

VILLAGE CONSULTATION ONLINE AND POSTAL RESULTS

The results from the online and postal consultations are summarised below

SUPPORT FOR PROPOSALS 227 on line/29 postal results = total

STRATEGY

Reduction in traffic flow/speeds/PM2.5 91%/69%=88%

PLANIT PROPOSALS

2-A transformation of the Village Green 91%/59%=87%

3-Trial for road narrowing of Little Heath Road 87%/66%=84%

4-Pedestrian and cyclist only Village Road school entrance 91%/69%=87%

5-Plough Lane junction plus drain 80%/55%=77%

6-Pedestrian and cyclist priority Rowton Bridge road 82%/55%=78%

Overall Planit average 83%

WHITE LINES

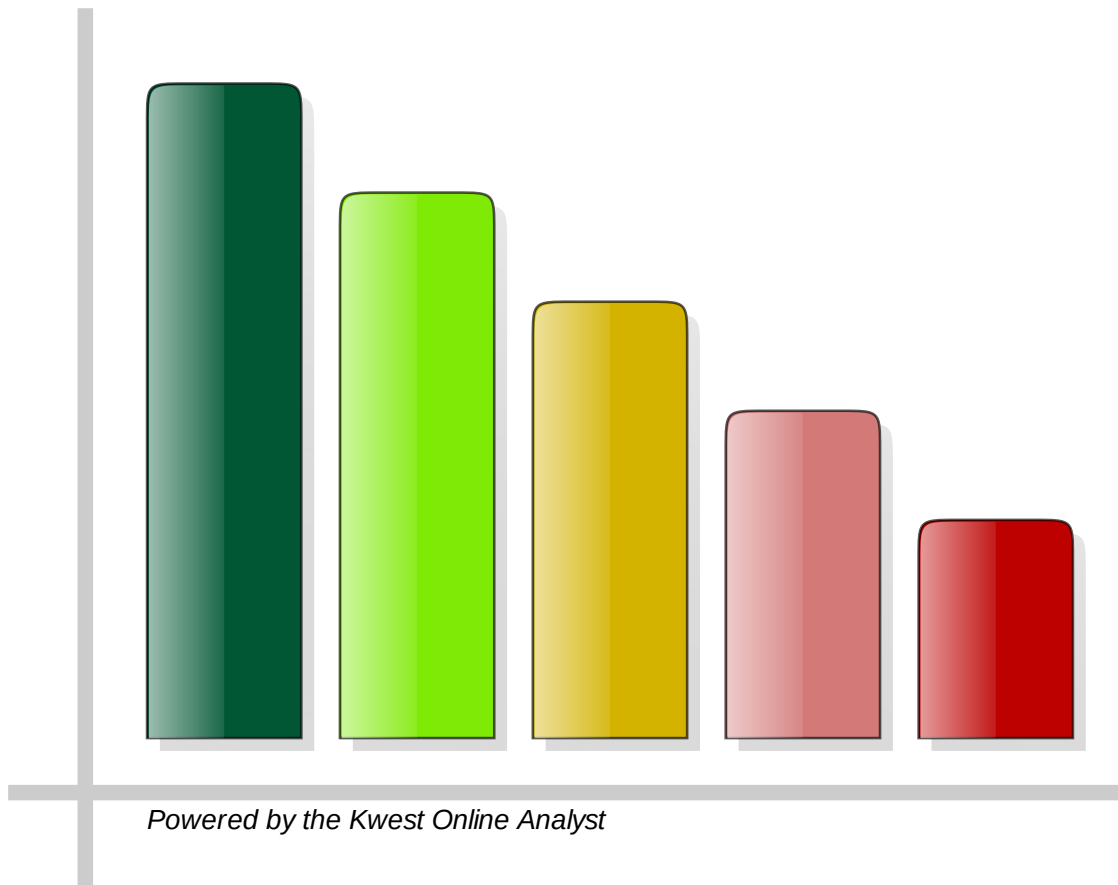
7-Reinstate white lines 33%/28%=32%

PDF Output

Created April 2021 for

Christleton Parish Council

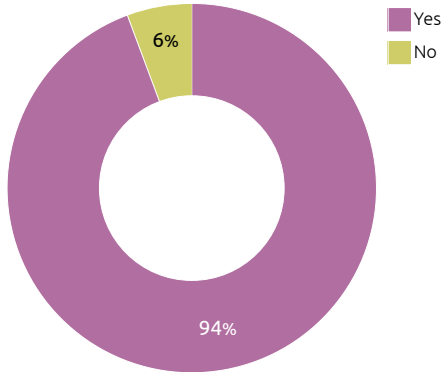
Village Residents Questionnaire



The Cycling Walking and Traffic Plan

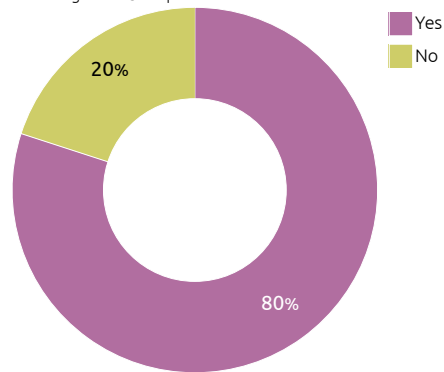
Do you have concerns about the traffic flow and/or speed in the centre of the Village

Percentage of 229 Respondents



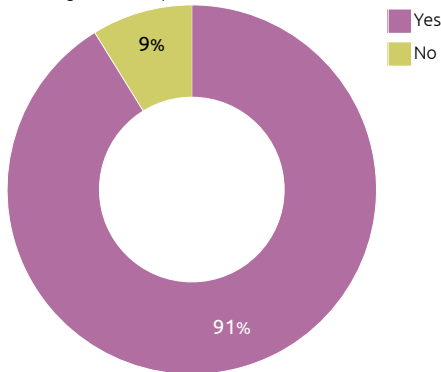
Are you concerned about air quality and PM_{2.5} health effects on routes to school

Percentage of 225 Respondents



Do you support the proposals to reduce traffic flows / speeds / PM_{2.5} in the centre of the Village?

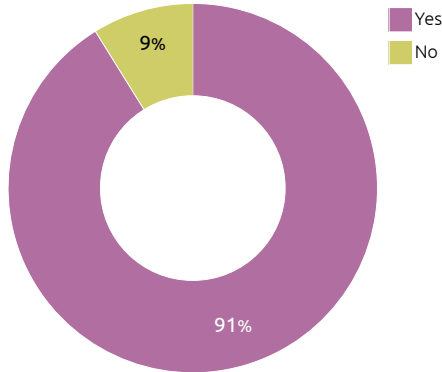
Percentage of 227 Respondents



Transformation of the Village Green

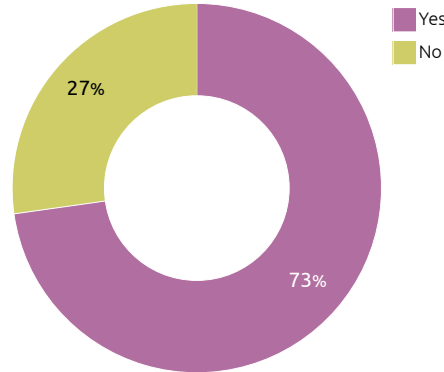
Do you support reducing traffic volume / speed at the ramp up on to the new Village Green

Percentage of 226 Respondents



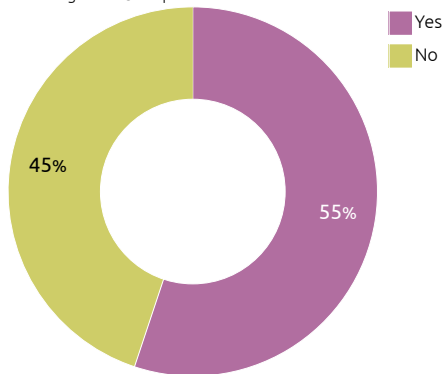
Do you have concerns about PM2.5 health effects on routes to school at the Village Green?

Percentage of 224 Respondents



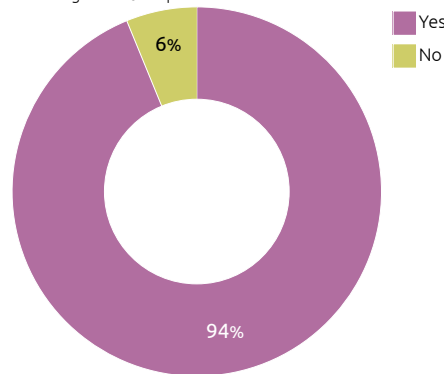
Do you have any other safety concerns around the Village Green?

Percentage of 225 Respondents



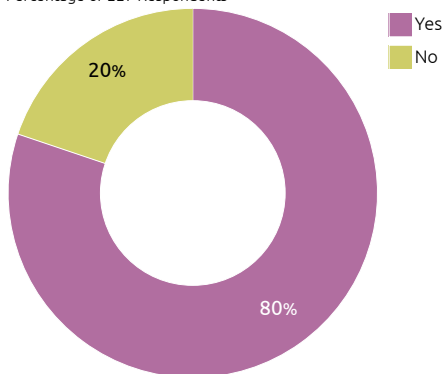
Do you support the increase in green space / seating area / space for community events?

Percentage of 226 Respondents



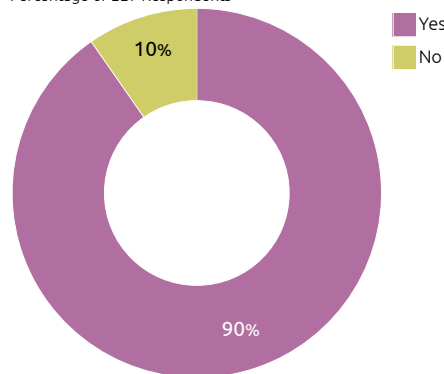
Would you use the increased green space and seating area?

Percentage of 227 Respondents



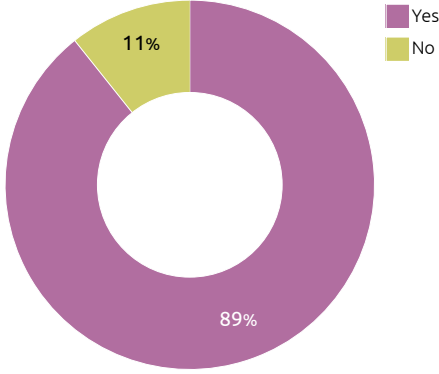
Would you support regular markets and village events in the new community space?

Percentage of 227 Respondents



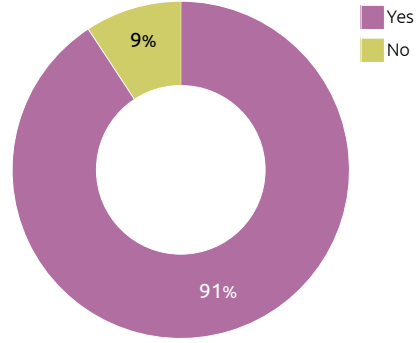
Would you support moving on street to off street parking around the Village Green?

Percentage of 224 Respondents



Would you support the Parish Council implementing a transformation of the Village Green?

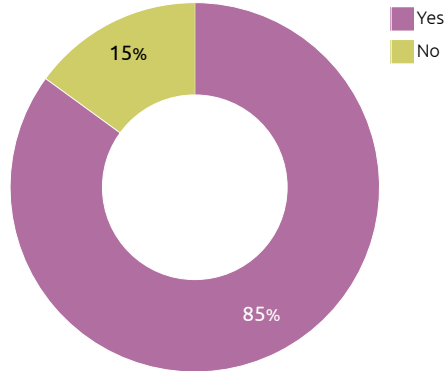
Percentage of 227 Respondents



Road Narrowing on Little Heath Road at Entrance to the Village

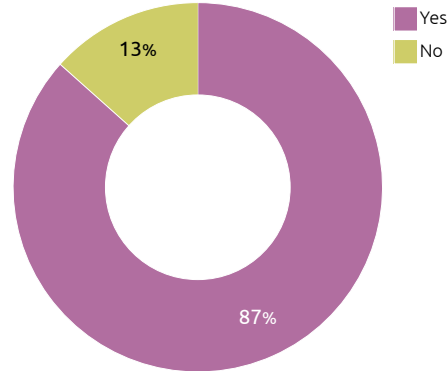
Do you have concerns about traffic flow / speed approaching the Pit?

Percentage of 227 Respondents



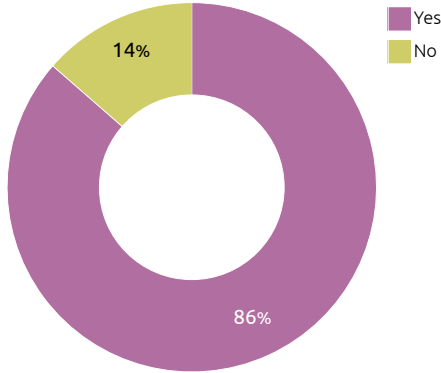
Do you support the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?

Percentage of 224 Respondents

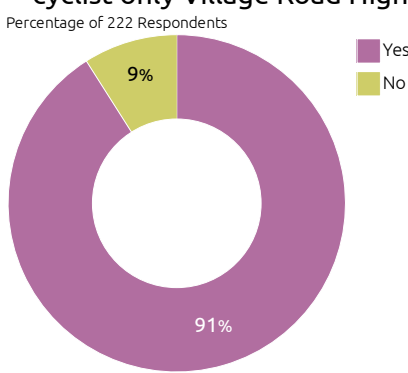


Pedestrian and Cyclist only Village Road High School Entrance

Do you support preventing vehicles from using the Village Road High School entrance?
Percentage of 221 Respondents



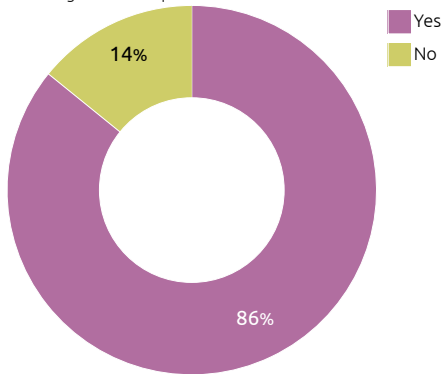
Do you support the Parish Council working with the High School to implement a pedestrian and cyclist only Village Road High School entrance?
Percentage of 222 Respondents



Plough Lane Junction

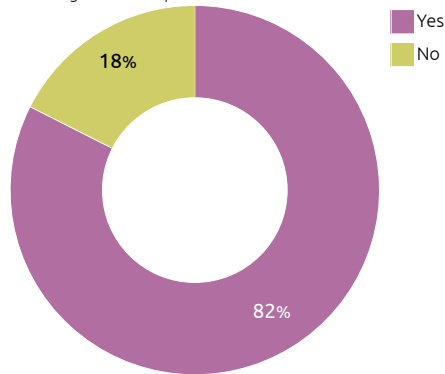
Do you have concerns about traffic adjacent to the High School?

Percentage of 226 Respondents



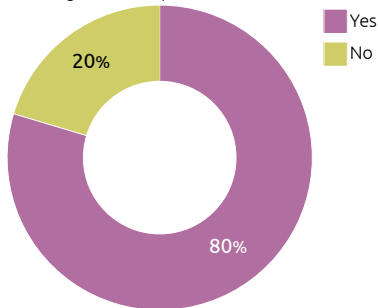
Do you have concerns about traffic flow / speeds at the Plough Lane junction?

Percentage of 228 Respondents



Do you support the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/-A51 cut through traffic?

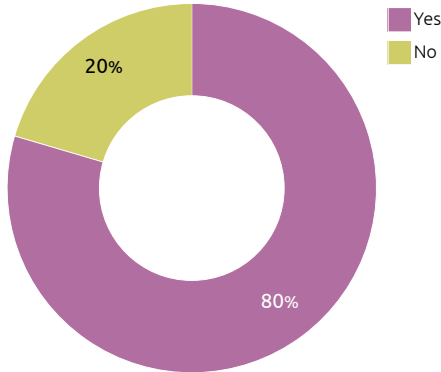
Percentage of 226 Respondents



Pedestrian / Cyclist Priority on Rowton Bridge Road

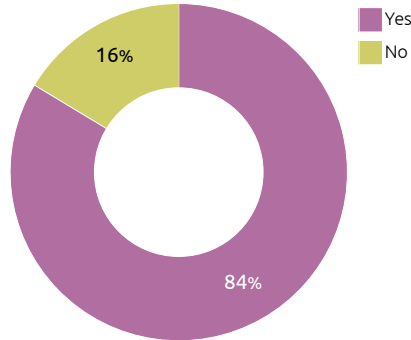
Do you have concerns about traffic on Rowton Bridge Road?

Percentage of 225 Respondents



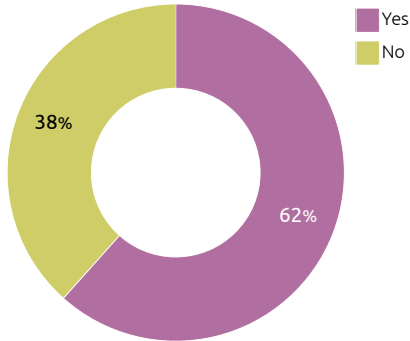
Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at school drop off and pick up?

Percentage of 220 Respondents



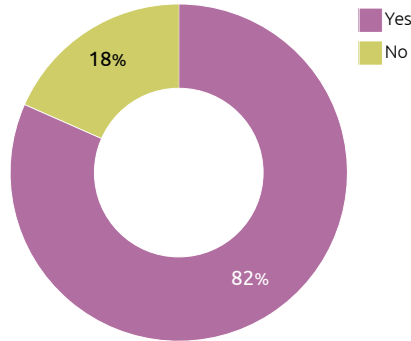
Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?

Percentage of 224 Respondents



Do you support the Parish Council implementing the pedestrian / cyclist priority status of Rowton Bridge Road?

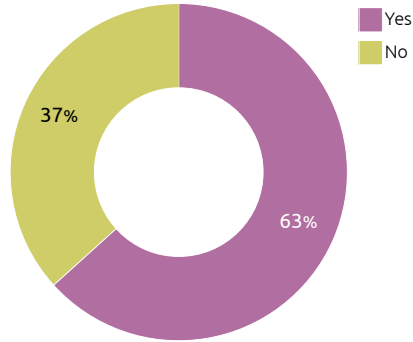
Percentage of 223 Respondents



Final questions to guide the Parish Council

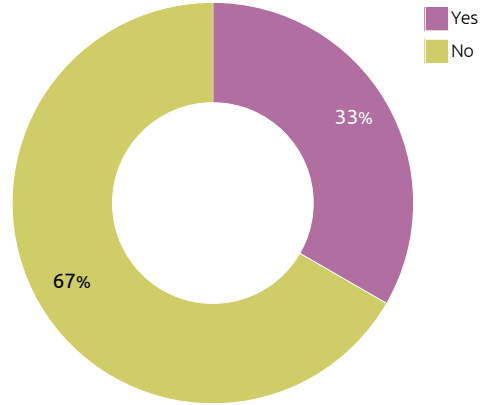
Do you think the absence of white lines on Little Heath Road and Pepper Street enhances the appearance of the village

Percentage of 218 Respondents



Do you want all the white lines to be reinstated

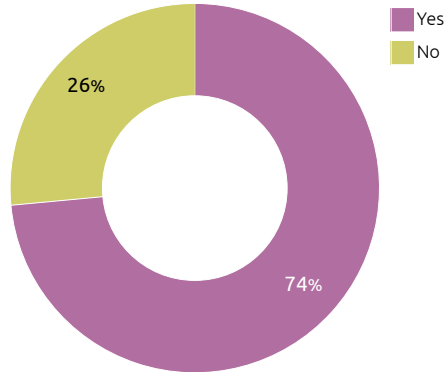
Percentage of 216 Respondents



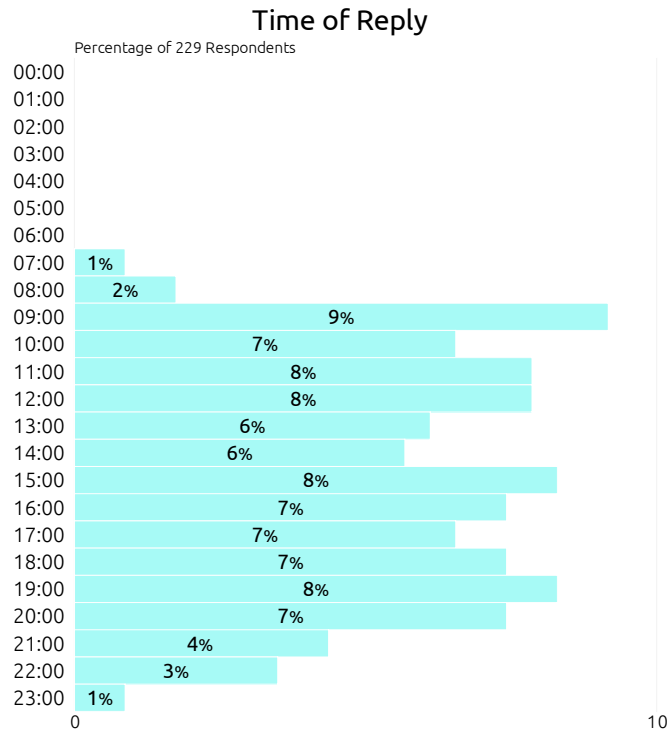
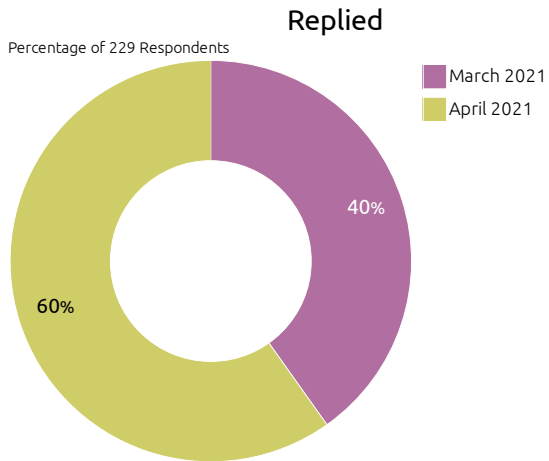
Finally

I would like the Parish Council to email me updates on Parish Council activities

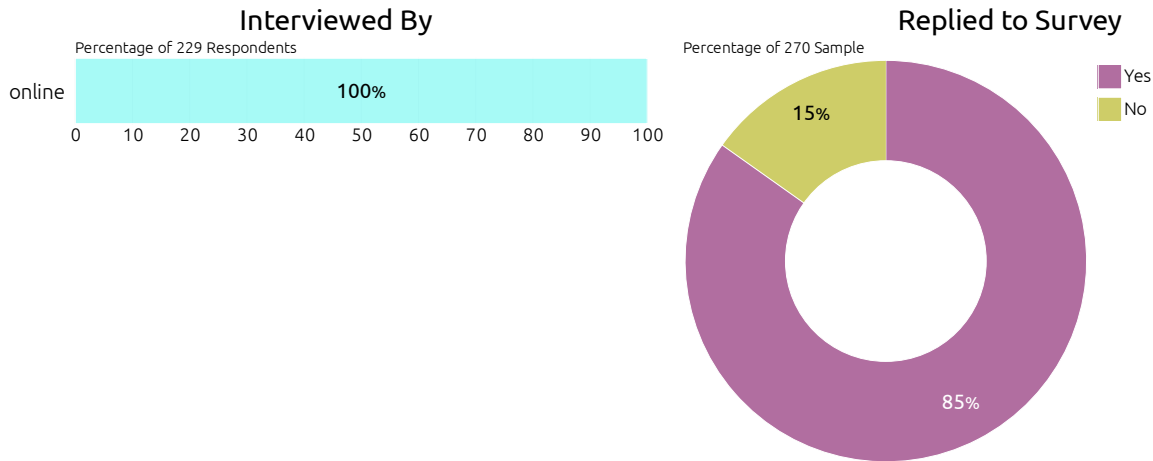
Percentage of 219 Respondents



Reporting Period



Sampling and Response Rates



Comments on the traffic flow and/or speed in the centre of the Village

After 26 years in the village and living on Little Heath Road the traffic is too heavy and many cars break the speed limit. My wife, travelling at 20 mph was overtaken by badgers close.

A lot of speeding through and reckless driving with no thought to pedestrians. It's been better through lockdown as not the volume of traffic and not the same amount of parked cars on village road.

Any congestion is limited to two short windows all impinging on school starting and finishing times. Outside of the hours of 8-10 to 8.40am and 3-3.30pm there are no problems. As the report indicates, the aim must be to deter the 300+ parents from dropping off their children at the school gates. Speed is a factor especially outside the above times when the road is clear!

As detailed in the consultation document the centre of the village has "an enviably low accident injury rate" while the A41 by contrast "is responsible for many serious road traffic injuries and one fatality nearly every year". As one of the large proportion of Christleton Parish Council precept payers who live along the A41 rather than in the centre of the village I would like to know how much this exercise has cost in total to date when this has been identified as the least serious traffic problem in the area?

As much as possible should be done to reduce the RAT RUN. On Village Rd nobody observes the 20mph limit.

