



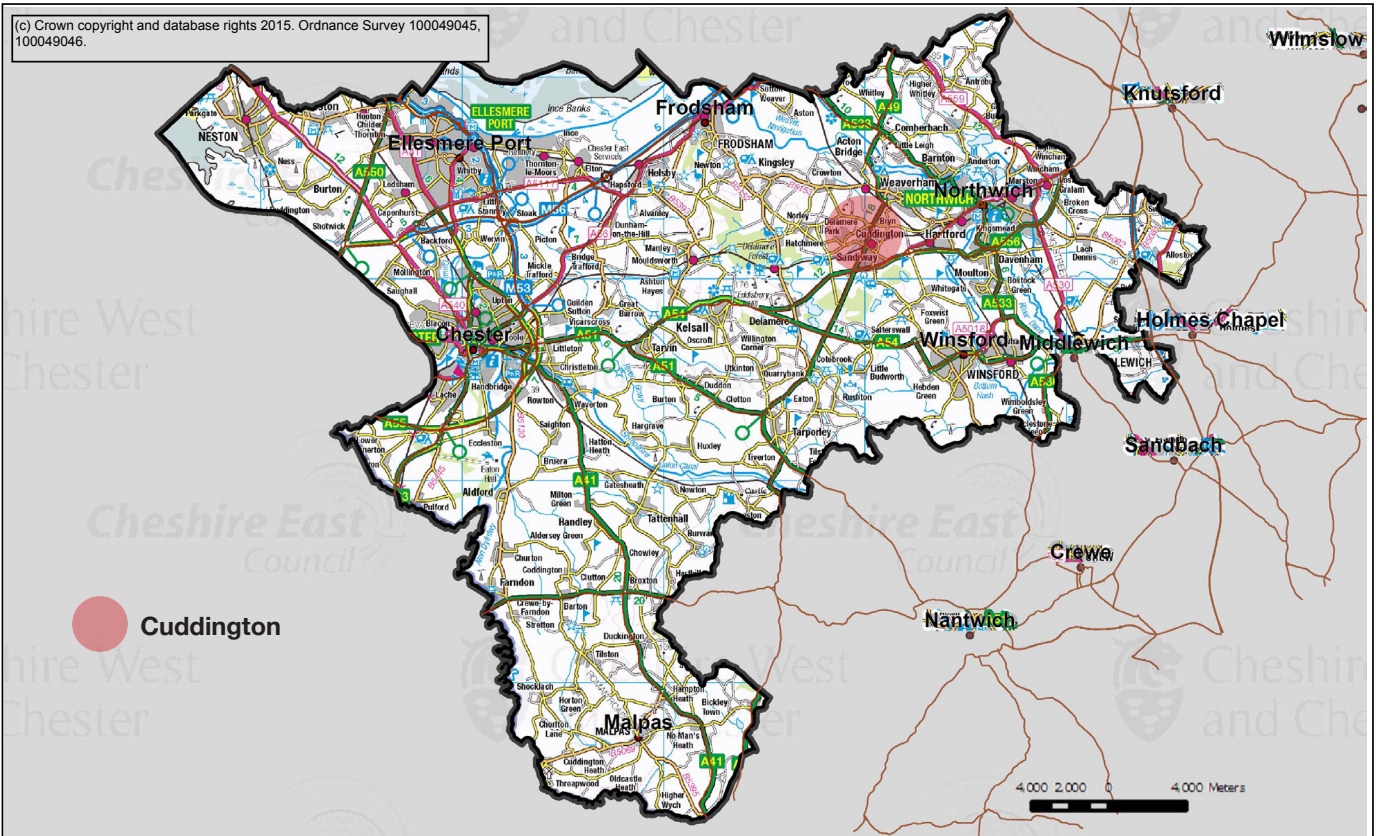
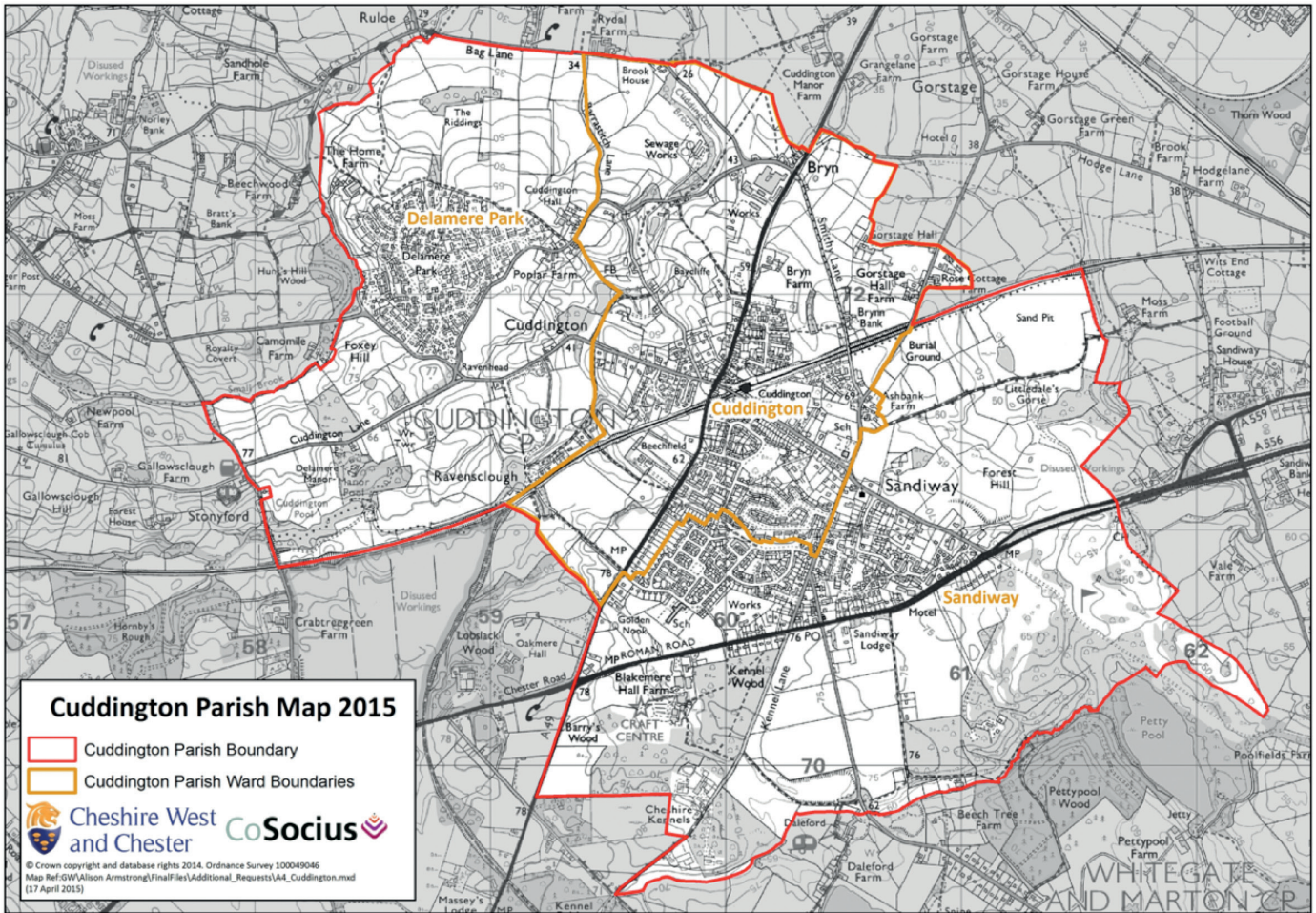
LOTTERY FUNDED



Cuddington, Delamere Park and Sandiway Village Plan

Published July 2015





Cheshire West and Chester: Map of the Borough

contents

Foreword Parish Council Chairman
Foreword Steering Group Chairman

Village Plan Part 1: Introduction

- 1.0 Community Profile – History
- 2.0 Community Profile – Now
- 3.0 Why Have a Village Plan
- 4.0 Consultation Process
- 5.0 Village Plan Survey Statistics

Village Plan Part 2: Village Surveys

1.0 Traffic & Transport Pages 12 - 17

- 1.1 General comments
- 1.2 Parking
- 1.3 Traffic Management
- 1.4 Public Transport - Buses
- 1.5 Public Transport - Trains

2.0 Environment Pages 18 - 23

- 2.1 General comments
- 2.2 General Aspects of the Environment
- 2.3 Problems with the Environment
- 2.4 Ideas for Improving the Environment
- 2.5 Housing & Development
- 2.6 Sustainability

3.0 Facilities & Community Pages 24 - 28

- 3.1 Welfare Facilities
- 3.2 Leisure Facilities
- 3.3 Safety & Security

4.0 Young People Pages 29 - 34

- 4.1 Introduction
- 4.2 Communications
- 4.3 Leisure Facilities
- 4.4 Traffic & Transport
- 4.5 Environment
- 4.6 General Comments – Living in the Village

5.0 Primary School Children Pages 35 - 36

- 5.1 Introduction
- 5.2 Survey Responses
- 5.3 Conclusions from the responses

6.0 Business Survey Page 37

- 6.1 General comments
- 6.2 Survey Responses
- 6.3 Conclusions from the responses

7.0 Table of Actions Pages 39 - 42

Glossary

Acknowledgements

Foreword

From the Chairman of the Parish Council

On behalf of Cuddington Parish Council we wish to thank the Village Plan Steering Group for their considerable work in producing this Village Plan and we commend it to you.

The Plan is of tremendous value to the Council as it removes any doubt as to what residents' priorities are. Also, the Plan forms an excellent starting point for a Neighbourhood Plan that the Council has recently resolved to prepare.

The Parish Council endorses the Village Plan as an expression of our community's aspirations and acknowledges it as the framework for community action within the village. Now work must begin on implementing the actions recommended in the report and the Council looks forward to joining with you all to see that the action Plan becomes reality.

Tim Vincent - Chairman 2013-2015
Ken Nixon – Chairman 2015-present

From the Chairman of the Village Plan Steering Group

Our village is situated in a beautiful part of the county. We are surrounded by farmland and woodland but with ready access to both the countryside and major communication routes to all parts of the country. Cuddington Parish includes the settlements of Sandiway and Delamere Park. This increases the challenge of creating a village community, but our feedback from villagers indicates a very strong sense of identity. Much has happened since our first public meeting to discuss a Village Plan in February 2013 when the Parish Council first asked the village to work on it. We formed a Steering Group over that summer and began our work in the Autumn of 2013, when we asked all villagers to tell us the key areas of interest to them via a short Questionnaire. Since that time we have had discussions with many people, exhibited at the Village Gala, organised and distributed Surveys, analysed the results and shared these at public meetings, and produced this report. We have been helped by funding from the Parish Council, our Borough Councillors and by Awards for All, Lottery Funding. None of this happens without a great deal of time and effort being put in by many people.

Our report is split into key areas as follows: History and Our Community Today, the Village Plan Process, our residents feedback on Traffic and Transport, Environment, Facilities in the Village and our Young People's opinions and a short business survey. We have come up with suggestions for further action in all sectors which are

summarised at the end of this report.

In addition to this full report, a summary report is being delivered to every home in the village.

It comes as no surprise that the vast majority of the residents polled are happy with living in the village and value the surroundings and the community highly. Our happiness index came out at 8.7 out of 10.

However, there is a strong desire to make improvements and there are some areas of concern. The implementation phase will need willing volunteers to make things happen. We will need to liaise with many other official bodies and seek funding, either through the Parish Council or elsewhere. I hope that our residents may want to be part of this process and I am looking forward to seeing what comes next.

I sincerely thank all the members of the Steering Group for all their hard work, commitment and enthusiasm. I would also like to thank all the householders who took the time and effort to return their Surveys and for their comments. In addition I would like to thank all those villagers who have volunteered their time for distributing our surveys and our report, and to all those who helped in piloting our work or in reading our drafts. I gratefully acknowledge all the help and support given by Cheshire Community Action and in particular by Claire Jones, whose advice was greatly appreciated.

This document, the Cuddington, Delamere Park and Sandiway Village Plan, is not the end but the start of the improvement process.

John Kerrigan, Chairman, Village Plan Steering Group

Steering Group members:

Elaine Beech
Mike Jeal
Mike Sheridan
John De Souza
Nicola Brown
Tim Vincent
Val Godfrey
Eileen Kerrigan

} Parish Council Representatives



Village Plan: Part 1 Introduction

1.0 Community Profile – History



The Toolerstone

Cuddington and Sandiway are situated on an undulating plateau of sand, probably left when the glaciers began to retreat at the end of the Ice Age, 12,000 years ago. The depth of sand varies but is known to be at least 60 feet deep in places.

From the earliest times, the whole area was covered by the vast forests of Mara and Mondrem. Within clearings in this ancient woodland the first settlements that can be named Cuddington and Sandiway gradually appeared. It was in Anglo Saxon times that Cuddington was given its name, 'the Tun (town) of the people (or farm) of Cuda'. Sandiway was, at this stage, merely a 'sandy way'. For many years the tiny population in Cuddington and Sandiway were poor, sparsely spread farmers and cottagers living as best they could off the land.

In the 7th Century the parochial system was introduced, and Cuddington was designated to be within the parish of Weaverham. In the eleventh century Domesday Cheshire was divided into 10 hundreds. Weaverham (and thus Cuddington) was contained in the hundred of Roelau which was amalgamated with Risedon to form the Eddisbury hundred. By the late thirteenth century Cuddington and Sandiway also formed part of the possessions of Vale Royal Abbey, built in Whitegate in 1277. After Vale Royal Abbey was destroyed in the sixteenth century, during the Dissolution of the Monasteries, it was replaced by the great house of Vale Royal built by Sir Thomas Holcroft.

