Through Road signs would still be positioned on Budworth Lane at the bottom of Cock Lane but two way access to Budworth Lane properties, before the one way section, would be permitted.</p> <p>4 There would be some extra traffic on Cock Lane and it might be worth carrying out a one day survey to see what that might be, if the proposal is to be taken forward.</p> <p>5 I note that the North Cheshire Way is marked on the Ordnance Survey map as passing down the proposed one way section of Budworth Lane so hopefully the County Council would support any proposal by the Parish Council to separate pedestrians from road traffic.</p>
<b>7.</b>	<p>Having lived in Great Budworth for many years I find the crossroads very frightening especially if there are vehicles waiting to come out of Budworth Lane. I witnessed one accident when a car came out of Budworth Lane while I was waiting and crashed into a car coming down the A559 and by some miracle just missed crashing into me.</p> <p>On another occasion I came down to the cross roads to find a huge juggernaut lorry driving out on to the road from Budworth Lane very very slowly and it was another miracle that a lorry didn't come round the bend and cause a mega crash. I backed up the road for safety.</p>

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	<p>If I am coming from Comberbach I always go down Cock Lane as the access on to the A559 is so much safer. To make Budworth Lane one way would be a very sensible idea. I know this proposition was made many years ago and rejected by the council but can't common sense prevail with this situation?</p>
8.	<p>We live at xx and we have seen in the Budworth Bulletin the discussion around Budworth Lane and the A559 junction.</p> <p>The junction with the A559 has become ever more dangerous and the speeds at which people travel down Budworth Lane, in both directions, has increased year on year, as well as the volume of traffic as it is used as a 'rat-run' so to speak. We naturally use the road on a daily basis and we are confronted with the issues raised in the bulletin as we try to cross the junction daily taking our children to school in Great Budworth and confirm it is indeed a dangerous junction and whilst there may have only been 2 incidents, there have been far, far more close calls.</p> <p>With a young family, we certainly would welcome any proposal that would at the very minimum would slow traffic down.</p> <p>We would support the one way and the cycle/pedestrian route, however, we are concerned that knowing there is no oncoming traffic would just mean that potentially cars would travel EVEN faster than they already do. The speed limit as you are aware is 50mph, but I would suggest 30mph is more appropriate, or 40mph at most and we have cars travelling far in excess of 50mph currently on a daily basis.</p> <p>If there could be some traffic calming measures be included in the proposal, maybe 3 or 4 speed bumps between the top of the hill and Cock lane, I think this could achieve the results everyone would be happy with.</p>
9.	<p>I refer to the recent articles in the "Comberbach Village News" and Budworth Bulletin, I would comment as follows:</p> <p>It would seem that there has been little contact between the two parish councils, which is disappointing. My understanding is that a proposal was put forward in October 2020, yes 12MONTHS AGO, by Lynn Gibbon, Marbury Ward County. What is the current status on this proposal ?</p> <p>The current proposals follow very much that as previously put forward, I would make the following proposals:  Speed Limits - currently 50 mph The limit on both roads should be changed to 30mph.  Signage - The junction between Budworth Lane and Warrington Road should be changed to a STOP signed, at the moment traffic, with the benefit of a clear view up the Avenue, do not stop and turn left at speed.</p>

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	<p>Finally I trust all relevant parish councils together with Marbury Ward Councillors will come together to move this proposal through ASAP and that CWAC will be actively pursued to action the matter and to stop using Local Safety Schemes to block the proposal.</p> <p>Speeding is endemic in our villages and little, if any, thought has been given to the implementation of traffic calming measures or pedestrian safety. (ie. no pedestrian crossings, narrow footpaths, minimal provision for the disabled).</p> <p>Villagers have time and time again expressed their concerns concerning “speeding traffic” and “improved pedestrian facilities” - YET NOTHING GETS DONE : THIS HAS GOT TO CHANGE NOW !!</p>
<b>10.</b>	<p>I found your email address in the bulletin  My concern is the speed of traffic on the roads around the village.  I live on Budworth Heath and the speed of the traffic is scary!  It seems ridiculous that you come off the main road with a speed limit of 50mph on to derestricted roads.  I note that Cock Lane has a 50 mph speed limit.  I expect that this is beyond your remit but unless I raise the issue with someone I would never forgive myself if someone was to be injured (or worse)  Thanks for taking the time to read my email</p>
<b>11.</b>	<p>Having read, in <i>Budworth Bulletin</i>, of the proposals to create a one way lane plus pedestrian &amp; cycle route between the A559 junction and Cock Lane, we would like to express our strong support for all aspects of this proposal. It seems to us to make eminent sense, both in terms of road safety and amenity for walkers between Great Budworth, Budworth Mere and Marbury Park.</p>
<b>12.</b>	<p>I live on Cock Lane near the Budworth Lane junction and, as a regular driver and walker in the area and occasional cyclist, I would like to comment on the proposal under discussion to make Budworth Lane one-way from the A559 crossroads to the junction with Cock Lane. I am a Great Budworth resident but address this to you both as several of my suggestions relate equally to Great Budworth and Comberbach.</p> <p>I am obviously concerned as the scheme would result in me losing amenity and incurring increased accident risk from additional road traffic as my household joins Cock Lane from our drive. However additionally, as the reason for this proposal is to improve walking and cycling routes and to increase safety at the A559 crossroads, I have considered the proposal and have some concerns and suggestions, grouped accordingly.</p>