At certain times of nearly every day and night I have concerns about the safety of none vehicle road users in and around Christleton Village. Not solely but primarily due to the high volume of and the speed of traffic especially where there is shared road use with no pavement and when there are significant numbers of pedestrians (parents of primary school pupils and High School pupils) trying to cross the roads near junctions at busy times at the same time exacerbated by vehicles illegally use both Village Road and Plough Lane school entrances as turning circles. The difference the Plough Lane footpath from the "White House" to the "Christleton High School" made to pedestrian safety has been significant in the years since it's been installed.

At peak times the traffic flow into the village makes it really difficult as a resident to leave the village in all directions. Parents stop in places that make it really difficult to pass and often pull over without warning or indication. I am often concerned for the safety of the masses of children on bikes at these times as some road users are not considerate of them.

At present the parking of cars in the centre of the village restricts the passage of through vehicles and reduces speed. Any changes to parking should not take place until effective speed reduction measures are implemented.

At present there is too much traffic, too fast

At school pick-up and drop-off, traffic in the centre of the village and the main routes in and out of the village is very heavy. If there are any traffic delays on the A41 or A51, people use the village as a cut-through, often at speed.

Can be difficult to Cross the road near the shop with parked cars etc

Cars are driving way to fast, disregarding pedestrians and narrow pavements, which force people to step into the road. There sre also many children walking to schoold every day and at times ignis difficult to cross the road.

Cars not sticking to speed limit Cars getting backed up by the ring o bells due to parked cars

Cars often sped through village road and the high school traffic and parking around school is a concern

Cars travel too fast. It is difficult passing parked cars opposite the Ring'o'Bells'.

Cars using Christleton as a "rat run" Cars going way above speed limit through the village Cars going too fast along Rowton Bridge road making it hazardous for pedestrians. Too many cars dropping young people off and picking up at the high school creating congestion and pollution ..

Centre of the village is not as big a problem as other parts of the village given the amount of parked traffic in the centre

Congestion by the shops and pub due to parked cars and volume of traffic at key times of the day. We're also concerned about the speed of vehicles on Plough Lane, especially as there are lots of children walking to and from school.

Especially between 0800-0930 and 1400-1730

Excessive speeds noticed and cars cutting through from A41 to A51 and vice versa, all times throughout day and evening.

Excessive speeds on Rowton Bridge Road. Traffic flow in the village poor at the Ring O' Bells, particularly at peak times.

Far too many vehicles and also never stick to the speed limit.

I don't object to traffic users of the village. I do object to through traffic.

I have answered Yes to the question but qualify the answer because I am not sure as to what you mean by the centre of the village. Speed is not the real problem in the area around the village green/Ring o Bells as the parked cars cause the traffic to slow. The real problem is the volume of traffic. In the approaches to the village green area speed and volume are both a problem, particularly in Plough Lane where I live.

I live in Littleton and have children who attend the schools in Christleton and as a keen runner I run through the village 2 or 3 times a week. Currently traffic ignores the 20mph speed limit when entering at the duck pond and also the canal bridge. The duck pond entry is made worse by the unnecessary 40mph stretch from Littleton, this causes traffic to slow down as they enter the village rather than enter at 20mph. Vehicles are still doing more than 30mph as they take the bend at the church. I feel like the near misses I witness regularly are one day going to be an actual accident. If the village wants to protect its citizens, young and old the village need to be strict in monitoring the 20mph limit perhaps with a 20mph zone with pedestrian priority.

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I'm happy with the 20mph limit in the village. The parked cars in the very centre near the church and village green restrict the flow sometimes. It would be good to create more dedicated parking for people who work in the village ..

I'm not sure what time the speed survey was done on plough lane but the result of no traffic exceeding 30mph is a joke!

It can be problematic with bottle necks in centre of village at school start and end time

I think that cars drive too fast between the pond and the centre of the village. The pathways are very narrow and sometimes pedestrians are forced into the road to pass each other. Also, young children cycle and scoot along the paths and could easily lose control and fall into the road.

I think there are too many cars. The speed is not a concern however.

It is not just the school traffic and cut through use . It's the speed and flow of traffic to the sports facilities, it appears to increase at ten to the hour and ten past the hour probably relating to pitch use. The time just before the hour entering the village is worse as some speed presumably as they are late !

It's not just the centre that suffers from speeding traffic. It's worse on all the approach roads. My particular concern, as a resident of The Park, is Birch Heath Lane, on which very few cars keep to 20mph and many exceed 30mph, despite the bends and the junction at The Park.

It would be interesting to know exactly where the speed surveys were taken from?

Living in littleton I have walked my dogs around christleton most days for the last 15 years. Traffic through the village increased hugely after the lights were added to the rugby club roundabout and I've had a good number of near misses with cars mounting kerbs as they squeeze past parked cars in the village or just not driving responsibly. I consider the center quite unsafe and with the school there we're looking at something potentially very serious happening.

Making it safe for both pedestrians, cyclists and car drivers- the number and lack of road awareness of the high school students on bikes is always a concern that there will be an accident at some point.

Most drivers have little regard for the 20mph limit. Cars frequently exceed 40mph on Pepper St during the evening/night

My only concerns are with the congestion at the 's' bend by the 'Deva bridge club' which have not been addressed in the plan set out

No one knows what direction to go in

Often feel vulnerable even walking on the pavement during peak traffic times

Often heavily congested at school times. Parking around the dentist and pub make a bottle neck most of the day. Some drivers are still speeding.

Only the village being used as a cut/through. School traffic is limited to specific times and can be avoided. When it's busy this limits the speed of traffic without need for intervention

Parked cars on the bend by Ring O bells and down to the institute results in congestion with attempted 2-way traffic flow. It is worse at peak times around school drop-off and collection and we also have to contend with buses, refuse collection vehicles, delivery vehicles all blocking the road / struggling to get through. Speed during these times is less of an issue as I am always queueing / stuck.

Particularly at school arrival and departure times

Particularly speeds

Passing the Ring o Bells is difficult with parking. But access to the shop is important also, so alternative parking should be made.

Peak times around the start and finish of the school day are a problem, made worse by the cars parked on the already narrow road between Christleton High School and the church. This is especially dangerous when the Deva bridge club is in either afternoon or evening session. Session -

People speed at all times and at school drop-off times the roads are not sufficient to handle the flow of traffic. Also when there are accidents on the a51 or a41 the village can become gridlocked. The sheer volume of traffic clearly has an impact on air quality and local residents and school childrens health.

Road safety of both school children and residents is threatened by vehicles excessive speed, particularly at commutor/rat run times of the day

Roads are not wide enough when cars are parked and the average speed is too fast for the amount of pedestrians, families and children using them.

Safety due to speed and volumes and lack care of other users

Since the alterations at Sainsbury's Round-a-bout, this has caused all the issues of traffic congestion on the A41 and caused the traffic to use Christleton as a rat run. The School traffic is also a disgrace. Most of the dangerous driving and parking issues arise from selfish parents.

Since the "hamburger roundabout" has been introduced many drivers travelling on the A 41 or A51 use the village as a cut through during peak times. With this in mind as well as the school traffic, cyclists and villagers the village has sometimes come to a standstill and cannot sustain this amount of traffic.

Some cars going too fast for conditions e. G at the pits where people are trying to cross road where pavement runs out. Also difficult to cross at times near shop etc

Some of the traffic flow through Christleton funnels down Brown Heath Rd towards Waverton, passing our home, often at high speed

Sometimes there are vehicles that proceed very quickly along village road that I assume are cutting the corner from the A41

Speed and ad hoc / inconsiderate parking by the Bridge Club. To a lesser extent, inconsiderate parking at High School pick up time.

Speeding is a continual issue, excessive through traffic, significant measures needed to slow people down and reduce volume, make it an unattractive prospect to drive through. Idling traffic at school drop off/pick up, unable to move due to jams in village centre (outside our house in Birch Heath Lane).

Speed is uncontrolled, excessive and traffic flows are not compatible with village setting and road capacity.

Still have concerns about volume and especially speed

The 20mph limit seems to have had little effect on traffic speed. Parked vehicles certainly cause the traffic to slow down, particularly during peak periods, but once traffic volume decreases and there are fewer parked cars the speed of vehicles in many cases is above 30mph. I would hope that the proposals will result in both reduced volume of traffic and speed.

The amount of cars parking at the green and on village road causes problems with traffic flow and visibility.

The amount of traffic through the village during the day can be really high, especially if there are delays on the A41

The current suggestions are a much better proposal than the previously talked about one way system which ultimately would have led to increased speed of the vehicles travelling through the village as the drivers wouldn't have been concerned about possible on coming cars.

The density of vehicles as well as the type of vehicles demonstrates clearly that the village is used as a rat run. Village based traffic is minimal. The average speed, as your survey found, is quite obviously in excess of the speed limit. We live in the centre of the village and at certain times of day it is almost impossible to exit our driveway to enter Village Road.

The high volume of speeding vehicles through the village is becoming a serious safety issue and urgent action needs to be taken to curb the irresponsible behaviour of a large number of drivers.

The historic problems in the centre of the village have been due to inconsiderate parking and insufficient parking for the vehicles brought into the village by businesses and the bridge club. This has led to very heavy congestion and grid lock at peak times when the bridge club parking co-incides with school pick up times. The only viable solution to this is to install a new car park for at least 30 cars within an acceptable walking distance from the bridge club. Parking restrictions may be required to ensure that the new car park is used. Little attempt seems to have been made by this proposal to address this key issue. Speed is generally not an issue in the village centre, only on the main approach roads into the village.

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The main concern being that the village has become a 'rat run' linking the A41 to the A51

The main concern is the increasing use of Christleton as a 'rat run' between the A41 and A51 by motorists wanting to avoid the Boughton Heath A55 'hamburger' junction.

The main problem in the centre of village is the Bridge Club parking need no parking signs yellow lines as last resort

The new proposed plan is far too modern for the village.

The number of people walking on verges/road as no footpath in places. The narrow passing on the corner by the pond especially if there are cyclists. The number of cars racing through the village. Hgv's have started appearing in the village. The narrow gap by the ring of bells with cars obstructing the road by parking. The cars obstructing Birch Heath Lane. It is dreadful at school pick up /drop off

The primary underlying problem is the inability of the main roads to handle the volume of traffic (Hamburger roundabout; A41/-A51 junction; A51/A55 junction). Unless this is addressed there will always be demand for cut-throughs by non-local traffic. It's clear from my own observations that the traffic on Rowton Bridge Road is at it's busiest, fastest and most aggressive when there is congestion on the main roads. A secondary issue is the myriad of signage at the junction of A41 and Rowton Bridge Road. This is a tricky junction when busy so it is no wonder that many drivers fail to notice the 20mph limit and the hump-back bridge signs (of which the latter is factually incorrect stating 'weak bridge 400 yards').

There are too many cars travelling through the village above the speed limit of 20 miles per hour , combined with the number of parked cars, it makes it a dangerous route

There is far too much traffic at school drop off and collection times. This causes unpleasant vehicle pollution. People wait at the duck pond for their children and keep their engines running which exacerbates the problem. If the A41 is closed or the Hamburger roundabout congested, heavy traffic also diverts through the village, so it sometimes feels like you live on a motorway. Traffic also speeds through the village and there is a nasty corner opposite the duck pond where speeding cars put children in danger at the point where the pavement disappears and they have to cross the road. The traffic was getting much worse before lockdown which has been a welcome respite.

There is far too much traffic through the village and vehicles travel much too fast

There is too much traffic using the village as a short cut

There needs to be a speed restriction of 20 mph prohibition supported by physical deterrents. I live on Village Road and we have idiots purposely showing that the 20 mph restriction has no teeth. They race their cars and motor bikes, loudly accelerating as they go as a challenge to the toothless 20 mph restriction. Helpless, we watched.

There seems to be a lot of cut through traffic between A41 and A51, with these sort of drivers often not abiding by the speed limit

The school causes horrendous traffic by parents picking up / dropping off

The signs for 20mph are too small and in- noticeable.

The speed and volume of traffic is such a concern - walking in the village can be dangerous to say the least and it is ruining what could be a lovely village.

The traffic flow in the centre of the village is impeded by the number of cars which park for great lengths of time and these don't belong generally to residents but to those outside the village which come to work in the dentists/the Birch Heath Lodge care home/the hairdressers etc... These people should be encouraged to park further outside the village and walk to their place of work, and not in the centre around the green / Birch Heath Lane (BHL). People use BHL and Plough Lane, and Rowton Bridge Lane as a rat run between the A41 and A51, or to cut out the bottle necks on these roads.

The traffic has become much heavier in the centre of the village especially as there are lots of cars parked especially near the bends in the road. It would appear to be used as a cut through between A41 and A51. Also at school times it is very congested with cars dropping off or picking up.

The village being used as a short cut from A41 to A51, and back. This creates too much traffic, and they do not respect the 20 MPH limit. Also, parents dropping off children at the High School. In the evening, the Sports Centre on the High School campus can makes Plough Lane/ Village Road junction very busy. At peak times there is too much Sports Centre traffic, and also these folks tend to speed as they are late for football etc.

The village cannot cope with the traffic at present .. The use of its roads as cut throughs should be prohibited. There should be weight limit signs at its boundaries. Thereby banning HGVs etc. Smaller vehicles can be used for Deliveries etc. Many roads are reduced to one way single lane due to school parents parking at collection /drop off. This should be prohibited with Short stay parking being made available within walking distance. If the development of the old Law College is permitted the situation will be total chaos.

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parking being made available within walking distance. If the development of the old Law College is permitted the situation will be total chaos.

The volume and speed of traffic within the village, particularly during 'rush hour' and school drop off/pick up times, is not safe and is a health hazard due to excessive pollution. Something has to change. The village cannot accommodate the additional vehicles driving in and out of the village either to drop children at the high school or to cut between the A41 and A51.

The worst part is trying to safely cross the road near from the convenience store side to the ring of bells side during the morning rush hour

This has been a long standing issue and I am pleased that it is at last being tackled.

This question is too vague and should really be two separate questions

Throughout your brochure you continually mention motorists using the Village Road as a cut through I would like to remind you that for us on the A41 at Rowton Bridge in Christleton it is not a cut through it is our direct route. Our direct route which you continually push for being closed off to us your residents which actually would force us to go extra mileage and be stationary at more junctions at a cost to us and until electric cars are compulsory more pollution.

Too fast

Too fast and too high volume. Dangerous manoeuvres mounting pavement etc by ring o bells.

Too many cars going too quickly.

Too many people speeding around the Village Green. If you are coming from Birch Heath Lane, people speeding from Little Heath Lane are in a blind corner, so it's tricky to cross to the village hall. Too many cars near the Village Green during school drop off and pick up. Speed bumps in this area would be a good idea.

Too many vehicles travelling at too high a speed

Too much at rush hour, too many school children drop offs and the pollution impacts.

Too much "cut through" traffic and parents dropping off/picking up kids from the school.

Too much traffic and congestion impacts on the quality of the village centre, especially at peak times

Too much traffic, travelling too fast, especially from Littleton along Little Heath Road

Totally unexepable probably a matter of time before someone will be injured or worse

Traffic and speed seems to me to be most prevalent from rat runners.

Traffic congestion on the narrow parts, mainly at the two busy times of day.

Traffic flow could be improved, and there are occasional instances of people driving too fast through the village and coming too fast round corners

Traffic generally too fast. Too heavy at certain times and obviously a rat run between major roads. Parking is too random.

Traffic levels through the village are too high with many cars using it as a cut through to the A41 / A51. The roads are often clogged with parked cars, especially opposite the Ring O'Bells, and it is often dangerous for pedestrians.

Traffic often travels too quickly, and also traffic jams caused by the Bridge club (in normal times) or school drop offs are a problem.

Traffic still travels too fast within the village despite the 20mph limit.

Very difficult to get through all of the parks cars. During school open/closing times people walking between parked cars into the road which is very dangerous. Parked cars slow down the flow as people are having to wait there turn to be waved out.

Village seems to be used as a rat run and 20mph speed limit is rarely adhered to.

We have 3 problems causing flow and speed issues, the school, the traffic issues on A41 causing a rate run and the bridge club parking in the village.

We have lived in the village for over 30 years and during this time we have noticed it becoming progressively worse. It has now come to us, not leaving the house during peak traffic times.

Where the cars currently park in the centre sometimes it's hard to see what's coming in the many different directions.

Yes of course! Despite the fact we have a 20 mph limit in the village there are a persistent element who drive much faster than this speed. We would like to see greater use of the radar gun and police presence on a regular basis to deter said culprits.

Yes, the traffic flow during school hours is particularly bad and outside of these hours when there is less traffic speeding becomes an issue. I do think that the village would benefit from a 1-way flow system, as this would allow for increased pedestrianisation and parking as well as working as a deterrent for people "cutting through" from A51/41 etc.

Yes. The village is used as a rat run with traffic not adhering to the 20 mph speed limit. There is severe congestion at times and problems parking outside e.g. Birch Heath Nursing Home and shops, though there has been some improvement since the road markings were changed. We avoid driving through the village centre at the start/end of the school day. We have seen HGVs stuck in the village centre and there are no warnings to discourage this type of vehicle from the village. Parked cars on the street also cause problems with two way traffic flow.

Comments on air quality and PM_{2.5} health effects on routes to school

A41

A41 is terrible

Absolutely. I now have asthma which developed late in life. Young children's lungs will also be severely and negatively impacted by the excessive fumes from cars racing through the village as well as those cars that park with their engines on whilst waiting to pick up from the school.

Absolutely! The amount of parents who drop/pick up their children from the high school, park in Quarry Lane and leave their engines running for excessive periods of time whilst waiting in their car. It is not acceptable. They use the village as a car park. Children and local residents then have to breathe the polluted air as they walk home from the primary school/high school. Local residents have said they can't leave the windows open due to the amount of fumes! The congestion in the village also exacerbates the pollution within the village. There has to be a way to reduce the volume of traffic travelling through the village AND the amount of cars dropping off/picking up close to the Quarry Lane /Plough Lane junction. Changing Village Road to a pedestrian only entrance for the high school will only exacerbate the amount of parents dropping children within this vicinity.

According to my heating system analysis (tado) the air quality is very good.

Again increase in traffic

Again, why just routes to school? The Park suffers from a lot of cut-through traffic from Waverton, etc.

Air quality due to traffic is a function of individual vehicle outputs X number of vehicles. Legislation should cover the former and better capacity on adjacent main roads would address the latter.

Air quality is impacted by many other factors other than traffic; domestic heating systems, aviation, etc. Government schemes to reduce these harmful emission sources are already underway to address the issues over the coming decade and will have a greater effect in improving overall air quality than the proposals set out.

Also think the volume of cars and heavy goods vehicles using the A41 24 hours of the day through the village severely effects air quality.

Are quality would appear from Cheshire West statistics to be only a problem on the A41 Statistics for the centre of the are 50% below WHO guidelines

As a chronic asthmatic, it concerns me a great deal.

As buses can get stuck on the road for a while and there is an influx of school run traffic at certain times of day

Because this means there are too many cars going through the village

Bigger issue from Stanlow.

Concerned about effect on children walking to and from school and exposure to particulate levels

Concerned about particulate level and impact on general health. Too many people not using drop off points for High School on out skirts of village.

Dirty diesels pre-Euro 6 are the main contributors. This will improve over the next 10 years as they become obsolete, but the process should be speedied by central government whose emissions regulations encouraged the use of diesels in the first place.

Due to increased traffic volume it causes more pollution

Due to traffic congestion the air quality for the school children walking past will be poor.

From volume of traffic and cars waiting before / after school with engines running

Having seen this data it does concern me yes.

High volumes of slow moving traffic clearly results in poor air quality. As anecdotal evidence I notice that there is now a regular build-up of black particles of the front door, something which did not used to happen.

However those same issues do not just affect the routes to school through the centre of the village. What about those children who already walk and cycle to school along the A41 where they are exposed to the traffic pollution? Having the last few yards through the centre of the village being relatively traffic free is of very little benefit to them and of more benefit to those Christleton residents who live in the centre of the village but at a cost paid by all Christleton residents, no matter which part of the parish they live in.

I avoid using the roads/footpaths during school traffic times.

I believe more pupils would be allowed to walk or cycle further then they are now, if the village was more pedestrian cycle friendly. Air quality concerns are especially high during the afternoon pick up times, when vehicle owners/drivers leave their engines running, for sometimes 45mins, while they wait, parked, on one of the village roads waiting for their charges/children.

If you stop village centre parking as less stop start creates a lot less pollution

I live on Little Heath Road near the pond and sometimes in summer I can't open my windows because of the strong vehicle emissions smell. It can be very unpleasant.

I'm very concerned about this. You should also consider the pollution caused by engines running whilst cars are parked, this is a common occurrence during school pick up and drop off at the high school whilst parents wait for their children or drop them off. This happens frequently on Quarry Lane.

I'm' wish to know who has been taking readings in the village, and to what capacity they are qualified to do so, what machine and how it's' been calibrated for accuracy

Including on Quarry Lane, which has been completely ignored by virtually the entire proposal.

I think all methods of improving air quality should be explored not just the reduction in cars. Ashton Hayes going carbon neutral should be explored as well. Tatton Hall have explored this and I am sure there Parish Council or working group would be happy

to provide information

I think the spike shown the booklet is misleading as it shows a spike over WHO 24 hr recommended level for 10 mins on 1 day. I think the WHO annual levels should be used as a comparison and I do not have concerns.

I think we have to implement as many strategies possible to help air quality for residents and pedestrians.

It is well documented in the booklet. The fact that parents sit in there vehicles with their engines ticking over whilst waiting to collect their children shows that they cannot be relied on to follow any advice .. It needs to be addressed.

It seems very strange that it is other pupils parents and teaching staff etc who are the main vehicle users on these routes at these times who are the main cause of the pollution. Has a count been made of electric car ownership?

Its the traffic type and volume.

I've been involved with road safety on the Tarvin Road and have been shocked to discover the PM2.5 levels across the Parish of Littleton and Christleton.

I was not aware of this issue but after reading the traffic plan this is definitely a concern.

I was shocked by the reports findings.

Lots of traffic means lots of pollution

Lung disease

Many parents park outside of both of the village schools and leave their engines running. Quite a few of them arrive very early for pickup so they get a parking space and sitting there with their engine running isn't good for the air quality.

My property is passed by all the incoming village traffic from the Littleton side therefore this air quality directly impacts our health daily

Not concerned

Residents who live alongside the roads where cars park for the school run are particularly exposed to the car fumes.

See previous comments

Shocked by the info provided in the questionnaire information - above the WHO guidelines in a rural setting is pretty shocking. ..

Stirling work carried out to ascertain the level of the problem

The high volume of traffic either using the village as a high speed rat run or parents taking children to and from school is making a significant contribution to the high levels of pollution in the centre of the village.

There are noticeable concentrations of fumes between Plough Lane and Badgers Close; and between the Institute and the Pub at busy times.

There should be a cars and small vans only restriction in the village with the exception of deliveries. I agree school traffic is a contributing factor and needs addressing via park and stride plus encouraging local kids to walk or cycle.

The results indicate a clear risk to health, particularly respiratory for regular users of this thoroughfare.

The school has outgrown the village

The volume of traffic must be causing pollution

This is not an issue for the Parish Council. It is a national problem and traffic in the village will have a very small contribution to measured concentrations

Too many school drop offs outside school gates as opposed to allowing kids to walk part of the route

Using 20mph road speeds causes the traffic to remain longer in the village, leads to congestion, which leads to traffic idling for longer creating an increase of air pollution.

Volumes of traffic is effecting air quality which is detrimental to a large number of children

We are all aware that particulates expelled by the traffic causes lung and heart problems.

We are particularly concerned as we live in the centre - possibly the most polluted area. We worry for the young people of the village and the children coming here to school.

We were appalled to learn that the air peaks in the danger zone. It is not surprising given the weight and slow speed of traffic at peak times when it backs up along the village roads. Our youngest daughter suffers from asthma as a child

Where possible we should be looking to reduce impact on health due to air quality as much as possible

Yes, both for the children and for us, because we live right on Village Road and it has crossed my mind multiple times in the past (before this survey).

Yes, concerned to learn that air quality is poor. I live in Village Road.

Yes, kids breathing in highly polluted air during their commute is a real concern.

Yes of course! I'm also unhappy that large vehicles like buses with notoriously polluting diesel engines are permitted to drive through the centre of the village either dropping children off so they only have to walk the last 20 yards (!) or serving a handful of passengers who still use public transport. School buses should not be permitted to drive through the village where children and residents are expected to breath. Pollution is invisible and insidious. How will we ever improve health and our environment if we allow large vehicles to make regular and frequent trip into the village belching diesel smoke. I want to see something done about this - quickly please: 1. I want to see proposals for a number drop off points on the edge of the village where parents in cars and school buses drop off children and exit. Remove the need to drop off outside the school and we decrease the number of vehicles polluting and clogging the centre of the up. In-one-fell-swoop. 2. I also want to see proposals for discouraging stationary vehicles - taxis, parents and visitors - leaving their engines running outside schools and shops. The heads of both schools need to support both of these initiatives above to make the village a cleaner place to live.