The village also boasts a designated Grade II monument called the Toolerstone, a medieval boundary stone that marked the north-western boundary of the lands of Vale Royal Abbey where they met with the Delamere Forest. This is believed to be the medieval marker identified in an abbey ledger book dating to 1359, which records the location of a boundary marker: 'from a place where Peytefynsty descends to the commons of Cudyton, to the stone put and ordained there...'. Peytefynsty was an ancient highway that formed the north-western boundary of Vale Royal Abbey and defined the limit of their grazing rights.

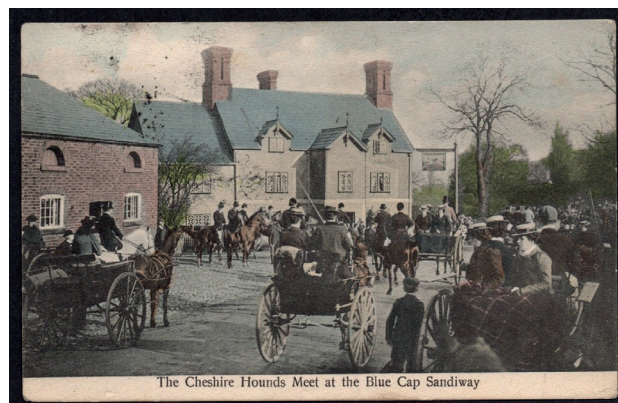
In the fifteenth and sixteenth centuries Cuddington was still part of the forest, and subject to its harsh laws whereas Sandiway was divided between the parish of Weaverham and, until 1540, Vale Royal Abbey.

In the mid eighteenth century (1766), in the interests of efficiency, it was necessary to enclose the common lands of Cuddington and Bryn.



Cuddington Station

The single event, which impacted on Cuddington and Sandiway more than any other was the coming of the West Cheshire Railway in 1869. Cuddington's centre had always been Old Cuddington, the group of farms and dwellings near Delamere Park, but with the arrival of the WCR the village centred around the intersection of Norley Road and the A49 (The White Barn Corner).



Cheshire Hunt at the Blue Cap

Another important factor in Cuddington and Sandiway's development was their proximity to excellent game hunting and the attraction of Tarporley Races. For many years The Blue Cap Hotel, on Chester Road, was the Open Meet for foxhunting in Cheshire. This was the magnet that led to the building of many of the large houses in the district that began in about 1780 when George Wilbraham built Delamere House in what is now Delamere Park. Around the turn of the twentieth century the ever-present attraction of fox hunting and the convenient railway links to Chester, Manchester, London and Liverpool meant that there were more large houses, wealthy businessmen and members of the landed gentry per acre in Cuddington and Sandiway than practically anywhere else in the county. Cuddington and Sandiway's famous son the outstanding Cheshire architect, John Douglas, was born in the village at Park Lodge (now Littlefold) in 1830 and was responsible for the design of many of our grander houses.

The National Censuses of the nineteenth and twentieth centuries show an increase in population. Bagshaw's Directory of 1850 says that in 1841 Cuddington had 52 houses and 253 inhabitants. In 1936 part of Weaverham Civil Parish was transferred to Cuddington Civil Parish and this is indicated by the tremendous leap in population from 402 in 1931 to 2,898 in 1951. From this moment the communities of Cuddington and Sandiway came to be merged into one ecclesiastical and civil parish but these do not have common boundaries.

In Sandiway the Forest Wesleyan Methodist Church was built in 1878 and The Bryn Primitive Methodist Chapel, opened in 1819. The Cuddington United Methodist Chapel was established in 'old' or 'upper' Cuddington in 1849 to cater for the spiritual needs of the farmers and cottagers of the locality. The foundation stone for St John's, Sandiway, was laid in 1902 but it was not fully operational until the 1930s.



**St Johns Church as built in 1902.
Painting supplied by D J Cooper**

In 1939 WW2 began. Eventually there were 15,000 American soldiers camped at Delamere Park, the original estate of Delamere House. General George Paton visited to meet the officers and frequently enjoyed a drink in the Blue Cap. In 1948/49 the army huts were adapted for temporary housing accommodation for Polish refugees. As many as 400 families lived on the old camp, waiting for completion of the council estates in Cuddington and Sandiway, Weaverham and Barnton.

In 1950 the development of Bryn Common started. The Council Estate was built and Mere Lane shops opened in 1952. This was followed by the Wimpey estate based upon Bridge Farm and then by the Locke Estate and East Lane in 1965. New housing developments followed at Delamere Park, Forest Close, Windsor Close, Park Crescent, Primrose Hill, Cotswold Close, Chiltern Close, Ivy Drive, Cheryl Court, Moorlands Avenue, Moorlands Park and Meadow Close, Greenfield Way, Lyndsay Walk and Green Walk. By 2001, Church Rise and St John's Way had appeared and the Grange Estate was added to these by 2005.

2.0 Community Profile – Now

Cuddington, Delamere Park and Sandiway make up a very pleasant village situated in mid Cheshire, in the Borough of Cheshire West and Chester, within open fields and agricultural land.

The village is conveniently situated approximately 4 miles west and 3 miles north, respectively of the neighbouring towns of Northwich and Winsford. It has easy road and rail access to the cities of Chester (11 miles), Manchester (30 miles) and road access to Liverpool (27 miles). Bus and rail services operate linking the village with Chester, Manchester and local towns.

The village is formally Cuddington Civil Parish (CP) and forms part of the unitary authority ward of Weaver and Cuddington. It is bordered by the parishes of Oakmere CP, Crowton CP, and a short business survey. Weaverham CP and Whitegate & Marton CP

It has a number of historic buildings, including a railway station which retains many of its original features from the beginning of rail transport in Cheshire, the Round Tower, an iconic remnant of a former gate lodge built in the early 19th century, the White Barn and the Blue Cap public houses.



Picture Supplied by Peter F Twist

The Office for National Statistics tells us that at the 2011 Census count, the village had a population of 5,335. Since that time there has been significant development, on the former Eden Vale factory site and on Forest Edge/ Golden Nook farm. These two sites alone are expected to add 136 and 164 homes respectively to the existing 2250 dwellings. (2011 Census)

The village has a wide selection of dwellings, ranging from large executive five and six bedroomed properties, three and four bedroomed family houses, individual cottages, flats/apartments and bungalows as well as Housing Association properties, including sheltered accommodation.



The Blue Cap



The White Barn

There are a number of large and small businesses including two parades of shops, a Post Office, several working farms, Blakemere Village, craft and leisure centre, a Dentist's Surgery, a GP Surgery and a Veterinary Practice. There are a number of Residential Care Homes in the village.

There are several Churches; Anglican, Methodist and Full Gospel and other buildings offering various forms of religious observance.

The village has sports grounds and playing fields, a bowling green, tennis courts, football field, three children's play areas and a community leisure facility. There is also a Golf Club.

Within the boundaries there are two primary schools (Cuddington Primary School and Sandiway Primary School). Secondary education is available at nearby Weaverham and Hartford, with Further Education in Hartford and Northwich.

We are a thriving community enjoying a variety of other amenities, including a very well equipped village community hall, two church halls, a residents clubhouse at Delamere Park and an excellent library.



There is ready access to numerous public rights of way including a section of the Whitegate Way, a 6 mile safe route created on an old railway track running between Cuddington and Winsford which was originally laid for the transport of salt. This can be accessed at various points in the village.

There are numerous local voluntary and community groups providing a wide range of social, craft, sporting and other activities for all ages.

3.0 Why Have a Village Plan

The Government in its National Planning Policy Framework (NPPF) encourages local communities to create their own Community development plans. Our Borough Council (Cheshire West & Chester) is currently producing a Local Plan which sets out the guidelines for the development of local communities over the next 15 years. Parish / Village Plans aim to give local communities greater involvement in deciding what they want to see happening in their Village over the short to medium term.

Our Village Plan aims to:

- Reflect the views of all sections of the community.
- Identify those aspects of the community which people value most.
- Identify any local problems and opportunities.
- Set out priorities for changes to meet the community's wishes.
- Prepare a plan of action for the next five years.
- Influence bids for funding for community projects.

The Village Plan is based on a survey of the community carried out by local volunteers (the Steering Group). The aim of the survey was to collect the views and opinions of the people who live and work in our community and from this information find out how the community sees itself developing over the next few years.

An action plan is then developed based on the community's views and their priorities.

4.0 Consultation Process



The village comprises three recognised areas – Cuddington, Delamere Park and Sandiway. The village has roughly 2,400 houses and 5,500 people - a significant proportion of whom work outside the village. The consultation process began with two public meetings. At the first of these, in February 2013, presentations were given by representatives of both Cheshire Community Action (CCA, a charitable organisation funded to support groups with Community led planning) and Cheshire West and Chester (CWaC). They explained the differences between Parish/ Village Plans and Neighbourhood Plans. Ideas on which issues could or should be included in more detailed consultation were canvassed and volunteers for the Steering Group identified. The second meeting reported back that the Parish Council based upon the enthusiasm of the local community expressed in the first meeting, would support a Village Plan and, subsequently,

a Neighbourhood Plan. Three members of the Parish Council were nominated to join the Steering Group. It was intended that the data gathered for the Village Plan would be used in part to support the generation of the Neighbourhood Plan. The issues for consultation were further reviewed.

At the third meeting the Village Plan Steering Group (VPSG) was set up on the basis of volunteers from the first two meetings. This Group has met approximately twice a month since that time. It was recognised at the start of the consultation process that face to face meetings between those involved in generating the Plan and all the village inhabitants could not be achieved. With this in mind, an initial Questionnaire was developed. This small leaflet (see Copy on the accompanying disc) explained what a Village Plan was and what the VPSG was doing. It included a tick list of topics – see below – that respondents might like to have in the main Survey that would follow. It also allowed space for any additional comments.

The topics suggested, and guide words added, were:

Traffic and Transport – how we drive in the village, access, public transport, etc.

Environment – historic conservation, green belt, flooding, etc.

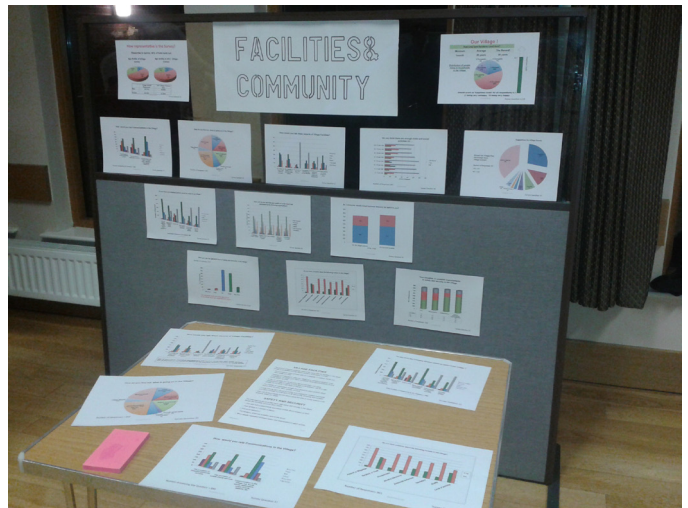
Facilities – for young people, family, retired, sports, shops, pubs, etc.

Community Spirit – village identity, organisations, etc.

Sustainability – energy transport, food, recycling, etc.

Business – local employment, variety, accessibility, etc.

Any other comments



Village Plan Public Meeting November 2014

Questionnaires were delivered to all houses in the village and collected at a series of collection points covering all areas of the village. There were 206 returned after a consultation period. While the response was disappointing, it was clear that responses supported the categories identified and an additional 255 comments were recorded. These were analysed and covered a very wide range. The issues that were mentioned most often were rebuilding of the Round Tower (which had recently been accidentally demolished), parking and housing development. Public 'drop in' meetings were held at various locations in the population centres to feed back the results of the initial Questionnaire. The comments

garnered at these events, together with the data from the Questionnaire, were used to generate a detailed Household Survey.

A 23 page Survey was produced and piloted by a limited number of testers. The Survey (see Copy on the attached CD) was aimed at households and offered the opportunity for people to indicate their opinion on a range of detailed specific issues and to comment on other topic areas.

A paper copy was put through the letterbox of every house in the village and the facility to fill in a copy online was provided. Once again roughly 2,400 copies were delivered and 917 responses were received – of which 888 were usable. While it had been thought that the Internet access would dominate the response, the majority of responses (79%) were on paper.

The data was analysed and the preliminary conclusions shared with the village at public meetings in the Village Hall, Delamere Park Clubhouse and the Library.