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**1. Safety at the A559 crossroads**

I believe the proposal would cause dangerous queues on A559 Warrington Road southbound to the blind bend from traffic accessing the eight domestic residences on the section of Budworth Lane, the caravan site, an agricultural storage facility and several farmed fields (some of which are now used intensively by Groobox). It is not difficult to see this junction becoming a new accident blackspot on what is a major local route and a frequent alternative route for motorway traffic when problems arise on the M6 and M56.

Alternative options to improve safety at the crossroads may include:

- Install traffic signals at the Gibb Hill/ Warrington Road junction, which would help stagger traffic flow on Warrington Road and ease current and increasing congestion there as the Winnington housing developments increase.
- Consider the impact of an improved Winnington Bridge encouraging more Northwich-bound traffic from Barnton, Anderton and Comberbach to use the Winnington route rather than Budworth Lane.
- Improve visibility from High Street to the A559 South, currently impeded by the Lower Pump House.
- Consider making Great Budworth High Street one-way to vehicular traffic from the A559 up to Southbank, School Lane, or Smithy Lane.

**2. Pedestrian safety**

There already exists a footway all the way between the Cock Lane junction on Budworth Lane and the A559 crossroads, running the length of Cock Lane and down Warrington Road. As pointed out as an addendum in the Comberbach Village News article this is available for anyone who chooses and as often as not I use it myself when walking to or from Great Budworth village. The proposal would therefore provide a second safe route between the crossroads and the Cock Lane junction but do nothing to provide a single safe route at the Comberbach end of Budworth Lane where the footpath disappears underground at the edge of the fields for quite some distance and will continue to present a danger to pedestrians walking between the two villages.

Alternative options may include:

- Install signage at the crossroads and the Cock Lane/ Budworth Lane junction to remind or inform pedestrians of the existing footway along Cock Lane / Warrington Road.
- Regularly maintain the hedgerows and surfaces on those routes to ensure the footway remains usable.
- Commission works to reinstate the buried footpath at the Comberbach end of Budworth Lane.
- Consider reducing the speed limit on both Budworth Lane and Cock Lane to reduce accident risk to pedestrians and cyclists.

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	<p><b>3. Cyclist safety</b></p> <p>I suggest the proposal would lead to an increased accident risk for cyclists. Both Budworth Lane and Cock Lane are part of popular cycle routes, used by many cycling clubs and leisure cyclists such as me. A cyclist travelling East on Budworth Lane to Budworth village will need to negotiate the transition across the Cock Lane junction onto the proposed walking and cycling path. Regular drivers joining Budworth Lane from Cock Lane will be expecting vehicular traffic to approach them from the one-way route but that all vehicles from Comberbach will be turning left into Cock Lane. How long before a cyclist is seriously injured either by a car exiting Cock Lane or hit from behind as they stop to negotiate the transition to the new path as they avoid a driver pulling out? And once on the dedicated route, a pack of cyclists heading East will be unexpected by vehicles facing them travelling up from the crossroads.</p> <p>Alternatively, reducing the speed limit on Budworth Lane would help to improve cyclist safety as would the above proposals for improved crossroads safety.</p>
<p><b>13.</b></p>	<p>X wishes to register a strong opposition to any proposal being considered to make changes.</p>
<p><b>14.</b></p>	<p>We live on Budworth lane between Northwich road and Cock lane.</p> <p>I have previously raised issues relating to the dangers on Budworth lane.</p> <p>There are several issues: the 50 miles an hour speed limit is largely ignored, the road is too narrow for two cars to pass in several places and there is no footpath.</p> <p>The road is also very busy with cyclists and finally it is the only pedestrian route between Comberbach and Great Budworth.</p> <p>These are all issues that are in the public realm and ones which i believe the one way system will address.</p> <p>I do however believe that the one way system makes it even more urgent to address the speed limit.</p> <p>If part of the road as indicated becomes one way it will make speeding even more endemic and this is a recipe for disaster if even more cars will be using the junction at cock lane.</p>