Yes, walk to school following road all the way in and especially at busy times passing cars all queued up due to volume of traffic with the fumes right beside us

Comments on the proposals to reduce traffic flows / speeds / PM2.5 in the centre of the Village?

100% although there is potential for non local commuters cutting through the village to pose an increased risk

Absolutely. This is a priority and rather than creating a different village scene in the centre of the village allowing more cars to park around the village green. More should be done to prevent cars from passing through the village (and at speed) and using the surrounding roads - e.g. Birch Heath Lane, Pepper Street etc. Additional thought should be given to the Bridge Club and the number of car parking spaces needed for all these non-residents which often conflicts with the school finish times.

All traffic including cyclists!!!

And surrounding areas

Any measures taken to reduce traffic flow, speed and pollution in the centre of the village are welcome.

Anything that would keep through traffic out of the village deserves full support.

As already mentioned, transporting children by car to school is a major issue where re-education can only help .. Generally, it is a question of reclaiming our village from those motorists who see Christleton as a convenient option for by-passing the traffic congestion on the A41 and ""Sainsbury's' Roundabout"" in particular ..

But I think traffic flow would be better if parking was moved off road.

But not to the detriment of the surrounding areas

Concerned there are too many Dedicated Parking places, restricting the parking places able to accommodate the high numbers of cars parking at present on Pepper Street and Village Road.

Continued emphasis on PM2.5 is inappropriate

Difficult flow through village with cars parking opposite ``Ring o Bells pub``. Hazards to pedestrians especially at school times of start and finish.

Especially at peak times.

Firstly, I do not support any proposal that will displace traffic on to other parts of the village. Quarry Lane has been almost completely ignored by this proposal, mentioned only by Figure 1 in order to demonstrate to the rest of the village that it is less affected than some other routes. Quarry Lane is once again being seen as the 'low-hanging-fruit' to be sacrificed in order to benefit others. By introducing traffic deterring measures on every through-road other than Quarry Lane, traffic will be encouraged to travel down Quarry Lane. There are numerous houses and a Primary School on this road, and it would be completely unacceptable to increase pollution and traffic flow on this road for any reason. It is unclear how any of the proposals will achieve most of the stated goals. Creating build-outs might slow vehicles down a bit temporarily, but will not discourage any vehicles; transforming the village green will do nothing to deter people from cutting through the village from A41 to A51; using ramps to slow vehicles down and then speed them up again might actually increase pollution; there is no reason to think that any parents will decide to stop driving their children to school because of any part of these proposals. The Planit proposal notably omits any detail of projected improvements in traffic flow, speed or pollution. Next to Figure 1 should be a similar table showing how those numbers are expected to change once the improvements are made, which in effect is the entire case for the project. Without this, there should be no consideration given to spending such huge sums of taxpayer money.

Generally, I support the proposals. However, as a resident of Sandrock Road, I am concerned that the traffic restrictions that are put in will direct traffic down our road. We have seen this happen in the past when there have been roadworks, or flooding on Village Road.

Highly supportive of proposals which have potential to make significant impact on the problems with little impact on residents and businesses in the village

However, concerned that plans may lead to overspill and increased traffic through Faulkners lane and Quarry lane.

I also think there need to be some traffic calming measures near the duck pond

I fully support the proposals and look forward to hearing more about potential funding options and timelines

I like the proposals, however, there MUST be more consideration given to stopping traffic from backing up into and out of the village due to the proposed traffic claiming measures. What we really need to do is reduce high school traffic as pupils should be encouraged to walk or cycle into the village from SAFE drop off locations outside the village, with well protected and marked pathways and cycle lanes that are railed along the A41 to prevent further terrible accidents. If the village proposal is acted upon in isolation, then traffic will still be an issue and will be worse in terms of congestion. A one way traffic system should be given more consideration.

I like the proposed layouts. Currently it is designed for traffic. It should be designed for people.

I live on Rake Lane. I do not agree with traffic being excluded from the village centre if more traffic will be diverted to the outer roads - traffic does 50-60mph past my house as it is - we do not want more traffic at this speed!

I'm a little concerned that removing Rowton Bridge Road access to village could force more traffic into the centre via Pepper Street (from A41) There is likely to be new housing on Pepper Street. Will that be the only access to the village from the A41 ? I live in Christleton (other side of the A4) so currently use Rowton Bridge Rd regularly to get to Plough Lane.

In general traffic speeds in the centre of the village are quite moderate, as your survey shows.

It all looks pretty but lacks detail. Where are the street lights, where are the signs/lines showing where parking is not permitted How long is parking permitted in the spaces?

I think that the proposals to reduce traffic flow and speed to the centre of the village are good. However, I am NOT keen on the suggestions relating to the Plough Lane junction.

I think the plans look fantastic and would make a massive difference to the village

I think the plans look great but I do have some concerns It need to be clear that parking is not allowed by the church for the Village Centre proposal as the plans don't show any parking restrictions without this we could find the village grid locked. It

does not solve the viability problem with the high number of cars that park on Village road near the shop including parking on a corner as your plan shows. This reduced visibility to a dangerous level. Where will the cars park on the proposed market day?? Plough Lane Junction looks lovely but is potentially dangerous if no one understands who has right of way. It can not be assumed that people will understand to give way to the right and its not clear where you stop to look and give way. This is outside a school so its extra important that this is clear.

It'll' make the area more calm and better for walking and cycling.

I would also want to see that disability access to both schools by car is considered though as a parent of a disabled child who can't walk for long distance - not everyone can walk or cycle even if they want to

Looks great on the drawings. I just hope the traffic calming measures and signs work.

Particularly to cut out short cuts from A41.

Please add double yellow lines

Recommended

Simplifying the junction by the church would be amazing, too many roads in too little space, the proposal for this area is great.

Some of them

Stp A41 A51 cut through but that cause problems in Waverton remove the new Hamburger roundabout

Strongly support the proposals

Support the Gateways, Dragons Teeth and the rumble strips.

The 20mph signs are a good idea , however a lot of drivers ignore them.

The case has not been made that this benefits ALL Christleton residents. The argument is made that the proposals will prevent traffic using the village as a cut-through from the A41. By definition this then moves the perceived problem on to the A41 to the detriment of those residents that live along it. This whole scheme seems to place more value on the centre of the village at the cost (both financial and traffic related) of those residents who live away from the centre.

The main problem of congestion on the 's' bend has simply not been addressed The plans set out especially at the Plough Lane junction would probably only lead to more problems (to have a no priority junction so close to the school is madness, and why when accident data does not support the need for change?) The document talks about reducing numbers through the village, but traffic numbers to and from the school are never going to decrease even with this road layout proposal, the book states 2400 vehicles a day travel through the village (1600 of these are to and from the 2 schools) No costings have been set for the work at any of the stages, how much will the village precept have to increase to pay for all this?

The mock-up picture in the centre of the booklet turns a historic village into something that looks like Milton Keynes. Also the questions are loaded towards desired answers. I think the desired result can be achieved without destroying the centre's appeal. Also traffic will be forced to park outside of the centre so the problem will be simply moved elsewhere. This needs to have alternative visions to compare.

The only logical solution to the 2 previous problems.

The plans for the village centre look fantastic

The proposal do not cure the root problem of too many cars using the village as a cut through. More needs to be done to improve road and pedestrian safety, particularly by the primary and high schools. A one way system would make far more sense.

The proposals are a 'sledge hammer to crack a nut' and without additional parking restrictions at key pinch points and the provision of an additional 30+ space car park will do little to ease the problem. If anything the village centre redesign risks diverting high volumes of traffic along Quarry Lane and Faulkners Lane, which would not be desirable.

The proposals are excellent but what about parking for visitors to the Bridge Club and events in the Parish Hall?

The proposals are far too modern for Christleton. Not in keeping with the village.

The proposals seem very well thought through and will reduce the traffic problems and improve the aesthetic of the village.

There is not enough information to get a proper feel as to the likely effectiveness of the proposals.

These are really refreshing and seek to come up with a design that plans for the walker / cyclist rather than the car user. This is to applauded. It also would create a natural village centre, with the ability to host events, that is currently missing. Plus it address long standing challenges of narrow roads and competing pedestrian use - important not only to encourage more active travel to and from the school but in general for the residents of the village. Measures to address traffic flows will also provide to be a deterrent for those using the village as a rat run, which will have a positive impact on reducing emissions.

The village has become a 'rat-run' between the M53 and A41. Anything to deter this will be a big benefit to the village.

The village is too much like a bypass and actions need to be taken to curtail the volume of traffic

To some extent. Traffic cutting through the village only. Need to be cautious that residents don't"" create congestion as a result of changes.

Traffic flow changes would help for sure. I wasn't against the 20mph limited but to simply isn't adhered to or policed.

Very much so!

Well of course! Another obvious question requiring an obvious answer. I am concerned that this is a loaded question which may support outcomes which were not made clear.

We would like to see speeds and the volume of traffic reduced especially rat-run traffic and HGVs.

When I first moved here nearly 26 years ago the thing that struck me was the peace and quiet and not much traffic. Now you can hear more traffic and less countryside noises.

Yes - a good proposal.

Yes to improve safety for all users which has now reached unacceptable levels.

You have mentioned a few times about large vehicles cutting through from A51 to A41 via Rowton Bridge. I would like to point out there is already a weight restriction on the Bridge - we don't get large vehicles going over it.

Comments on reducing traffic volume / speed at the ramp up on to the new Village Green

Again this should be two questions.

Agree, if this reduces traffic / cut through the village it is supported

All measures need to be tried

Any improvement is welcome but the root issue of too much traffic has not been resolved.

A ramp up into this area will assist in reducing vehicle speeds but speed is not currently an issue at this point in the village. There is absolutely no data to show that speed is an issue. A single ramp up in this area will have very little impact on traffic volumes. For volumes to be meaningfully affected, additional traffic calming measures would need to be deployed throughout the village on the main through routes.

Artists impressions do not represent the actual plans ! E.g. Informal parking bays at Pepper St. Not shown. Infringing pavement. On Market Day where do the traders park / unload their vehicles. Where do the "normal" cars park ?

Essential for safety in an area where pedestrian are likely to "wander about" particularly on market days if that is successful.

Excellent idea.

Hopefully it will deter the 'rat run' and reduce speeds.

I am not sure how traffic volume will be reduced by these proposals. Perhaps you need to assess 'who' is driving through the village. I leave the village (drive through it) for work reasons. Other people are in the village to drop off / pick up their school children. Then there are those who do neither of these and just cut through. Which type of traffic volume do you hope to reduce?

I believe the green should be put back to a conventional cross road as soon as possible (removing the turning at the church/in front of the dentist) as these are places where people try to cut through and also cause standing traffic due to cars meeting each other where cars are parked

I don't really have an opinion on this as I don't think cars can get up much speed at this point anyway. The main problem is the parked cars restricting traffic flow rather than the traffic volume.

If you could make it have the same look and feel as now, using historic materials it might be better. Think of the requirements for planning permission on a Grade 2 listed house and treat this with the same respect.

I have seen no evidence that causing vehicles to slow down and then speed up again will reduce pollution or deter any motorists from using the village as a cut-through. The only plausible outcome is that vehicles will be diverted down Quarry Lane, past the Primary School and dozens of houses, which is completely unacceptable.

I'm not aware of a specific issue at this location.

I'm not sure where the buses are supposed to go

In answering this question, we are mindful that the data gathered presented in the consultation document is now outdated, from 2019 and before the pandemic. We do not know how things will change going forward as more people shift to home working but it would be helpful to update this information as we come out of the pandemic. I do support reducing traffic volume. However, this question assumes that I also support all aspects of the plan for the village green - which I do not without further detailed consultation about surface treatments to the roads and other features in the centre of the village such as the village green and the amount of space that appears to be utilised for parking. Again this question is too broad and could be taken at face value without the nuance of the discussion being progressed - we are hopefully that those completing the survey will take additional time to unpack their responses rather than just clicking the buttons.

Indeed this would help if it definitely does reduce traffic volume. The speed ramp area should extend much further down the adjoining roads to the centre of the village - Village Lane, Birch Heath Lane and Pepper Street - maybe 50 metres - and this would prevent the speed by slowing the traffic at a much earlier stage and prevent parking too close to the village centre.

In due course

I question as to what the proposals do to reduce the traffic generated by the school. At school times there is chaos for a period of time particularly at school closing times, unless the school traffic can be kept out of the village this problem will continue.

I support this if it will help resolve congestion, air pollution and bring less traffic noise and allow for cyclists and pedestrians to feel safer.

I think this is an excellent proposal

I would support longer ramps at each entry point.

Looks a good idea

On all the roads proposed.

Once again, it is difficult to understand why multiple "traffic calming measures" with their associated cost of installation, are required in a location that the document itself describes as having an "enviously low accident rate". The justification is given that the measures are needed to "keep it that way" rather than tackling the major problems that exist elsewhere in the parish. Reducing traffic along the A41 would, by definition, reduce traffic flows into the village while also reducing the pollution and injury rates.

Only by reducing traffic cutting through from/to A41/A51. Reduction of speed of traffic crossing the junctions will be welcomed

Same comments as before that traffic must be encouraged away from village for high school parents and also cut through traffic..... Consider better and safer access to students into the village and one way system should be considered.

See my previous answer

See previous comments

This design shows no respect to the heritage of the village and introduces almost a toytown look to the village

This is a good idea.

This is something first mentioned over 10 years ago when the Village Plan was developed. It would be dramatic improvement of the centre of our village

This will generally slow a lot of the traffic down and those using the village as a cut through maybe deterred.

Too modern looking. Christleton is a rural village. The new layout looks like it should be in a city centre.

Very good idea

Yes as already mentioned the aim to reduce traffic volumes by deterring school and speeding cut-through traffic using our village routes is paramount. We have "Lanes" as we are a Village community not a substitute for the A41

Yes, this will help to slow traffic in and approaching the centre. It will also deter through traffic between the A41 and A51

Comments on PM2.5 health effects on routes to school at the Village Green?

Action needs to be taken to curb parents routinely driving to the schools to drop off and collect their children.

All routes, including Quarry Lane, which is ignored by the proposal.

Although we do not need to use these routes have concern about impact to those that do need to

Because this means there are too many cars going through the village

But if you remove village parking most of problem solved

But not to the exclusion of the other locations where those particulates are being recorded at high levels, particularly the A41. PM2.5 particles along traffic routes are produced in the largest quantities by trucks rather than cars. As the centre of the village has very few large vehicles passing through it, the majority of the PM2.5 particulates are to be found along the A41 where children are walking/cycling long before they get to the village green. Interestingly, PM2.5 particulates are also generated by households with coal fires, log burning stoves etc. Is it proposed to limit residents in the centre of the village using them in order to improve air quality?

Do not believe there is sufficient volume of traffic for this to be a problem

Effects have come to light elsewhere on children's breathing difficulties.

Especially on the built up, narrow area between the pub and the institute.

I don't think the levels are much of an issue.

It would be nice to see less cars at the schools and more encouragement to walk which would be possible if felt safer to be able to walk or cycle. This I believe would help with pollution.

Many children are there at the very time that pollution is highest.

NO2 levels are 50% below WHO guidelines at the village green according to measurements by Cheshire West

Not specifically, but it will be an excellent additional benefit of the traffic calming scheme.

Only at peaktime when traffic is congested and stationary

Parents waiting to pickup school children at the Green frequently have their engines running to heat/cool their vehicles. This should be stopped. A PCSO job?

Particularly because we live on the Village Green.

School footfall is at either end of the day, applies to both Primary and Secondary school sites, with maximum throughput on Village Road between the green exit, and Quarry Lane/Plough Lane. Some roads have been shut completely in other locations during this period, with rising bollards or signs, can this be done for Christleton. The trans traffic which contributes nothing to the village could be relieved, and PM2.5 emissions would be substantially cut for the period when children are most exposed.

School traffic is a major cause.

See previous comments

The air quality will be reduced wherever there is a queue of traffic.

There needs to be a consultation with parents and schoolchildren - their needs are not being considered

These are far less concerning than figures on the A51 and A41

This goes without saying! Who in their right mind wouldn't?! Again, yes, but how will this be analysed with the other information presented on this survey? Again, the data for this is not representative of air quality now as it was pre pandemic. Is there updated information to be gathered or is the village to be changed based on outdated information?

This is not an issue for the Parish Council. It is a national problem and traffic in the village will have a very small contribution to measured concentrations

Would support all proposals to reduce volume of cars at school drop off and collection time.

Yes as traffic backs up before hitting the Ring O Bells bend

Yes. Children between 4 and 18 attend schools in Christleton village and will be negatively impacted by the appalling pollution.

Comments on any other safety concerns around the Village Green?

Agree with off street parking. The parking at the bottom of pepper street around the triangle is dangerous. I like the design and extra parking for cars as well as additional seating.

All day parking by business owners and employees. Parking should be for short stay use.

Amount of traffic

A 'no priority' system any where in the village would be a real mistake. Such systems do the opposite for traffic calming. Take the junction in front of Chester station as an example. Pedestrians are the real losers in such systems.

Any plan needs to make sure parking is tightly controlled. Do not want area around Village Green to become merely a car park. The important feature is the Green with seating , flower beds etc.

As long as the proposed parking has an enforceable time limit to stop residents and care home employees hogging spaces

As previously stated the volume of parked cars makes visibility very difficult and I don't believe the plans have totally solved that as my previous comments

At the moment a lot of cars are parked all around the village during the day, that makes driving difficult because the roads are so busy

At the present time too many cars are parking around the village green.

Beyond impact of traffic and parking beyond the area - need to ensure issue is not moved to other locations.

Blind spot pulling out of Birch Heath Road. Some people use the village as a cut through.

Bus access at different times

Can we please have more protection for the Ducks on our roads, this is a serious point, Drivers must be aware that we have resident Ducks at the Village Pond, I am fed up of seeing dead Ducks due to speeding drivers who don't care about our Heritage. Ducks should be given more protection.

Cars parked in the street

Cars parking on the corner by Corner Cottages obstruct the view round the corner Forcing cars onto the wrong side of the road. This is dangerous.

Cars that don't adhere to the 20 mph speed limit will jeopardise attempts to get more adults and children onto bikes. Is CCTV or speed cameras an option

Could have traffic (cars and bus) having one way system around green.

Crossing the road next to the nursing home with children can often be a concern

Currently there is far too much parking which restricts drivers' view of opposite direction traffic and pedestrians.

Currently too many junctions in a small area.

Currently too many road exits to be watched

Current parking is dangerous. End of Pepper Street opposite Birch Heath Lane causes obstruction and leaves crossing cars in path of through traffic. Parking for nursing home is dangerous up to corner junction.

Current set up with parked cars etc is an accident waiting to happen

Cyclists often speed through the village too so will be good to slow them down. The high school kids have a death wish and show very little respect for the road or concerns for their, or anyone elses safety.

Dangerous parking close to the Birch Heath Lane junction outside the Nursing Home presents a serious hazard for vehicles turning into the Lane.

Dangerous pulling out of Birch Heath Lane. Randomly parked cars obscure vision for drivers

Delivery parking for the established businesses in the village needs to be accommodated for. Also, church attendance parking needs to be addressed.

Does the possibility of parking and reversing create a false security for pedestrians.

Do the proposed measures around the Village Green and Plough Lane mean that there will be an increased flow of traffic into the village from Little Heath Road? I also think measures are needed by the duck pond.

Due to some drivers not adhering to the 20mph limit, it can be dangerous to cross the road.

For a village green it is hardly a safe environment for Children. Likewise the volume of traffic detracts fork a communal atmosphere

From observation of the parking that is planned, I agree that we do need to provide some parking but not as many spaces that are visible in the plan on the Village Green, surely that amount of cars backing, turning etc become a safety issue Will the parking by the cottages between The Ring O'bells and the Dental Practice become permanent parking for those cottages? Could Toast Rack parking spaces be made available ie by the Primary School or perhaps some type of drop off slip road there like The Kings School? Another Toast Rack Parking area by Quarry Lane, near the traffic calming ramp and the seating tree at Plough Lane Junction. This would spread the parking around the village and ease congestion, hopefully especially on days when there would be no parking by the village green due to Markets and Functions.

Generally it's speed and volume as identified.

Hopefully staff from the dentists and the care home will use the designated parking spaces.

Hopefully the design will maintain a restricted flow of traffic through the village

How will cars and pedestrians be encouraged to coexist?

I am concerned about that there will be an accident between cars and children cycling. This is because around before/after school many of the children cycle very unsafely (swerving, no hands, wheelies, on and off the pavement). As a resident I know

this happens so drive extremely slowly and keep a careful eye out, but I fear a non resident may not expect it. I have seen some improvement in cycling lately, perhaps the sad accident on the A41 changed behaviour. Could more be done to encourage safe cycling, wearing helmets etc

I am concerned that the new plan is not fully considered - there is not enough parking in the village as it is for the Dentist/Shop/-Men's institute/Women's Institute. If the village carry's on growing and developing how will this be resolved? What will be the true benefit in having space for village activities? The church requires much traffic also for weddings and funerals - that will always require parking.

If you are asking about the current situation there should be an immediate ban on parking on the bend near Corner Cottages. There are too many instances of cars meeting head on outside the Ring o'bells due to lack of sight lines.

Illegal parking near junctions making it difficult to see / negotiate at junctions and on the sharp corner opposite the Ring O Bells ! Is there any possibility of having a lollipop lady I wonder!

It can be confusing to cross with children as there are so many different approaches for cars.

I think the proposal will help to reduce the speed that vehicles travel at through the village

It is a constant disbelief/ mystery to me how there has not been a serious accident involving school kids on bikes and a car, as I must witness a close call 3-4 times a week. The main area being village green end of the blind bend outside the village shop.

It will all depend on the traffic flow, if it continues as is and I see nothing to suggest the school traffic reduces then the proposals raise safety concerns.

I would avoid car parking at the village green if at all possible. It detracts from the other excellent aspects of the proposals. There must be another way, for example, a toast rack outside the primary school or some sort of agreement to use spaces at the Ring o Bells car park which is very underutilised at times.

Just parking that causes lots of issues and may still continue to cause problems- needs to be clear where people can and can't park or a parking area created

Just the amount of traffic and speed of them

Just too many roads, removing the middle road would be so much safer

Line of sight/blind corner issue

Litter is a problem. Anti social behaviour is on the increase

Many of the current problems for traffic flow are caused by access between Pepper Street, Little Heath Road and Birch Heath Lane effectively being reduced to single lane traffic on account of cars double parked around the Green, by the Church and very close to the entrance of Birch Heath Lane. I am concerned that allowing informal street parking to continue alongside the Church will continue to pose a problem for what I assume will be a heavier flow of traffic on this part of the road, since the alternative middle route has been eliminated. In the proposed revised layout, traffic wishing to turn right from Pepper Street into the village, across the line of traffic, will potentially immediately come face to face with cars turning right out of Birch Heath Lane towards the A51, again across the line of traffic. This could cause problems, especially at times of high traffic density. The apparently narrower route past the front of the Parish Hall doesn't look wide enough to cope with buses as well as access for cars to the designated parking spaces. Is the section of the road in front of the Parish Hall one way? If so, might this present problems for buses negotiating the very sharp corner by the well?

Narrow pavements are a problem, as at some places they are suitable for one person only which makes things difficult for people with prams or walking children to schools, especially more than one child.

Not assuming the plans to reduce both speed and volume of vehicle is successful. However given there is no general comment section this is perhaps the place to mention the lack of a plan for Birch Heath, a significant feeder road to the area and subject to speeding issues particularly in the area where it crosses The Park entrance. My view is that this requires similar treatment to Little Heath road and also that the stretch from the T junction to 20mph entrance should be made 40 as it is singularly unsuited to be unrestricted as currently it is.

Not very safe for children crossing in that area due to parked cars

Only concern is the "farmers market" imagery presented in the consultation document; where would all the displaced cars park? The Ring O Bells tried hosting these in their car park in the past which was a far better solution as had no impact on other village activities (though I am not sure how viable these are in reality after initial bursts of excitement).

On occasion, the volume of parked traffic makes it difficult to safely drive around the Village Green.

Parked cars around the village centre cause dangerous situations coming from pepper street over to birch heath lane.

Parked cars causing driving hazards.

Parking all over the place. Roads confusing

Parking and movement of cars among pedestrians.

Parking blocking road

Parking on main road in centre is dangerous and reduced access to one Lane

Parking on the corner by the corner cottages creates blind spot for traffic trying to navigate past the shop and pub

Parking on the Lyndhurst side of Village Road and on the corner of Birch Heath Road would still need to be managed

Parking relating to the bridge club

Restrict parking directly next to the village green, simple

Safety of pedestrians and cyclists. (2 times)

School children sometime make poor judgements when cycling or crossing the roads.

Some issues of safety regarding having the proposed seating next to the traffic flows, relating to PM2.5 and vehicle movements.

Some of the benches are too close to the roadway adjacent the Memorial shelter. Access for bus serving the village is through the market stalls.