Village Plan stall at Gala

Table of Key Events in the VP Consultation Process

Date	Activity
Feb 2013	Public Meeting to initiate the Village Plan Development
Mar 2013	Public Meeting : Review of issues from Meeting 1; preliminary identification of possible topic areas
Jun 2013	Public Meeting :Presentation of Manley Parish Plan Experience; identification of volunteers for Steering Group(SG)
Nov 2013	Distribution of Initial Questionnaire, Poster campaign to advertise the Village Plan
Jan 2014	Based on results from initial Questionnaire Drop in session in the Library; St John's Church Hall; Focus Group discussion with the WI; with Schools on their involvement; Discussions with scout leaders; Bowls club focus group, Mother and Toddler club consulted
Feb 2014	Public drop in sessions at the Village Hall, Norley Road Shops, Delamere Park Clubhouse; Business Survey pilot launched
May 2014	Full Survey piloted; Schools surveys out to specific schools
June 2014	Full Survey distributed and internet access to Survey established. The majority were returned on paper which required more effort to process than originally anticipated. Poster and Banner campaign and Stall at Village Gala to maximise response to the Survey
Aug 2014	Village Plan Page created on The Village website
Sep 2014	Survey preliminary results shared at Drop-in sessions in the Library, the Village Hall and Delamere Park Clubhouse
Nov 2014	Special Edition of Round Tower delivered to every home providing a preliminary review of findings to the Public. Public meeting presenting preliminary results of the Survey in the Village Hall
Dec 2014	Awards for All Grant received
Jan to Jun 2015	Village Plan Update in The Round Tower every month
Jun 2015	Stall at Village Gala to advertise Village Plan launch, Poster Campaign SUMMARY VILLAGE PLAN DELIVERED TO EVERY HOME
Jul 2015	Launch of Village Plan
From Jul 2015	Implement the Village Plan recommendations See Action Ref 1.1

5.0 Village Plan Survey: Statistics

5.1 General Comments

A total of 888 usable responses were received, equating to a 36.8% response. This compares with an average for Cheshire West of 44%. The paper copies were entered by the VPSG into the on-line survey tool to provide a common analysis process. There were 4000 additional free format comments on the replies. Young People's and Primary School Surveys were designed and sent to the schools which had agreed to participate. The returns were 115 and 220 respectively for these Surveys. It is estimated that approximately 27% of the young people from the village attending secondary schools, and 72% of our primary school pupils responded to the Surveys.

5.2 Survey Statistics

Respondents time living in the village

Average	25 years
Maximum	90 years
Minimum	1 month

Happiness Index (1 very unhappy; 10 very happy)

Average over 869 responses	8.7
2% of respondents' scores were less than	5
Minimum score had 1% of respondents	
Maximum score had 42% of respondents	

Age Distribution

Age Group	Census 2011 (%)	Survey Result (%)
Less than 16*	16	17
Working Age	58	49
Over 65	26	34

*Assumes the Survey range 16 to 18 is split 50% child 50% working

As expected since the Survey was directed to householders the age distribution is biased towards the older end of the population.

Gender Distribution

	Census 2011	Survey result
% Male	48.5	49.7
% Female	51.5	50.3

Household Size

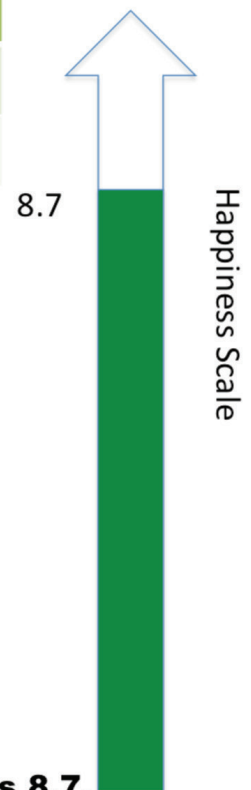
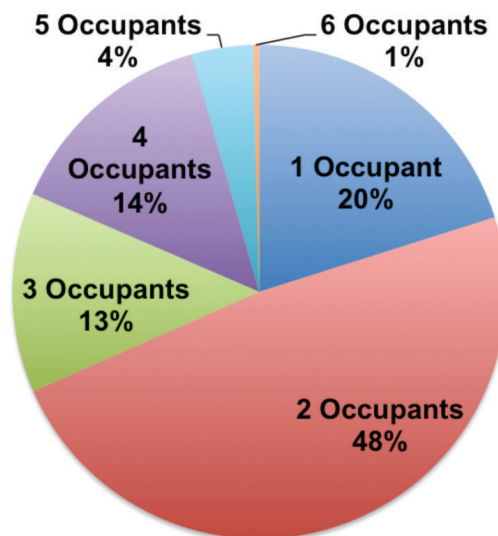
- 21% of respondents live alone
- 49% of respondents live in two person households
- 13% of respondents live in three person households
- 13% of respondents live in 4 person households
- 4% of respondents live in 5 person households
- 0.6% of respondents live in 6 person households

Our Village

How Long have Residents Lived Here?

Minimum	Average	The Record!
1month	25 years	90 years

Distribution of people living in households in the Village



**Overall score on 'happiness scale' for all respondents 8.7.
(1 being very unhappy; 10 being very happy)**

Some of the comments in this document refer to differences of opinion between areas. We were able to carry out this analysis because Household Survey respondents were asked to give their approximate location by their 'nearest landmark' which most did. This allowed us to filter the survey results by approximate location in the village.

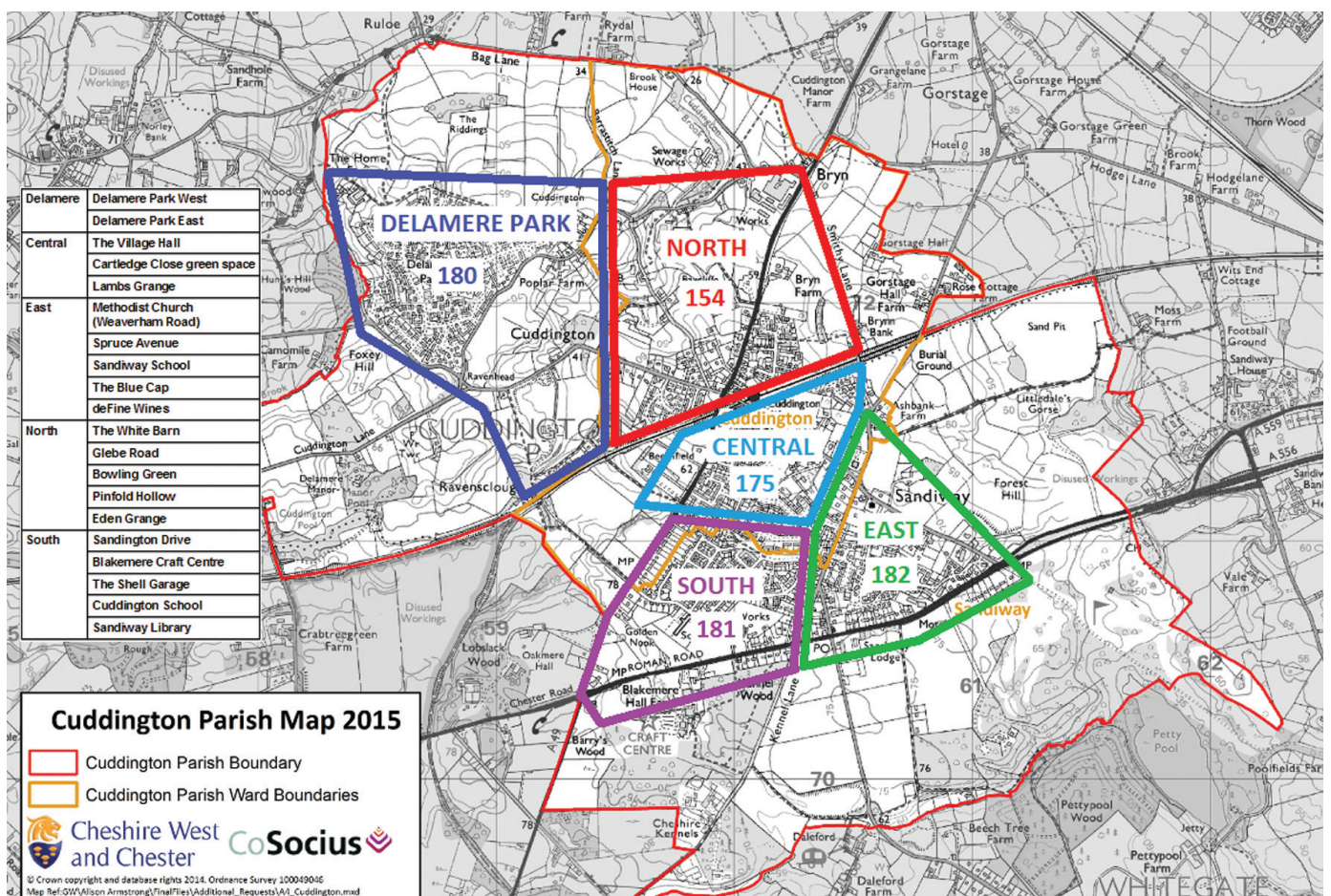
The Survey landmarks were then grouped into one of five areas, which are shown on the map. The areas were selected to give approximately equal numbers of respondents, but it should be noted that they do not have equal numbers of residents/households due to varying response rates. In particular, it does appear that south has a lower response rate than the other areas.

The survey results for each area were exported separately from the online survey system and are available on the CD accompanying this document.

5.3 Free Comment Section

The question asking for further points at the end of the Survey garnered 267 comments. A review of the issues raised reveals that those with significant support largely replicate issues already raised under other sections of the Survey. These are dealt with under the work on the appropriate section.

One unsolicited issue that has been raised throughout the Survey responses is the rebuilding of the Round Tower. Since the process to get the Round Tower rebuilt was already in train when the Survey was prepared, testing of opinion on this was not included. The Round Tower is being rebuilt as this report is being written so, although there was extensive support, the desire to see it rebuilt is not included as a finding from this Survey.



Village Plan Part 2 : Village Surveys

1.0 Traffic & Transport

1.1 General comments

According to the Community Profile for Cuddington 2013 published by Cheshire Community Action, over 90% of households in Cuddington had a car in 2011 and over 50% had more than one car. These figures were taken from the Office for National Statistics report "Rural and urban areas". Based on the statistics, at least 3685 cars were owned by village residents in 2011. Since then, as a result of new housing developments, the number of households has increased and so, it may be assumed, has the number of cars. National statistics indicate that car ownership has more than doubled over the last 40 years. Consequently, traffic movement has increased substantially throughout the village over recent years.

Two main roads serve the village, Warrington Road/Forest Road that form part of the A49 and Chester Road that forms part of the A556. The A49 runs roughly north/south and forms the western boundary of the main area of the village and the A556 runs roughly east/west forming the southern boundary of the main area. These two roads cross at the 'Shell' garage. This crossing is controlled by traffic lights. Access to Blakemere Village Craft Centre and The Blue Cap Hotel is from the A556.

Within the village, Weaverham Road / School Lane / Dalefords Lane, running roughly north / south, and Norley Road, running roughly east /west, form the main routes for local traffic. School Lane / Dalefords Lane crosses the A556 and Norley Road crosses the A49. Both these crossings are controlled by traffic lights. From its crossing with the A49, Norley Road continues westwards to Delamere Park which is approximately ¾ mile away.

The White Barn public house / restaurant is situated at one corner of the A49 and Norley Road with access to Cuddington railway station on an opposite corner. Norley Road also serves a small shopping parade, the Village Hall with playing field, St John's church and church hall, Sandiway school (at the corner of Norley Road and Weaverham Road) and Cuddington Bowling Club.

The other important roads within the village from a traffic point of view are Mere Lane and Ash Road that in effect link Weaverham Road and the A49. Mere Lane gives access to a parade of local shops, opposite which is the library, and Ash Road serves Cuddington School. Within the village the only roads served by a bus service are Weaverham Road, Ash Road and School Lane.

1.2 Parking

1.2.1 General comments

The main locations in the village which give rise to a need for parking are the shops in Mere lane and Norley Road, Cuddington and Sandiway schools, the Village Hall, the playing fields in both Norley Road and Weaverham Road and the library in Mere Lane, the railway station, the White Barn, The Blue Cap and St John's Church and Hall. The playing fields cater for a number of activities that can and do occur at the same time, especially at weekends and evenings, exacerbating the parking problems in that area.



Congestion at Mere Lane Shops

At Mere Lane there is a lay by for parking in front of the shops with space for 10 cars and there are car parks to the rear and east side of the library with spaces for 8 and 12 cars respectively. At the front of the Norley Road shops there is a lay by and service road, which provide parking for about 20 cars. Cuddington School has two small car parks with about 25 spaces mainly for the benefit of staff. Sandiway School also has its own car park with about 25 spaces, again mainly for the benefit of staff. In addition the school has the use of a car park, owned by the Parish Council, with some 40 spaces together with a drop off area; this car park also serves the Weaverham Road playing field. There is a car park with about 40 spaces at the Norley Road playing fields for the benefit of users of the playing fields and Village Hall. There is car parking for about 20 cars at St John's Church Hall and there is parking space about 20 cars at Cuddington Railway Station. In addition, the doctors' surgery and veterinary surgery in Weaverham Road each have small car parks for the use of patients. There are small forecourts for parking in front of the barber's shop in Norley Road and in front of the butcher's and Hair Studio in Warrington Road. De Fine Wine merchants in School Lane has a car park for customers. The White Barn and The Blue Cap have good-sized car parks for their customers. There is parking available at the Shell garage and The Blue Cap garage for customers. There is an unsurfaced parking area for about 10 cars in front of Cuddington Bowling Club. Blakemere Village has several ample car parking areas for the benefit of visitors. Outside the main village area, there is a car park at Delamere Park Club House and also at Sandiway Golf Club.

There are no parking restrictions on the village roads other than the normal restriction outside the schools.

1.2.2 Survey Responses

Table 1.2.2a

Do you think there is enough parking at:				
	No	Yes	No opinion	Total responses
The local shops	71%	27%	2%	876
The Village schools	38%	20%	42%	839
The Village streets	31%	49%	20%	828

Respondents to this question were asked “Is there any spot in the village where you think parking availability is a particular problem?” There were almost 600 comments. Nearly half of these referred to the Mere Lane shops; other locations mentioned were the Cuddington shops, School Lane, both schools, the Village Hall and playing fields, the doctors’ surgery in Weaverham Road and St John’s Church and Hall.

With regard to the schools, a majority of the comments make reference to Cuddington primary school where there is a shortage of off road parking space; the comments refer mainly to problems caused by parents parking on the road close to the school at start and finish times. However, Sandiway School attracts a number of similar comments despite its superior car parking provision.

