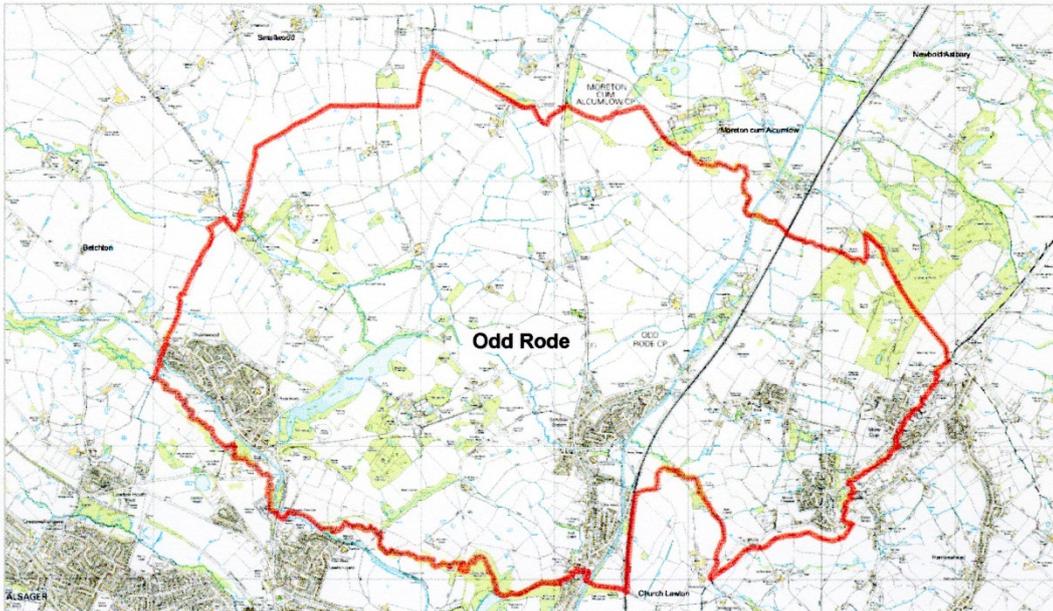


Odd Rode Parish Council Neighbourhood Development Plan



Household Questionnaire

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Household Questionnaire 2017

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Transport & Highways

Rode Heath ward



Summary

The first part of the analysis of traffic, transport and highways issues gives an overview of the issues which affect the residents in the parish as a whole and within each subdivision.

It transpires that it is overwhelmingly the issue of traffic speed that affects people especially on the main routes through the parish, the A34, the A50 and in Rode Heath the A533, Sandbach Road.

In Mt Pleasant-Mow Cop it is cyclists racing down the hill and non-local motorists seeking a shortcut through Mt Pleasant that cause concern.

The bus service itself and the pending changes (of which little was known at the time of this residents' survey) that make people make some sometimes scathing comments.

Parking is a widespread problem throughout the parish due to the road network consisting largely of narrow country lanes and equally narrow residential roads.

The complaints ranges from inconsiderate (and in effect illegal) parking close to junctions, blocking visibility and sometimes access to side roads to complaints about people parking so as to block the entrance to neighbouring properties.

Comments under the heading 'obstructions for pedestrians' also refer to cars parked such that they occupy most of the width of pavements, making passage difficult especially for wheelchair users and people with children using pushchairs.

Throughout the parish there are also complaints about lack of maintenance of hedges and grass verges – in effect keeping pavements open and passible.

The respondents from Scholar Green and Rode Heath refer repeatedly to the problems for local road users created by frequent accidents and other incidents on the M6 motorway, which bypasses the parish a short distance to the west. The sheer volume of diversions inhibits flow and speed and often brings traffic to a standstill.

School safety is a particular issue in Scholar Green and Rode Heath. Here the number of parents waiting to bring their children in the morning and fetching them home in the afternoon create problems for local residents wishing to access their home drive or to get out and drive on.

A clear majority of over 80% do not agree that the local road network can take an increase in capacity with no significant difference between the areas. However, a small number ('Other', table I above) will say "it depends".