Speeding and too much passing traffic

Speed of vehicles using the village as a shortcut between A41 and A51

Stop cars parking on blind bend opposite the ring of bells pub

The amount of parked cars blocking roads around the village centre

The buses have trouble turning out onto Pepper Street from the bus stop outside the parish hall and swing out onto the oncoming traffic down Pepper Street. Also, would there have to be an additional bus stop on Village Road if the buses from Chester into Christleton can no longer turn right outside the Parish Hall as presumably this is being turned into a one way route

for buses/cars? Also, how would the proposed village centre scene prevent cars from parking anywhere else round the green if the proposed parking bays are full? Birch Heath Lane (BHL) is a very narrow lane and has a pavement only on one side of the lane for a short stretch. The traffic coming down the lane travels at fast speeds in and out of the village. Cars have been damaged on numerous occasions. Ambulances struggle to get and out of the care home side entrance on BHL. Cars often park on the pavements and this impedes the pedestrians using the pavement, especially difficult for the elderly / young children / children in pushchairs.

The changes to the Village Green area may result in traffic finding another route through the village ie Faulkners Lane. Etc this passed the Primary School. Measures should prevent this happening.

The cross roads by the village green is quite often really congested and dangerous to try and cross by car but it is really difficult for children trying to cycle to school.

The current parking situation opposite the ring o bells and birch heath lane HGV's are too big to be coming along this road

The current road layout through/around the Village Green seems unnecessarily complicated and I agree with the proposals to change it, as set out in the plan.

The high school really needs to encourage students in terms of safe cycling once this scheme is introduced as riding in big groups, not with helmets on etc through pedestrian or even traffic areas will still cause issues

The illustrations in the consultation document make it appear that the centre of the village is pedestrianised when in fact it is a through route for traffic to and from various locations in and around the village. By blurring the boundaries between pavement and road, even if traffic speed is reduced, it is making it more likely that a child on route to school will step in front of an on coming vehicle by not realising that it is still a roadway.

The main problem around the village green is the on-street parking of vehicles in locations where they reduce the roads to single carriageways and block or reduce the required sight lines to pass or to safely exit from junctions. This leads to pavement mountings by vehicles thereby putting pedestrians at risk.

The new configuration looks more complex, e.g. If going from pepper Street to Birch Heath Lane.

The old village green yes but not the proposed one

The parents racing through the village to pick up children from school in the mornings and evenings. People taking a short cut through the village.

The parking plan around the proposed new village green carries inherent risks for pedestrians to be injured by vehicles reversing out of the bays. I'm not convinced that by creating extra parking we will reduce the number of cars entering the village and then using it as a parking lot whilst they go on extended walks. The parking plan and traffic flow plan still does not take into account the multitudinous careless drivers who shoot through the village. Any displacement of traffic does not seem to have been taken into account with a traffic flow plan that will show how the impact will be shifted elsewhere in the village.

The proposed new seating by the pump is on the very edge of the road.

There are too many cars parked near to junctions and on corners. This causes traffic to go on the wrong side of the road or makes it hard to cross from birch Heath to pepper street

There is an issue regarding vehicles making a left turn, beside the Parish hall into Pepper Street. Buses and larger vehicles have been observed mounting the pavement

The road layout is currently confusing and potential dangerous.

The road system is far too complicated

The turning from Village Road into Birch Heath Lane outside the nursing home is very wide and allows traffic to take a left turn at speed without slowing. The wide entry to Birch Heath Lane also means it takes pedestrians a long time to cross the road.

The entry into Birch Heath Lane should be altered so that vehicles have to make a 90 degree turn so forcing them to reduce speed.

The way cars are parked on the roads around the 'triangle' currently is potentially hazardous for pedestrians and cyclists.

The worst part in that area is the crossing of the end of birch Heath lane - it is a wide opening with poor visibility of pedestrians for drivers approaching from little Heath road. I'm not sure your current plans address this with the informal crossing point, which is still set behind the line of sight around the car home wall. There's a similar issue for pedestrians crossing from the Hall to the church on pepper street. Also I think the children crossing to school from the village shop side deserve something safer than an "informal" crossing point.

Too many cars parked by the roadside. The proposals do not do enough to alleviate this issue.

Too many cars parked on junctions

Too many converging roads at present and volume of traffic. Parked car reduce visibility for pedestrians.

Too many parked cars.

Too many roads converge with multiple approaches making it dangerous for pedestrians and cyclists particularly.

Too much parking and not enough room for cars both ways

Traffic entry to the village is at commuter hours, the rising bollard road closure (as already done in Cow Lane Bridge in Chester) is an appropriate way to control the traffic and would lead to pollution control, say between 0800 and 0900, and 1500-1600 (depending on school exit times) At these times the village green would be an effective roundabout for child collection if that is absolutely necessary, or a similar use of the area by the village pond

Unclear road layout, particularly at the junctions.

Visibility at junctions for drivers and pedestrians

Visibility at junctions for drivers and pedestrians

When the cross road is congested with vehicles, other make use of road in front of the parish Hall as a cut through.

Will the parking around the green be time limited to free up spaces during the day? Parking around the green is used a lot by Nursing Home staff who don't move all day..

Without road markings I am concerned that nobody knows who has the right of way at junctions and that traffic may not 'give way'. Having a nephew knocked off his bike here even when there are currently road markings makes me concerned in particular for cyclists. Clearly traffic will still be using all the roads leading off the Green, including the local bus service. How safe will these junctions be?

Yes, see my answer with regards Birch Heath Lane. Same problem when turning left at the Village Hall into Pepper Street, because people are speeding going towards Village Green on Pepper Street. A lot of people ignore the 20mph speed limit.

Your work seems to have mitigated all the key risks in a sensitive and creative way.

Comments on the increase in green space / seating area / space for community events?

Absolutely agree with this. Will create a natural centre for the village, and lends itself more to a calendar of village events. This can spring board other things. Christleton is lagging behind the likes of Waverton in how it engages with its local community and this can hopefully be the catalyst.

Absolutely love it the increased seating and the wildflower /meadow area is lovely

Absolutely. Reducing the number of junctions. However the proposed "off road" parking will make the carriageways clear, this I like, but will it give vehicles a clear run through the green allowing them to increase speed. Current parked vehicles cause an obstruction thus reducing speed. Look at the other proposals around the village, they introduce narrowing or obstructions to slow traffic.

An attractive idea, but the parked cars could detract from the scene.

As long as it's kept clean regarding litter.

Brilliant idea. (2 times)

But I see problems.... The village struggles for parking. There are a number of businesses in the village who need parking spaces (Dentist, Nursing Home, Physio, shop, hairdresser, recruitment agency etc). During the week these businesses use on road parking areas. Take these away and where are they going to park? Also - we had a monthly market running at the Ring O Bells for some time. However, numbers severely fell off after the initial excitement. I'd be interested to know what the actual plans are for use of the community space vs parking.

But more actual green space would be preferable to car park spaces. Why are there no proposals to increase the number of car park spaces elsewhere?

Certainly makes the village look more attractive

Cold improve community and gives a village feel to the area.

Could the green space be enlarged further, especially over the proposed parking area parallel to Pepper Street?

Excellent idea

Farmers market sounds lovely. We worry about getting out of our driveway during market hours.

Great idea to support small, local businesses and also a way to promote business for current permanent village amenities (pub, shop)

However, given that it is a public highway, has any consideration been given to the fact that any event such as the market illustrated, will require third party liability insurance and potentially a road-closure order (or trained traffic management marshals) in order to ensure public safety? The Village Fete parade requires £3million insurance cover and has 5 qualified marshals and the main Fete takes place away from the road at the Primary School, does the Parish Council intend to provide similar cover for events to take place on the village green?

Hugely welcome and would be fantastic to have such a community space

I am generally supportive of increasing green space available for the community. But I do not support the increase in off-road parking. We should not be providing any additional parking in the village to accommodate drivers who do not live here.

I couldn't support a market in this area without sufficient provision for the safe parking of the additional vehicles which would be used to bring the stall to the area and for people coming from outside of the area to attend the market.

If you attract people to the stalls for an event where are they going to park?

I like the way that the village centre has evolved organically and find the proposals unattractive. Some years ago we lived in Twickenham when several streets were 'pedestrianised' using brick paviors. It all looked quite smart at first but within a couple of years it looked scruffy due to numerous small utility works having turned out to be necessary.

I love the fact you are looking to facilitate making the village center a hub for the community

I'm not convinced there will be increased 'green space' ie grass - it appears that a section of the grassed area will be taken up for parking. If there is to be extra green space it needs to be shown in the plan. I do support extra seating and I do support space for community events. However, if the community event is simply a market which has the potential to attract extra vehicles into the village, I think this facility might be counter-productive. We have the primary school field, the secondary school fields, St George's Fields near the Pit all within easy walking distance of the centre of the village that can be used for community events. I am concerned that green space is being reduced in the centre of the village, for parking purposes.

Increased green space and seating in the village centre would be welcome. I don't see the need for a farmer's market on the village green as the existing car park of the Ring o' Bells is used successfully.

In due course

In general we find it to be an excellent idea, but won't events and markets increase traffic further?

I think that green space and seating are good but I do not encourage community events as these will attract those who don't live in the village which is fine but surely they will bring more cars and pollution, the very thing we are trying to minimise?

I think this will be hugely beneficial to the village

It is a waste of money. Even in lockdown we are not seeing a sufficient significant volume of pedestrians walking in the centre of the village. The farmers market was never populated in the village pub car park and very quickly fizzled out because stallholders sell in any significant quantity to make it worth their while coming. It may have been better places on the Old Trooper Car park with a more significant flow of local residents in that area and access via the canal towpath. If you are going to show a mock up picture of what the area could look like with pedestrians and cyclists etc could you actively encourage safety by putting helmets on the cyclists. I can only see 1 in the brochure's centre page out of how many?

It's a wasted space today, that could over real value to the community

It was be amazing to have the village green area restored into a bigger green space with somewhere to sit and be used for

community events.

It will enhance the village

It will to enhance village community spirit

Lovely idea but my concern is cost. I would support double yellow lines and parking restrictions. I believe there were parking proposals for some locations in the village.

Love the idea of wildflower meadow spaces and local market ideas

Love the images of the proposed space.

More green space is very welcome. I would not support the plans if it meant more hard-landscaping. I do have a concern about too many community events if this has the unintended consequence of making the village even busier, more traffic.

Must have an electrical supply on the Green for market traders, otherwise they won't come, or they'll use polluting noisy generators.

No opinion on this.

No opinion on this.

Not sure Will pavings/ brickwork easily stain as has happened in other places ..

Only if it is done sympathetically with the look of a rural village, the proposed look is fitting for a city centre.

On the proposed design the paving is quite modern looking and I'm' not sure it's' in keeping with the village.

On the proposed design the paving is quite modern looking and I'm' not sure it's' in keeping with the village.

The plan should ensure sufficient parking for residents.

The proviso being that if it really turns out being as attractive as the consultant's illustrations show then this could attract tourists to the village, most of whom would, of course, would travel here by car and thus cause congestion and pollution!

This could happen with temporary closures and other measures

This is a fantastic idea, The Christleton residents must have the chance for more interaction, the Christleton Market Day would be brilliant and give people the chance to have a tea or coffee, food whilst chatting and enjoying our beautiful village. I would like to see the space sheltered so people can enjoy the heat but not get cooked by the sun in summer and in winter to keep dry in the seated areas. Also this place must bring Young and Old together so the seating areas must be comfortable..

This is a wonderful idea and long overdue. Thank you and good luck ensuring it happens!

This will give the village a community feel. We are shortly to have a cafe and we have a pub and a village shop. I would like to see the phone box be transformed into a community library.

This would only cause more congestion isn't this what you are trying to avoid? And when there are no events it just becomes a car park! Nice one think again

Totally agree with the increase in green space/seating area, but do not agree with community events being held there. There are plenty of other areas for events to be held.

Very good idea

Very impressed with the proposal

We have reservations about this proposal. Gatherings perhaps(not always welcome) may be encouraged. The development of the Village Green suggested needs very careful consideration. On paper it looks extremely attractive, but will it cause more problems?

Will cause confusion and congestion if traffic is continuing to use area ?

Would be good to understand plans on how this will be utilised to enhance the village community

Would be great to have a weekly market with local butchers, bakers, greengrocers etc

Yes as long as any car parking is time limited

Yes, but NOT addition of parking at Village Green. This would make cars the focal point! It also seems to reduce the size of the green!!! The focus of the village will effectively become a car park!!!

Yes, however I am concerned about the parking spaces within the vicinity of the village green.

Yes in principle but not without further provision and consideration to the true users and residents in the village

Yes, taking in the end of what is currently Pepper Street allows for the safe parking provision posed in question 7 below whilst not compromising but indeed extending the green space and giving the dual option of occasional community events.

Yes we agree with the increase in green space and seating areas and to the occasional use of the green for community celebrations

Comments on using the increased green space and seating area?

A great area and would really make it more of a community.

A little

As one of the many residents who live outside the centre of the village, the opportunities to use them would be minimal.

As stated previously, I question where is the extra green space? Yes I would use the seating area. The use is also undefined. Previously attempts at a regular market failed as it was not supported adequately despite plenty of advertising and active support from a core group of locals. We would certainly use it to sit and chat and would be delighted to see a monthly market return - but the use aspect needs further unpacking before we spend and change unnecessarily and risk spoiling the character of this lovely and historic village.

Assuming that events take place, or facilities become present (such as pop-up coffee etc.) or service from existing retailers.

Both as an individual, and as an event organiser for St James' Church.

Definitely

Especially if it is also used to hold a local street market.

I am a member of local voluntary groups and it has great potential

If it was provided and would add another dimension for visitors to this lovely village.

If there were events to go to, or a market

I like the idea of having the space for outdoor village events and market stalls

I live around the corner so would unlikely use this space to sit in. However if a Farmers market etc was re-instated etc then probably yes. It would be nice to have the seating area though so as to support the local shop.

I may use it if I was visiting a resident in Birch Heath Lodge as a change of scene for them.

In general no, but I would of course during events

It should have a point with access to electricity for a Christmas tree. One of the loveliest part of new year used to be villages and visitors singing old Lang sign around Christmas tree at 12pm new year. The existing position is not suitable now due to additional tree planting in recent years

It would feel like a safe place for me and my young family to enjoy the village

I wouldn't want to sit in the middle of the village, no. If I wanted to use green space in the village I would go to the pit and the park.

I would only use it if there were community events. I would not use it as a seating area.

Maybe

My children may use them to meet friends.

Nature garden would be great rather than just grass

Occasionally

Possibly

Possibly.

Possibly but not frequently

Possibly (depending on what it is like)

Potentially

Probably.

Probably not

Probably not as I live next to the green area.

Probably not as live close to the green

Probably not. I notice that in your photo of the village centre as existing the bench around the tree is empty. Having said that, there seems to be space for a new bench by the pump without making all the other changes.

Probably not on the Village Green, because we live next to it.

Probably not. The reduced size doesn't make it appealing.

Sometimes

That said, probably rarely and limited to the occasional events ie the Fete but a good meeting point.

This is an area I transit through, not stop in.

Unlikely would be a better response but not other options are available

We live in Littleton, would be nice to join in as our road is just too busy for any community ..

We live too close by to need it!

We need somewhere in the village for people to meet outside and I love the idea of a market

We probably would not but other residents/visitors would enjoy this space

When out walking it would be nice to have somewhere to stop and sit to watch village life but it would be lovely to do this without the hum of traffic.

Whilst I currently would not wish to sit there, I like the appearance of the proposed modification and believe the additional seating would benefit a number of residents.

Would be good to see events or markets, however they could happen now. Look at frodsham market (Obviously larger town) they use current roads to hold a market

Would be great to visit and use a space and show how the correct prioritisation of walking and cycling can have on an area.

Would use regularly

Yes, but not very often.

Yes definitely

Yes. However, the space in the proposed village scene appears to be limited and mainly provides space for more offroad car parking. Sitting in a green space surrounded by cars that are parked or parking isn't a pleasant setting / ambience. A green space with no cars round it at all is a more pleasing prospect.

Yes, if accompanied by a reduction in traffic as it would be a pleasant meeting space

Yes, the area will be useful for small groups to gather

Yes we often walk this way.

Comments on regular markets and village events in the new community space?

Absolutely. The Ring O Bells ran a farmers market for a while. This could be run occasionally on the green. Also it lends itself to increased outdoor village events by the church and other social groups. A village bbq etc

Absolutely - this needs to be a must. However, need to avoid these being too exclusive in terms of offerings; needs to be inclusive for whole village to be able to come together.

Adds value to the community, and builds a community.

Again a provisional yes but much would depend on the event. A Market sounds fine but those previously hosted at the nearby Ring o Bells had to also accommodate the additional vehicles.

A great opportunity to build a stronger community.

As long as it not increase the traffic problems.

As long as they are safe

As long as they're aimed at the villagers and not advertised far and wide.

As per previous comment, not sure there would be enough support with no parking. Looks as if the market is actually on the parking space in your illustration. Unless the market is exclusively for village centre residents.

As previous, no to markets buyers to village events as these would be a less frequent occurrence.

Brilliant idea for local enterprises.

But again, I have seen no evidence as to how this will be accomplished. Where are these market traders coming from? This seems to me rather whimsical and another example of how this is a 'style-over-substance' proposal.

But it is disputable whether these would be able to be held in view of the potential daily long term parking by the dentist staff and staff from the nursing home.

But I would want the village community to be aware that successful and supported events etc carry the risk of increased traffic, pollution and congestion spoiling the community feel and historic centre of the village. Yes, again, this has been attempted previously and the villagers currently seem to think (from a straw poll) that the new arrangements in the centre of the village will automatically deliver a pretty market without realising that the key points on the document are the changes to the village green (etc), with the market illustration in sunlight enhancing the attractiveness of the proposition, compared to the current situation which is presented photographically in dark, winter style. It would be great if this market happened and we would certainly support it (again!.)

But please see my earlier response. Who is going to meet the insurance and legal traffic safety requirements for such events? This is being referred to as a community space but it needs to be recognised that the centre of the village does not comprise the whole "community". Toll Bar Road, White Lane, Trooper Court, Durban Avenue, Haslin Crescent, Bridge Drive, The A41 itself and the new development at the Cheshire Cat are all part of the community but appear to be ignored in these proposals, why?

Definitely ! The village needs to recapture a sense of community

Definitely

Definitely, especially if it was primarily for local businesses to sell their produce/goods.

Definitely! It would add to the feeling on community and provide opportunity to have local businesses come to the village regularly

Definitely-this is a fantastic idea

Depends on the type of market and events

Depends what they are and if they are organized properly

Excellent idea!

Great idea to have regular village events. Just what we need to bring the community together

Having incurred the COVID situation I think everyone would love to have a central hub they could meet up at and have a coffee etc

However, I can appreciate that other villagers would like a new community space.

However not sure it would create sufficient space for these events and also you cannot completely eradicate vehicles, which would pose a safety issue.

I don't think the area is large enough to stage village events, and the Primary School field, or Ring O'Bells car park seem better suited. A regular village market would bring life to the village. However, market holders need somewhere to park their vehicles to unload, and tidy away, and somewhere to leave them during the day. Where do the cars go that regularly park in this area? Pepper Street is too narrow and too busy to cope safely with all the displaced parking.

If could happen now without changing, just apply to hold events on the carriageway. Like Tarvin at Christmas or Frodshams weekly markets.

I feel it would enhance the already lovely community spirit which has increased through covid

In principle, depending upon the type and frequency of market/events.

I really love this idea. I would use it regularly to buy local and reduce my carbon footprint. Love IT!!

I think markets etc will need more customers than can walk from the village to be viable - therefore will have the unintended consequence of making the village even busier, even more traffic - the very thing we are trying to reduce.

It is unclear what the parking arrangements would be on market day both for shoppers and stall holders.

It's not a big enough space . It would have to be an over spill from the Parish Hall. Even that wouldn't be big enough for a Village event - which is probably why the primary school is used for the Village Fete.

I would love a market in the village , brings community spirit and helps independent local businesses

I would love to have a stall at the village market. It would be great to support small and local. I love what they do at Burton bus stop, it add so much community spirit.

Miss the local market which used to be at the Ring O Bells. It is also a good way to meet new people and also for the older generation to make use of the outdoor space to be part of the community.

Not in this area as traffic is still passing by.

Not many years ago a Saturday farmers' market started up in the Ring O'Bells car park but it fizzled out after a while. I imagine that lack of parking was an issue. Come to think of it, lack of off-street parking is a major constraint on retail trade in Christleton and has probably contributed to the closure of a number of shops. Waverton in contrast has a buoyant small if unattractive centre of local stores simply because it has parking space.

Once again, without the provision of additional car parking, I could not support this.

Parking - Will there be a time limit on parking bays? Regular markets - have parking facilities been considered? Realistically not everyone will arrive on foot or on a bike

Possibly - probably if they are of sufficient quality. Note that previously there were farmers markets in the car park of ring o bells

Potentially would be lovely. Could cause traffic issues!

Provided competition if fair and unbiased

Provided it is explained how visitors to such events would park and where.

Shame the old hairdressers has not become a cafe. As that combined with regular markets would increase footfall in the village.

Shopping local and market stalls are what we've become accustom to during COVID lockdowns, long may it continue.

Sometimes

The previous Ring o Bells farmer's market was useful and and quite well attended

There are plenty of local people who would use an accessible market, though parking for people coming into the village for that purpose would need to be considered

There needs to be more thought into parking during these events. It would be nice to walk down to the market and have a look around but not if it means you can not get through the village.

This is a very good idea and will improve village life.

This is not a blanket "no" - I would say "yes" to occasional events or regular events if there was only one regular event e.g. Market day once per week or preferably once per month.

This would be amazing!

To some extent

Totally supportive

Very good idea

We consider that holding regular outside events on the village green is not appropriate in Christleton and would contribute to further traffic problems in the village and would be detrimental to the proposed improvements. The transformation of the village centre is a separate issue to traffic management and is not necessary to achieve better parking, reduced traffic flows and improved air quality. Altrincham and Poynton are commuter towns and are not comparable communities to Christleton and our village does not have a history of local markets. It is wrong to suggest that the village centre is only a commuter route at present. Whilst there are problems at peak times and with on street parking it is very attractive as it is.

Where will all the visitors park?

Where would cars park on event days?

Where would visiting cars park?

Why wouldn't' you support an initiative that brings the community together.

Yes, although it will block access to our house.

Yes but we have reservations about the feasibility of markets. These would be encouraging visitors and thus additional vehicles

Yes I would definitely support this, I would encourage this Market to bring the young and the old together so they can all share this space. It must be for everyone and not just a place where loads of kids use it for anti social behaviour..

Comments on moving on street to off street parking around the Village Green?

Absolutely. Parking is a problem, especially during weekdays when dentist and schools are open. Driving around the Village Green can then be tricky, and getting into our driveway can be tricky.

Although the parking looks to be the same, just orientated differently.

A much more sensible use of the space, making the roadway far safer.

As long as it does not result in additional vehicles being parked in Birch Heath Lane or Pepper Street.

As suggested in previous thoughts about the amount of parking spaces available at the village green, yes to a few off road spaces but not as many as shown in the plan, spread the parking availability around the village.

Ban on street parking

But depends on the location

But only if the off street parking were restricted for up to 2 hours use. Otherwise it will simply just provide the existing businesses in the village (such as the dentists, the care home, the hairdressers etc...) with free car parking spaces for their staff. If it were limited to up to 2 hours, this would allow visitors or customers of the businesses a place to park and this would be a reasonable use of the parking spaces. This includes the designated parking at point 6 on page 13 of the brochure. Otherwise the residents living in the terraced houses by these spaces will be provided with parking just for their own personal use rather than for the entire village community.

But the problem still remains that it will be blocked by staff from nearby businesses.

But the proposal doesn't allow for enough off street spaces

But there would have to be enough space. Where would you put it?

But, to clarify, what does "off-street parking" mean here?

But, with limited times to park e.g.. 30 or 60 minutes

By 'off street' do you mean designated car parking slots around the Green as illustrated? Yes, much better if 'on street' can be stopped, but sadly may finish up with both. Having a bus route is helpful to deter inconsiderate parking. Must include a good number of electric car charging points to correspond with the national plan to go that way. Charging points may be required by residents who cannot park next to their own property, and by visitors.

Can yellow lines be added to the blind bend??

Cars should not be a priority

Cost/gain balance

Definitely as it is very congested and because of this the actual village green is being masked by parked cars.

Definitely not. The Village Green should remain a focal point. Ideally should be made bigger, not smaller. It shouldn't become a parking area. Would this just become a car park for dentist staff?! Also don't like the apparent reduction of the size of the green to create these spaces

Further off road parking should be used on the greens opposite the High School. Double yellow lines should be implemented and enforced

However if there isn't enough people will still park on the roads elsewhere?

However I would prefer for parking to be reduced hugely. And another parking location not so close to the village green. I don't think the current plan has sufficient parking spaces for what is in use now.

However I would prefer for parking to be reduced hugely. And another parking location not so close to the village green. I don't think the current plan has sufficient parking spaces for what is in use now.

I do not support any increase in the amount, or the appeal, of parking for non-residents of the village

If by off street parking this question means carving into the village green grassed space then NO. If off street parking means finding other spaces to park ie an extended toast rack or behind the church etc then maybe. Please explain what off street parking actually means! Once again, there is not enough precision in the survey construction. Ethically, this is problematic as the responses to the questions could be taken to mean a range of things that the contributors did not intend.