Table 1.2.2b

Do you think parking in the village can be improved by:				
	No	Yes	No opinion	Total responses
Parking control measures	64%	26%	10%	811
More parking spaces	18%	76%	6%	855

There were some 300 comments made in response to this question. Not surprisingly, a large number of these relate to the Mere Lane shops and library and mainly suggest improving the layout of the existing parking areas, providing additional parking by reducing the width of the footpath in front of the Fir Lane shops, converting grass verges to parking bays, converting the green area to the west side of the library to a car park and extending the east side car park. Other suggestions included the introduction of limited waiting times and “No waiting” restrictions, a “round village” bus service, timed deliveries by large vehicles and persuading shop owners and their staff to park away from the shops.

Suggestions for improvement at the schools include providing additional car parking at Cuddington School on land adjacent to the canteen, using yellow lines to control parking outside schools and staggering school arrival and leaving times.

There was recognition from some respondents that problems are caused by careless and inconsiderate parking, for example:-

‘There are usually spaces (outside the Mere lane shops) but people park on the road reducing visibility’.

‘Parking by parents dropping off at school is dreadful – they have no consideration for residents’.

Also, throughout the survey there are complaints at the problems caused by parking on footpaths, particularly in Norley Road outside the Village Hall and the playing fields.

1.2.3 Conclusions from the responses

The main locations with parking problems are at the Sandiway shops and library, at Cuddington school and to a lesser extent Sandiway School at drop off and pick up times and at Norley Road playing fields at the time of special events such as the gala and when there are football matches. There were 52 comments referring to the problem caused by parking in School Lane.

It has to be accepted that at busy times some congestion at all these locations is inevitable, and that there is only limited space available to create additional parking space. However, it is clear that a majority of respondents would like to see improvements, particularly at Mere Lane and at Cuddington School and there is some space at these locations where additional parking could be provided; also there may be ways in which the existing spaces at Mere Lane can be better used. Elsewhere, there is probably not the space available to create additional parking; however, although a majority are against more parking control measures, in certain locations, and perhaps particularly at Mere Lane measures to limit parking time and prevent road side parking where it causes problems could be considered.

See Action Ref 1.2



Cuddington Shops



Mere Lane Shops

1.3 Traffic Management

1.3.1 General Comments

The A49 (Forest Road /Warrington Road) and the A556 (Chester Road) are busy thoroughfares throughout the day. It is not unusual for there to be more or less stationary traffic on the whole length of the A49 through the village due volume of traffic particularly when it used as an alternative route to the M6 and M56 motorways following an accident and when there is racing at Oulton Park.

Weaverham Road/School Lane are used as a through route by traffic to and from Winsford and can be busy at peak times. Cars are regularly parked in School Lane and this does slow traffic down. Norley Road also serves as a through route and the Norley Road/Weaverham Road crossroad, on one corner of which is Sandiway School, can be difficult to negotiate particularly at school start and finishing times.

1.3.2 Survey Responses

Table 1.3.2a

Please indicate your view of the following statements about traffic in the village:						
	Strongly disagree	Disagree	Agree	Strongly agree	No opinion	Total responses
Traffic speed is too high	4%	35%	33%	20%	8%	862
There is too much through traffic	2%	30%	34%	21%	12%	851
There are too many delivery vehicles	4%	47%	16%	7%	26%	849
There are not enough pedestrian crossings	3%	33%	37%	11%	16%	855
The condition of the roads is poor	1%	27%	38%	26%	8%	863
The provision for cyclists is inadequate	2%	14%	36%	22%	26%	851

Table 1.3.2b

Do you think traffic issues in the village would be improved by:						
	Strongly disagree	Disagree	Agree	Strongly agree	No opinion	Total responses
Reducing some speed limits	9%	33%	36%	18%	4%	854
Speed cameras being installed on some major roads	16%	36%	27%	15%	6%	865
Light up speed warning signs on major roads	4%	14%	50%	29%	3%	863
More random radar checks	16%	35%	30%	13%	6%	857
Better road marking and additional signs	5%	22%	49%	16%	8%	857
More traffic calming on village roads	23%	39%	22%	10%	6%	851
One way systems to control traffic flow	23%	39%	21%	9%	8%	858
Limiting car access to the village to specified times	43%	43%	4%	3%	7%	856
Introducing school 'walking buses' to reduce car use	3%	8%	38%	29%	22%	851
Better public transport to reduce car use	2%	12%	39%	35%	12%	863

A majority of respondents considers there is too much through traffic but the comments made do not suggest how a reduction can be achieved.

Although 53% of respondents think traffic speed in the village is too high a sizeable minority, 39%, think otherwise. From the comments made, the roads which give rise to most concern are:-

- (a) Norley Road, particularly from the White Barn to Delamere Park
- (b) Weaverham Road and School Lane
- (c) Forest Road and Warrington Road (A49)
- (d) Chester Road (A556)

53% of respondents are in favour of reducing some speed limits and from the comments there is support for a 30 mph restriction on Norley Road from the A49 to Delamere Park, for an extension of the 40 mph restriction on Forest Road up to the Shell garage and for the introduction of a 20 mph restriction on estates. However, some 60% of respondents are opposed to speed cameras being installed on major roads and to more random speed checks although a substantial minority (42% and 43% respectively) are in favour and from comments made there is support for the installation of red light cameras at the White Barn crossroads where 'amber gambling' is a regular occurrence. Almost 80% of respondents are in favour of light up speed warning signs being installed on major roads. 65% are also in favour of better road markings and additional signs. 74% are in favour of better public transport to reduce car use.

In the comments, there are several calls for the introduction of filtering at the traffic lights at the White Barn and Shell garage to make right turns at the former easier and to speed traffic flow through the latter.

About 60% of respondents are against both more traffic calming measures and the introduction of one-way systems to control traffic flow. However, from comments made, there is some limited support for modifying road priorities to keep through traffic out of the village and several comments support the introduction of a one-way system for Weaverham Road/School Lane.

Comments indicate that chicane priority systems would be a more acceptable form of traffic calming than speed bumps. 48% of respondents think there are not enough pedestrian crossings and in the young people's survey 68% said there are not enough. Suggested locations for additional crossings are on Norley Road close to the main entrance to the playing field and also opposite the shops, on Mere lane outside the library and on Ash road by the school.

64% of respondents think the condition of the roads is poor or very poor.

There are no cycle tracks in the village and this may explain why a number of respondents complain about cyclists using footpaths and why so few use a bicycle to get around the village (see next Section). 58% of respondents agree that the provision for cyclists is inadequate.



Congestion on the A49



Congestion on the A556

1.3.3 Conclusions from the responses

A majority of respondents are in favour of slowing down traffic through the village by introducing speed restrictions and also by extending speed restrictions on some roads. Also, a majority are in favour of the introduction of light up speed warning signs but are against the introduction of more traffic calming measures.

A majority of young people and a sizeable minority of adult respondents want additional pedestrian crossings.

A majority of respondents think that the provision for cyclists is inadequate.

A majority are in favour of better road markings. The comments received are not particularly helpful in indicating where or what improvements are needed. However, some existing markings need attention.

See Action Refs:

1.3.1; 1.3.2; 1.3.3; 1.3.4; 1.3.5; 1.3.8.

1.4 Public Transport - Buses

1.4.1 General Comments

By car and on foot are the main ways in which people get around the village; although bus and train services serve the village, the bus service is of very limited use for travel within the village.

There is a bus service for the village operated by G.H.A. Coaches with service nos 82 and 82B to and from Chester and Northwich. From Chester the 82 bus route enters the village from the A556 at the Shell garage into Forest Road, then turns right into Ash Road, right again into Mere Lane and then back to the A556 via Weaverham Road and School Lane. The service is half hourly from approx. 7.30am to 7.00pm during weekdays. Service 82B takes the same route but extends to Delamere Park twice daily on college days.

1.4.2 Survey Responses

Table 1.4.2 a

How do you get around within the village?						
	Daily	Weekly	Monthly	Rarely	Never	Total responses
Car	60%	25%	3%	10%	2%	837
Bus	1%	5%	5%	16%	73%	710
Taxi	0%	1%	2%	24%	73%	696
Bicycle	5%	12%	8%	22%	53%	725
On foot	50%	29%	5%	11%	5%	828
Motorbike/ scooter	1%	3%	1%	1%	94%	667
Mobility vehicle	1%	0.5%	0.2%	0.5%	98%	136

In the comments section to this question a number of Delamere Park residents also point out that there is no footpath along most of the length of Norley Road between the village and the estate so, for many, walking to the village is not an option.

Bus services

Table 1.4.2b

How often do you use the bus service?						
	Daily	Weekly	Monthly	Rarely	Never	Total responses
To/from Chester	0.34%	5%	12.5%	18.5%	64%	877
To/from Northwich	0.8%	6%	4%	21%	68%	874
To/from school	4%	0.25%	0.1%	1%	95%	816

Table 1.4.2c

Would you use any of the bus services more if they:	No	Yes	Total responses
Were more frequent?	50%	50%	682
Were cheaper?	59%	41%	622
Were more accessible?	53%	47%	676
Went to more destinations?	47%	53%	678
Were more reliable?	53%	47%	616

Over 60% of respondents never use the bus service and the numbers who use it regularly are quite small. 50% of respondents said they would use the services more if they were more frequent. Around half of respondents also said they would use the services more if they were cheaper, were more accessible, went to more destinations and were more reliable.

There were 159 comments about the bus services. 29 of these referred in some way to the paucity of the service to and from the Delamere Park estate. There were many comments referring to the fact that the service does not serve the Cuddington end of the village, including the station. There were several complaints about lack of information at bus stops.

1.4.3 Conclusions from the Responses

The existing bus services really only satisfactorily serve a quite limited area of the village and this is one, perhaps the main, reason why they are only used by a very small percentage of respondents. The results indicate that a substantial percentage of respondents would use the bus services more if they were more frequent, cheaper, more accessible, went to more destinations and were more reliable. Comments suggest that a good number of Delamere Park residents feel quite isolated due to the absence of a regular service. For people living on Delamere Park who want to make use of the village bus services, there is no obvious parking location other than adding to the problems at Mere Lane. In addition suggestions were made that a volunteer transport scheme would be beneficial. See also Section 3.1 below

See Action Refs: 1.4.1; 1.4.2; 1.4.3

1.5.2 Survey Responses

Table 1.5.2 a

How often do you use these train services?						
	Daily	Weekly	Monthly	Rarely	Never	Total responses
To/from Chester	0.2%	3%	17%	50%	30%	874
To/from Northwich	0.35%	2%	6%	33%	58%	854
To/from Manchester	1%	2%	16%	53%	28%	861
To/from school	1%	0.5%	0.1%	2%	97%	811

Table 1.5.2 b

Would you use the train services more if they were			
	No	Yes	Total responses
More frequent?	56%	44%	615
Cheaper?	47%	53%	630
More accessible?	70%	30%	574

The train services are also only used regularly by a fairly small percentage of respondents with over 80% saying they rarely or never use the services. 44% of respondents said they would use the services more if they were more frequent and faster, 53% would do so if they were cheaper and 30% would do so if they were more accessible.

There were 139 comments relating to the train services and the station. The commonest criticisms concerned the size of the car park, poor pedestrian access to the Chester bound platform, absence of disabled facilities both at the station and on the trains, the poor quality of rolling stock, poor lighting and lack of information at the station and reliability of the service.

1.5.3 Conclusions from the responses

The train and bus services both have relatively low usages.

1.5 Public Transport - Trains

1.5.1 General Comments

The train service is operated by Northern Rail and runs between Chester and Manchester stopping at a total of 15 stations including Northwich, Knutsford, Altrincham and Stockport. The journey time from Cuddington to Manchester is a little over an hour and to Chester about 20 minutes. During weekdays there is an hourly service to Chester from 7.22 am until soon after midnight, with extra trains at evening peak time. To Manchester the weekday service is approx. half hourly from 6.23am until 8.25am and thereafter hourly until 11.09pm. There are more or less hourly services to both Chester and Manchester on Saturdays and two hourly services on Sundays.

Some improvements to the facilities at Cuddington Station are in the pipeline, in particular the installation of real time train information, repair of the shelter on the Chester bound platform and the provision of a cycle shelter but there is, as yet, no timetable for this work.

The survey indicates that the services would attract more use if they were more frequent and faster. The existing rail franchise is due for review and it is possible that this may result in some improvement in these aspects of the services and possibly in the quality of rolling stock. The comments from the survey include criticism of certain features of the station itself. Some improvements are in the pipeline but more would be desirable.

See Action Ref: 1.5



Cuddington Station

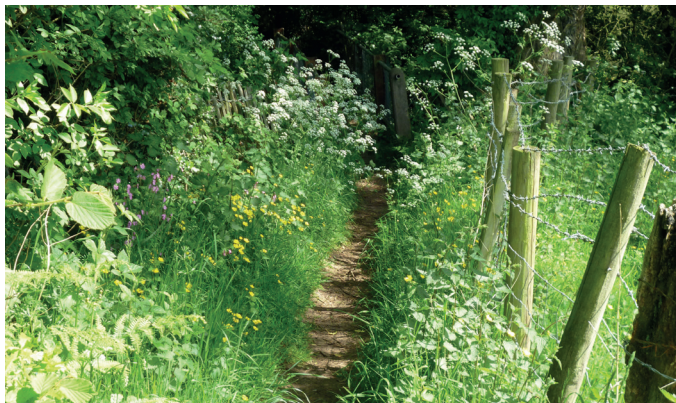
2.0 Environment

2.1 General comments

The original Questionnaire indicated that the village environment – both the rural features and the future housing developments – were of importance to the people of the village. The detailed Survey included three questions covering the general environment, specific issues, and possible improvements relating to the village environment. In addition two questions were asked about future housing developments within the village, and open questions were asked on village waste recycling and other sustainability issues.