The response to the question on the use of sustainable means of transport show a higher proportion of respondents from Rode Heath, 114 or 33% of 345, claim to use such means of transport than in the other parts of the parish. A smaller proportion (63%) claim not to do so. Conversely a smaller proportion of the respondents from Scholar Green, 61 or 23% of 261, claim to use such transport while a larger proportion (74%) claim not to do so.

The most frequently reason given for not using sustainable means of transport is 'Age' with the highest proportion (30%) being from Scholar Green and the smallest proportion (22%) being from Rode Heath.

As Rode Heath is the area with the highest rate of economically active people it may be expected that a high proportion is quoting 'distance' to place of work as a reason.

Respondents from the Mt Pleasant-Mow Cop area state 'Health' as a reason for not using such forms transport more frequently (23%) than respondents from other parts of the parish, 14% in Scholar Green and 16% in Rode Heath.

Respondents who live at the top of the Mow Cop hill quite obviously give this and the steep slopes as reasons for not using sustainable transport.

A majority of respondents within the parish are in favour of cycle lanes, 466 or 56% of 830 (table L above), and also within Scholar Green and Rode Heath. A majority from Mt Pleasant-Mow Cop is also in favour, but it is smaller and less than 50% at 47%.

A similar pattern emerges in the response to the question about cycle racks. 498 or 60% of 830 of the respondents from the parish as a whole are in favour of cycle racks and similar for Scholar Green and Rode Heath. However 'only' 48% of Respondents from Mt Pleasant-Mow Cop are in favour.

Question 5.5a asks where respondents would like to see cycle lanes. They answer with a mixture of general locations and specific streets and roads. These general locations and specifics are listed in table 5.12 and table 5.13.

Support for the creation of Quiet Lanes is shown to be at an average of 57% throughout the parish. However, it is about 10% or higher among the respondents from Scholar Green at nearly 65% than among those from Rode Heath and Mt Pleasant-Mow Cop.

Respondents were asked where to locate Quiet Lanes and in the same vein a number of general and specific locations were listed. They are set out in table 5.14 and 5.15.

5.0 Transport and highways

5.1 Foreword

This chapter on traffic, transport and highways issues is different from other chapters of this residents' survey in that it comments on current problems and seeks solutions to these here and now rather than look to solutions for future and they cannot easily be translated into policies for new development.

There are many comments on traffic speed, flow and volume due to the perceived danger on the roads. Suggested ways of minimising the danger include enforcement, more signage, more traffic lights, speed humps etc.

The survey response also differ from the response in other chapters in that some comments go into great details referring to problems on named roads, down to issues that are more in the realms of neighbour disputes rather than matters of public interest eg some respondents complain that access to their homes is frequently blocked by the inconsiderate parking of their neighbours.

Comments from within Scholar Green refer to the need for a pedestrian crossing across the A34 near the school entrance and/or the shop and/or the Green Moss health clinic. However, since the residents' survey was completed a pedestrian crossing has been installed just south of these amenities.

Similar within Rode Heath references are made to the traffic problems occurring in Heath

Avenue due to parents parking in the locality without consideration for residents while carrying their children to and from school.

It is the understanding that proposals aimed at alleviating these problems are now going through a consultation process.

Communications are also taking place between members of the parish council for Rode Heath and CEC considering the possibility of further speed restrictions on the A50 and Sandbach Road (A533).

Simultaneously with this survey of the residents of Odd Rode the senior council, Cheshire East, undertook a consultation exercise covering all bus services within the borough with a view to save on the subsidy. The outcome has been a new service that from the 1st of April 2018 will replace the existing services 77 and 78 which have covered Odd Rode until now.

Before analysing the responses in detail it is worth pointing out that the issues involved are interlinked rather than being discrete. The patterns of parking in the street and on pavements influence how easy the traffic will flow, the volume carried and how fast cars can travel on the road ways. Blocked pavements force pedestrians onto the road ways also influencing the flow etc. of cars.

5.2 General Analysis

Q 5.1 Which of the following transport issues affect you in your area?

	Yes	No	If yes, please give brief details, locations, and suggested solutions
Parking			
Buses			

Please tick the relevant box and give brief details

Odd Rode Parish

Table 5.1: Number of responses confirming (or rejecting) to be affected by transport issues, Odd Rode Parish.