If this would improve traffic flow. But reduce the speed limit in conjunction with this. And somehow the adhoc road crossing by school children must be dealt with.

I have said no because off street parking is only preferable if it doesn't reduce the amount of green space within the village green. We should encourage people to use the parking already available at the Pit/play area, Church car park and Ring o Bells rather than on street parking.

I'm not sure the new parking spaces would be sufficient to take all the cars currently parked on the street. Moreover, I am a bit concerned that it appears that a sliver of the existing village green opposite Rock House and the Village Hall seems to have been taken to provide parking spaces.

Impressed by the proposal

In theory yes but it depends where it is moved to - as long as not moving problem elsewhere. E.g. Where are care staff going to park, dentist customers and church goers when big service etc?

I think the on street parking actually helps to naturally slow down traffic in the village.

I think the parking is necessary for the workforce at the care home, dentist and local shops. I would support a resident or local worker's parking permit for the area round the village green.

I thought the proposals were to reduce traffic? So why improve parking which not only benefits those people taking their cars into the village but also frees up the roadway allowing traffic to flow more freely? At the moment parked cars act as a natural traffic management scheme, at no cost to the community, so removing them results in the need to spend money on reducing the traffic flow that has just been freed up. That makes no sense at all, unless the intention is just to beautify the centre of the

village rather than improve traffic management and safety?

It needs to be addressed.

It needs to be a fundamental part of the plan or nothing else will work.

Its easy to agree with this because I don't live right in the village centre so we do need to be sensitive to the neds of local residents and local businesses plus users of the church. I'm sure there's more we could do with the church car park, the car park for the village hall etc.

Most people parking in that area are employees of the care home, dentist and pub. It won't inconvenience them too much to park few miles away from their place of work and it will make a huge difference to the village

Nb See previous comments re lack of parking when events are taking place.

Need to ensure maintain safe access to the church including space when required for funeral and wedding cars. Important to have disabled parking for church users

No All Day parking Need more parking available on market days etc

Not at expense of the grass areas.

Not if it reduces the amount of green space available at the village green. We should encourage people to use the off road parking at the play area, church car park and Ring O Bells car park.

Not sure if a permanent parking fixture is the look to be encouraged of the centre of any village. Afraid I'm a don't know!

Not sure if this would create a false safety for pedestrians as reversing vehicles would be unexpected

Not sure if this would work. Parked cars actually slow traffic

Off street parking would be great but not on the green. A problem with the proposal is the location of the parking, which results in a smaller green and an increase in hardstanding. The second problem is that the new parking provided would not be available when the market is there.

Provided sufficient parking is allocated to residents.

Providing that it was time limited (1 or 2 hours max)

So long as it didn't just become a car park for those who lived in the centre.

Strongly feel that there should be some expectation of parking management for businesses in the village (nursing home, dentist for example). Could they pay the church/pub/ cricket club for staff and maybe customer parking during office hours, when those facilities are not being used?

The closing of a direct crossing between Pepper Street and Birch Heath Lane provides safer off road parking.

The idea is good but where would off street parking be situated as space in the village is limited

The parking calms the traffic

The provision of off street parking should NOT sacrifice any of the present village green. The proposed new layout appears to increase the grassed area in places and reduce it in front of Rock House. I do not support this part of the scheme. Is it feasible to provide the additional car parking spaces by extending the existing parking on Village road adjacent to Woodfields

The use of the space to make off street parking is an excellent idea and I like how this is achieved whilst still maximising green space and pedestrian areas.

This is a MAJOR improvement bringing order and an enhanced feel to the centre without restricting the existing and essential parking needs of the Church and Village businesses. In particular, the parking layout succeeds in fulfilling the assurances of the Parish Council in providing the safe space it has sort in order to avoid potential displacing of vehicles to other narrower and unsafe locations.

This is required. I think this will adversely affect residents living nearby.

This is the most sensible idea of the plan.

This junction is a very difficult one to navigate as a pedestrian, cyclist and car driver as parked cars on the roadside obscure sight and narrow the road available to use. It looks much safer to have the vehicles parked off the road.

This will only result in making it easier for cut through traffic and large vehicles to get through at a faster speed.

This would be my main concern and think that it has to be limited and parking at an angle (herring bone style) but we MUST preserve as much of the Village Green area as possible. Any parking should have restrictions and not be "Claimed " by local households as their right to use as exclusive use ! If someone has purchased a house without any specified parking then it is up to that household to sort there parking problem out and not to "Claim" a space outside their property as their "Right", you should be very careful to explain this as it could scupper a fantastic plan which is long overdue. Also parking on pavements in the centre of the Village and also outside the High School which seems to be the norm sometimes ruining the grass areas.

This would only improve the situation if parking restrictions were also used to ensure that vehicles were not allowed to park on street in this area.

Unsure. On street parking probably reduces traffic speed

We are currently able to park outside our property on the area in front of the cottages (next to the dentist). Would it be possible to have a resident parking scheme? Parking for visitors to the village restricted to a set amount of time?

What you show is unsightly and is likely to be of benefit only to those who work in the immediate vicinity.

Where will this off street be???

Yes. But be aware of removing obstruction of parked vehicles from the carriageway, traffic flow and speeds could increase?

Yes but it needs to be short stay otherwise it will be in use by business employees

Yes, but not on the village green. See before.

Yes , but other areas also , as not enough spaces could be available here. Also , what facilities for blue badge holders / disabled ..

Yes if there was particular provision for resident parking. Has this been considered?

Yes, though note that on-street parking itself reduces traffic flows and speed - if the parked vehicles were removed without changing the road layout, flows and speeds would actually increase

Yes, would help to de-clutter the roads

Comments on the Parish Council implementing a transformation of the Village Green?

100%

Any improvement is welcome but the root issue of too much traffic has not been resolved.

But carefully consider safety of pedestrians

But I doubt whether the funds to build the scheme will be forthcoming.

But not as the priority if resources are limited! The priority is getting school traffic away from the centre of the village and stopping the cut through of traffic between the A41 and A51.

But not this plan.

But only if the community is aware and actually understands what form this transformation would take with clear and unambiguous proposals and detail explained so residents know what the final result would be. The consultation should be particularly mindful of the thoughts and wishes of those directly around the Green.

But, we would not want to spoil the character of the Green.

Consider nature and wildlife when transforming

For all the above "yes" ticks, this really succeeds in enhancing what we have already and particularly solving the on-street parking to off-street parking that the Council has been addressing over many months

Fully support it and happy to help

Funding?

Given that this measure is of dubious benefit to anyone other than those residents overlooking the centre of the village why should all residents see their precept spent on measures that benefit only a small part of the community?

Great idea to make more of a focal point.

However you have to accept that you cannot completely eradicate traffic particularly associated with the schools.

How will it be funded?

I don't believe that the Parish Council have properly assessed the impact upon the rest of the village in terms of revised traffic flows that this transformation would cause. Whilst I fully support the aim to reduce unnecessary cut through traffic, no hard data has been gathered or analysed to quantify the numbers. Any vehicles have a legitimate requirement to transit through the village centre to reach the schools, sports clubs, bridge club, businesses and their own homes before consideration is given to the ever increasing numbers of deliveries. The result of this transformation could be that vehicles divert to other minor roads in the village which would not be desirable or indeed, acceptable.

I have ticked 'No' because I am not sure it is really a good use of funds. The village green is currently very pretty.

I have ticked 'No' because I am not sure it is really a good use of funds. The village green is currently very pretty.

It is a shame that in such a pretty and historic village and village centre the Green is little more than a traffic island.

It's time to modernise the village green so it can be used for our community.

It will lose its individuality

It would be a refreshing change from the present village green which is mainly cars passing through and parking

I would like to say the local Parish council has shown great foresight and progressive thinking in these proposals Thank you

I would support it provided that the Parish Council considered suggestions from the residents of the village. Previous changes have happened in the village with limited consultation from residents.

Need to ensure maintain traditional setting so needs to enhance existing features

No if it is to the detriment to other areas of the village. Christleton is more than just a village center, I do not support traffic being rerouted to Rake Lane as the speeding that we endure is ridiculous and extremely dangerous. Other matters need improving before this swallows up the budget. The cross roads junction of Plough lane, Brown heath Rd and Rake Lane is incredibly dangerous and my Teenage son has suffered many a near miss with drivers failing to stop!!!!

Not before adding a pedestrianising walk way on "Rowton Bridge Road"

Not in this format - alternatives must be offered for due consideration

Not sure. Finding somewhere else for all the cars to park might be more cost effective.

Not to add parking to it! Or to reduce the size of the green itself!!

Only good can come of any scheme to improve the village.

Only if it doesn't reduce the amount of green space available.

Only if my previous concerns are taken into account re the parking spaces and limiting their time usage, and extending the ramped areas down the roads/lanes leading to the centre of the village.

Only once agreed at a public meeting and with information on costs and timeline.

Please start ASAP.

Potentially, depending on what it is

Potentially the Green will become a car park....

Providing the parking slots are as indicated in number which look to be about 15 or 16 and are not exclusively for residents.

Really welcome this and applaud the group who have produced this plan.

Shown great initiative in producing the plan. Fully deserves to be implemented

The historic village green should be kept as it is. Concerns regarding the regular annual costs for the upkeep of new proposal.

The proposed transformation looks great, I like the removal of signage from roads and painted road markings. Look at the lessons learned at Chester railway station. Parking problems have increased and confusion around priority of flow and right of

way, causing local congestion

The village green is dominated by parked cars at present. The proposals change the emphasis towards greenspace while retaining formalised parking spaces that can easily be retired to more greenspace in future.

This appears expensive, offers limited gains, and I believe will divide the community in terms of aesthetics. It also appears to seek to divert traffic down Quarry Lane, which I find totally unacceptable.

This is what has been needed for a long time to Claim Back our Village

This support is cost dependent.

With the provisos stated previously

Wonderful idea

Yes, but not for Market days, Community events etc. That would make the village more busy, and so is wrong.

Yes but not the use of the village green for regular events/markets.

Yes but not with the proposed plans. They look like they should be used for a city centre.

Yes but please give careful consideration to wheelchair users in the plans

Yes but who pays, I did hear one of the parish councilors state in a presentation at the school that the reaction of Cheshire West was that Christleton residents would have to pay. That then raises the question as to how much each resident would have to pay

Yes it looks lovely, Some concerns regarding the younger element using the seating areas later at night. Sadly personally witnessing this at the bench opposite the village store , increased noise and litter !

Yes, providing not moving problem elsewhere

Yes, this is long overdue but serious thought should be given to moving the High School in the not so distant future, to a much more convenient location on the edge of the village where it would be more accessible for staff and pupils etc

Comments on traffic flow / speed approaching the Pit?

A chicane would help. Also speed cameras strictly enforced

Already a 20 mph limit. Limit "cutting through" and enforce speed limit. Only a problem for a short time at school times.

Also, many parents from outside the village bring their kids to play at the playground by the Pit - by car of course!

Am often overtaken or experience drivers 'tail gating' whilst maintaining speed limit as they are cutting through the area.

As vehicles drive through Littleton, the speed limit is 30mph, increases to 40mph for a short distance and then drops to 20mph. I suggest that the 40mph stretch is reduced to 30mph to avoid people braking sharply as they enter the 20mph zone.

At present there is too much traffic. The bends by the Pit and the Chapel and the lack of a pavement alongside the Pit make crossing dangerous for pedestrians.

Aware of drivers ignoring 20mph limit.

Both directions is the issue. And on all main arteries.

But anything which makes the rat run less attractive is a benefit.

Cars don't slow to the speed limit and whizz round the corner by the duck pond. Difficult to cross the road safely.

Cars I see are all aware of children crossing, cyclists, ducks etc so go pretty slow in this area anyway

Cars travel too fast around the corner house opposite the Pit.

Concerned about traffic flow when we go to work in the morning. It's already narrow in this section.

Concerns about speed

From Littleton the speed of the vehicles are too fast as they are going from a 40mph into a 20mph. A lot of drivers use this route to cut through to the A41 and totally ignore the 20mph limit.

From the 40mph end to the entrance to the village is a compression point for traffic with a blind bend to the right on arrival from Littleton. A road narrowing or speed control, not humps would help to make this more pleasant for the residents locally and also allow slower traffic flows

Given the Z bend and also the high incidence of children and visitors current speed of some vehicles is worrying aside from law breaking

I doubt your assertion that road narrowing would discourage cut through traffic or discourage large vehicles. Drivers who don't know the area (including goods vehicles) tend to go where their satnavs take them. You might be surprised at the number of large goods vehicles that attempt to cross or just scrape over Rowton Bridge, in both directions.

If I turn right into my driveway I have to be very careful as traffic speeds round the bend at the pit. I have been fortunate to avoid being T-boned but sometimes it has been a close thing.

If you want to further control speed, drop the 40 mph down to 30 mph.

I have concerns about speed only as people do not adhere to 20mph speed limit currently which puts people off cycling

I live on the Square and dread crossing (mobility issues) with the speed that some come round this bends

I live overlooking the Pit and am overwhelmed by the amount of traffic who use this stretch of road at peak (school drop off/pick up) times. The decrease during lockdowns has been very noticeable and appreciated. Speed is a problem on the 'straight' of Little Heath Road but living next to the 'corner' we recognise that this does act as a natural slowing down feature, the closer cars get to it. What is a problem however is the congestion caused on this corner caused by parents dropping off children on Little Heath.

I'm not as familiar with the issues in this part of the village.

In due course

I often drive that way, people are often driving too fast while coming the other way, or pressuring me to drive faster myself

It gets busy around the Pit and the road has tight turns.

It is v odd that coming off the A51 traffic, is 30mph, then increases to 40mph, then down to 20mph. This results in speeding in the 20mph area and increased, and unnecessary emissions being produced

Its a 40mph area, straight into a 20mph. Drivers are entitled to be entering the Pit area at 40mph.

Like I mentioned before, please can we make it perfectly clear that the Ducks are not targets for speeding drivers, these Ducks bring a lot of joy to our residents and I am fed up seeing them squashed.

Mainly due due to cut/throughs

Many drivers ignore the 20mph speed limit which presents a serious hazard for pedestrians and increases pollution levels.

Most drivers appear to find it impossible to reduce speed from 40 to 20 until they get to the first bend after the pit.

Need more law enforcement I think flashing speed signs are good

Not really, as you have to slow down somewhat to take the corner at 20 MPH at the pond. Perhaps reduce the speed limit in the village to 15 MPH?

Not witnessed anything worrying myself

Particularly due to school children/children attending play area

Same comments apply re. The need to reduce traffic using the village in the first place otherwise the narrowing will just cause congestion

See initial concerns re traffic generally

Some cars take the S bends far too quickly and often not their own side of the road

Something is needed to slow down the traffic and especially large vehicles.

Something needs to be done opposite the pit. The bend after the pit by the Methodist church is dangerous. Cars and vans go far faster than 20mph.

Speeding is a problem throughout the village. More people from outside the area have discovered the Pit during lockdown and this may increase the volume of traffic in future. Perhaps this could be mitigated before it becomes worse?

Speed signs need to be on the road

Speeds tend to exceed those found in the report infact on approach and leaving the village here. Dangerous for pedestrians and tourists around the pit.

The 40mph section should be reduced to 30mph. Vehicles tend not to reduce speed from 40mph to 20mph.

The 40mph stretch should be reduced to 30mph so you are not going from 40mph to 20mph

The change from 30mph to 40mph to 20mph on Little Heath Rd seems illogical. People approaching the Village at 40mph.

The parking outside of the shop and the bend means you can't see what's coming so sometimes it will feel like you have to go and hope for the best.

There are nasty bends just after the Pit that it's a miracle no car has actually mounted the pavement and seriously injured pedestrians or worse. I want to see a ramp before the bends and LED speed signs warning drivers who are exceeding the speed limit. Absolutely - people have been aggressive and I have noted some near misses.

There is already a 20mph speed limit, followed by a tight S-bend, to reduce speed approaching the pit. The document states the average speed measured at the location was 25mph. Given that in one direction they are slowing down as they enter the limit (and have to slow down further to take the S-bend) and in the other they are speeding up as they leave the limit, what is the justification for the cost of such measures? How many accidents have occurred there in the last few years that were attributed to excessive speed?

The road approaching the pit from the village is a bottleneck by the methodist chapel hall

The rumble strips laid to reduce speeds are barely noticeable. They should be like cobbles.

The simplest solution would be to reduce the unnecessary 40mph limit from Littleton to the Pit, this would reduce speed of traffic entering the village by 10mph. I would also welcome other traffic calming measures as I am frightened that a child will be struck while crossing at the bend.

The speed approaching the pit is probably more due the fact that vehicles are approaching from a 40 mph zone

The speed limit has already been reduced. You could consider starting the 20mph zone further back towards Littleton and / or removing the 40mph.

The speed of traffic coming into the village from the 40 mph signed area is too fast and the traffic leaving the last bend before the pond is in the process of accelerating which again causes a noise and speed problem

The whole route from the a51 should be addressed and the speed limit lowered to 20mph

This has already been improved with the change to the road surface and the removal of markings.

Too many speeding cars at present.

Too much and way too fast

Traffic entering is often too fast and on the wrong side of the bend by the cottages/pit.

Traffic is coming out of a 40 mph limit and so needs to be brought down to 20 mph as it enters the 20 mph limit. A road narrowing or build out is probably the only viable option in this area.

Unsure about efficacy

Very strong concerns.

We are the first house into the village and as such suffer greatly with the speed of cars approaching and exiting the village, particularly with the blind bend. Once cars come round the bend (opposite the entrance to the pond) they are speeding up as they leave the village. The speed between the two villages should be dropped to 30mph, it's strange that it's 40 for such a short space. This is an easy thing to change.

We don't learn about danger by trying to take every possible hazard away.

Yes definitely - it can feel very dangerous crossing the road here at times when the footpath disappears and on a bend. Also if cars are travelling too fast, they can feel v close to the footpath, especially with young children in tow. I think the road from Littleton should be reduced from 40mph to at least 30mph in preparation of this stretch. I have had a car even overtake me when driving alongside the pits! There needs to be a safer way of crossing here, with slow traffic

Yes, especially given children visit the area

Yes I think its confusing to have a section of road at 40 miles and hour and then to expect cars to slow down to 20. I think the 40 mile section needs to come down to 30 to slow the cars down in advance of the pit.

Yes , lots of cars coming and going, especially as there are young children about at the pond

Yes most certainly something has to be done as a large percentage of traffic ignores the 20MPH limit ! This is an important area for families to enjoy and central to our Village life !

Yes. The 40mph between Christleton and Littleton needs to be changed to 30mph. It causes cars to travel far too fast off the A51 through Littleton, and by the time they hit the 20mph at Christleton, they take considerable time to slow down past the pit. Or coming from Christleton, they start to speed up a lot going past the pit knowing the 40mph is coming up. Its a danger to Littleton residents, and to people and wildlife around the pit.

Comments on the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?

Absolutely not, why on earth would you do that!

Again a narrowing of the road will reduce speeds but will increase safety issues. A narrow road at 40mph

Anything to reduce speed and discourage cut-through traffic especially large vehicles is welcome

Anything to slow traffic would benefit

As long as it works and isn't just a nuisance to residents

A trial could assist in making vehicles think about reducing speed and assess the impact.

A trial yes

But as per my earlier answer, the key is to remove the 40mph zone.

But I am concerned about where this will be sited and how it will work (it is not clear on the proposal). I would appreciate more negotiation with us residents close to the Pit about this prior to action. A cobbled section was installed on the road outside Pits cottages in ? 2019/2020 which seemed to have no effect what so ever at reducing the speed of traffic but which gave rise to excessive noise pollution! It was hastily covered over too - by whom? A rumble strip sounds like it does very much the same thing and would therefore need to be far enough away from properties to not cause noise impact. I am also concerned about the extent of the narrowing - does this make a one way passing area or still 2 way? At what point does traffic see signage to indicate these changes ie on the A51 entrance? My concern is that sat nav is clearly sending large vehicles down this stretch of road regardless. If they have already made their approach to the village will they still be able to pass the narrowing or do they have to make a U Turn causing chaos?

But rumble strips are exceedingly noisy for the nearby residents and would need to be sited a good distance from the nearby houses so as not to detrimentally affect them.

But, the road narrowing experiment on Pepper Street is ugly, an eyesore and continually dirty. Hopefully something better than this can be found

Especially in the spring when the ducks seek out gardens near the pit to hatch their eggs. They cross the road regularly to get to gardens and speeding traffic usually results in a couple of duck deaths every year. I hope narrowing the road would not cause drivers to become impatient and make dangerous maneuvers.

Feel this would simply cause congestion and queuing traffic in the village.

Happy for trial to go ahead, however I believe that from the Village green to Pearl lane, it should be made 1-way (going away from the village). Pearl lane should also be made 1-way to go towards the duel carriage way only, this will allow for pavements on one side to ensure its safe for pedestrians.

How are you going to measure success?

How do you decide which way has priority? Will this not make even more queues at peak time?

I absolutely do NOT support the proposed ideas. I am totally against a rumble strip as this will cause excess noise to residents facing the Pit. Lessons should have been learned from the disastrous strip that was put down last summer - which is now an eyesore. Also the 40mph speed limit needs to be seriously reduced. The only way to deter cut through traffic and traffic travelling at speed is to erect a solid raised structure (similar to Pepper Street) on the INCOMING side of the road.

I can be supportive of a trial, provided the narrowing is reversible in the event it shown to have no helpful effects

If it really is a trail with feedback and consultation before any implementation

If the chicane constructed on Pepper Street is any guide to what will happen, the narrowing is confusing to drivers approaching it who, if they are unfamiliar with the road, wrongly assume who has right of way and almost cause an otherwise unnecessary accident.

If there is half a chance it would be effective I would like to see this trial happen and the result published. Yes, if this is something that would provide an evidence-based impact that would not be a mistake in spending as has happened with earlier attempts at traffic management there.

I'm' happy with the narrowing although unsure how effective this will be at slowing cars down? I'm' concerned with the rumble strip as we have already trialed this slightly further up and it created a lot of noise. Putting a strip here with cars potentially going at their fastest will create a lot of noise. It's' hard to tell exactly where it is located on Little Heath Road but it looks very near to our garden and I'm' worried about the level of noise we would hear in our garden and our house. At night with less traffic cars will come through faster and the greater the noise - all our bedroom windows face in this direction. Also there is a major problem with crossing over to the pond entrance one thing you have not included within the design. Many people cross here and it's' a safety issue particularly if you are elderly or have children/Priam etc. It would further slow cars down if there was a crossing point here. You could have a raised area again similar to Plough Lane. This would give pedestrians more time to cross and slow cars down.

I'm' not too sure how this would work in practice

I see no reason to narrow the road. The speed people are travelling at is the issue.

I suppose a trial would be good as it would give us an idea of the impact.

It is certainly worth carrying out a trial to evaluate the effectiveness of such a measure.

Its already narrow on that corner and visibility can be difficult already. Reduce the 40 to 30 to slow the cars down before the pit

It would be useful to determine whether or not it works

I would support moving to full implementation immediately.

Just don't utilise any 'rumble strips'. The Traffic working group were told by CWAC that rumble strips were genrally ineffective at

reducing speed and simply generated unacceptable levels of noise for local residents. Perhaps the Traffic working group members can learn from this mistake and not waste any further parishioners funds?

Likely to cause accidents

Make a lot of sense.

Narrowing will restrict traffic flow but there needs to be a pedestrian crossing by the end of Brickly Lane where you can see in both directions

Narrowing yes but NOT a rumble strip. Previous rumble strips created a very loud noises especially in the early hours and at night which woke neighbours in the area.

No harm in a trial

Only if there is a wider plan to ensure high school children can walk or cycle into the village safely and parents are assured that this is in place..... This would be money better spent

Prefer permanent narrowing

Seems an excellent idea.

The 20mph sign is not enough. It often gets ignored.

The narrowing of the road must be between the village boundary sign post and prior to reaching the 20mph signs The 40mph speed must be reduced to 30mph A trial has already been conducted on the road which was found to be too noisy and in the wrong place as a resident please don't waste my money again unless you get it right

The narrowing of the road must be between the village boundary sign post and prior to reaching the 20mph signs The 40mph speed must be reduced to 30mph A trial has already been conducted on the road which was found to be too noisy and in the wrong place as a resident please don't waste my money again unless you get it right

They create too much pollution due to stop start

To try to reduce speed and flow of traffic

Traffic calming such as the one on pepper street cause more disruption than good I think.

Unfortunately, the idea of "rumble strips" however will cause increased noise pollution. Especially for adjacent homes. The new strips by the pit have not persuaded some drivers to slow anyway. While being noticed by smaller vehicles, to cause any discomfort to larger vehicle drivers they would have to be deeper and hence the noise would be greater.

Would reducing the speed limit between Littleton and Christleton also be considered?

Yes if it is to be set at the point where the 20 sign is located Not keen on rumble strips due to noise pollution even if located away from the houses plus from what we saw there was no discernible slowing of cars last time Why not cushions or a ramp?

Comments on preventing vehicles from using the Village Road High School entrance?