Overall, there is no doubt that the majority find the village a pleasant place to live with the closeness of the countryside and the village green spaces and parks. This is underpinned by the result from the question which asked the respondents to quantify their feelings about living in the village. This gave an average score of 8.7 (1 very unhappy; 10 very happy).

There is strong support for the protection of green spaces and the Green Belt together with improving the village appearance. Suggestions include tree planting, planting more bulbs and flowers, protection of green areas, more conservation and special nature areas, conversion of green areas to wild flower meadows, etc.



The overwhelming opinion on further development within the village is that no further development should be allowed. This is based on a wide range of concerns: loss of village identity, lack of capacity of village facilities, limitations in the capacity of existing service infrastructure, lack of places to put more houses and the

requirement to complete the absorption of the existing major developments.

The questions on waste recycling established that the majority were satisfied with the existing service but identified several ways that the service could be improved.



The comments on the sustainability questions ranged across a wide area encompassing an energy vision (including energy generated by the village for the village), greening options like allotments, communal fruit and vegetable plots, suggestions that walking and cycling could be increased, and further expansion of the recycling facilities within the village.

The detailed findings, conclusions and recommendations for each section are given below.

2.2 General Aspects of the Environment

2.2.1 Introduction

Cuddington, Delamere Park and Sandiway are situated on an undulating plateau of sand where the ground rises from the Weaver Valley at the northern border of the Central Cheshire plain. While no specific archaeological finds have been recorded within the village boundaries, there is evidence to suggest that the area has been inhabited for thousands of years. Latest census data states that there are 2250 houses and 5335 inhabitants – this without including the completion of ongoing housing development schemes and those presently proposed. Both an overall and an area analysis have been undertaken and both sets of the results are in the data located in the Appendices on the CD

2.2.2 Survey Responses

Table 2.2.2

How would you rate these aspects of the Village Environment?						
Answer Options	Very Poor	Poor	OK	Good	Very Good	Total
Number and size of open spaces and parks	9	47	310	360	140	866
Easy access and closeness to the countryside	5	7	126	353	383	874
Provision and quality of outside leisure facilities	12	97	353	294	96	852
Provision and maintenance of footpaths and rights of way	47	158	397	203	50	855
Provision and maintenance of pavements	118	271	333	123	23	868

2.2.3 Conclusions from the Responses

- (a) There is a clear majority, (over 90%) who are satisfied with the number and size of open spaces and parks, and the closeness to the countryside.
- (b) While still a majority who are satisfied, the level of endorsement is slightly less (87%), for the provision and quality of outside leisure facilities and significantly less (76%) for the provision and maintenance of footpaths and rights of way.
- (c) The provision and maintenance of pavements is considered acceptable by 55% of respondents but there is a significant minority (45%) who find them unsatisfactory. The area analysis indicates South consider the pavements unsatisfactory (51% unacceptable/ 46% acceptable) while the other

areas are satisfactory. Pavement obstruction – by cars, hedges, trees, etc, – arises in the comments on several questions as do problems with pavement width e.g. along Norley Road from White Barn to Sandiway Manor, the absence of any safe pedestrian access between Delamere Park and Cuddington/ Sandiway, as well as surface irregularities e.g. the flags from Moss Lane to Sandiway shops, Mere and Fir Lane, and in the vicinity of the doctors. In addition a number of comments were made regarding safe access for prams and wheelchairs over uneven paving and around obstructions. Other pavement issues are failure to clean (leaves for example), failure to grit in the winter, and use of pavements by cyclists because of the lack of cycle paths.

See Action Refs 1.3.6, 1.3.7

2.3 Problems with the Environment

2.3.1 Survey Responses

Table 2.3.1

Please indicate your view of the following statements about the environment in the village:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
Noise levels are too high	63	471	125	44	160	863
There is too much litter	25	377	301	84	77	864
Dog fouling is a major problem	21	309	292	143	99	864
There is not enough hedge and tree trimming of public spaces	27	252	290	166	134	869
There is not enough grass cutting of public spaces and verges	32	340	260	120	120	872
Street lighting needs to be improved	37	452	182	66	123	860
Street cleaning needs to be more frequent	20	355	295	83	112	865
Surface Water drainage needs to be improved	18	281	275	141	147	862
Fly tipping is a problem	36	388	147	36	247	854
There are too many cars parked on grass verges	17	188	318	236	117	876
There are too many cars parked on kerbs and pavements	14	153	369	244	87	867
There is not enough gritting of pavements/roads in winter	22	190	327	242	82	863

2.3.2 Conclusions from Responses

- (a) The issue of too much litter is finely balanced overall with disagree (i.e. strongly disagree + disagree) being approximately 2% larger than agree (i.e. agree + strongly agree). This result is reflected in the area analysis where only Central clearly believes there to be a problem. The Youth Survey is more definitive where 60% of respondents thought there was a problem. Some comments suggest that shops and parks are primary problem areas.
- (b) 50% of respondents agree that there is a major problem with dog fouling while 38% disagree. All areas with the exception of North agree there is a problem. Comments suggest additional special bins, emptied regularly would be a satisfactory solution.
- (c) 52% of respondents agree there is not enough hedge and tree trimming while 32% disagree. In the comments from several different questions, obstruction of pavements by hedges and mature trees is identified as an issue leading to public safety implications as parents or carers with young children and push chairs, and the disabled are forced into the road to pass the obstruction.
- (d) 57% of respondents do not think street lighting needs to be improved while 29% think it does. While poor lighting appears to be the concern only of the minority, suggestions for improvement included better lighting in alleys between streets e.g. Ash Road/ Chester Road, Hadrian Way/ Chiltern Close, and cutting back trees/ hedges which obscure street lights or road signs.
- (e) 48% of respondents agree that surface water drainage needs to be improved while 35% disagree. This issue affects all areas.
- (f) 63% of responses agree there are too many cars parked on grass verges while 23% disagree. Sandiway shops,

Ash Road, School Lane (actually a parking rather than a verge problem), and Blake Lane are areas mentioned most often. Suggested solutions range from covering grass verges with tarmac, through reducing verge sizes to provide extra parking, to running a bus to Delamere Park.

- (g) 71% of responses agree there are too many parked cars on kerbs and pavements while 19 % disagree. Obstruction of dropped curbs, bus stops, and pavements are identified as issues with public safety implications.
- (h) 66% of respondents agree that there is not enough gritting of roads and pavements in the winter, while 25% disagree. The comments note that it can be literally impossible to get off the estates because side roads and pavements are never gritted. Particular problem areas were identified as Moss Lane, Poplar Close, Trickett Lane, East Lane, Hadrian Way, the Dell and the Chines as well as school car parks. One solution proposed is additional grit bins in sensitive locations.

See Action Ref: 2.1.1



2.4 Ideas for Improving the Environment

2.4.1 Survey Responses

Table 2.4.1

Do you think the village environment would be improved by:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
More tree planting	21	223	381	102	117	844
More bulbs and flowers	8	77	538	178	61	862
Protection of green spaces	6	26	439	367	33	871
More conservation/special nature areas	5	80	419	249	102	855
Resisting developments in Green Belt and Countryside areas	13	31	205	597	20	866

2.4.2 Conclusions from the Responses

- (a) 57% of respondents agree with more tree planting while 29% disagree. The comments note that tree planting should take into consideration “through life” maintenance and upkeep. It is also suggested that care is required when planting trees in (or close to) pavements since the tree, once fully mature, could obstruct or partially obstruct the pavement. It is noted that such issues can be resolved by discussion with the existing village tree wardens.
- (b) 83% of respondents agree with planting more bulbs and flowers to improve the village environment while 10% disagree.
- (c) 92% of respondents agreed that protection of green spaces would improve the village environment.
- (d) 78% of respondents agreed that more conservation and special nature areas would improve the village environment while 10% disagreed. Suggestions covered a wide range from conversion of green spaces to wild flower meadows (which would also reduce mowing costs), through planting of flowers around the rebuilt Round Tower, involving schools in planting and maintaining trees, shrubs, flowers, etc, to improving signage and maintenance of public footpaths. Concern was expressed about the movement of woodlands into private hands and the subsequent loss of public footpaths because of poor

maintenance.

- (e) 93% of respondents agree that development in Green Belt and Countryside areas should be resisted while 5% disagree. The number of responses in the strongly agree category is of particular note. Although we did not expect comments on the topic as part of this question, 29% of the comments dealt with the requirement to restrict further development within the village – perhaps best summarised as ‘no more houses’. Other relevant comments asked for improved control of planning applications and the use of infill or brown field sites for development.

See Action Ref: 2.1.2

2.5 Housing & Development

2.5.1 Introduction

Based on the latest census (2011) and subsequent developments there are now over 2400 houses in the village. Eden Grange and the Forest Edge developments are proceeding apace. A proposed development south of the A556 has been rejected but is still being pursued, and further proposals are known to be in the pipeline. The original Questionnaire indicated that there were issues associated with increasing village population so the detailed Survey undertook to explore opinion on further housing development.

2.5.2 Survey Results –More Development

Table 2.5.2

Do you think there should be more residential development in the village:					
Strongly Against	Against	In Favour	Strongly in Favour	No Opinion	Total
482	250	70	5	42	849

2.5.3 Conclusions from Responses

86% of respondents are against further residential development in the village. Just over 50% of the comments associated with this section expressed the view that no more developments should be permitted.

The reasons given are loss of village identity; villages becoming a town; lack of facilities now with regard to school places, doctors, dentists; concerns about the capability of infrastructure/ utilities; the requirement to let existing developments bed in; and a lack of places to put houses.

2.5.4 Survey Responses – Type of Development

Table 2.5.4

If there were to be more developments within the village please indicate what sort of development you would prefer:				
Answer Options	Infill (1 to 5 houses)	Small (6 to 20 houses)	Large (more than 20 houses)	Total
Luxury Housing	242	65	16	323
Affordable Housing	208	183	40	431
Mixed Housing	209	165	27	401
Retirement housing	229	215	37	481
Rentable Housing	178	139	18	335
Housing for people with disabilities	245	157	14	416
Other	23	8	3	34

2.5.5 Conclusions from Responses

- (a) The Village Plan has not addressed development and planning issues in great detail. This will be the main focus of the Neighbourhood Plan project which is being set up by the Parish Council. These responses will inform the Neighbourhood Plan. Approximately 70% of respondents answered this question.
- (b) From these responses and the response pattern it is difficult to pick out a clear preference for the type of houses to be built from the numerical data. There was a clear preference for affordable housing for the young. For the elderly, there was support for both housing and flats with warden accommodation.
- (c) The numerical data indicates that, if there has to be development, infill or small developments are favoured. The number of respondents in favour of large developments never exceeds 10% of the total respondents in any category of housing.

See Action Ref: 2.2

2.6 Sustainability

2.6.1 Introduction

It was apparent from the responses to the initial Questionnaire (and the subsequent discussions during the generation of the final Survey) that ‘Sustainability’ is interpreted in different ways by different people. It was therefore decided to include two questions on perhaps a more conventional interpretation, i.e. waste recycling and energy saving, and an open question allowing respondents to make suggestions. However, in addition to the comments under the open question, the question on waste recycling generated 207 comments - giving rise to 326 comments in all. Since multiple comments were possible on a single form it should be recognised that these comments are the views of a minority of the respondents to the survey. The main issues are summarised below.

2.6.2 Survey Responses –Waste Collection

Table 2.6.2

Are you satisfied with the waste recycling collection system in the village:		
No	Yes	Total
124	742	866

2.6.3 Conclusions from Responses

- (a) 86% of respondents are satisfied with the existing waste recycling system – a substantial majority.

Issues with the most support arising from comments are summarised here:

- (b) Improvements:

Weekly bin collection all year round for the black bin and in the summer for the green bin, free larger item collection either bi-annually or on a bookable basis, and larger green bins for combined garden and food waste.

For the collection process itself, improvements suggested were:

- returning the boxes and bins to where they were found
 - eliminating the level of litter left after waste collection,
 - ensuring that sharp items (like glass and tin lids) are not dropped
 - the stacking of empty boxes separately (difficult for the elderly to prise apart)
- (c) Simplification: change the green and red boxes (considered either too small for families or too heavy for the elderly) to a single recycle wheelie bin – as is done elsewhere.
- (d) Extension: widen the scope of the recycle system by including a greater range of plastics (e.g. black plastic, plastic packaging, plastic bags, etc), provision of advice on disposal of partly filled containers (paint, polish, creams, etc), and reintroduction of nappy/ incontinence pad/ sanitary products recycle. Village facilities are suggested for paper recycling, a clothes bank, can containers and possibly for the recycle of wood, stone, top soil, gravel, cardboard, electrical goods, metal, furniture together with a community skip.

2.6.4 Survey Responses - Reducing Energy Costs

Table 2.6.4

Do you think you would benefit from advice and support from within the village on how to reduce your energy costs:		
No	Yes	Total
593	264	857

2.6.5 Conclusion from the Response

69% of respondents said they would not benefit from advice and support from within the village to reduce energy costs.