Odd Rode	Yes	No	Other	Not stated	Total
Traffic speed	463	245		122	830
Bus service	334	310	1	185	830
Parking	319	352		159	830
Obstruction for pedestrians	277	364		189	830
Traffic volume	273	350		207	830
School safety	205	387	1	237	830
Pedestrian crossing	187	421	1	221	830
Traffic flow	155	429		246	830
Traffic visibility	144	437		249	830
Highway lighting	127	478		225	830
Obstruction for vehicles	123	468		239	830
Disability access	87	490	3	250	830
Non vehicular traffic	30	530		270	830

The above table shows the response of the parish as a whole. It is noted that between 463 (56%) and 30 (4%) of the respondents confirm that they are affected by traffic and transport issues. Between 245 (30%) and 530 (64%) claim not to be affected by such issues and between 122 (15%) and 270 (33%) have made no claim either way.

Amongst the issues that seem to affect more people than any other is traffic speed 463 (56%) and issues round the level and quality of bus service 334 (40%) followed by parking, obstruction for pedestrians, the volume of traffic and school safety.

Table 5.2: No of comments on each issue and total returns with comments, Odd Rode Parish.

	Odd Rode	
	No	%
Parking	281	47.07
Speeding	267	44.72
Bus service	213	35.68
School safety	157	26.30
Crossings	130	21.78
Obstructing pedestrians	124	20.77
Traffic flow & volume	114	19.10
Lighting	45	7.54
Total with comments*)	597	100

*) Note: 597 is the total number of questionnaires with comments each of which may deal with several of the issues above.

As can be seen from the above specimen question, page 42, respondents were invited to comment on the issues with brief details, locations and suggested solutions. Table 5.2 above shows that 597 respondents or 72% of the total chose to do so.

It is also noted that while speeding seems to be the issue that concerns most people, it is the issue of parking that has generated slightly more comments.

The problems of parking are widespread throughout the parish due to the road network consisting largely of narrow country lanes and equally narrow residential roads. The latter were built in the second half of the 20th century, but not for the volume of motorists seen today.

The complaints ranges from inconsiderate (and in effect illegal) parking close to junctions, blocking visibility and sometimes access to side roads to complaints about people parking so as to block the entrance to neighbouring properties.

Comments about the bus service ranges from the scathing "What buses?" to complaints about timetables, frequency and destinations.

The comments about obstructions for pedestrians are general throughout the parish. They refer mostly to cars parked such that they occupy most of the width of pavements, making passage difficult especially for wheelchair users and people with children using pushchairs.

Throughout the parish there are also complaints about lack of maintenance of hedges and grass verges.

NB! Details of individual comments can be made available in separate documents.

Scholar Green

Table 5.3: Number of responses confirming (or rejecting) to be affected by transport issues, Scholar Green.

<u>Scholar Green</u>	Yes	No	Other	Not stated	Total
Traffic speed	137	81		43	261
Buses	115	95	1	50	261
Traffic volume	92	105		64	261
Parking	84	123		54	261
School safety	77	118	1	65	261
Pedestrian crossing	74	124	1	62	261
Obstruction for pedestrians	71	124		66	261
Traffic flow	52	135		74	261
Highway lighting	37	156		68	261
Traffic visibility	29	149		83	261
Disabled access	27	152	3	79	261
Obstructions for vehicles	26	157		78	261
Non-vehicle traffic	7	168		86	261

Within Odd Rode the main A50 traverse the western part of the parish while the A34 traverse the middle and eastern part of the parish and crosses the A50 in the well-known Red Bull crossing while it in effect splits the village of Scholar Green in two. In addition the M6 motorway is nearby to the west of the parish and both main roads are heavily affected by the traffic situation here. Motorway traffic is frequently diverted causing major problems for local traffic in both Scholar Green and Rode Heath.

For these reasons traffic speed and volume are issues which 137 (52%) and 92 (35%) respondents out of 261 list as major concerns, see table C, above, page 3. School safety also comes high on the list with 30% (77 respondents) claiming this to be an issue compared to 25% in the parish as a whole.

Table 5.4 below show 193 respondents or 74% of the total of 261 to have chosen to comment on the issue which is the highest proportion of comments from any part of the parish.

Of these 80 (41%) have commented on the speeding of traffic and many alleging that motorists do not adhere to the recently imposed limit of 30mph.