Although I support anything which reduces the need for traffic to access Village Road, the problem with traffic on Village Road and the Quarry Lane/Plough Lane junction is not due to the vehicle access on Village Road. It's largely attributable to the volume of traffic caused by parents dropping off and picking up pupils at the high school. The centre of the village cannot accommodate the volume of traffic due to the school - an alternative, purpose built drop off/pick up area must be built, possibly on Birch Heath Lane, away from the centre of the village and residential areas. Traffic should be directed away from the centre of the village and not encouraged to drop off/pick up at dangerous junctions and close to residential areas - changing the Village Road entrance to pedestrian won't reduce the amount of traffic.

Broadly support if this reduces traffic movements into village road but not if it displaces traffic and parking at school pick-up times to other residential parts of the village.

But how do vehicles gain access?

But only if there is a safe alternative for parents..... Children should be encouraged to walk or cycle into the village with new safe pathways and cycle lanes provided

But where will the vehicles go? The school should have a rear entrance off Birch Heath Lane. There isn't enough space in Quarry lane for all their buses to enter and exit

By eliminating one school entrance it will create congestion at the plough lane sports club entrance. It's very congested at the plough lane entrance to the school and sports club in the evening already

Could the entrance be closed completely and a new entrance be made further into the village for pedestrian and cyclists only and a possible crossing on a traffic light system which would also stop some cars from parking. This would effectively slowdown all traffic. Ambulance/emergency vehicles would have access into the school via Plough Lane.

Everyone will use plough Lane entrance, traffic there is horrendous as is

Given that vehicles must enter the school grounds somewhere, I am concerned that use of the replacement entrance might simply move the problem to the alternative that might not have the open sweep-in access of the present entrance.

Good idea. I was unaware that regular accidents occur there.

Hopefully, this will make parents think twice before transporting children in cars to the gate.

However, concerned about impact of doing this on surrounding roads.

How have disabilities been considered?

I believe that it would be better to implement a one-way system through the High School car park. At present, the greatest cause of congestion, and increased likelihood of accidents is when parents pull up outside the high school to drop their children off. If the high school could implement a one-way drop-off system, that would help. As a parent of children at the high school, I am aware that the school does refer to drop-off points, but I think a more consistent and regular campaign, perhaps with marshals outside the school at key times reminding parents of drop-off and pick-up points would be more beneficial than blocking the access to the entrance of the school. Stopping using the Village Road entrance is likely to force more traffic through to the Plough Lane entrance which I believe is a more dangerous and difficult entrance / exit.

I do support anything to reduce vehicles using Village Road, however the vehicles entering the Village Road entrance is not the problem, it's the amount of traffic in the vicinity of Quarry Lane/Plough Lane junction which is attributable to parents picking up and dropping off pupils at the school and to stop that the only solution is to have a brand new, purpose built, drop off/pick up area and vehicle entrance on Birch Heath Lane -away from residential areas, busy junctions and the centre of the village. Traffic should be directed in and out of Birch Heath Lane without using the centre of the village.

If the school think this is appropriate and would work for them.

I have noticed in other schools they have organised a car park to the side or behind school and children then walk. The thing I have noticed is the increase of amount of cars dropping off and picking up at the High School. I think this problem is an accident waiting to happen.

I live opposite, the entrance of not really used to access the school, the wider part of the road is used as a drop off area. At 3:15pm when school lets out, a duty teacher stands in the middle of the junction in a bright orange coat. Parents are not put off, they drive behind the teacher parking in the entrance and waiting on the zig zags designed to protect children leaving the school. Once as one parent does it all follow, using the poor teacher as a roundabout.

I'm not sure what this would achieve. Would it not be better to make the entrances one-way with this the 'in' entrance and the Plough Lane the 'out' entrance. This way the traffic flow would be the same direction throughout ..

Indifferent as not directly effected

I support the idea of a pedestrian/cyclist entrance, but there is no need to divert all school traffic on to Plough Lane in order to achieve this. A new small entrance for pedestrians/cyclists should be proposed instead.

I think anything that makes it safer for the students coming in and out of school is worthwhile.

I think it have too much impact on plough lane.

It makes more sense to have a one way system through the High School, in through one gate and out through the other, instead of channelling all traffic through the Plough Lane gate in both directions.

It seems to me this is an issue for the school as any tension that exists must be between pupils arriving on foot or by bike, or in the cars of parents.

I understand that the High School offered the Bridge Club some car parking space some years ago which was not acted upon. Much of the congestion in the village is due to bridge club members. Perhaps there should be a follow up to that original

proposal.

Minimal traffic on village road during school attendance and leaving is appropriate

Much safer for students on bikes and on foot.

(no strong views on this one, but there isn't a Don't Know button)

Not clear why this is helpful, does it not just direct more traffic down plough lane?

No. This would be counter productive, as would make the Plough Lane entrance to the High School much busier. It is already dangerously very congested at peak times at the Plough Lane entrance, and all the school traffic can not go there. Also, closing the Village Road entrance to the School will make the Plough Lane/ Village Road cross roads very busy (again, a counter-productive move).

Not sure if forcing all traffic to one entrance will not just make that one more dangerous. Traffic leaving the school onto plough lane often fails to stop!

Not sure; perhaps safer for the children

Not without detailed consultation with parents and schoolchildren

No view

Only in School hours!

Possibly. A study of the best way for vehicles to approach and exit the school with least impact on traffic constriction makes sense here. If this makes sense then yes I support it.

Possibly. A study of the best way for vehicles to approach and exit the school with least impact on traffic constriction makes sense here. If this makes sense then yes I support it.

Providing proposals support pedestrian and cyclists and that there are sufficient drop off points.

Really feel the pedestrian/cycle only access is good, but consider it is critical to prevent traffic avoiding the pedestrian/cycle approach by taking a route down Birch Heath Lane and back up Plough Lane as an alternative. How will they be discouraged from doing this? How will the Plough Lane entrance be accessed? Heavy emphasis needed on dropping kids off at the park and walk areas, and avoiding entering the village centre at all.

Reduce vehicle congestion and improved safety in mainstreet

School traffic should approach from behind school, turn small strip of footpath between school field and birch heath Road into a drop and go zone, see King's school for example, in one end of layby, drop child, leave at other end of lay-by. No traffic through village centre!!

Such an obvious and sensible idea

Surely it already functions in this way

That means there will be increased traffic entering the school at the Plough Lane entrance. And at this point I make the point that very little is said about Plough Lane. Its chaos every morning and every night, it is used as a car park, a drop off and pick up area, a one lane road at school times. The average speeds noted on page 3 are a nonsense, they have been obviously calculated at school times when chaos reigns. I suggest that other than when school traffic reduces the lane to one lane speeds are probably 90% in excess of the 20mph limit. Please come and stand out side my house (Sykes Holt), 40mph would be more my average and some a lot higher.

The number of cyclists who ride 3 a breast often with headphones on, at night in dark clothing no lights on with headphones on, no helmet The cyclists have no regard for cars. The school needs to educate their pupils before another accident happens

The only access should be a) the small school buses. B) Delivery vehicles calling at the school.

There are 2 entrances why not simply make it one way

The Village Road Entrance to the high school is currently, as far as I know (purely from observation) is only used by school busses as an entrance to the site and not as an exit. All busses exit from the school site by the Plough Lane entrance/exit. I believe this should continue because if all busses used the Plough Lane entrance to both enter and exit the site, a greater problem would be created. The congestion of two busses trying to pass each on Plough Lane on exiting the school by turning right onto Plough Lane towards Village Road junction would be worse, due to the narrow section of road being impassable for busses travelling in opposite directions to pass each other, this would cause gridlock on all roads on the junction with Village Road/Rowton Bridge Lane and Quarry Lane. The problem wouldn't be solved either if all busses were to leave the school by turning left. As Plough Lane drop off parking and collecting parking is the length Plough Lane as far as the fields. Making the road impassable for road users travelling in the opposite direction. However, I do believe in looking at narrowing the Village Road school entrance to prevent non bus vehicles (I. E cars carrying school pupils) from using it as an illegal drop off zone and turning circle. Please relook at keeping it open as one way entry to the school for for busses and a large pedestrian entrance. Please check if the school are intending to have a continued staggered start and finish time for some pupils, some of the COVID enforced changes have been noticed in a positive way. Please ensure the old bus stop on Quarry Lane is removed its a constant hazard (unless a vehicle is parked in it) vehicles using Quarry Lane use it at speed as a slip lane to join Village Road this make it a dangerous hazard for cyclists and pedestrians trying to cross Village Road to the schools (Primary and Secondary) in either direction.

This is a known black spot area. To my knowledge children have been injured in this vicinity. What is the alternative? Have the implications for other areas of the village been considered. The park and stride is in use and is a great idea. However, would the prevention of vehicles entering there force vehicles to park on the roads around the High School.

This proposal will increase the waiting time for cars gaining access to the high school and encourage drivers finding new alternatives to this change

This will significantly improve safety for school children, as well as providing opportunities for improving health and well being by improving options not to be reliant upon car transport.

This will simply increase the volume of traffic using the Plough Lane entrance, which is already a problem area at peak times.

Very few vehicles use this entrance anyway

We are impartial

What are you trying to achieve? Does this proposal just move the issue to the Plough Lane entrance to the school?

Would increase traffic at the Plough Lane entrance which is a narrower road and the school inevitably generates a certain amount of traffic-deliveries etc.

Yes, but with reservations. The school/Leisure Centre entrance on Plough Lane can be a bottle neck at times.

Yes definitely, this should have happened 20 years ago.

Yes, drop off should be encouraged well away from the school

Comments on the Parish Council working with the High School to implement a pedestrian and cyclist only Village Road High School entrance?

Although I support anything which reduces the need for traffic to access Village Road, the problem with traffic on Village Road and the Quarry Lane/Plough Lane junction is not due to the vehicle access on Village Road. It's largely attributable to the volume of traffic caused by parents dropping off and picking up pupils at the high school. The centre of the village cannot accommodate the volume of traffic due to the school - an alternative, purpose built drop off/pick up area must be built, possibly on Birch Heath Lane, away from the centre of the village and residential areas. Traffic should be directed away from the centre of the village and not encouraged to drop off/pick up at dangerous junctions and close to residential areas - changing the Village Road entrance to pedestrian won't reduce the amount of traffic. It will continue to encourage parents to drop their children off at or close to the Quarry Lane/Plough Lane junction. The pollution caused by the volume of traffic close to this junction is a real concern, parked cars left with engines running, queues of traffic at school drop off and pick up times. The volume of traffic due to parents will not be addressed by changing the Village Road access to pedestrian only, it will merely encourage parents to use cars to drop off close to the Plough Lane junction and pedestrian entrance. I support a pedestrian/cyclist only entrance on Village Road for those children walking or cycling to school but with a designated separate parking/drop off zone on Birch Heath Lane for those children taken to school by car or bus - away from the centre of the village.

Although I support this. Work needs to be done with the school children cycling responsible and with respect not 3 abreast and on the other side of the road.

And parents

As long as all eventualities have been looked at

As long as the vehicles are properly managed and don't just foul up Quarry Lane

A solutions needs to be found and it needs to include all stakeholders, the High-school being one of them

As per previous comment, too much traffic would be diverted to the plough lane school/sports club entrance which is already congested late afternoon to early evening. Plough Lane also has lots of parked cars some days after school. Not sure why its so bad some days

As previous comments

Better to make Plough Lane entrance a pedestrian and cycle entry. However current one way system (entry from Village Road, exit on to Plough Lane) does have a logic. Vehicular entrance and exit from one entrance could be more problematic.

But I do not think this should replace an existing vehicle entrance - it should be in addition.

Consideration should be given to access to the rear of the school for buses and drop offs.

Excellent plan

For the reasons stated before, unless it included an entry for busses entering the school site.

However need to be aware of parents who drive children to the schools still being able to access these

If it prevents other villagers using the road the no!

If part of an overall plan for vehicular access.

If this will decrease the number of vehicles entering the village then YES.

I support the Parish Council working with the High School to improve drop-off and pick-up facilities, but not necessarily to make the Village Road a pedestrian and cyclist only entrance. Please see my response to the previous question.

No. It is the wrong thing to do, as will make the Plough Lane entrance to the High School very busy. It is already dangerously busy at peak times in Plough Lane at the High School entrance, and closing the Village Road entrance will just make Plough Lane even more dangerous and even more busy. Also, closing the Village Road School entrance will force all School traffic around the corner of the Village Road- Plough Lane junction.

Not sure; perhaps safer for the children

Please see previous answer.

Reasons as stated prior, causes more problems on Plough lane.

Same comments as before..... There needs to be a wider traffic in and out of the village plan. Simply stopping people using certain areas is going to cause congestion somewhere else in the village

Sounds like a good idea

The kids are young but should be paying much more attention to the roads and their own safety. They are so dangerous to themselves and others. Maybe they should have "licenses" a test to ensure they are safe and wear a high viz vest with their "number" on? This would provide a level of cycling proficiency, enable kids to be identified and letters to parents or "points" for offenders. A life lesson there too.

This sounds like a great idea and will hell keep the kids away from traffic and safe

This will significantly improve safety for school children, as well as providing opportunities for improving health and well bing by improving options not to be reliant upon car transport.

Thought must be given to the consequences of any actions. This would make the Plough Lane entrance even more congested.

Too many accidents with young people.

Voluntary systems need all to enter into it. Reality is, not all 300 parents do it, so does not work. So has to be enforceable.

Yes as previous point

Yes I totally agree

Yes, too many children cycling dangerously in the road.

Yes, too many children cycling dangerously in the road.

Comments on traffic adjacent to the High School?

Accident data for this area is almost non-existent, why implement change where it is not needed?

And lighting also.

As a previous resident of Sandrock Road, I was almost hit twice in my car by parents not looking what they were doing, I was frequently blocked into my house. I now live in Woodfields and to do my pick up at Waverton School, I avoid the school junction at all costs, it is blocked up by poor parking and waves of kids with a death wish.

As stated earlier

At busy times of the school day.

A very wide junction. Difficult to navigate.

But also Primary School traffic; this seems to have been totally ignored.

Cars parking on roads, not safe for children or other road users

Coming down from the village a lot of cars speed around the bend into Plough Lane.

Concerned about the number of cars that park on plough lane at school finishing times and the number of staff from the high school who park on the roads around christleton close to the school rather than within the school grounds

Especially at school start and finish times

Excessive volumes of traffic around school start and finish times, causing congestion and hazards. Cars drivers should be encouraged to drop off students away from these areas !

However, the proposal shows a road junction with no road markings to indicate who has right of way or where the traffic priorities are. This is supposed to be a safer solution than the current junction where there are clear "Give Way" priorities? Imagine the scenario where cyclists are approaching from a couple of directions, a car from another and perhaps a school bus turning out of Plough Lane, who has priority?

I don't" really see this traffic in the mornings.

I live adjacent to the High School and am well aware of the high traffic volumes/pollution at school times. Indirectly this presents a hazard to pedestrians since many kids who cycle to and from the school do so on the pavements.... And at high speed.

I live on Plough Lane. The speed of traffic along Plough Lane concerns me (although more so when it is not drop off/pick up time). The behaviour of drivers dropping off and picking up is often inconsiderate to other road users.

I'm' not aware of issues because I don't' see them (avoiding that area during pick up / drop off) but I can imagine it must be a problematic area so I do support any improvements.

Impartial

I often walk near that junction and some cars don't' even stop they just pull out

It is dangerous and the children have no regard for traffic

It is difficult seeing on coming traffic on Brown Heath Road due to parked cars outside the houses.

Its a nightmare and I try and avoid at all costs school finish times.

It's' chaos at school times. In addition speed particularly outside of school times from visitors using the sports facilities at the high school.

Largely due to parents parking badly for a long period around school leaving time.

Main issue is parked vehicles as mentioned earlier . The width of the roads causes a hazard at this point.. This is a main bus route also. Cyclist use this frequently.

Non resident traffic often drives too fast

Not familiar with this area to comment

Not witnessed any great problems there, but good to limit speeds and reduce accident risks.

Only at school times- parking of parents is a huge problem

Parents cars, busses, home deliveries and general traffic are terrible

Parked cars at pickup times are a joke, parents literally desperate to park as near to school as possible

Parking and cars waiting for pick ups are a pest round that area. Plus they pull out from the school without looking. The parking down the side narrows the road and sometimes you end up backing up a long way to get down plough lane towards Waverton. Even more difficult if you meet the bus!

Parking around Plough Lane entrance causes congestion at pick-up time.

Particularly all the parked cars at certain times of day, especially when combined with the Bridge Club.

Pedestrian safety particularly at peak times

Plough Lane entrance to the school and Sports Club is very congested some days after school and early evening with parked cars in Plough lane. This creates single lane traffic along Plough Lane and cars going up the curb or reversing. Possibly after school events, pick ups, parents evenings, sports club events?? This should not be the only entrance for cars.

Predominantly traffic heading to/from the hump-back bridge over the canal, rather than turning into Plough Lane

Same problem as at the Ring O Bells. Parked cars and attempted 2 way traffic flow and buses trying to maintain their route / timetable.

Situation not helped by some student cyclists who act as if they have right of way along village roads at school finish time.

Sometimes it appears so congested that it is like dodgem cars. Amazed there hasn't' been more accidents.

Speed and road usage/space is a concern to us

The 20mph limiy is ignored on the approach to the high school from all directions

The concern is not so much about times when the school is in session but at start and closing times because it is chaos I do question the idea that the problems can be resolved by creating a free for all. Surely there has to be some sort of order as to

who has priority.

The current poor sight lines, with concerns of some vehicles speeding down and out of Rowton Bridge Road. Also inappropriate parking at school pick-up times.

The excessive speed of vehicles, inconsiderate parking together with the large number of children entering and leaving the school at peak times is an accident waiting to happen.

The largest issue with traffic by the High School is at drop off and pick up times. The issues are worst on Plough Lane where sight lines and long stretches of parked cars result in no passing places and limited vision. Gridlock occurs if a large vehicle such as a bus is involved and Plough Lane has more large vehicle traffic than any of the other roads in Christleton, apart from the A41.

The main traffic route is from the village centre, and then left down Quarry Lane. Traffic should have to almost stop before turning left, rather than careering round as they do now.

The pollution caused by the volume of traffic close to this junction is a real concern, parked cars left with engines running, queues of traffic at school drop off and pick up times. The volume of traffic due to parents will not be addressed by changing the Village Road access to pedestrian only, it will merely encourage parents to use cars to drop off close to the Plough Lane junction and pedestrian entrance. I support a pedestrian/cyclist only entrance on Village Road for those children walking or cycling to school but with a designated separate parking/drop off zone on Birch Heath Lane for those children taken to school by car or bus - away from the centre of the village.

There are too many cars parked on Plough Lane outside the school which makes passing safely very difficult because it's already a narrow road. It becomes a bottle neck particularly when there are events on at school or sports centre. As a resident of Plough Lane, I'm also concerned about the people pulling in to drop their children off in an unsafe way - no space to park so they just stop the car without indicating and the children get out the car without looking. It's a genuine worry!

There needs to be a safe area for parents to pick up children, I believe this should be on the school grounds, not in the village itself.

The traffic at Plough Lane is far too busy, and at peak times, the entrance is dangerous. Also, with the Plough Lane school traffic combined with the A41-A51 rat-run traffic, the combination at Village Road-Plough Lane junction is very busy with traffic and dangerous...

This currently limits our ability and feeling of safety to use roads for cycling, and even pavements for walking.

Too fast during quieter times

We have concerns about traffic in the whole of the village, not just adjacent to the High School.

We regularly see traffic parking on Quarry Lane, and restricting access to our road (Sandrock Road). This causes inconvenience and hazards to residents of Sandrock Road, and Quarry Lane.

When travelling out of Quarry Lane onto Village Road there is no view to the right along Rowton Bridge Rd. Potential hazard.

Why do children have to be dropped so close to school? What's wrong with a short walk from a drop off point outside the village and a little exercise?

Yes, it's such a big problem and all local residents suffer from the issue of parking both on and off the pavements and congestion! Again please make sure that local residents don't claim any parking / drop off areas as their own! Also residents parking on pavements and grassed areas as this now seems the norm around this area and the Village in general.

Yes - please refer to my previous response. Have the roads around the High School been taken into consideration when looking at traffic displacement? We appreciate that the aim is to reduce cut throughs and speed in general, but there are significant issues on Quarry Lane re speed, which were not captured by the previous speed survey. Quarry Lane appears to be missing from this consultation - has it been included in a projection of traffic flow?

Yes, this is a dangerous place, and I support the proposed alterations

Comments on traffic flow / speeds at the Plough Lane junction?

Again two separate questions. Traffic approaching from the Rowton direction is often too fast for a blind junction.

A key issue here is especially related to needing to walk on the roads

Although can get busy at times- but priority should be the centre of the village.

And at the plough crossroads end

As my children cross that junction to go to school care speed is a great concern

As previously mentioned - bus route - pedestrians - cyclists - motor traffic. Need regulation. Separation.

As stated earlier

As stated previously

At school open/close it is chaos

Blind spots from Quarry Lane, Plough lane and Rowton Bridge Roads.

But everywhere and more so on the arteries not just in the village centre. This is a whole-village issue, not just a village centre issue.

Cars often speed indirection towards Rowton bridge road

Cars speed down Rowton Bridge Road to the Plough Lane junction. Quart Lane exit is blind to Rowton Bridge Road so is a hazard.

Cars travel too fast

Congestion at school times and unpredictable frustrated driver behaviour. Can be too fast when quieter going straight on from or through Rowson Bridge road

Definitely an area of concern as the speed of vehicles turning can be so dangerous

Difficult to see traffic approaching from A41 direction if turning into Village Road.

Flow, can't really speed. Sometime you can't actually do anything!

High school and sports centre using same entrance is very busy at times, entrance to the complex is not wide enough for 2 large cats to pass through the gates, nightmare and dangerous

I don't use this area at school pick up and drop off times so don't know how the traffic is at these times

I do think the 20mph speed limit is not adhered to. A turning circle I believe would be more appropriate at this junction to restrict the free flow of traffic from all directions

If people used the roads properly and drove correctly there would not be an issue!

If this traffic is exceeding the speed limit then YES. Reduce the speed of vehicles and this isn't a problem. However, I would much prefer less school related traffic in the village. If this mean creating an entrance to the school on Birch Heath Lane then I would support this proposal.

I have not experienced problems at this junction.

Impartial

Increase not just at school times and cut through. Increase, in particular speed at ten to the hour and ten past the hour outside of school times and weekends. Presumably in line with sports facilities pitch timings of rentals at the high school!

I think I just answered this

It is a 20mph speed limit with average speeds between 19.8 and 21.7 mph. What is the justification for flow/speed reduction compared to the A41 where traffic regularly travels at 50mph through the 30mph limit?

It is a difficult junction with poor sight lines but generally approached with caution and clear priorities.

I would support a plan that would improve the flow and reduce speed.

Like everyone, I would like to see fewer vehicles cutting through the village. This proposal will not achieve that.

Mainly from Rowton Bridge

Most concerning is the blind corner on Rowton Bridge Road/Quarry Lane which we use a lot as it is close to our home. Cars fly up to this junction and needs addressing as part of the planned development.

Need to make sure everyone sticks to 20mph and parking is restricted outside the school entrance in Plough Lane.

Not familiar with this area to comment

Particularly when exiting blind from Plough Lane and also from Quarry Lane to turn into village road in each case, traffic is at speed and not seen from Quarry Lane and requires a partial leaving to get a view towards Rowton

Plough Lane along with Birch Heath Lane have been areas for our Village Speedwatch volunteers and both reflect speeding cars well in excess of 20mph

Probably due to cut through traffic

Speed a problem if a lot of parked cars as you tend to speed to get through the section.

Speed figure data show this

The 20MPH speed limit is widely ignored.

The blind exit from Quarry Lane is dangerous.

The rat runners appear to me to be a big cause of traffic and speed.

The speed some people come through that junction is unbelievable

This has always been a poorly designed junction with bad sight lines for motorists

This is a particularly bad junction, especially at school time. The speed and volume of traffic can make it very difficult for the school children to cross the road.

Through traffic on Village Road speeds up as enters Rowton Bridge Road.

Through traffic to and from the A41 are a serious problem. Traffic coming from Plough Lane and Quarry Lane are stopped by white lines so their speed is not the problem. Flow of course coming from and to Plough Lane is a problem. It should be noted the Plough Lane entrance to the school is not only used by the school but by the leisure facilities and the night classes. All have been created with no regard to traffic volumes.

Too fast should be 20mph and failure to indicate any way they turn

Traffic from Plough Lane often ignores 20pmh limit.

Traffic from village road travels too quickly which is dangerous especially for pedestrians trying to cross the road

Traffic is too fast at present from early morning onwards

Traffic speed still exceeds 20mph

Traffic yes, speeding less so

Visibility is the issue at this junction for vehicles pulling out from Quarry Lane. Approach speeds by other vehicles could have an impact on the safety of this junction but as there is no data to show accidents occurring at this junction there is no need to make any alterations.

