

APPENDIX C

Barthomley Level Crossing

- **Site Location**



Images showing location of Barthomley Level Crossing

- **Summary**

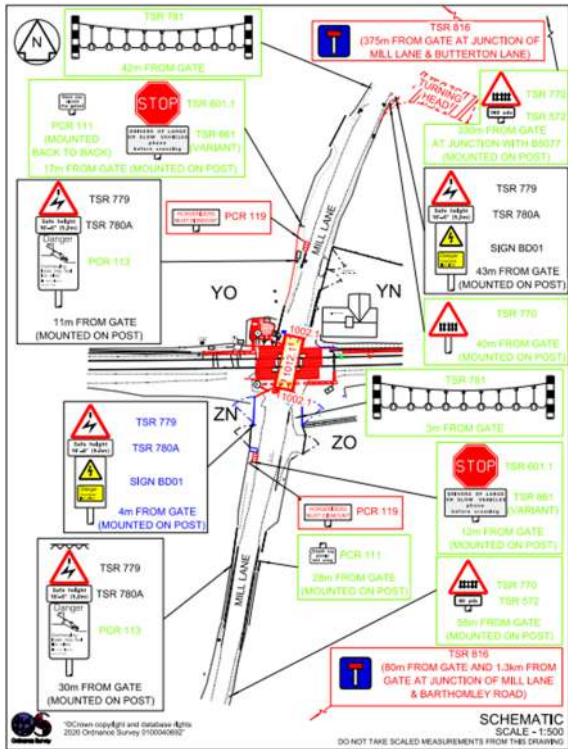
Due to misuse by vehicle users, Network Rail has undertaken a feasibility study and looked at several solutions to improve safety at Barthomley Level Crossing. The preferred option is to permanently close the level crossing to vehicles, but retain access for pedestrians, cyclists and horse riders.

- **Level Crossing Works**

The level crossing will be downgraded to a bridleway crossing. This will require the removal of the existing gates and replace with self-closing gates of 1.5m in width. The provision of mounting blocks will be required either side of the crossing on the highway as horse riders will be required to dismount before traversing the crossing.

Road Safety Audits will be undertaken upon completion of detailed design and commissioning of the crossing works.

Road signage will be required to indicate that the road is closed to vehicles. Locations and type have been shown on the attached ground plan design for the level crossing – an extract shown below.



Extract from Barthomley Ground plan showing proposed road traffic signs.

The vehicle diversionary route makes use of existing roads, starting the route from south of the crossing, Mill Lane joins onto Barthomley Road, then onto Butters Lane (B5077) then joining back onto Mill Lane from the north approach. The diversion makes use of the Barthomley Road Overbridge to cross the track.

The vehicle diversionary route is approximately 5.4km assuming start and end destinations is the level crossing i.e. worst case travel, with average travel time of 8 minutes.



Proposed vehicle diversion

- **Turning Head**

Through consultation with Cheshire East Council, it was noted that there is a requirement for a turning head to the north of the crossing for refuse vehicles to service Lower Crossing Cottage that is located adjacent to the crossing.

The land required for the turning head is owned by the Duchy of Lancaster. The Duchy of Lancaster are supportive of our works to the crossing and are working with Network Rail to enter into a formal

agreement. The Duchy of Lancaster have confirmed the location of the turning head and this is shown in the attached general arrangement drawing.

- **Planning**

A pre-planning application for the turning head has been submitted and responded to – reference. PRE/1049/20. A full planning application will be submitted in the summer of 2021.

- **Consultation**

The following consultation has taken place:

- Duchy of Lancaster (includes their tenant at Walnut Tree Farm) – ongoing since 2019
- Local residents in the immediate vicinity of the crossing – during 2019 and 2020.
 - Lower Crossing Cottage
 - Mill Cottage
 - Mill Lane Cottage
 - Mill Farm
 - Daisy Cottage
- Virtual Public Consultation event held 25th February 2021. No significant issues raised by those who attended or submitted email comments. Further details had to be provided to Alsager Town Council but no further response received.
- Barthomley Parish Council & Ward Councillor – last meeting held 06th January 2021
- Ansa – discussed the various location options for the proposed turning head.
- Smiths Green Livery – confirmed as regular users of the crossing and provided advice on crossing times, width of gates.
- Oakhanger Riding Club – advised that they didn't use Mill Lane for hacking.
- Cheshire East Council – Highways
- Cheshire East Council – Rights of Way Officer
- Sustrans – to confirm crossing will be retained for cyclists and width of gates.