School safety comes high on the list with 34% (65 out of 193) noting this as an issue, the highest proportion in any of the three sub-areas of the parish.

The problems are located at the entrance to the Scholar Green Primary School just off the A34 Congleton Road right in the middle of the village. It shares this entrance with a grocer on the left and a hairdresser on the right, which of course compounds the problem.

Table 5.4: No of comments on each issue and total returns with comments, Scholar Green.

	Scholar Green	
	No	%
Speeding	80	41.45
School safety	65	33.68
Parking	63	32.64
Bus service	52	26.94
Crossings	51	26.42
Obstructing pedestrians	37	19.17
Traffic flow & volume	31	16.06
Lighting	12	6.22
Total with comments*)	193	100

Note: *) See above table 5.2.

Rode Heath

Rode Heath is split into two halves by the A533, Sandbach Road, and shares with Scholar Green the effects of frequent problems on the M6.

Therefore traffic speed and volume are issues which 193 (56%) and 123 (36%) respondents out of 345 list as major concerns, see table 5.5, below, page 46. School safety also comes high on the list with 28% (96 respondents) claiming this to be an issue compared to 30% in Scholar Green and 25% in the parish as a whole.

Fewer respondents from Rode Heath refer to buses as an issue which affects them; 119 (34%) out of 345 compared to 44% from Scholar Green and 40% from the parish as a whole.

This is no doubt due to the difference in age structure and the difference in the number of people working as referred to elsewhere in this document.

Table 5.5: Number of responses confirming (or rejecting) to be affected by transport issues, Rode Heath.

<u>Rode Heath</u>	Yes	No	Other	Not stated	Total
Traffic Speed	193	112		40	345
Parking	142	144		59	345
Obstruction for pedestrians	133	146		66	345
Traffic volume	123	142		80	345
Buses	119	148		78	345
School safety	96	157		92	345
Pedestrian Crossing	95	167		83	345
Traffic flow	75	176		94	345
Traffic visibility	61	190		94	345
Highway Lighting	56	200		89	345
Obstruction for vehicles	55	201		89	345
Disability access	35	214		96	345
Non vehicular traffic	6	236		103	345

Out of a total of 345 respondents from Rode Heath 251 (73%) have made comments on traffic and transport issues.

Of these 52% refer to parking issues (131 out of 251) while the second most numerous complaints refer to speeding issues (table 5.6 below, page 47).

Parking problems are particularly concentrated near the entrance to Rode Heath Primary School and several respondents suggest that parents should use the car park to 'Broughton Arms' PH with a suggested crossing (see below) to facilitate pedestrian access across Sandbach Road.

Comments on speeding issues amount to 47% (118 out of 251) which is the biggest proportion of any of the three sub-areas.

It includes comments on the speed of traffic through the village and the allegation that motorists do not respect statutory speed limits. However, uniquely to Rode Heath it also includes a number of complaints about speeding on 'estate roads'.

69 (27%) of the respondents from Rode Heath refer to the lack of any pedestrian crossings especially across Sandbach Road and they suggest four locations should be considered:

- 1) In the northern end of the village near the 'Royal Oak' PH and Chinese Take-away;
- 2) Near the centre of the village to facilitate access to the school and the Post Office and village store;
- 3) In the southern end across the A50 to access the cricket ground and Rode Hall Park; and
- 4) Across the A50 from the end of Chapel Lane to Poolside.

Table 5.6: No of comments on each issue and total returns with comments, Rode Heath.

	Rode Heath	
	No	%
Parking	131	52.19
Speeding	118	47.01
Bus service	98	39.04
School safety	73	29.08
Crossings	69	27.49
Traffic flow & volume	63	25.10
Obstructing pedestrians	43	17.13
Lighting	15	5.98
Total with comments*)	251	100

Note: *) See above table 5.2.

Mount Pleasant- Mow Cop

Table 5.7: Number of responses confirming (or rejecting) to be affected by transport issues, Mt Pleasant-Mow Cop.