Yes, the traffic flow is too fast on Village Road, with it being used as a A41-A51 cut through... And the traffic too voluminous on Plough Lane (especially at school times). This is a dangerous cocktail of too much traffic on Plough Lane, and too fast traffic on Village Road. Very often cars speed around the Village Road into Plough Lane junction.

Comments on the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/A51 cut through traffic?

A big problem seems to be the cut through of traffic so measures that make it less attractive to use the village as a cut through are very welcome.

Absolutely

Any improvement is welcome but the root issue of too much traffic will not be resolved by these plans.

Anything to discourage throughflow using the village as a rat run would be good

Are you trying to cause accidents or stop them?

A roundabout would be better. Children are reckless there at present and this plan would encourage them to be worse. The seating area would encourage loitering.

As per the previous answer, there is no safety justification to alter this junction in the way set out in the proposal.

As the A41 and A51 have themselves become much more congested people use the Christleton Village as a short cut. Something needs to be done to reduce or stop this. I would support an implementation that improves this problem.

As this is a busy junction a no priority junction wouldn't be ideal here - road users need to be clear on who has priority - concerns that this layout could lead to accidents as it will become a free for all road users

But again, doesn't this only work if the amount of traffic passing has already been minimised somehow. Otherwise a free for all situation without road signs sounds like lots of accidents waiting to happen. My desire would be to see that the school continues to develop Park and Stride/staggered school day options, reducing the amount of traffic coming into this area.

But can only see this working if this isn't the only solution. Once the traffic is over Rowton bridge it's too late regarding volume reduction.

But have concerns that through traffic will not slow through the junction.

But I have doubts that funding will be made available.

But make it impossible to turn into Plough Lane at speed - rumble strips, sharp turn

But only if there is adequate signage.

But question as to whether a free for all junction will not be a safety issue

Concerned that traffic will use side roads to avoid the junction e.g. Sandrock road

Crazy, so close to the High school can't even believe the parish council are considering such a junction/layout Take a look at the number of complaints about the similar layout in City Road by the station, the layout has only lead to confusion and increased risk for vehicles, pedestrians and cyclists

Current priority markings give certainty about who has right of way. No certainty will cause confusion and be dangerous

Cut through traffic reduction should be the emphasis throughout the village not just at one junction. It should be an overall objective

Definitely, the only method would be to have a one way system e.g.. Either to A41 or A51. Traffic passes this junction day and evening at excessive speeds.

Discouraging cut throughs with signage?? Or a ban on them?

Great idea. It's difficult enough in the mornings without the added rat run traffic

I am concerned that having a no priority junction may be confusing to the children coming out of school as to which car would be moving as they try to cross the roads.

I am, however, concerned that A41/A51 traffic may use Sandrock Road to avoid Rowton Bridge Road

I assume experience elsewhere has shown that a 'no priority' scheme will be effective. I don't think this alone will have much effect on cut through traffic, but together with the other measures it should help.

I believe no priority junctions are a hazard, particularly around the high school when there will be a lot of parents who are not resident in the village will be unfamiliar with the road. There are also a lot of learner drivers around the high school. I think improvements can be made to the junction, particularly to reduce the blind corner, but a priority junction should be left in place.

I cannot see how a no priority junction would increase safety. In fact, the reverse would happen. Where there are clear lines or markings drivers know what to expect, what to do and who has the right of way. No priority may increase confusion and cause accidents. More will need to be done to discourage the selfish drivers using the village as a cut through.

I don't believe this would discourage A41/A51 cut through traffic

I don't really see this junction as an issue and feel a no-priority junction will cause confusion for drivers.

I don't think no priority would work. I think there would be some confusion.

If there is no priority, I think there is a greater likelihood of accidents. Moreover, will there be room for the buses?

I generally believe reducing traffic through the village is a good idea

I'm not clear how I would get to the sports Club from A41 or my grandsons nursery. Isn't the idea to discourage traffic near the village green area. I usually use Rowton Bridge Rd as its never very busy.

In principal, anything to slow and discourage traffic is encouraged, however there must be risks associated with no markings if traffic from the A41/A51 does not slow down? Why not close off Rowton Bridge access completely? We have adequate access

routes to the village without the Rowton Bridge road so close it. I live close to the Rowton Bridge access and it is not necessary. At the very least it MUST be closed at peak times if there are no markings at the junction.

I support this as it will make drivers more cautious when approaching and entering junction

It could potentially prove very dangerous. It is difficult enough when there are clear priorities in terms of the existing give ways. To remove these would be an accident waiting to happen.

I think not having a priority at this junction is dangerous.

I think restrictions to parking or parking permits for Quarry Lane and Sandrock. The parents park anywhere and reducing this immediate space will only push the problem to another part of the village. Sandrock and Hawthorn Road already have issues with residents parking.

I think so but I'd like to know more details about the proposal first please. Several concerns about how it'll be used 'out of hours' for example by traffic using the sports centre when it's not peak school time, will the lack of road markings be enough to slow the traffic when it's not busy with cyclists and pedestrians? Will vehicles just speed through the junction?

It is completely nonsensical to suggest that a no-priority junction will discourage any motorists. The only thing that will discourage rat-runners is to make the route through the village less palatable than the Hamburger Junction. This proposal does not achieve that in any way. Furthermore, safety may be compromised. It does not matter what the majority of motorists would do when approaching this junction, because it only takes one idiot to cause a collision with another car or a pedestrian. By taking away priorities, eventually someone will just drive straight across the junction when it isn't safe to do so.

It is dangerous to have no priorities where vehicles (cars and buses), pedestrians and cyclists (school children walking or on bikes) are using a shared space outside a school. This is a four road junction with a narrow approach to Rowton Bridge Road. At least at present the priorities are clear. Having a No priority junction is unsafe and is likely to contribute to accidents. Any steps to reduce cut through traffic should be taken elsewhere in the village.

It is imperative to discourage cut through traffic to make improvements to the village

It is vital that the A41/A51 rat run is curtailed and traffic slowed

It is worth carrying out a trial to assess the value of such a change.

It would lead to many accidents

I would only support this if it did not negatively impact the other routes into the village. I think the 'no priority junction' would just potentially move the problem to other routes - Birch Heath Lane / Pepper Street. Otherwise you're just moving the problem to another location in the village. It's not just the cut through A41/A51 that is the problem. I know many people who use Plough Lane and Birch Heath Lane as cut throughs from Tarvin/Tarporley/ Waverton to access faster routes into Chester.

Like the new layout but think a No Priority Junction would be dangerous.

Motorists need to be confronted with uncertainty or even fear to ensure that pedestrians and cyclists have natural priority.

Need to see other alternatives

No Priority junctions are an accident waiting to happen. It will result in a death. A closure to traffic from the school entrance and a mini roundabout at the junction would effectively slow speed and be more safe for all. Please remember for some of us it is our direct route to our homes on the A41 not a cut through we use the road with care.

No priority junctions cause frustration, indecision and do nothing to calm drivers, cyclists or pedestrians. Change priority at junction to favour Plough Lane traffic thus discouraging cut-through drivers from A41.

Once again, the proposals seek to benefit one part of the community to the detriment of another. If someone's current route is through the village, that needs discouraging but it is OK to direct them through a different part of the village as long as it isn't the centre? Also what makes anyone think that a driver shortening their route to work would be discouraged by a "no priority" junction. Have you experienced the "no priority" junction at the bottom of City Road by the railway station? A constant series of near misses between cars, busses and pedestrians but no reduction in traffic!

Possibly, perhaps a trial of this initially

Potentially yes. But I'm not sure it will have the desired effect.

Ridiculous idea, this needs a priority system!!!

Ridiculous idea, this needs a priority system!!!

Something needs to be done with the rowton bridge road, there are no pavements and the road is narrow. I suggest moving the traffic lights towards the plough lane junction to make this a single flow or to permanently make it one-way and then add a pavement

Somewhat novel but experiences suggest it works.

Sorry but I believe this would be dangerous. How do school kids know which car will move first? You are creating a situation (on a smaller scale) that is the same as when the Vicars cross traffic lights have failed - a dangerous free for all.

The artist impression look fabulous, and would be. The junction proposal has lots of paved area bordering it, especially outside Woodside cottages and Smithy court. Reality parents will use this as "off road" parking, so turning the area at the junction into a car park, this would in turn encourage school runs in the car. Raised curbs would help, but car would use the drive way entrances to gain access to the paved area, unless bollards or other physical barriers were in place. One parent currently sits in her car at the junction of Quarry lane, Village road for 40 minutes each morning and 45mins at collection with her engine running, (White VW Touareg, come and visit her).

The illustration of the proposed junction seems to show a cobbled type road surface here (outside my house) and, from the "rumble strip" experiment we know that this doesn't slow traffic, but rather just makes more tyre noise. Higher tyre/surface noise indicates increased drag and this causes more pollution from tyre particulates.

The rat run traffic will probably just assume they have priority with possible dangerous consequences. What the plan suggests would be fine - but with priorities designated.

The traffic that uses the A41 through to A51 have no thought for anyone. They are just using it as a cut through.

Think this will may confusion

This is a difficult enough concept to negotiate at Chester Station. Add large numbers of pedestrians and cyclists who are unused to judging traffic situations into the mix and I'm not sure a free for all would be safe. No mention has been made of the extra traffic at this junction from the Primary School.

To remove the priority which cut through is using at speed

Totally, at present the situation is only going to deteriorate even more if something is not done.

Very definitely

Very good idea

Visibility is difficult here so with no priority this could then cause accidents wouldn't lights maybe be better ?

What sort of signage would enable this?

While I support the implementation of measures to discourage A41/51 cut through traffic, I'm unsure how this would work and can't help but think it would cause chaos. There is something similar by the Chester train station and it difficult to navigate.

Would a no priority junction actually slow traffic down. The one at the entrance to Chester railway station I consider dangerous as it is treated as a free for all and wonder if Plough Lane proposals will be the same

Would not be needed for HGVS if weight restriction put on through routes. A no priority junction could cause confusion for new comers. Signage would have to be high visibility to be fool proof. To discourage through traffic we would have to cause a bottle neck. Maybe a one way system ?

Would support any plans to reduce cut through traffic. But why is nothing proposed for Brown Heath Road?

Yes, support the No Priority junction. It will slow down traffic. However, I do think it will create congestion unless a macro solution is found to reduce School traffic (e. G.: Parents have to drop off much farther away) and reduce the A41-A51 rat run traffic. I am not happy with coloured paving, as looks like a town centre. Moreover, I do not like the detail of the current plan: Taking away the green verge at the NE corner of Village Road/ Plough Lane, and I could not support the plan unless there is more greenery put back in the plan. There is too much hard landscaping/ paving in the plan, not enough grass. So, more grass verge back in the plan please. Re. The seating area proposed, I feel this could be a beacon for anti social behaviour, as was the case in the past with the old bus shelter (that was removed for this reason).

Comments on traffic on Rowton Bridge Road?

Again lots of traffic from A41 and A51 use this as cut through. Driving from the village, cars speed to try and beat the traffic lights on the bridge. There are very few pavements and with this road linking the canal footpath there are lots of pedestrians, dog walkers and children walking to school.

Another road used by speedsters and those seeking to divert through the Village.

As described previously. Traffic constantly uses this Road Day and Evening as a cut through route to A41/A51 at high speeds. Students are put in danger as they proceed to school.

As everywhere.

As it is narrow and it is also a cut through .. Tendency for drivers to has less regard to limits . Repeated Signage everywhere to reinforce 20 mph.

At busy school times it can be difficult to get in and out of Skips Lane. The speed limit is not followed along Rowton Bridge Road, over the canal bridge when the lights are green and approaching the Plough Lane Junction where the road narrows. There should be a foot path.

At peak times when the main roads are congested there is too much traffic and it goes too fast. The 20mph limit is largely ignored, partially because it's not initially obvious to traffic coming from the A41 (the speed limit signs being just two out of 10 or more signs at the A41 junction).

But my concerns are more for pedestrians on the road when cars pass.

Close Rowton Bridge road to vehicles. Problem solved. I live close to the road and we do not need vehicle access there. We have plenty of routes in and out of the village. Rowton Bridge road is currently a danger any time of the day or night, cars speed through to the A41/A51 and use the village as a thoroughfare so close it before somebody is seriously hurt or killed.

Concerns regarding the mix of road users, particularly as the current footpath does not extend the whole length of this road. Also problems associated with large vehicles unsuited to negotiating the bridge trying to do so, then having to reverse back down the road. Speeding vehicles are an ongoing problem.

Cut through traffic mainly

"cut through" traffic usually ignores the 20 MPH speed limit and, given the lack of a footpath, this is hazardous to pedestrians.

Dangerous at present especially with so many delivery vans around

Due to vehicle speeds and volumes and it is a safety concern

During the day there is high traffic flow from the A41 through the village via Rowton Bridge road

Especially through the narrow stretch and the speed vehicles go

Excessive speed and high volume of traffic particularly at peak times needs to be discouraged.

I don't use it very often

I have been hit two times on my arm by the wing mirror of a passing car whilst walking along this road because of a lack of footpath and the road being narrow. Luckily nothing broken but it could have been much more serious.

I have concerns there is no footpath along part of this road. With a footpath, assuming speed is within the 20 mph speed limit, I have no concerns.

In relation to pedestrians yes

In the 24 years I have lived here I have never seen a horse rider on Rowton Bridge Road. We choose to avoid using Rowton Bridge Road and school drop off and pick up times if we can. The only problem we have is the lack of a continuation of the footpath from the canal towpath side down to the A41. It is the only time we have had abuse from drivers because we are walking on the road single file to walk into the village. This should be one of the first priorities for improvement as we do see children coming down onto the A41 to walk home.

I only see this at off peak times so have no awareness of traffic at off peak times

I personally believe the only way to stop cut through traffic is to close the Rowton Bridge to vehicular traffic. It is a Grade II National Monument and should be protected. Apart from that the traffic should be stopped.

It feels unsafe walking between Badgers Close and Plough Lane, it being narrow and on a slight curve.

It is bad at the moment with no footpath.

It is factually, and by some significant margin, the road on which vehicles travel the fastest throughout the village as demonstrated by the data

It is very disappointing that a key route to school is lacking a pavement

It's always very quiet and rarely anyone waiting at the bridge traffic lights. Never had a problem in Rowton Bridge Rd in 10 years of living in Christleton. Also, keeps traffic away from village green area which is congested.

It's a rat run used by none residents

It seems to have got busier with the chaos of the hamburger junction

It's' so dangerous at the moment. The car rules at the expense of safety, community and health.

It would be really good to deter motorists from cutting through from A41.

I walk along Rowton Bridge Road regularly and the speed of cars on that road concerns me.

Mainly because it is so narrow in places.

Many vehicle speed on Rowton Bridge Road. Pedestrians are not safe with no pavement and road narrowing in places.

Many vehicle speed on Rowton Bridge Road. Pedestrians are not safe with no pavement and road narrowing in places.

Non-residents, who are not aware of pedestrian use of the roadway, can pose a significant risk on this area. In general residents are at least aware that pedestrians will be on the road and therefore take note - but even in this case you are never sure what drives might do.

Not least because of absence of footpath and narrowing by the bridge because of parked cars.

Only at the peak times of day

Only because I live at the other end of the village and do not see the issues that must arise here

Only that it provides a 'cut through' opportunity. Lack of a footpath between the bridge and Plough Lane can be a bit worrying.

Parked cars nr the bridge make the flow of traffic over the bridge very difficult when cars are waiting till leave the village.

See previous comments. The bridge and roads leading to it are not big enough to support this kind of traffic.

Some

Sometimes cars do drive along faster than the width of the road really allows.

Speed!

Speed limit often ignored

Speed of traffic and lack of footpath is an issue of concern.

Speed of traffic and lack of footpath is an issue of concern.

The introduction of traffic lights made what was a very dangerous route into a much safer route.

The lack of a pavement for most of this narrow stretch is a problem.

The lack of pavement makes it stressful for walking along with children.

The lack of pavement makes walking/cycling dangerous.

The main problem is that there is no footpath. The council should negotiate some land from the houses and build a footpath.

The majority of this traffic turns either left into Quarry Lane or right into Plough Lane, I am told on good authority

There is no footpath so when walking with the dogs or pushchair I feel like I have to walk through the housing estate where there are pavements.

There is no pedestrian footpath at some areas on the Road. I agree with making it more for local traffic only, avoiding A41 cut-through.

The road is already too narrow for two way traffic.

This is a problem road for pedestrians as there is no consistent footpath.

Too fast - especially traffic coming from A41 direction which isn't from this part of the village (where we live)

Too many cars using this route as a "rat run" going way above the speed limit, often showing no regard to safety of pedestrians.

Too much non village traffic using this road as a cut through

Very busy for local residents

Very narrow but if speed limit adhered too its ok. Traffic lights have helped.

Volume and speed

We are concerned that any change to this however will result in Sandrock Road being used far more. This is a residential street full of families.

We frequently walk down this road and with no significant footpath it can make it dangerous with a pram

With no footpath and traffic speeds there is clearly a hazard to pedestrian users.

Yes as stated before, this should be the parish councils first priority out of all the proposals.

Yes it is a shame that there is no path available on this road. Me and my family rarely get off the canal at Rowton bridge because of the lack of pavement and the speed the cars go down this road. We would rather take a longer route for our safety

Yes, no safe pathways or cycle lanes for people, and narrow crossing by traffic lights

Yes, Rowton Bridge Road is used as a cut through from the A41-A51, and therefore there is too much traffic and travelling too fast.

Comments on vehicles, pedestrians and cyclists sharing Rowton Bridge Road at school drop off and pick up?

Absolutely, Rowton Bridge Road is particularly narrow with no pavement at the Plough Lane junction and two cars cannot pass each other, let alone if a pedestrian or cyclist wishes to use that route.

Again, the village should not be used as a school pick up or drop off point. This should be on the school grounds (I believe the kings school has a process like this). It would make it safer by reducing the number of children crossing/walking in the road and prevent residents homes being blocked by traffic.

As described before

As previous

As with many of the problems it is the speed of the vehicles that is of concern but this is at anytime of the day

But not only at school drop off and pick up times. Vehicles entering Rowton Bridge Road from the A41 must go over the canal bridge. Immediately over the bridge these vehicles must travel down the righthand side of the road in order to pass the parking places outside Marina Cottages etc and will still be fully over or partially over to the right when passing the entrance to Skips Lane. For vehicles attempting to exit Skips Lane this has become a particular hazard. Visibility at the end of Skips Lane has never been good and the approach of vehicles from the right and the left much increases the hazard.

But yes if more pupils use it on foot as a result of other measures.

Can't comment on this.

Close Rowton Bridge road to vehicles. Problem solved. I live close to the road and we do not need vehicle access there. The road is currently a danger, cars speed through to the A41/A51 and use the village as a thoroughfare so close it before somebody is seriously hurt or killed.

Dangerous for pedestrians in particular especially in narrow road area at the plough lane end of RBR

Depends on whether you can limit the traffic ..

For same reason as above. Timing not crucial.

However, given the narrowness of the bridge and road, any measures other than making the route one way will always leave pedestrians and cyclists sharing a narrow route with two way traffic.

However this is more a reflection of lazy families dropping kids at school gate or dreadfully dangerous cycling habits of large groups of teenage boys

However, this route feels safer than Plough Lane and is the best way, as a local, to avoid Plough Lane.

I am all for encouraging cycling. But the proposal itself says that accident rates in the centre of the village are "enviously low". Are we not looking for a problem that does not exist here?

I am a resident of Skips Lane so whilst I agree something needs to be done I wouldn't want this to prevent access for people who live in this area .. So this needs to be included in the planning.

I avoid the area at school drop off and pick up times

I don't know, I avoid the area at school times

I don't see it at this time of day.

I don't see it first hand so feel unable to comment. I do however see the danger at the canal bridge entrance to the village on Pepper Street and recognise that at school start and finish times this entrance gets very busy with children on foot who do not have access to a pathway and with children on bikes. This entrance I feel is equally important to address as the Rowton Bridge entrance.

If congestion in this road is a problem in the morning, which I assume it is, then YES.

If there was a footpath on both sides of the bridge and all the way from the school to the A41 there would be less of a problem. The new housing planned for the Cheshire Cat site might be an issue to consider in future.

In principle this could work, but as previously noted there is a problem with the way many of the children are cycling, which is very unsafe and feels like an accident waiting to happen.

Interactions between kids on foot and on bikes is a recipe for disaster

I think there needs to be a designated walking route on Rowton Bridge Road.

It is a danger area for young people walking and cycling

It's an accident waiting to happen.

It's currently too dangerous and too busy. Our children deserve better

It's not safe as there is no pavement.

It's very narrow

It would be good to be able to stop motorists cutting through from A41. I think phase 2 of the plans for this are excellent

I've not witnessed any problems, but I'm concerned that it is safe as possible to encourage pedestrians and cyclists.

Many young ones walking and traffic close to them!

My impression is that most drivers are considerate at these times.

Needs must. The children have to get to and from school.

No knowledge

Not aware of it, because we are avoiding that area during those times but can imagine it must be a nightmare then..

Not just at school at all times of day and night this is a dangerous section of road for cyclists and pedestrians.

Not seen it so I can't comment

Only as I don't see this but am aware the road is very thin and would get congested at peak times

Particularly in view of the area without a pavement

Road is too narrow and with no pavement to accommodate all users.

Same issues. If pupils dropped off at Cheshire Cat should be reduction in number of vehicles. Combination of pedestrians, cyclists and vehicles not currently working safely.

See previous answers. Rowton Bridge Rd is never congested on my experience.

Some vehicles try to come through too fast. We notice it coming out from Sandrock Road. Don't necessarily have a problem with the volume of traffic, it just needs to be slowed down and made to act with greater caution without thinking it has right of way

Take a look at the madness in Frodsham street in Chester is that what the parish council wants to achieve?

The pedestrians are very vulnerable

There is no issue in sharing the road space but a pavement area is required for pedestrians at all times, not just school times.

There is no pavement on some stretches. The idea of painting the road red or whatever is no deterrent to drivers keeping off !

The only sure way to separate safely is a high kerb or fence !

There is no problem if it is clear to motorists that they are the guests in this environment and have the lowest priority. Equivalent to 'motor gives way sign'.

There is too much school traffic. School traffic needs to be reduced. School traffic (and Sports Centre traffic in the evening) combined with the A41-A51 cut through traffic makes for a dangerous mix of too much and too fast traffic.

The road is quite narrow and it is all too easy for cars to clip pedestrians as they pass them, just like happened to me.

The volume of traffic makes it dangerous for pedestrians and cyclists. Parents should be discouraged from dropping children so close to the school because of the congestion issues.

This is a risk at any point during the day - it is elevated during school times

This road is too narrow for cars, bikes and pedestrians at the same time.

This will have to be carefully managed

Traffic queues build up at Rowton bridge lights, blocking the road

We are concerned that any change to this however will result in Sandrock Road being used far more. This is a residential street full of families.

We avoid coming through the village at the beginning and end of the school day.

Yes but it applies at other times as well

Yes the road is not suitable for vehicular and pedestrians to share. Traffic calming measures should be implemented, possibly a one way system and a path added for pedestrians

Yes too narrow for all. Limited area bordering the road to do any updates

Comments on vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?

A narrow road with intermittent pavement is bound to be hazardous when cut-through traffic is at a peak. I am also doubtful if there is space to create a continuous pavement without causing constant log jams when a wide vehicle attempts to get through. A narrow road with intermittent pavement is bound to be hazardous when cut-through traffic is at a peak. I am also doubtful if there is space to create a continuous pavement without causing constant log jams when a wide vehicle attempts to get through.

As described before. Drivers realise that school times are over so they use the route during day/evening.

As long as there is something implemented to cut the speed of the traffic ..

As mentioned previously it is the speed at which the vehicles travel that is concerning and the lack of care by some drivers

Blocking A41 traffic turning right on to Rowton Bridge Road would solve a lot of through traffic problems.

But less so.

Close Rowton Bridge road to vehicles. Problem solved. I live close to the road and we do not need vehicle access there. We have plenty of routes in and out of the village. Rowton Bridge road is currently a danger any time of the day or night, cars speed through to the A41/A51 and use the village as a thoroughfare so close it before somebody is seriously hurt or killed.

For same reasons mentioned on previous page.

Have to be careful as we walk with young children

I have concerns about traffic on Rowton Bridge Road full stop. As long as the Priority for Cyclists and Pedestrians is staunchly upheld I think sharing the road with vehicles will work.

I regularly walk/run over Rowton Bridge, I don't find it a problem.

It becomes a one lane road with one passing point

It depends. If speed of vehicles is an issue then YES. I understand average speeds have been published. I think this is misleading. It doesn't take account of the number of times speeding vehicles use this road. It only takes one vehicle exceeding the speed to cause an accident.

I think the problem should be limited to keeping the kids safe. Is there enough cyclist and pedestrian flow to warrant an additional measure at off peak school times?

It is well nigh impossible to walk down Rowton Bridge road in the dark as there is a lengthy part of it with no pavement.

It's' only school pick up it appears over congested

Lack of pavement space is the issue

Low volume of each in non commuting times, reduction of traffic flow by traffic lights management is appropriate and easy to do

Never busy always clear.

No defined path or signage to say Pedestrians have right of way.