2.6.6 Survey Responses - Ideas on Sustainability

Table 2.6.6

Are there any other issues about Sustainability that you think we should have included. Please add up to 3 below:
This question generated 119 comments. They covered green issues, energy policy suggestions and waste recycle proposals – the waste recycle proposals are included in the responses to the question above. The ideas are briefly summarised below.
a) Green Issues: communal vegetable/ fruit plots, communal composting, allotments, the preservation of green areas including hedges and trees and turning green areas into to wild flower meadows to facilitate wild life and reduce mowing costs. Other ideas include liaising with Local Authority to procure water butts and compost bins, reducing car usage by car sharing and improving village public transport, improving cycle paths and provision (like racks), encouraging home working, and encouraging walking by improving pavements.
(b) Energy Issues: setting up a group for bulk purchase of coal/ gas/ electricity/ oil for the village, generating a village vision for Solar or Wind energy (energy generation by the village for the village) including assistance with solar panel procurement, replacing existing street lighting with LED bulbs, and reducing street light/ road sign intensity or shutting it down completely from midnight to 05.00.

See Action Refs: 2.3, 2.4



Volunteers Planting Flowers at Cuddington Station



Solar Panel Array - Sandiway
Photo Courtesy of Stuart Middleton

3.0 Facilities and Community

3.1 Welfare Facilities

3.1.1 Introduction

At present there is a doctor's Surgery in the village. This is part of the Danebridge Medical Centre in Northwich and patients registered with this practice can attend the main centre in Northwich which is 5.3 miles away, Kingsmead Surgery which is 4.3 miles away or Sandiway Surgery in the village. Sandiway surgery has three consulting

rooms and a nurse's room and current opening hours are Monday-Friday; 08.30-1300.

There is a Dental Practice in the village which has two dentists and takes National Health patients.

Social Care Services are provided from Northwich or other centres outside the village.

There are two primary schools in the village and both have before and after school care and a nursery on the premises.

3.1.2 Survey Responses

Table 3.1.2 a

How would you rate these aspects of the Village Facilities?							
Answer Options	Very Poor	Poor	OK	Good	Very Good	No Opinion	Response Count
The availability of medical, dental and other health services	36	183	324	211	105	24	883
The provision of Social Care Services	13	78	96	35	7	621	850
The provision of pre-school and primary education	0	11	133	202	131	386	863
Provision of social and leisure facilities for children and young people	26	158	196	138	53	296	867
Provision of social and leisure facilities for adults	26	153	340	170	57	122	868

Table 3.1.2 b

Do you think the Village Plan should encourage the following in the village:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
Voluntary services within the village eg. for gardening, shopping, lifts to doctors & hospitals, etc.	2	23	525	187	128	865
Advice about benefits or similar matters	20	80	382	100	261	843
A food bank	104	208	168	27	334	841
More support for isolated individuals	4	12	524	179	135	854
Transport for pre and after school activities	26	100	216	74	419	835
Parental support groups	9	49	255	56	462	831

3.1.3 Conclusions from the responses

The majority of people generally seem to be happy with the facilities in the village, but a substantial minority raised concerns about some services.

- About 25% were unhappy with the availability of medical, dental and other health services with many wanting longer opening hours at Sandiway Surgery.
- There seems to be quite a lot of support for more or better welfare services within the village.
- 82% (over 700) agree with having more support for isolated individuals and more voluntary services such as for gardening, shopping, lifts to doctors & hospitals or the Village Hall.
- 57% (about 480) wanted advice about benefits or similar matters.
- About 300 respondents agreed with more transport for pre and after school activities and parental support groups.
- In the associated comments suggestions include 'Rent a Nan' scheme, Befriending Service, Meet & Chat Groups for elderly, a 'Free help' board in the library, use of the Village Hall as meeting place for elderly, a social meeting place and more accessible after school activities.

See Action Refs: 3.2.1; 3.2.2 ; 1.4.3

3.2 Leisure Facilities

3.2.1 Introduction

There are a number of locations which provide leisure facilities in the village.

There is a village hall which has a full and varied programme of privately run classes and activities as well as some public events put on by the hall committee.

St John's parish church also has a hall and they have a programme of social activities. In addition there are three other churches in the village that host events.

There is a Scout Hall which runs Beavers, Cubs and Scouts and a Youth Club with its own premises. This is currently open once a week as leaders cannot be found to open it more often.

There are two pubs in the village, offering food and themed nights, e.g. quizzes; music.

There is a library, and events are regularly put on here along with activities for all ages, e.g. storytime, reading groups.

Active leisure is provided by the Playing Field which has a children's playground, basketball hoop and football pitches. There are two more playgrounds for children up to the age of 8 years, one on Boundary Lane and the other in Delamere Park. There is a separate Multi Use Games Area for all ages.

There is a Tennis Club and a Bowls Club both of which require membership.

3.2.2 Survey Responses

Table 3.2.2a

Do you think there are enough clubs and social activities for:				
Answer Options	No	Yes	No Opinion	Response Count
0 – 5 year olds	52	167	592	811
6 – 11 year olds	86	183	546	815
12 – 18 year olds	188	98	525	811
19 – 30 year olds	125	87	583	795
31 – 45 year olds	113	162	512	787
45 – 64 year olds	103	225	459	787
65 – 75 year olds	112	236	449	797
Over 75 year olds	106	183	489	778

Table 3.2.2 b

Should the Village Plan encourage more general village events eg galas, fairs, dances, concerts, etc?			
Answer Options	No	Yes	Response Count
	318	473	791

Table 3.2.2 c

How would you rate these aspects of the Village Facilities?							
Answer Options	Very Poor	Poor	OK	Good	Very Good	No Opinion	Response Count
The number and range of local shops and businesses	12	55	345	306	164	1	883
The provision of broadband/ internet services	123	214	272	100	33	124	866
The provision of mobile phone services	115	190	313	93	21	129	861
Communication in the village, e.g. Social media, newsletters, notice boards, website, etc	8	67	373	277	107	39	871

3.2.3 Conclusions from the responses

In most age groups a clear majority considered there were enough clubs and social activities at present. Two groups did not – 12-18 years and 19-30 years, with the younger group being less satisfied.

From the comments the following suggestions were most frequently raised:

- Facilities for more sports.
- Youth Club (or better/bigger YC).
- Skate/BMX facility.
- Requests for ways for elderly people to get out to socialise. These ranged from just a coffee and chat to activities such as walking groups.
- The need for a meeting place.

It should be noted that the most popular of the above suggestions was the Youth Club with 19 comments.

A separate survey question asked whether there should be more general village events such as galas, fairs, dances, concerts, etc. 60% of respondents said Yes.

Of the comments made 27% (101) supported concerts (pop, classical, jazz) and suggested locations such as St John’s church, Kennel Lane quarry, the Playing Field and The Forest (Delamere?). There was also support for organised trips to concerts elsewhere.

Another 12% (45) supported fairs with suggestions for food, craft, fun, medieval, book, plant, antique and country/village.

30 people (8%) made comments in support of dancing events with suggestions including Line dancing, Country/ Barn/Ceildh dances, Tea dances, Evening or Ballroom dances and Dance lessons.

See Action Refs: 3.4

GALA DAY



One area with significant dissatisfaction is electronic communications with 39% unhappy with the provision of broadband/internet services and 35% concerned about mobile phone services, mainly poor mobile phone signal.

General communications within the village were considered good by most respondents but improvements could be made in places like the website. There were some comments that people don’t know what activities are available, though what type of notification they would like is not clear.

See Action Refs: 3.1.1; 3.1.2

3.3 Safety & Security

3.3.1 Introduction

There is a Police Community Support Officer who is in the village regularly. He holds a Beat Meeting once a month in the library where residents can go along and discuss any issues that concern them.

We are in the Frodsham part of the Western Rural Area of the Cheshire Constabulary, controlled by Frodsham Police Station, which is 8 miles away and approximately 16 minutes by car. It is open between 10.00 and 14.00 hrs from Monday to Saturday.

3.3.2 Survey Responses

Table 3.3.2 a

How would you rate the general level of safety and security in the village?						
Answer Options	Very Poor	Poor	OK	Good	Very Good	Response Count
	5	29	375	327	91	827

Table 3.3.2 b

Do you have concerns about the following matters in the village?			
Answer Options	No	Yes	Response Count
Assault or Muggings	749	54	803
Burglary or Theft	400	433	833
Drunkenness	676	118	794
Abusive behaviour	681	111	792
Antisocial behaviour	557	245	802
Vandalism	575	230	805
Graffiti	670	121	791
Level of policing	465	344	809

Table 3.3.2 c

Do you think that safety and security in the village would be improved by:				
Answer Options	No	Yes	No Opinion	Response Count
CCTV	329	351	137	817
Improved lighting	273	392	151	816
Increased Policing	147	573	119	839
Increased Neighbourhood Watch participation	105	612	122	839

3.3.3 Conclusions from the responses

Only 4% said that Safety and Security were poor but there still seem to be some things that worry a significant number of people.

52% (433) are concerned about burglary or theft and 42% (344) about the level of policing.

Antisocial behaviour and vandalism were flagged by about 30% (~240) of respondents.

Comments were mainly regarding not enough policing or police presence and youths on the streets.

Geographical analysis shows that the Central area of the village has a somewhat greater concern about the various antisocial behaviours and level of policing and a markedly higher level of concern about burglary or theft. (The Central area includes the Cuddington and Sandiway shop areas at its north and south extents.)

Areas and times in the village where people feel unsafe

Four categories gained more than 10% of 155 replies to this question.

- After Dark, Weekends / Evenings – 30%. Most comments referred to ‘dark’ areas of the village, being poorly lit or no lighting at all, including footpaths and alleyways.
- Outside shops – 20%. Not enough light at night and the presence of young people hanging around.

- Loitering, anti-social behaviour, ‘persons gathering’ – 13.5%. Boundary Lane Green and Norley Road play areas, shops, and the car park next to Sandiway School.
- 30% said there were no areas in which they felt unsafe.

There is obviously some overlap with these as the ‘shops’ category is also one of the lighting and loitering categories.

Improving safety and security in the village

Of the specific suggestions listed in the survey the following had majority support:

- Improved lighting (48% Yes, 33% No). Various locations were mentioned in the comments and can probably be summarised as the various cut-through paths and alleyways around the village, the Train station and the MUGA.
- Increased Policing (68% Yes, 17% No). Comments suggest incidents be reported in a monthly newsletter (RT?), having a dedicated police officer, more patrols both regular and random, day and night, and more visible.
- Increased Neighbourhood Watch participation (73% Yes, 12% No). Comments suggest that Neighbourhood Watch is somewhat inactive at present.

See Action Refs: 3.5.1; 3.5.2; 3.5.3

4.0 Young People

4.1 Introduction

The young people in the village were surveyed via the high schools they attend. All schools attended by students between the ages of 11 and 18 from the village were contacted, and provided with a Young People's Survey (see Copy of survey in Appendices on the CD) to pass on to these students. The schools were very positive about assisting us in this. In total we received back 115 responses, approximately 27% of our youth population, equally balanced between male and female respondents. 62% of responses were from the 13-15 age group, only 4% were from the 16-18 age group. Respondents were students at Weaverham High School (78%); St Nicholas High School (17%) and the Grange High School (5%) reflecting the fact that Weaverham is the main feeder high school for our community.

4.2 Communications

4.2.1 Introduction

Perhaps unsurprisingly the young people in the village rely heavily on informal means of communication. 90% get to know what is happening by talking to friends and word of mouth. Text, email, Facebook and similar media are also significant means of communication used by this age group. The Round Tower newsletter is also used by the young people (30%), to find out what is going on.

4.2.2 Survey Responses

Table 4.2.2

How do you find out about what is going on in the village and surrounding areas? <i>Please tick any that apply</i>		
Answer Options	Response Percent	Response Count
Sports club	13.4%	15
Round Tower newsletter	26.8%	30
Scouts/Guides	10.7%	12
Text	21.4%	24
Internet/e-mail/Facebook	26.8%	30
Chatting to Friends	70.5%	79
Local radio	5.4%	6
Noticeboard	12.5%	14
Word of Mouth	22.3%	25
Newspaper	22.3%	25
School	38.4%	43
Other	6.3%	7

4.2.3 Conclusions from the responses

Given the reliance on word of mouth and modern forms of e-communication, the village activities should be

advertised using Facebook, Twitter etc and the village website.

See Action Refs: 3.1.1: 3.1.2

4.3 Leisure Facilities

4.3.1 Introduction

Given the age profile of the village there is a bias towards catering for leisure facilities for the more mature population. The Young People's Survey gave a chance for younger people to express their views on leisure facilities.

The greatest majority of the young people who responded, spend their time in informal social activities, for example, hanging out with friends or with family. Over 50% of respondents play sport and/or belong to a sports club. 25% of respondents belong to a football club and 20% to a tennis club. 20% of the young people are members of the local library. Relatively few are members of scouts and guides troops or Youth club members (around 10% in total)

When asked to choose from a list, what activities would be supported if they were available in the village, the most popular choice (over 50%) was a swimming pool, with a similar number interested in a skateboard/BMX facility. Significant numbers, between 20% and 30%, would support dancing and keep fit classes, a tennis club, badminton, a drama group, an Art group and a Youth Club.