<u>Mt Pleasant/Mow Cop</u>	Yes	No	Other	Not stated	Total
Traffic Speed	133	52		39	224
Buses	100	67		57	224
Parking	93	85		46	224
Obstruction for pedestrians	73	94		57	224
Traffic volume	58	103		63	224
Traffic visibility	54	98		72	224
Obstruction for vehicles	42	110		72	224
Highway Lighting	34	122		68	224
School safety	32	112		80	224
Traffic flow	28	118		78	224
Disability access	25	124		75	224
Pedestrian Crossing	18	130		76	224
Non vehicular traffic	17	126		81	224

A summary of the response from Mt Pleasant/Mow Cop to question 5.1 is provided in table 5.7, above.

It is seen that it is quite similar to the response from the other parts of the parish. However it will be clear that due to the geography of this area, the residents do have some discrete concerns unique to this area at the same time as one concern – that of School Safety – is less prominent in this area.

As in the other parts of the parish speed and speeding of motorists is a major concern and 59% (133 of 224) list that as an issue that affect them which is a higher proportion than elsewhere, averaging 56% for the parish as a whole.

Buses and bus service is also an issue of concern to more respondents here, 100 or 45% of 224, than elsewhere compared to 40% for the parish as a whole.

There is an equestrian centre near to the area and horses and horse riders generate a limited number of comments under the heading 'Non vehicular traffic'.

Table 5.8: No of comments on each issue and total returns with comments, Mt Pleasant-Mow Cop.

	Mt Pleasant/ Mow Cop	
	No	%
Parking	87	56.86
Speeding	69	45.10
Bus service	63	41.18
Traffic flow & volume	44	28.76
Obstructing pedestrians	20	13.07
School safety	19	12.42
Lighting	18	11.76
Crossings	10	6.54
Total with comments*)	153	100

Note: *) See above table 5.2.

153 of the 224 or 68% of the respondents from this area made comments on the issues in question. This is a lower percentage than in the other areas. Again it is 'parking' which generates the most comments with 87 or 57% of the respondents dealing with this issue.

Parking round the Mt Pleasant-Mow Cop area is not different in nature from that described for the other areas. However, the roads here are probably older and best described as country lanes and as such without pavements. Both motorists, pedestrians and other road users have to use the roadways with the resulting potential for conflict.

Speeding here has an added dimension here by the villages being on the slopes of a 400m hilltop and one comment refer to young people cycling down Station Road at great speed and danger to themselves and others. Obviously the steep slope requires extra care from the motorists who wish or need to negotiate them.

Some respondents refer to the danger coming from speeding motorists making a short cut through Mt Pleasant from or to the nearby Staffordshire town of Biddulph which also hinders flow and increases volume.

Woodcock's Well Primary School is a relative small and situated a short distance away from built-up areas. The relative small amount of traffic generated by the school is therefore less of a problem than elsewhere.

5.3 Road Capacity

Q 5.2 Do you believe the country roads linking our villages can take any increase in traffic volume?

Yes No

Table 5.9: Response to question on increase in capacity.

		Yes	No	Other	Not stated	Total
Mt Pleasant/Mow Cop	No	23	186	2	13	224
	%	10.27	83.04	0.89	5.80	100
Rode Heath	No	38	288	2	17	345
	%	11.01	83.48	0.58	4.93	100
Scholar Green	No	28	221	1	11	261
	%	10.73	84.67	0.38	4.21	100
Odd Rode	No	89	695	5	41	830
	%	10.72	83.73	0.60	4.94	100

A clear majority of over 80% do not agree with the notion that the local road network can take an increase in capacity with no significant difference between the areas. However, a small number ('Other', table I above) will say "it depends".

5.4 Sustainable transport means

Q 5.3 Do you use sustainable forms of transport? e.g. cycling

Yes No

Table 5.10: Use of sustainable transport

		Yes	No	Not stated	Total
Odd Rode	No	239	564	27	830
	%	28.80	67.95	3.25	100
Scholar Green	No	61	192	8	261
	%	23.37	73.56	3.07	100
Rode Heath	No	114	219	12	345
	%	33.04	63.48	3.48	100
Mt Pleasant/ Mow Cop	No	64	153	7	224
	%	28.57	68.30	3.13	100

The response to the question on the use of sustainable means of transport is set out in table 5.10 above and it is perhaps as expected given the demographic structure as described in chapter 1.