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	<p>On a positive note it is crucial for us to connect the rural communities in our area and a footpath in this section is a great way to connect Great Budworth &amp; Comberbach and also visitors to Marbury.  This proposal has our full support. If possible it would be beneficial if we could see how the proposal would work and where the footpath would be located.</p>
<p><b>15.</b></p>	<p>NB The response below has been prepared jointly by residents of three separate properties on Budworth Lane.</p> <p>With reference to the recent proposals made to improve access and safety between Comberbach and Great Budworth through implementation of a one way system. We welcome the positive action to address very real issues of safety, access, the environment and amenity.</p> <p>We believe comments were raised requesting ideas for solutions, therefore we set out considered and evaluated options below.</p> <p><b>1) The current situation /problem statement</b></p> <p>A) Budworth Lane</p> <ul style="list-style-type: none"> <li>- The section from the A559 to the junction with Cock Lane is no longer suitable or safe for the volume and size of traffic. There is insufficient width for 2 normal vehicles in certain parts and no verges or footpaths. This poses safety risks to pedestrians, cyclists and vehicles and is difficult to resolve with existing usage.</li> </ul> <p>B) A559 crossing at Budworth Lane to High Street</p> <ul style="list-style-type: none"> <li>- There is no safe provision for pedestrian or vehicle crossing the A559 at the current junction between High Street and Budworth Lane.</li> <li>- The line of sight North for the current marked pedestrian crossing is insufficient and unsafe given the current speed limit and incline of the road.</li> <li>- Similarly crossing from the road or turning right at this junction is dangerous to vehicles, cyclists and horse riders.</li> <li>- There is also no safe provision or marked crossing to access the bus stop on the North bound side.</li> </ul>

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	<ul style="list-style-type: none"> <li>- There are sections of the road north of the Budworth Lane High Street Junction that are very narrow (more narrow than Cock Lane and Gibb Hill) that result in HGV's crossing the centre line of the road and becoming very close to houses and pedestrians.</li> <li>- The volume of traffic, particularly HGV's at current speed limits makes pedestrian access to the pavement on the A559 between Budworth Lane and Cock Lane dangerous.</li> <li>- The speed of vehicles, particularly HGV's, results in high noise levels and shaking of buildings adjacent to the junction (1,2 &amp; 3 Dene Cottages &amp; the lower pump house), which increases risk of damage to the buildings, most of which are listed buildings.</li> </ul> <p><b>2) Potential options to address the problem statement - solutions are required for both A (light grey on chart) &amp; B (black grey on chart)</b></p> <ul style="list-style-type: none"> <li>i) Introduce a speed limit reduction of 20 miles an hour on A559 between Brownslow Farm (just north of the junction with Belmont Road) and the Sailing club turn (south of the Budworth Lane High Street junction) <ul style="list-style-type: none"> <li>- Addresses A559 problem statement - safer crossing at all junctions across A559.</li> <li>- Low cost</li> </ul> </li> <li>ii) In combination with i) introduce appropriate signage and pedestrian crossings <ul style="list-style-type: none"> <li>- Addresses A559 problem statement - safer crossing at all junctions across A559.</li> <li>- Low cost</li> </ul> </li> <li>iii) Introduction of 4 way traffic light control at the junction of High Street and Budworth Lane on the A559. <ul style="list-style-type: none"> <li>- Addresses A559 problem statement - safer crossing at all junctions across A559.</li> <li>- High cost / air quality impacts from stationary vehicles</li> </ul> </li> <li>iv) Current proposal for one way system West on Budworth Lane to Cock Lane. <ul style="list-style-type: none"> <li>- Does not address A559 problem statement</li> <li>- Increases danger on Budworth Lane, increased risk of speeding due to one way system</li> </ul> </li> </ul>
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- High cost (footpath creation & remarking of road and ongoing maintenance)
- v) Implement a speed limit on Budworth Lane to 20mph and ban HGV access.
  - Partial addressing of Budworth Lane problem statement
  - Low cost
- vi) Close Budworth Lane to through traffic just East of the triangle junction with Cock lane, allowing safe pedestrian and cycle access in the full length of Budworth Lane.
  - Addresses Budworth Lane problem statement / but has impacts to other road network
  - Low cost

**Evaluation chart**