4.3.2 Survey Responses

Table 4.3.2 a

How do you spend your spare time? <i>Please tick any that apply</i>		
Answer Options	Response Percent	Response Count
Hanging out with friends	73.5%	83
Go to friends' houses	63.7%	72
Watching TV	61.1%	69
Spending time with family	59.3%	67
Sports Club/playing sports	58.4%	66
E-mail/texting/Internet	57.5%	65
Music	49.6%	56
Games console	38.1%	43
Facebook/Twitter	38.1%	43
Reading	26.5%	30
Cycling	24.8%	28
Skateboarding	19.5%	22
Scouts/Guides	10.6%	12
Other	10.5% in total	11

Table 4.3.2 b

If more clubs/activities were available in the village, which would you come to? <i>Please tick any that apply</i>		
Answer Options	Response Percent	Response Count
Swimming pool	55.3%	57
Skateboarding park	35.0%	36
Dancing/keep fit classes	29.1%	30
Tennis club	28.2%	29
Youth club	24.3%	25
Drama /Theatre Group	23.3%	24
Art club	22.3%	23
BMX Circuit	22.3%	23
Badminton club	21.4%	22
Mountain biking club	18.4%	19
Basketball club	18.4%	19
Netball club	16.5%	17
Music club	15.5%	16
Village Cricket club	15.5%	16
Judo/Self Defence	13.6%	14
Road cycling club	12.6%	13
Other activities eg : Rugby Club, Book Club, Wildlife club, gardening club etc	30.1% in total	31

Table 4.3.2 c

Which of the following clubs in Cuddington, Delamere Park & Sandiway do you attend/are a member of? <i>Please tick any that apply</i>		
Answer Options	Response Percent	Response Count
Guides	7.9%	5
Football	41.3%	26
Youth Club	12.7%	8
Library	36.5%	23
Tennis Club	36.5%	23
Scouts	7.9%	5
Other	17.5%	11

4.3.3 Conclusions from the responses

There is a high level of interest in developing a Skate park/ BMX facility for the village.

There is significant interest in developing additional sports and other active undertakings in the village for young people.

A number of the activities, which the young people would support, already exist in the village. The Survey has not been able to assess why they are being asked for but not accessed. It could be that there are barriers to this and perhaps that young people are not aware of what is available.

See Action Refs: 3.4



Tae Kwon Do demonstration and Quicksteps Dancers on the Gala Day



4.4 Traffic & Transport

4.4.1 Introduction

As one might expect, the main mode of transport employed by the young people in the village, 'to see friends', is largely on foot (65%). Given the dependence on walking around the village 68% of respondents think there are not enough pedestrian crossings, an issue which was barely recognised in the Household Survey.

68% of respondents would use cycle tracks and racks if they were available. In addition specific comments were made on the need for a safe pedestrian route from Delamere Park through to the main part of the village.

On traffic, 68% would favour light up speed warning signs on main roads with well over 50% favouring more speed cameras on major roads and better road markings and speed limit repeater, but 62% of respondents were against limiting car access to the village to specific times.

85% of respondents agreed that there were too many cars being parked on pavements and grass verges around the village.

79% of the young people, who responded, use the contracted bus service to school on a daily basis. Fewer

than 25 % of respondents use the train on a monthly or more frequent basis.

4.4.2 Survey Responses- Traffic

Table 4.4.2 a

How do you usually travel to see friends or to take part in activities? <i>Please tick the most usual mode</i>		
Answer Options	Response Percent	Response Count
Walk	64.9%	72
Cycle	9.9%	11
Car	11.7%	13
Bus	0.0%	0
Motorbike/scooter	0.0%	0
Train	2.7%	3
Taxi	0.0%	0
Lifts from family or friends	10.8%	12

Table 4.4.2 b

Please indicate your view of the following statements about traffic in the village:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
Traffic speed is too high	7	36	29	10	27	109
There is too much through traffic	10	39	35	2	23	109
There are too many delivery vehicles	12	52	19	2	25	110
There are not enough pedestrian crossings	4	21	55	20	10	110
The condition of roads is poor	7	41	34	14	15	111
The provision for cyclists is inadequate	2	18	37	17	33	107
If there were cycle tracks & racks in the village I would use them	5	9	46	29	21	110

Table 4.4.2 c

Do you think traffic issues in the village would be improved by:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
Reducing some speed limits eg from 30 to 20mph	14	35	29	7	24	109
Speed cameras being installed on major roads	10	20	41	18	22	111
Light up speed warning signs being installed on major roads	2	14	55	18	19	108
More random radar checks	9	31	31	5	33	109
Better road markings and additional signs e.g. speed limit repeaters	2	19	52	15	20	108

Do you think traffic issues in the village would be improved by:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
More traffic calming on village roads	2	20	44	11	31	108
One way systems to control traffic flow	26	29	18	5	30	108
Limiting car access to the village to specified times	27	40	12	1	28	108
Better public transport to reduce car use	11	23	32	22	20	108
Introducing School 'walking-buses' to reduce car use	12	23	30	11	32	108

4.4.3 Conclusions from the responses

The young people, since they are largely pedestrians in the village, have highlighted issues, which do not come to the fore in the Household Survey.

There is significant support for better traffic management along the roads in the village.

The young people are in favour of more pedestrian

crossings and the provision of a safe footpath from Delamere Park to the rest of the village.

There is a very high level of comments about vehicles being parked on pavements and grass verges.

There needs to be better provision around the village for cyclists.

See Action Refs: 1.2; 1.3.1; 1.3.4; 1.3.7

4.4.4 Survey Responses- Transport

Table 4.4.4 a

How often do you use the bus services?						
Answer Options	Daily	Weekly	Monthly	Rarely	Never	Response Count
To/From Chester	0	1	16	36	51	104
To/From Northwich	1	2	7	34	56	100
To School	85	5	1	4	13	108

Table 4.4.4 b

If the answer to the previous question is mainly Never, would you use any of the services more if they:			
Answer Options	No	Yes	Response Count
Were more frequent	38	36	74
Were cheaper	26	58	84
Were more accessible	34	44	78
Were more reliable	34	46	80
Went to more destinations	28	49	77

Table 4.4.4 c

How often do you use these train services?						
Answer Options	Daily	Weekly	Monthly	Rarely	Never	Response Count
To/From Chester	0	8	27	40	32	107
To/From Northwich	0	8	10	30	55	103
To/From Manchester	0	1	23	35	42	101
To/From School	9	0	0	10	84	103

Table 4.4.4 d

If the answer to the above question is mainly Never, would you use any of the services more if the trains:			
Answer Options	No	Yes	Response Count
Were more frequent	46	30	76
Were cheaper	35	50	85
Were more accessible	38	39	77
Were faster	35	40	75

4.4.5 Conclusions from the responses

As expected a very large number of young people rely on the daily contracted bus service to school. However, at other times there appears to be very little usage of public transport. Roughly half of respondents who never use the train would do so if they were more frequent, cheaper, more accessible. Rather more respondents, 60%, would use buses if the service and costs were improved.

See Action Ref: 1.4.1

4.5 Environment

4.5.1 Introduction

There was a very significant response to the question asked on the environment. Over 90% of the young people responding felt that there should be more planting of trees and flowers around the village. 60 % of respondents consider there is too much litter and insufficient street cleaning.

4.5.2 Survey Responses - Environment

Table 4.5.2

Please indicate your view of the following statements about the environment in the village:						
Answer Options	Strongly Disagree	Disagree	Agree	Strongly Agree	No Opinion	Response Count
Noise levels are too high	22	58	12	3	13	108
There is too much litter	5	26	57	12	6	106
Dog fouling is a major problem	4	40	41	17	6	108
Fly tipping is a problem	14	48	15	0	29	106
There are too many cars on pavements and grass verges	14	53	93	23	30	213 *
Street lighting needs to be improved	5	34	47	11	9	106
Street cleaning needs to be more frequent	5	27	52	12	10	106
More trees and flowers to be planted	9	34	109	39	24	215 *
More conservation / special nature areas need to be created	5	24	39	17	22	107
There are not enough shops selling things that I want	7	27	38	19	13	104
Answered question						109

* The results from two questions on very similar topics have been aggregated for these two response groups

4.5.3 Conclusions from the Responses

The young people who responded value the village environment and would like that to be sustained with improvements to the existing green space.

A significant number of the young people who responded are dissatisfied with the general cleanliness of village streets.

See Action Refs: 2.1.1; 2.1.2

4.6 General Comments - Living in The Village

4.6.1 Introduction

There were some general questions in the young people's Survey on their level of happiness with the village and its facilities, and also to establish their interest in being involved in village improvements.

4.6.2 Survey Responses – Living in the Village

Table 4.6.2 a

What do you like best about living in Cuddington, Delamere Park and Sandiway	
Suggestions made	Number of Responses
Friendly People	34
Quiet & Peaceful Village	33
Outdoor Pursuits	21
Park	9
Shops	4
Delamere Park	2
Answered question	103
skipped question	11

Table 4.6.2 b

What would you most like to change about living in the Village	
Answer Options	Response Count
More Recreation Facilities	27
Skate Park	14
Traffic Improvements	11
Less Litter & Dog Fouling	9
More Shops	8
Better Transport	6
More Green Space	3
Other	10
Answered question	93
Skipped question	21

Table 4.6.2 c

Would you like to be part of a group of young people who could make changes happen in the Village?		
Answer Options	Response Percent	Response Count
Yes	21.9%	23
No	78.1%	82
If Yes then please give your contact details to a member of your school staff		0
Answered question		105
Skipped question		9

4.6.3 Conclusions from the Responses

The aspects of the village that are liked best by the young people are the open spaces, a quiet safe environment and having your friends near by. The village spirit of friendliness and tranquillity also appeals to a lot of the young people.



Youth art on display at Cuddington Station

The comments in response to the question on what the young people would most like to change cover a wide range, but, once again, the provision of a skate park is high on the list.



The MUGA

5.0 Primary School Children

5.1 Introduction

As well as surveying families at home and teenagers via their schools, we also designed a survey for the primary school children who live in the village. The questionnaires were given to pupils who lived in the village and also to those who lived elsewhere but attended our village primary schools.

The process was carried out by staff at the schools, and the responses were all anonymous. It is estimated that approximately 72% of our primary school pupils responded.

From Sandiway School we had 116 responses from pupils who lived in the village, from Cuddington School we had 96 responses and from St Bede's School we had 18 responses from pupils who lived in the village. We also passed on to Weaverham Parish Council the survey responses from pupils living in that parish.

There were also 3 questionnaires completed by the Teachers on behalf of pupils, one of these was provided by the Grange Preparatory School.

Some children did not complete all the questions.

5.2 Survey Responses

5.2.1 Meeting friends

Table 5.2.1

Where do you meet friends?	
The Park	121
At houses, theirs or mine	69
Shops	10
My school	14
On the streets	3
In Pubs	3
Tennis Club /Youth Club	2
Total Number of Responses	222

5.2.2 Favourite Activities

Table 5.2.2 a

What activities do you like doing?	
Playing in the park	63
Swimming	33
Football	31
Tennis	32
Playing with friends	18
Walking	16
Blakemere Craft Centre	2
Total number of responses	195

Table 5.2.2 b

Do you go to the Playing Fields?	
Yes	158
No	41

What do you do there?	
Activity	Number
Football	52
Big slide/slide	21
Swings	18
Tennis	10

5.2.3 Improvement Ideas

Table 5.2.3 a

What would you like to see added to your Playground in the Village to improve it?	
Goal posts and nets	24
Climbing wall/frame/trees	30
Skate Park	11
Zip Wire	11
Basketball	7
Swimming pool	7
Nothing	11
Total Number of responses	101

Table 5.2.3 b

Things you would like to change in the Village	
Re build Round Tower	27
Traffic	15
Skate Park	13
Swimming pool	14
More parks	7
More shops	4
Nothing	16
Total Number of Responses	96

Table 5.2.3 c

What stops you from doing activities you enjoy	
Teenagers/older kids	16
Weather	22
Traffic /busy roads	19
Total number of Responses	57

5.2.4 Living in the Village

Table 5.2.4

3 words to describe Cuddington Delamere Park and Sandiway	
Fun	100
Cool	25
Green	20
Happy	19
Friendly	19
Brilliant	10
Total Number of Responses	193

5.3 Conclusions from the Responses

The young people in this survey were aged 5 to 11 and hence were asked many questions about their leisure activities.

A very significant number use the playgrounds a great deal. What is not entirely clear is whether they are referring to the Delamere Park facility, the facility next to the Village Hall, or to Boundary Lane but we can conclude

that this age group values the parks and playgrounds in the village. Perhaps not surprisingly many of them also meet their friends in their homes or at school.

Ideas for improvements included putting up goal posts and nets for football, a climbing wall, a skate park and a zip wire. Around 15% of the young people commented that traffic issues should be improved.

These young people also had a very positive view of life in Cuddington, Delamere Park and Sandiway.

See Action ref: 5.1



6.0 Business Survey

6.1 General comments

A survey of business opinion was the first survey attempted by the Village Plan Steering Group (VPSG). The intention was to gather data about the problems this sector of our community encounter in day-to-day operation, and what it wanted in the way of future development in the village. The survey was a web based Survey and the link to the survey was emailed to about 100 businesses; in addition the link was provided on paper to those businesses, which have formal premises in the village.

The result was disappointing with only 17 responses being received, two of which were incomplete. With such a small number of responses it is not possible to make any definitive statements about business opinion in general. The summary data has been included on the attached CD.

The poor response is possibly a reflection of the quality of the questions which may not have addressed the relevant issues or that many emails were filtered out by the recipients spam filters. The perceived lessons learned were applied when formulating the main Household Survey.

6.2 Survey Responses

Table 6.2

Location: data for both domestic and commercial premises	
Village Location	% of responses
Blakemere	47
Cuddington	24
Delamere Park	6
Sandiway	24

The survey suggests that the two key factors in attracting business to our village are the attractive environment and access to the road and rail network. It indicates that the responding firms are not considering moving from the area even though 40% of respondents thought they were 'very likely' or 'quite likely' to need additional premises in the next 5 years.

6.2.1 Sectors

Sectors in which responses were made are: Retail; Farming/ Agriculture/ Horticulture/ Forestry; Consultancy; Finance; Tourism; Education; Health and Beauty; Restaurant/ Pubs/ Catering; Care Homes; Vets; electrical wholesalers.