A higher proportion of respondents from Rode Heath, 114 or 33% of 345, claim to use sustainable forms of transport than in the other parts of the parish and a smaller proportion (63%) claim not to do so. Conversely a smaller proportion of the respondents from Scholar Green, 61 or 23% of 261, claim to use such transport while a larger proportion (74%) claim not to do so.

Q 5.4 If no, what prevents you?

Table 5.11: Reasons for *not* using sustainable transport

	Odd Rode		Scholar Green		Rode Heath		Mt Pleasant/ Mow Cop	
	No	%	No	%	No	%	No	%
Age	142	25.04	61	30.05	48	22.22	33	22.30
Health	97	17.11	29	14.29	34	15.74	34	22.97
State of road	30	5.29	12	5.91	9	4.17	9	6.08
Safety	40	7.05	10	4.93	27	12.50	3	2.03
Traffic	49	8.64	27	13.30	19	8.80	3	2.03
'The Hill'	25	4.41	-		-		25	16.89
Distance	88	15.52	22	10.84	41	18.98	25	16.89
Other	96	16.93	42	20.69	38	17.59	16	10.81
Total	567	100	203	100	216	100	148	100

The reasons for not using sustainable transport is set out in table 5.10 above and it is noted that the most frequently reason given is 'Age' with the highest proportion (30%) being from Scholar Green and the smallest proportion (22%) being from Rode Heath.

As Rode Heath is the area with the highest rate of economically active people it may be expected that a high proportion is quoting 'distance' to place of work as a reason.

Respondents from the Mt Pleasant-Mow Cop area state 'Health' as a reason for not using such forms transport more frequently (23%) than respondents from other parts of the parish, 14% in Scholar Green and 16% in Rode Heath.

Respondents who live at the top of the Mow Cop hill quite obviously give this and the steep slopes as reasons for not using sustainable transport.

5.5 Cycle lanes

Q 5.5 Would you support the creation of the following?

a) Cycle Lanes within the parish

Yes No

If yes, where?

b) Cycle racks by local facilities, e.g. by shops, pubs, village halls, etc.

Yes No

Table 5.12: Do you want cycle lanes and cycle racks?

Odd Rode Parish		Cycle racks				
		Yes	No	Not stated	Total	%
Cycle lanes	Yes	374	46	46	466	56.14
	No	112	144	37	293	35.30
	Not stated	12	0	59	71	8.55
	Total	498	190	142	830	100.00
	%	60.00	22.89	17.11	100	
Scholar Green		Cycle racks				
		Yes	No	Not stated	Total	%
Cycle lanes	Yes	116	13	15	144	55.17
	No	45	38	10	93	35.63
	Not stated	6		18	24	9.20
	Total	167	51	43	261	100
	%	63.98	19.54	16.48	100	
Rode Heath		Cycle racks				
		Yes	No	Not stated	Total	%
Cycle lanes	Yes	177	20	19	216	62.61
	No	43	50	11	104	30.14
	Not stated	4		21	25	7.25
	Total	224	70	51	345	100.0
	%	64.93	20.29	14.78	100	
Mt Pleasant/ Mow Cop		Cycle racks				
		Yes	No	Not stated	Total	%
Cycle lanes	Yes	81	13	12	106	47.32
	No	24	56	16	96	42.86
	Not stated	2		20	22	9.82
	Total	107	69	48	224	100
	%	47.77	30.80	21.43	100	

A majority of respondents within the parish are in favour of cycle lanes, 466 or 56% of 830 (table 5.12 above), and also within Scholar Green and Rode Heath. A majority from Mt Pleasant-Mow Cop is also in favour, but it is smaller and less than 50% at 47%.

A similar pattern emerges in the response to the question about cycle racks. 498 or 60% of 830 of the respondents from the parish as a whole are in favour and similar for Scholar Green and Rode Heath. However 'only' 48% of Respondents from Mt Pleasant-Mow Cop are in favour.

Question 5.5a asks where respondents would like to see cycle lanes. They answer with a mixture of general locations and specific streets and roads of which some of the general locations are listed in table 13 below.