No sharing is not a problem subject to improved compliance with speed restrictions and some new footpath provision.

Not so dangerous but still an issue at times throughout the day.

Only for pedestrians as there is no safe space for us to walk down this road

Other than there being no pavement and assuming speeds are reduced.

Pedestrian safety on narrow part between Badgers Close and Plough Lane.

Pedestrians are ALWAYS at considerable risk.

Pedestrians at any time on the road are vulnerable to speeding vehicles. Even more risky during darker hours and in winter.

Pedestrians stick to pavements, vehicles and cycles stick to the road

Please see the comments on the previous question.

Rbr is an important artery into and out of the village and closing it to traffic at any time will have an adverse effect on other roads.

Rowton Bridge road needs a footpath, it is extremely dangerous at all times when cars are going in both directions

Same as previously. People cut through any time.

Same comment as previous question, large parts of RBR have no pavement and cars regularly speed down RBR making it extremely unsafe for pedestrians

Since traffic lights were installed on the canal bridge, traffic flows and speeds have increased and must be subdued.

So narrow and blind corners all the time

The 20mph speed limit is not properly signed which is why traffic is very fast. If you turn left from the A41 you cannot see the 20mph sign at all from a drivers seat and the first sign you see is the repeater 50m after the bridge. On the other hand the 40mph sign intended to apply to the A41 is visible and might be seen to apply to Rowton Bridge Road. You should paint a 20 roundel on the approach to the bridge. I reported the lack of visibility to CWAC council but they weren't interested.

The lack of a safe footpath presents a safety hazard at all times.

The pedestrians are very vulnerable at all times along with cyclists

The problem is always there due to the width of the road

There are many of us walking during lockdown, and this highlights the speed of vehicles passing close with no pavement.

The speed of vehicles is often dangerous.

The Traffic lights are a good safety feature and there is a pedestrian pathway. Please could similar be looked into for the Pepper Street canal bridge?

Traffic comes through too fast. Needs to be slowed down and deterred from thinking it has right of way

We are concerned that any change to this however will result in Sandrock Road being used far more. This is a residential street

full of families.

With appropriate signposting there shouldn't be a problem

Yes as stated before this should be the highest priority of all. The extension of the Plough Lane footpath years ago, made a significant difference to pedestrian safety Rowton Bridge Road is overdue and needs to be made safer for all non vehicle users urgently.

Yes, in need of pedestrian footpath. Lorries are speeding there.

Yes No pavements , unsafe for pedestrians.

Yes, Rowton Bridge Road is used as a cut through for traffic A41-A51, and so there is too much and too fast traffic.

Yes this road in it's' current form is not suitable for sharing at any time really due to the speed of some vehicles and lack of visibility. The road narrows closer to the high school, two cars passing in opposite directions at this narrowing is not very safe for pedestrians

Comments on the Parish Council implementing the pedestrian / cyclist priority status of Rowton Bridge Road?

Absolutely!

An excellent scheme that should be adopted in Birch Heath Lane as well.

But cyclists have to moderate their speed too.

But if the priority moves pedestrians and cyclists to the left hand side of road going towards the village centre, as the colouring on the proposal seems to suggest, this will again cause vehicles going in both directions to be pushed close to the exit to Skips Lane thereby increasing the hazard.

But only at school times. If it were implemented 24 hours, that would just push the traffic earlier off the A41 or A51 and maybe down Plough Lane and Birch Heath Lane instead.

Close Rowton Bridge road to vehicles. Problem solved. I live close to the road and we do not need vehicle access there. We have plenty of routes in and out of the village. Rowton Bridge road is currently a danger any time of the day or night, cars speed through to the A41/A51 and use the village as a thoroughfare so close it before somebody is seriously hurt or killed.

Concerned about traffic using Sandrock road to cut off the corner and avoid traffic calming measures

Concerned that residents on Rowton Bridge Road will be upset by access restrictions to their own properties.

Definitely as a top priority before anything else. Accident waiting to happen.

Discouraging traffic using the A41 entrance to Christleton is a plus but the negative side is that it will increase traffic on other roads, particularly Plough Lane. Make the point again that no mention is made of discouraging traffic using Plough Lane. No mention is made of the other suggested traffic measures of the so called build outs. I am particularly interested in the one being suggested for Plough Lane. It is desperately needed to slow the traffic down. Also why is no mention that speed bumps also can play a part, particularly as traffic approaches the school.

Don't understand the proposals.

For safety

Generally I agree with the proposals, but I'm not sure how effective the proposed No right turn from the A41 will be, as this will force traffic through other routes in the village. Also, it could put residents going against the general flow of traffic, particularly at school pick-up and drop-off times.

Good idea.

However, I think that on the proposals it will be very difficult for any traffic to navigate Rowton Bridge Road, so it is likely that many users will use Sandrock Road. (and people using the village as a rat run will soon find out how to do this by looking at Google maps on their smart phones.)

However, need something more permanent than painted lines, these will not be seen at night and will erode over time. Pedestrians need more safety with kerbs and footpath.

How would this be achieved See previous suggestions ..

I am very much against changing the layout of Rowton Bridge Road. If it is made narrower and harder for cars to get through they will simply come over the bridge and turn left into Sandrock road, using that as a cut through. This will cause a build up of traffic at the quarry lane end of Sandrock road and an increase in car fumes. I would not be happy at all.

I don't believe the road is anywhere near wide enough for the proposed idea. Even on the proposed photo it doesn't look like it will work. I think the phase 2 is a better option with no turn from rowton road during rush hour/school pick up times.

I don't see an increased benefit to road users compared to the massive cost incurred to implement this. There are families struggling to feed their children and £1000's spent on road reshaping for not much benefit seems wrong

I don't think this is necessary

If it can be proven to work ie people will actually walk!

I'm agnostic about this. I don't see a problem, but don't frequently use that road at that time so may be missing it. At other times of day I haven't noted a problem. Perhaps there could be priority during particular hours when there are lots of cyclists to try and make it as safe as possible for the school children.

I'm not sure this would make life better/safer. It isn't ideal now but so far as I know, accidents are very rare. As a resident (Skips Lane) that uses this bridge daily I don't want to have to do steep hill starts any more than I must. How about a simple "Access Only" sign? And the footpath mentioned earlier. The bridge is so steep there won't be any actual cyclists, everyone with a bike will walk up.

Is this enforceable or a sign requesting priority?

I suspect increased walking due to Covid is set to continue

I think there needs to be crossing facilities by the A41 first. I frequently stop at that junction to let children cross the A41, it is a very busy road.

It makes good sense to implement this.

I will support the Parish Council for a pedestrian and cycling path alongside the road for vehicles providing the access for vehicles in both directions remains with everyone taking due care and attention. Please could the Parish Council be reminded that we are in the Parish of Christleton and we do matter. I have heard that one has said that "we don't need the survey it doesn't affect us" and another asked if we were in Christleton.

Need to ensure residents of this area can still access their properties safely.

Not understanding the need on that particular road. See previous answers.

Only again if delivered hand in hand with a school park and stride scheme

Only a school times

Please please please do this!

Possibility of traffic using Sandrock Road instead

Rowton bridge should be closed to Motor vehicles altogether. Make it pedestrians and cyclists only. This will be a more cost effective way of reducing traffic not only on Rowton Bridge road but also through the whole village. It would be easy to implement as a trial.

Sadly this is likely to need more than signposting as we have people who are in the habit of using the village as a cut through and these may be the ones who go faster/drive more aggressively than other more local users.

The document refers to "permitted entry by residents at all times". Please define a resident? Anyone with a Christleton postcode? Anyone resident just in Rowton Bridge Road, Stocks Lane, Badger's Close? Or Sandrock Road as well? Or just "anyone who lives in the centre of the village"? So some Christleton residents don't have access at certain times while other do? And how does it get policed? Someone on duty checking driver's licenses? Number plate recognition cameras? Or just hope that a sign stops people driving through, which of course they will obey even if they don't obey speed limit signs?

The three properties nearest to Rowton Bridge (on the north side) rely on space for three cars to park in the street. We are concerned that it is unclear from the proposal if street parking would be maintained, although there is no alternative.

The village is used by more than school traffic!

This is a good idea, albeit a compromise as it isn't a full pavement. It would help to reduce vehicle speeds which would in turn reduce approach speeds to the Polugh Lane cross roads without the need for further measures.

This is a great idea

This seems like a simple way to make people feel more confident about cycling. But no one should be under any illusions that this will reduce traffic flow - it will not. And it is hard to see how accident rates could get any lower than 'enviously low'.

This will deter rat run traffic

We are concerned that any change to this however will result in Sandrock Road being used far more. This is a residential street full of families.

We do not believe the change in priority status is required if there is better footpath provision and there are fewer traffic movements through the village. However, any narrowing of Rowton Bridge Road between Sandrock Road and Skips Lane will cause difficulties for vehicles turning in and out of these roads, if there is a new footway which restricts two way vehicle traffic in the vicinity of these junctions. Residents of the Rowton Bridge cottages park outside their properties on the approach to the canal bridge and there is currently room to manoeuvre and for drivers to give way to allow vehicles in, out and along Rowton Bridge Road. A footpath here is likely to increase congestion and cause it to back up rather than improve traffic flow.

Comments on the absence of white lines on Little Heath Road and Pepper Street enhances the appearance of the village

Although there may be a case for a centre line on the Z bend next to "Stepaside" house. However this would become less given the other control plans.

Appearance is enhanced but at the expense of guiding vehicle road position.

Artist impression look like there are no curbs? If so people wander across the road without realising they are stepping in front of moving traffic, Go and look at the "Shared space" on Frodsham street Chester how people step in front of busses constantly. Speak to Poynton parish council on the issues they have had on their shared space.

But does it make it safer? Do white lines reduce accidents? Research data required please.

But does little to improve road user manners. The absence of white lines over appearance is the wrong approach

But it's not important

But safety and accessibility should be prioritised over appearance... Quite obviously

But that's a luxury!

But the blind corner by Church Walks where the building sticks into the road is very narrow and dangerous.

But with this comes a lack of clarity over rights of way and parking rules etc From experience living opposite The Pit, people do not read signs relating to No Parking etc when up on a signpost.

(don't know, but there is no 'Don't know' button)

However, it has resulted in many drivers not using their side of the road!

However, safety must be a higher priority and I would therefore support the provision of white lines.

I also think the absence of white lines slows down traffic. However, some tight spots would benefit from return of white lines e.g. Narrow road at bend on Little Heath Road between the village green and Methodist Chapel.

I believe the absence of white lines makes drivers slow down as the width of the road isn't as clear and therefore vehicles are more likely to slow down and give way. This was done some years ago, the white lines were removed from the road on the narrow section of Plough Lane in front of the row of semi detached houses. There have been less minor vehicle incidence since. Vehicles naturally give way in this section now rather than try and squeeze through the gap.

I believe white lines should be maintained on Littleheath Road at the bend adjacent to Smithy Cottage on safety grounds.

I have no strong opinion either way

I have put yes but

I'm not over bothered by white lines but the absence is supposed to slow traffic down so must be good!

Indifferent - parked cars aren't the most attractive so whilst white lines are not particularly attractive it would be the lesser of two evils.

It does but I am very concerned that this could be dangerous

It does but I think some drivers become confused with this and drive over the other side of the road especially where it narrows towards the pond.

It does enhance the appearance, but as long as it is not at the expense of the safety of cyclists/pedestrians/road users.

It enhances the appearance of the village, and has had a positive effect on traffic needing to take additional care through the village.

I think that although it would look prettier without them, the white or yellow lines would be a better look than all the cars parked.

I think they should be put back.

It looks unfinished, aesthetic's should come second to road safety

Looks less urban

No opinion

No opinion I thought white lines were for traffic management and this is a matter for CWAC

Not averse to any kind of lines which increase the safety of travel through the village, and irresponsible parking.

Not sure

Perhaps the absence of white lines defines the area as a pedestrian space rather than a throughfare

Some motorists are selfish and don't seem to realise there is still 2 sides to the road. For safety there should be white lines.

So safety is a lesser priority than looks

The absence of white lines is actually very dangerous. This is because drivers swing wider at the bends on Little Heath Road and this has resulted in very near misses. The white lines need to be re-installed before there is an accident. This is a safety issue not an appearance issue!

The main place there's a problem is the bend near Step a Side Cottage. The cars no longer stay on their own side of the road - very dodgy bend! Since the roads been relaid cars are driving faster - pot holes slowed the cars down! Definitely need to add white lines to this bend. For me white lines don't have any negative impact on the village - parked cars do!

These proposals are supposed to be about road safety but you ask if no road markings (which are there for safety reasons) enhance appearance? Is this an admission that these proposals are all about finding an excuse to beautify the centre of the village while claiming it is to promote safe travel routes?

This is a good way to slow down traffic, I honestly couldn't tell you if we have them or not!

This is an accident waiting to happen. Cars especially elderly drivers are frequently on the wrong side of the road. This is awful so much so I avoid driving down these roads if possible which is a nuisance as it extends my journey time.

Undecided. Cars coming from the Parish Hall road to turn into Pepper Street could do with reminder not to stray too far into the right hand side of the road as they negotiate the turn.

We cannot road mark and sign our way out of this - that's all about making things easier for the motorist. We need to design for the local resident, walker and cyclist and in keeping with our heritage feel. Anything that remains safe but plays a part in disorientating the motorist, forcing them to slow down or opt for another route (if there's one available) is to be explored. We also need to remind the bus companies too - as they tend to speed thru the village when the roads aren't congested. ..

We need them back. Some drivers cannot seem to drive on their right side unless they are there. The H bars that were painted are still being ignored. People park over them.

White line are needed, as they do help people drive safely, without line motorist tend to drive faster, as they feel eeling they have the whole road to themselves.

White lines are of little concern compared with litter. At least white lines aid safety.

Yes but I think road markings are important

Yes , but what are the alternatives to guide errant users ?

Yes, I favour the removal of all white lines. I think absence of white lines enhances the appearance of the village.

Yes it looks better. However, as a driver it is more re-assuring to have a central white line, especially around the bends.

Yes it looks pretty but isn't' practical. It will create a "free for all".

Yes marginally, however what they add in aesthetics, they add in danger for motorists. It would be difficult to say a speeding motorist was on the wrong side of the road, if there was an accident and therefore they would most likely not be liable for damage or insurance claims.

Yes, slightly.

Comments on all the white lines to be reinstated

Absolutely!!! At the moment some vehicles are driving in the middle of the road.

Absolutely they are a necessity for people who forget which side of the road they should be on

Again , I think some needs to be reinstated due to some drivers coming over to the other side of the road.

All lines and signage should be limited and kept to a minimum.

Although I don't want the white lines in particular, I have no issue with white lines if they are needed

Base this on expected improvement in safety. If it helps, put them in!

But only if they don't just push the problem else where

But particularly on the bends approaching the Square and the Pit.

But some might improve safety

Don't feel this is necessary.

Don't have particular opinion

Don't know

However raised curbs would help keep cyclist and pedestrians safer

However, some tight spots would benefit from return of white lines e.g. Narrow road at bend on Little Heath Road between the village green and Methodist Chapel.

I don't have a view on this

I don't know. Not aware what the problem is.

If the road is wide enough to qualify for a centre white line, it should be installed.

If you mean white lines in the middle of the roads.

I'm not sure of the details of the lines so I would need to know more.

It depends. See my previous response.

I think drivers need structure, guidelines and clear boundaries so would like the white lines to be reinstated

It shouldn't matter if people using the roads use them correctly

Minimal white lines. Minimal street signs. Use the colour of the road and footway surfaces to indicate restrictions etc.

Needed now but not if proposed improvements to the village roads are made. Is possible, less stark white lines, provided as a guide to vehicle drivers would be good.

Never heard anyone moan about white lines on a road. Seems a non issue.

No. All white lines in the village should be erased, this would give the area a 'Village Feel'.

No, let's do away with all white lines. And certainly not reinstate them.

No opinion

No opinion I thought white lines were for traffic management and this is a matter for CWAC

No strong feelings either way, except for previous comment.

Not all but some might be helpful particularly on the bends

Not aware of the issue.

Not enough detail to be able to comment.

Not if there are other options available but the options need to be as clear as white lines!

Not overly concerned either way.

Not sure

Only those referred to previously

Road safety is after all paramount isn't it?

See above

See previous comments

See previous. People ignore police notices now on Pepper Street. Whatever option , active policing needs to go with it .. An example , the proposed use of average speed cameras on the A41 need to be policed. Fines issued same day for perpetrators.

The only thing I can see is that the white lines down middle of road helps as guidance for staying within the boundary of the width of lane you should be driving in.

There isn't" really space for them on pepper street anyway. Maybe it gives little Heath road a slightly unfinished look without them.

Think safety should be higher priority than appearance

This would be just a waste of money

Unless there is another way through signage to make right of way and give way clear

White Lines create a yours and mine road

Index

The Cycling Walking and Traffic Plan

Do you have concerns about the traffic flow and/or speed in the centre of the Village	3
Are you concerned about air quality and PM _{2.5} health effects on routes to school	3
Do you support the proposals to reduce traffic flows / speeds / PM2.5 in the centre of the Village?	3

Transformation of the Village Green

Do you support reducing traffic volume / speed at the ramp up on to the new Village Green	4
Do you have concerns about PM2.5 health effects on routes to school at the Village Green?	4
Do you have any other safety concerns around the Village Green?	4
Do you support the increase in green space / seating area / space for community events?	4
Would you use the increased green space and seating area?	4
Would you support regular markets and village events in the new community space?	4
Would you support moving on street to off street parking around the Village Green?	5
Would you support the Parish Council implementing a transformation of the Village Green?	5

Road Narrowing on Little Heath Road at Entrance to the Village

Do you have concerns about traffic flow / speed approaching the Pit?	6
Do you support the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?	6

Pedestrian and Cyclist only Village Road High School Entrance

Do you support preventing vehicles from using the Village Road High School entrance?	7
Do you support the Parish Council working with the High School to implement a pedestrian and cyclist only Village Road High School entrance?	7

Plough Lane Junction

Do you have concerns about traffic adjacent to the High School?	8
Do you have concerns about traffic flow / speeds at the Plough Lane junction?	8
Do you support the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/A51 cut through traffic?	8

Pedestrian / Cyclist Priority on Rowton Bridge Road

Do you have concerns about traffic on Rowton Bridge Road?	9
Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at school drop off and pick up?	9
Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?	9
Do you support the Parish Council implementing the pedestrian / cyclist priority status of Rowton Bridge Road?	9

Final questions to guide the Parish Council

Do you think the absence of white lines on Little Heath Road and Pepper Street enhances the appearance of the village	10
Do you want all the white lines to be reinstated	10

Finally

I would like the Parish Council to email me updates on Parish Council activities	11
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Reporting Period

Replied	12
Time of Reply	12

Sampling and Response Rates

Interviewed By	13
Replied to Survey	13

The Following Are Comments Questions

The Cycling Walking and Traffic Plan

Comments on the traffic flow and/or speed in the centre of the Village	15
Comments on air quality and PM _{2.5} health effects on routes to school	19
Comments on the proposals to reduce traffic flows / speeds / PM2.5 in the centre of the Village?	21

Transformation of the Village Green

Comments on reducing traffic volume / speed at the ramp up on to the new Village Green	23
Comments on PM2.5 health effects on routes to school at the Village Green?	25
Comments on any other safety concerns around the Village Green?	26
Comments on the increase in green space / seating area / space for community events?	29
Comments on using the increased green space and seating area?	31
Comments on regular markets and village events in the new community space?	33
Comments on moving on street to off street parking around the Village Green?	35
Comments on the Parish Council implementing a transformation of the Village Green?	37

Road Narrowing on Little Heath Road at Entrance to the Village

Comments on traffic flow / speed approaching the Pit?	39
Comments on the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?	41

Pedestrian and Cyclist only Village Road High School Entrance

Comments on preventing vehicles from using the Village Road High School entrance?	43
Comments on the Parish Council working with the High School to implement a pedestrian and cyclist only Village Road High School entrance?	46

Plough Lane Junction

Comments on traffic adjacent to the High School?	48
Comments on traffic flow / speeds at the Plough Lane junction?	50
Comments on the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/A51 cut through traffic?	52

Pedestrian / Cyclist Priority on Rowton Bridge Road

Comments on traffic on Rowton Bridge Road?	55
Comments on vehicles, pedestrians and cyclists sharing Rowton Bridge Road at school drop off and pick up?	57
Comments on vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?	59
Comments on the Parish Council implementing the pedestrian / cyclist priority status of Rowton Bridge Road?	61

Final questions to guide the Parish Council

Comments on the absence of white lines on Little Heath Road and Pepper Street enhances the appearance of the village	63
Comments on all the white lines to be reinstated	65

Finally

Could you provide your name	66
And your postcode	70
My Email address is:	72

CWT Plan - Introduction		Yes	No	N/C	% yes	Commentaries - In favour of change
1	Do you have concerns about the traffic flow and / or speed in the centre of the village?	24	5		83	Accidents waiting to happen Birch Heath Lane - A must! Especially at RoB corner - yellow lines?? School leaving time blocks whole centre of village
2	Are you concerned about air quality and PM2.5 health effects on routes to school?	22	7		76	And parents waiting for children in Birch Heath Lane with engines running.
3	Do you support the proposals to reduce traffic flows/speeds/PM2.5 in the centre of the village?	20	9		69	Very much. This is a fabulous idea. Very much so. We want to improve air quality for all adults and children whether defined as PM2.5 or otherwise.
Transformation of the Village Green						
1	Do you support reducing traffic volumes/speed at the ramp up on to the new village green?	18	11		62	Ramps should be extended in Plough Lane, Village Road and BHL. Yes, for the sake of pedestrians.
2	Do you have concerns about PM2.5 health effects on routes to school at the village green?	21	8		72	This will be mitigated by electric/hybrid cars. Often stationary traffic with engines running. And surrounding bits!
3	Do you have any other safety concerns around the village green?	6	22	1	21	Should some parking be designated for the dentist, nursing home, etc? Too many parked vehicles daily.
4	Do you support the increase in green space/seating area/space for community events?	17	12		59	Yes, but where will attracted visitors park? Excellent idea! As long as it does not become a late night meeting place for kids.
5	Would you use the increased green space and seating area?	12	16	1	41	It would be well utilised. Absolutely yes!
6	Would you support regular markets and village events in the new community space?	14	14	1	48	Brilliant idea. We would love it! Concern about parking for visitors to village.
7	Would you support moving on street to off street parking around the village green?	16	12	1	55	Yes to events, no to markets. Local shop/pub have overheads and need support. Yes, as long as it doesn't decant into Birch Heath Lane
8	Do you support the Parish council implementing a transformation of the village green?	17	12		59	It enhances the centre of the village.
Road narrowing on Little Heath Road at entrance to the village						
1	Do you have concerns about traffic flow/speed approaching the Pit?	19	10		66	Too fast around the bend. Speed too high at the moment Traffic moves too quickly when entering and leaving the village.
2	Do you support the proposal to carry out a trial of narrowing Little Heath Road approaching the Pit?	19	10		66	And what about road narrowing at Birch Heath Lane?
Pedestrian and cyclist only Village Road high school entrance						
1	Do you support preventing vehicles from using the Village Road high school entrance?	15	11	3	52	
2	Do you support the Parish Council working with the high school to implement a pedestrian/cyclist only Village Road high school entrance?	20	6	3	69	Yes, once vehicles have been re-routed (via new rear entrance.) Yes, once vehicles have been diverted down Birch Heath Lane (to new rear entrance.)
Plough Lane junction						
1	Do you have concerns about traffic adjacent to the high school?	17	10	2	59	High volumes currently exist in Plough Lane. (same comment twice) It's far too busy. (same comment twice)
2	Do you have concerns about traffic flow/speeds at the Plough Lane junction?	19	7	3	66	Difficult to see when pulling out from Quarry Lane.
3	Do you support the Parish Council implementing a no priority junction at the Plough Lane junction designed to slow traffic down and discourage A41/A51 cut through traffic?	16	11	2	55	
Pedestrian/Cyclist priority on Rowton Bridge Road						
1	Do you have concerns about traffic on Rowton Bridge Road?	15	13	1	52	
2	Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at school drop-off and pick-up?	17	11	1	59	
3	Do you have concerns about vehicles, pedestrians and cyclists sharing Rowton Bridge Road at other times?	9	19	1	31	Too many vehicles It's very narrow at the moment.
4	Do you support the Parish Council implementing the pedestrian/cyclist priority status of Rowton Bridge Road?	16	12	1	55	Would support the same in Birch Heath Lane. Only if it is only option
Final questions to guide the Parish Council						
1	Do you think the absence of white lines on parts of Little Heath Road and Pepper Street enhances the appearance of the village?	15	13	1	52	
2	Do you want all the white lines to be reinstated?	8	19	2	28	Not sure. Yes - for safety reasons.
Totals		392	280	24		
No of responses processed		29				
Other comments						
a) Paul Bowman (Birch Heath Lane) included an essay on the plan. The 'scores' are included above and some abridged comments.						
b) Questionnaires sent in anonymously ignored.						
c) Congratulations - first ever communication from the Parish council in over 50 years! Thought I had been forgotten! [nb: but still ticked no PC updates box]						