6.2.2 Workers

The number of workers (both full and part time) in individual firms ranged from 1 to 11+. The workers are split roughly 60% full time/ 40% part time with roughly 50% of the workers living in the village and the rest 'elsewhere'. 19% of firms found it difficult to recruit staff locally with the key reason for the difficulty being lack of required skills and experience.

6.2.3 Business Environment

The majority of the businesses feel neutral about the local planning system and a significant minority (40%) are in favour of advice being available on reducing energy costs or improving recycling of resources. The Parish Council and CWaC are considered helpful by 60% of the respondents but the responses for the remaining organisations – utility, telecoms, and broadband providers – fall into the neutral or unhelpful categories.

On the question of transport issues influencing business only parking, road maintenance, and public transport are not dominated by a neutral/ no opinion response. For these issues the predominant response is that the issue affects business 'in a bad way'. Security has not been a problem over the last two years for 60% of respondents but a third of respondents had installed specific security measures in response to incidents.

When asked what facilities they would like in the village not presently available it is interesting that the limited number of responses reflect issues arising in the main Survey – parking, broadband (a shared hub facility for business use is suggested), post office facilities, recycling, plus a request that local businesses be more involved in the local fairs/ galas, etc. It should be borne in mind that the limited number of responses means that these are the views of a minority of businesses in the area.

87% expressed an interest in a listing in a business directory for local businesses on the village website while 60% are interested in receiving more information about the Village Plan. Some 40% expressed an interest in sponsoring implementation of its findings.

6.3 Conclusions from the responses

There are insufficient responses to make any definitive statements about the problems and village aspiration of the business community.

Based on the minority view expressed:

- The perceived advantages of and concerns about the village from the business viewpoint mirror those of the wider community, specifically:
 - Businesses value the existing village environment.
 - Parking, road maintenance and public transport are perceived as having a negative influence on business.
- The majority of respondents do not see security as a problem, although some businesses have installed more lighting and alarms in response to incidents.
- Improvements desired include parking, broadband, post office facilities, recycling and more involvement in fairs and galas.
- A large majority (87%) expressed interest in an entry in a local business directory on the village web site and 40% are prepared to contribute towards implementation of Village Plan findings.

Of significance to issues arising from the main Survey it should be noted that a large proportion of village workers originate from outside the village. Their requirements need to be taken into consideration when looking at parking problems within the village.

What happens next

So now we have an Action Plan and the next steps are for the Parish Council to identify and form working groups made up of volunteers who want to make the actions a reality.

Some of these actions can happen quickly at moderate costs so that the community will see the Plan working. Other elements may require considerable funds and therefore may be longer term. We must however continue to strive to make them happen. This determination has already been demonstrated by the work that has been undertaken to produce and develop the Questionnaire and Surveys and to create this Village Plan.

Cuddington Parish Council will continue to play an important role in leading the delivery of the projects identified as we move forward to implement our Village Plan.

The implementation will be monitored and regularly reviewed by the Parish Council and its progress reported to the Village.

7.0 Tables of Actions

GENERAL					
Action ref	Topic area	Issue/Project	Actions recommended	Who might be involved	Timescale
1.1	Community Action	Need more community volunteers	Parish Council to work with other groups and individuals in the village to find volunteers to help deliver the village Plan actions	PC	Short Term

TRAFFIC AND TRANSPORT					
Action ref	Topic area	Issue/Project	Actions recommended	Who might be involved	Timescale
1.2	Parking	Parking problems at/on:- <ul style="list-style-type: none"> • Sandiway shops and library • Cuddington School • Sandiway School • Norley Road - Village Hall and playing field • School Lane • Grass verges / pavements 	Investigate potential actions to:- <ol style="list-style-type: none"> a) Understand how parking is used in the village b) Physically change the environment (e.g. creating more spaces) c) Persuade a change in behaviour d) Carry out more effective enforcement 	Working group, PC, shop owners/tenants, schools, CSPPFA, CWaC, Cheshire Police (PCSO)	Medium Term
1.3.1	Traffic Management	Speeding traffic	Carry out a community speed awareness campaign to investigate the levels and locations of speeding traffic. Work through any proposed solutions with CWaC including speed restrictions and the use of light up warning and repeater signs	Working group, PCSO, CWaC, PC	Short Term
1.3.2	Traffic Management	Impact of through traffic	Liaise with CWaC on the levels of through traffic in the village and explore any potential mitigation projects	Working group, PC, CWaC	Long Term
1.3.3	Traffic Management	Poor condition of roads	Encourage more intensive reporting of potholes and other road surface issues to CWaC. Publicise CWaC's fault reporting system.	PC, working group, CWaC	Short Term
1.3.4	Walking	Pedestrian crossings	Investigate the need for, and potential location of, additional pedestrian crossings and improvement of existing crossings	Working group, PC, schools, CWaC	Long Term
1.3.5	Walking	Encourage walking to school schemes	Work with both primary schools to promote suitable projects including 'walking buses'	Working group, schools, CWaC	Medium Term
1.3.6	Walking	Footpaths	Develop an action Plan for the improvement and maintenance of pavements and footpaths.	PC, CWaC	Short Term
1.3.7	Walking	Footpaths	Develop a plan to provide safe wheelchair access throughout the village	PC, CWaC	Short Term

TRAFFIC AND TRANSPORT					
Action ref	Topic area	Issue/Project	Actions recommended	Who might be involved	Timescale
1.3.8	Cycling	Improve facilities for cyclists	Work with local and national cycling groups to identify what additional facilities (e.g. cycle racks) may be required. Investigate the feasibility of more cycle lanes/paths and how these may link into wider cycle networks	Local cycling groups, CWaC, working group, SUSTRANS	Long Term
1.4.1	Public Transport	Encourage greater use of local bus services	Publicise existing bus routes and services and rectify local gaps in service provision (e.g. Delamere Park, extended timetables)	Working group, bus operators, CWaC	Short Term
1.4.2	Public Transport	On demand public transport	Publicise existing dial-a-ride service. Investigate feasibility of establishing a volunteer transport scheme where gaps are identified	Working group, PC	Medium Term
1.4.3	School Transport	Provide transport for before and after school activities	Consultation with schools and parents	Working group, PC, schools	Medium Term
1.5	Public Transport	Improvement to the rail service	Liaise with local rail user groups and rail operators to identify what further improvements could be carried out to both the station and to local services	Working group, Network Rail, Northern Rail, PC, Rail user groups	Medium Term

ENVIRONMENT					
Action ref	Topic area	Issue/Project	Actions recommended	Who might be involved	Timescale
2.1.1	Environment	Resolve environmental issues identified in the survey	Develop solutions to tackle:- <ul style="list-style-type: none"> Reducing litter Reducing dog fouling Further hedge/tree trimming More winter gritting Surface water drainage 	Working group, PC, CWaC	Medium Term
2.1.2	Environment	Environmental improvements	Plant more trees, flowers and bulbs on public areas around the village	Working group, PC, CWaC, schools	Medium Term
2.2	Planning	Progress a Neighbourhood Plan	Include in the Plan issues raised in the survey : Protection of green spaces/ conservation areas by resisting development in Green Belt and countryside areas The potential need for retirement properties and affordable housing through a Housing Needs Survey Views expressed on further housing development	PC	Long Term
2.3	Sustainability	Develop energy saving ideas	Progress energy and cost saving ideas as raised in the survey e.g. bulk purchasing of energy	Working group	Long Term
2.4	Sustainability	Develop green ideas	Progress green ideas as raised in the survey e.g. allotments, communal composting, and domestic recycling	Working Group	Long Term

FACILITIES AND COMMUNITY

Action ref	Topic area	Issue/Project	Actions recommended	Who might be involved with the Working Group	Timescale
3.1.1	Communications	Raise awareness of existing services, activities and facilities	Investigate the reasons for an apparent lack of awareness or access to existing facilities and develop appropriate communication channels	PC, community groups	Short Term
3.1.2	Communications	Improve and modernise E-communication	Form a volunteer group to liaise between residents, businesses and the various providers. Provide advice to users.	PC, all landline and mobile phone companies	Medium Term
3.2.1	Welfare Facilities	Extend doctors surgery hours	Parish Council to submit requirement for longer surgery hours (with accompanying data) to Vale Royal Clinical Commissioning Group	PC, Vale Royal CCG, Danebridge Medical Centre	Short Term
3.2.2	Welfare Facilities	Develop the provision of voluntary services and advice about benefits in the village	Parish Council to bring together existing service providers and set up a volunteer group to develop range of requested services and approach Social Care, Age UK and Citizens Advice Bureau to investigate the feasibility of drop-in sessions, information distribution etc.	PC, volunteer group, welfare organisations, church groups	Medium Term
3.4	Leisure Facilities	Improve and increase range of leisure activities and community events	Form working group to progress activities in line with the survey results for the various age groups identified including: <ul style="list-style-type: none"> • Facilities for more sports • Youth club • Skate/BMX facility • Opportunities for elderly people to socialise • The need for a meeting place • Keep fit/dance etc. • Special events 	PC, CSPPFA, community, cultural and sporting organisations	Long Term
3.5.1	Safety and Security	Increased policing	Parish Council to speak to Cheshire Police about increasing police presence in the village	Cheshire Police, PC, other organisations	Short Term
3.5.2	Safety and Security	Neighbourhood Watch	Working group to set up a more proactive scheme within the village	Cheshire Police Neighbourhood Watch organisation	Short Term
3.5.3	Safety and Security	Improve street lighting	Working group to use data from Village Plan to identify areas needing improvement and secure its provision	PC, CWaC, Network Rail	Medium Term

The young people's survey covered a similar range of topics as the Household Survey. The action reference numbers in the table below relate to the tables in the previous sections where you will find more details.

YOUNG PEOPLE AND PRIMARY SCHOOLS					
Action Ref	Topic Area	Project Titles	Actions Recommended	Who Might be Involved with Working Group	Possible Timescale
1.2	Parking	Improving Traffic safety	Investigate the need for better parking facilities in residential and commercial areas of the village to eliminate parking on pavements and grass verges	PC,PCSO, Highways Dept, business owners, CSPPFA	Medium Term
1.3.1	Road Safety	Improving Traffic safety	Investigate the need and support for more traffic speed controls via cameras, light up speed warning signs and repeater signs	PC,PCSO, Highways Department	Medium Term
1.3.4	Road Safety	Improving Pedestrian safety	Investigate the feasibility and need for more pedestrian crossings at key locations in the village	PC,PCSO, Highways Department	Long Term
1.3.7	Road safety	Improving Cyclist safety	Investigate the need for and feasibility of providing dedicated cycle-ways and cycle racks to facilitate safer cycling in the village	PC,PCSO, Highways Department, Cycling groups	Long Term
2.1.1	Improving Village Tidiness	Clean Sweep	Investigate the feasibility and support for more street cleaning either via the local authority resources or via voluntary community action	PC, CWaC,	Medium Term
2.1.2	Greening the Village	Tress & Bulbs	Investigate the feasibility of carrying out tree and flower planting to improve the visual aspect of the village, perhaps via voluntary community effort.	PC, Village Youth Groups CWaC -HCP	Medium Term
3.1.1	Communications	Raising Awareness	Investigate the reasons for an apparent lack of awareness or access to existing facilities	CSPPFA, Youth representatives,	Short Term
3.1.2	Communications	Modernise Communications	Explore the current range of e-communications and investigate the feasibility of linking village organisations through the village website, Face book pages and Twitter accounts and similar	Representatives of Village website, high schools, youth club, and RT	Medium Term
3.4	Outdoor Facilities	Development of a BMX Skateboard Facility	Investigate the feasibility of developing a BMX and Skateboard project in the Village	CSPPFA, PC, BMX management group, youth representative	Long Term
3.4	Indoor Facilities	Development of Keep Fit, Dance etc	Investigate the feasibility of setting up Keep Fit/ Dance sessions for young people in the village	CSPPFA, Youth representatives	Long Term
5.1	Playground Facilities	Improvements to Playgrounds	Investigate the feasibility of revamping and upgrading playgrounds in line with requests made by Primary School pupils	PC, CSPPFA, primary schools	Medium Term

Glossary

A49	Warrington Road/Forest Road - The main North/South road through the village
A556	Chester Road - The main East/West road along the south of the village
Blue Cap	Local landmark - Hostelry on the A556
CCA	Cheshire Community Action
CWaC	Cheshire West and Chester Council
CWaC -HCP	Cheshire West and Chester Council – Highways Community Payback
MUGA	Multi Use Games Area
Norley Road	A minor but well used East/West road through the village (running north of the A556)
PC	Parish Council
PCSO	Police Community Support Officer
CSPFFA	Cuddington and Sandiway Parish Playing Fields Association
Round Tower (1)	Local landmark - sited at the junction of Norley Road and the A556
Round Tower (2)	The name of the village newsletter
RT	Abbreviation of Round Tower usually in the context of (2) above
School Lane	Short road branching off Weaverham Road at the south end of the village and heading toward Winsford
Shell Garage	Local landmark - Filling station at the junction of A556 and A49, at the South West corner of the village
SUSTRANS	A UK charity encouraging people to travel by foot, bike or public transport
Vale Royal CCG	Vale Royal Clinical Commissioning Group
VPSG (or SG)	Village Plan Steering Group
Weaverham Road	A minor but well used North/South road through the village (running north off the A556)
White Barn	Local landmark - Hostelry on the A49
Working group	The group managing this particular project/action. There will probably be a number of these groups and each group may manage multiple projects

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Bibliography: "Cuddington & Sandiway" by RM Bevan