Table 5.13: General locations for cycle lanes

Scholar Green		Rode Heath	
Not stated	54	Not stated	79
Anywhere/everywhere	19	Anywhere/Everywhere	34
A34 & A50	6	A34 & A50	20
Main roads	10	Main roads	30
		Tow paths, railway lines	7
		Country lanes	16
Other	21	Other	5
Total	110	Total	191
Mt Pleasant/ Mow Cop		Odd Rode Parish	
Not stated	34	Not stated	167
Anywhere/Everywhere	25	Anywhere/Everywhere	78
A34 & A50	17	A34 & A50	43
Main roads	8	Main roads	48
Tow paths, railway lines	1	Tow paths, railway lines	8
		Country lanes	16
Other	3	Other	29
Total	88	Total	389

A majority do not make any suggestion while another large group do not seem to be particularly bothered by saying cycle lanes could be anywhere and everywhere. However a large group would like to see cycle lanes created along main roads and specifically refer to the A34 and the A50 and some Scholar Green respondents would like to see cycle lanes on the A34 from Scholar Green to Congleton.

Table 5.14: Specific suggestion for cycle lanes

<u>Scholar Green</u>		<u>Rode Heath</u>		<u>Mt Pleasant/ Mow Cop</u>	
Church Lane	5	Sandbach Road	17	Spring Bank	3
Station Road	2	Station Road	1	Mt Pleasant Road	1
Poolside	1	Poolside	3	Station Road	2
Canal tow path	1	Chance Hall Lane	1		
		Chells Hill	1		
		Betchton Lane	1		
		Knutsford Road	3		

A general concern among those who do not wish to see cycle lanes is whether the roads in the existing network are wide enough. In many places two cars can only pass each other with difficulty.

If that should be the criteria the reader may well question whether the suggestions listed in table 5.14 are suitable.

5.6 Quiet lanes

Q 5.6 Would you support the creation of Quiet Lanes in the parish?

Yes No

If yes, where?

Table 5.15: Support for Quiet Lanes

-	Scholar Green		Rode Heath		Mt Pleasant/ Mow Cop		Odd Rode Parish	
	Number	%	Number	%	Number	%	Number	%
Yes	169	64.75	184	53.33	123	54.91	476	57.35
No	56	21.46	107	31.01	60	26.79	223	26.87
Other					7	3.13	7	0.84
Not stated	36	13.79	54	15.65	34	15.18	124	14.94
Total	261	100	345	100.00	224	100	830	100.00

Table 5.15 above shows support for the creation of Quiet Lanes at an average of 57% throughout the parish. However, it is about 10% or higher among the respondents from Scholar Green at nearly 65% than among those from Rode Heath and Mt Pleasant-Mow Cop.

As for cycle lanes respondents were asked where to locate Quiet Lane and in the same vein a number of general and specific locations were listed. They are set out in table 5.16 and 5.17 on page 53, below.

Table P indicate that most respondents 185 or 52% out of 353 have not expressed an opinion about the location of such lanes and another 23% (81 of 353) are indicating that they could be located anywhere or everywhere. However, a not insignificant minority 22 or 6% suggest it should be minor roads and country lanes that are designated as 'Quiet Lanes'.

The specific locations for designation as 'Quiet Lanes' are listed in table Q and it appears there are 5 main candidates (highlighted in yellow). They are: Church Lane, Cinderhill Lane, Cherry Lane, Station Road and Chance Hall Lane.

It is also worth pointing out that Poolside is connected to Chance Hall Lane and Church Lane and the latter is also connected to Holehouse Lane.

Table 5.16: General locations for Quiet Lanes.

Scholar Green		Rode Heath	
Not stated	71	Not stated	77
Don't know	3	Don't know	16
Anywhere/everywhere	27	Anywhere/everywhere	36
A34	1	Main roads	1
Lanes/Minor roads	11	Lanes/Minor roads	5
Other	4	Other	8
Total	117	Total	143
Mt Pleasant/ Mow Cop		Odd Rode Parish	
Not stated	37	Not stated	185
		Don't know	19
Anywhere/everywhere	18	Anywhere/everywhere	81
		Main roads	2
Minor roads/lanes	6	Lanes/Minor roads	22
Other	32	Other	44
Total	93	Total	353

Table 5.17: Specific suggestions for Quiet Lanes.

Scholar Green		Rode Heath		Mt Pleasant/ Mow Cop		Parish
Cinderhill Lane	18			Cinderhill Lane	1	19
Church Lane	17	Church Lane	3			20
Station Road	8			Station Road	7	15
Holehouse Lane	5	Holehouse Lane	3			8
Poolside	2	Poolside	5			7
Little Moss Lane	4	Chance Hall Lane	11	Birch Tree Lane	4	
Moss Lane	9	Cherry Lane	18	Drumber Lane	4	
		Heath Avenue	4			4
				The Hollow	7	7

Summary

The first part of the analysis of traffic, transport and highways issues gives an overview of the issues which affect the residents in the parish as a whole and within each subdivision.

It transpires that it is overwhelmingly the issue of traffic speed that affects people especially on the main routes through the parish, the A34, the A50 and in Rode Heath the A533, Sandbach Road.

In Mt Pleasant-Mow Cop it is cyclists racing down the hill and non-local motorists seeking a shortcut through Mt Pleasant that cause concern.

The bus service itself and the pending changes (of which little was known at the time of this residents' survey) that make people make some sometimes scathing comments.

Parking is a widespread problem throughout the parish due to the road network consisting largely of narrow country lanes and equally narrow residential roads.

The complaints ranges from inconsiderate (and in effect illegal) parking close to junctions, blocking visibility and sometimes access to side roads to complaints about people parking so as to block the entrance to neighbouring properties.

Comments under the heading 'obstructions for pedestrians' also refer to cars parked such that they occupy most of the width of pavements, making passage difficult especially for wheelchair users and people with children using pushchairs.

Throughout the parish there are also complaints about lack of maintenance of hedges and grass verges – in effect keeping pavements open and passible.

The respondents from Scholar Green and Rode Heath refer repeatedly to the problems for local road users created by frequent accidents and other incidents on the M6 motorway, which bypasses the parish a short distance to the west. The sheer volume of diversions inhibits flow and speed and often brings traffic to a standstill.

School safety is a particular issue in Scholar Green and Rode Heath. Here the number of parents waiting to bring their children in the morning and fetching them home in the afternoon create problems for local residents wishing to access their home drive or to get out and drive on.

A clear majority of over 80% do not agree that the local road network can take an increase in capacity with no significant difference between the areas. However, a small number ('Other', table I above) will say "it depends".

The response to the question on the use of sustainable means of transport show a higher proportion of respondents from Rode Heath, 114 or 33% of 345, claim to use such means of transport than in the other parts of the parish. A smaller proportion (63%) claim not to do so. Conversely a smaller proportion of the respondents from Scholar Green, 61 or 23% of 261, claim to use such transport while a larger proportion (74%) claim not to do so.

The most frequently reason given for not using sustainable means of transport is 'Age' with the highest proportion (30%) being from Scholar Green and the smallest proportion (22%) being from Rode Heath.

As Rode Heath is the area with the highest rate of economically active people it may be expected that a high proportion is quoting 'distance' to place of work as a reason.

Respondents from the Mt Pleasant-Mow Cop area state 'Health' as a reason for not using such forms transport more frequently (23%) than respondents from other parts of the parish, 14% in Scholar Green and 16% in Rode Heath.

Respondents who live at the top of the Mow Cop hill quite obviously give this and the steep slopes as reasons for not using sustainable transport.

A majority of respondents within the parish are in favour of cycle lanes, 466 or 56% of 830 (table L above), and also within Scholar Green and Rode Heath. A majority from Mt Pleasant-Mow Cop is also in favour, but it is smaller and less than 50% at 47%.

A similar pattern emerges in the response to the question about cycle racks. 498 or 60% of 830 of the respondents from the parish as a whole are in favour of cycle racks and similar for Scholar Green and Rode Heath. However 'only' 48% of Respondents from Mt Pleasant-Mow Cop are in favour.

Question 5.5a asks where respondents would like to see cycle lanes. They answer with a mixture of general locations and specific streets and roads. These general locations and specifics are listed in table 5.12 and table 5.13.

Support for the creation of Quiet Lanes is shown to be at an average of 57% throughout the parish. However, it is about 10% or higher among the respondents from Scholar Green at nearly 65% than among those from Rode Heath and Mt Pleasant-Mow Cop.

Respondents were asked where to locate Quiet Lanes and in the same vein a number of general and specific locations were listed. They are set out in table 5.14 and 5.15.