



Mollington Parish Plan



MOLLINGTON PARISH PLAN

- Index.**
1. **Introduction – Parish Plans**
 2. **Mollington Parish - History**
 3. **Mollington Parish - Description of Area**
 4. **Parish Plan Process**
 5. **Conclusions**
 6. **Action Plan**

- Maps**
- A **Ordnance Survey**
 - B **Mollington Green Belt Inset No 33
(1985 Chester Rural Area Local Plan)**

Appendix I Initial Questionnaire and Responses

Appendix II Final Questionnaire and Responses

Acknowledgements Individuals and organisations have contributed with advice, time and money to the preparation of this plan. In particular-

Chester City Council – Gowy North Area Committee

Cheshire County Council

Cheshire Community Action (Bron Kerrigan)

J.P.Hess – Local History

Graham English, Mike & Kay Ford - Photographs

Mollington Focus Groups

- (a) Backford and Mollington Women's Institute,
- (b) Lea and Mollington Residents' Association,
- (c) Parish Councillors,
- (d) Individual Local Volunteers

1. Introduction - Parish Plans

A Parish Plan is based on its residents' view of how they would like the parish to progress and how to make this happen. It covers a full range of the issues which concern residents. They will have been asked to say what they would like on matters which affect them such as housing, land use, road and household safety, transport, recreational facilities, emergency and other services, community facilities etc.

The Plan includes an Action Plan based on the residents' responses. The Parish Council and others will use it pro-actively to progress or lobby for enhancements to facilities and amenities. It will also be used as support for responses, in particular by the Parish Council, when views are sought by government and non-governmental authorities. It will be available for other groups or individuals who wish to take their own initiatives. It will ultimately be produced in a form which can be used by government and statutory agencies to prepare strategic plans and policies.

The Government has given assurances that consideration of Parish Plans will be part of the planning processes, ("Community Led Planning"). However it has to be accepted that at times wider considerations, not least financial ones, may over-rule local wishes.

Government Policy: Parish Plans are a key part of the National Government's rural policy objective of ensuring responsiveness to rural communities' needs and giving local power for country towns and villages. The Government Rural White Paper, (November 2000), recognised four key issues affecting rural communities which could hinder or limit their proper development:

- Rural communities could play a much bigger part in running their own affairs, influencing and shaping their future development, but often lacked opportunities and support;
- Lack of involvement could result in an adversarial approach to change and less well-targeted services;
- There was a need for better partnership working between all types of authorities, a greater willingness to work together and deliver locally managed services;
- Rural areas often had a strong sense of community and a valuable network of voluntary groups but these were under threat as ways of life, people and attitudes changed.

The government proposed

- A new role for town and parish councils
- Better partnership working with other tiers of local government and statutory agencies
- The introduction of Town and Village Plans - Parish Plans

2. Mollington Parish - History

The township of Mollington was created by combination in 1900 of Great and Little Mollington. However, its origins are much older, and Great Mollington was better known as Mollington Tarrant through most of its history. The name Mollington is certainly old English ("the farm of Moll's people") from well before the Norman conquest in 1066. It was then given by the new Earl of Chester to Robert de Rodelent. The Domesday Book records his ownership in 1086: "*There are one and a half hides that pay geld. There is land enough for three ploughs*". Robert fell in battle in 1088 and there is no further mention of Mollington until 1309. It then came into the ownership of William Torrand (= Tarrant or Torret).

By the 18th century this ownership had descended by marriage and sale through the Booth family to the Gleggs of Gayton and thence to John Baskerville, who married Mary, the Glegg heir at that time. Baskerville sold the manor of Mollington Tarrant to Thomas Hunt in 1756, giving him control of most of the land in Mollington. The Hunts had already purchased the one other large estate in the area. Hunt built himself a new home and centre for his properties, called Mollington Hall, having presumably removed the ancient Hall of Mollington Tarrant of which no vestige remains. Its site is supposed to have been near a pool in the centre of the village - the name has been preserved until recent years in Tarrant farm, and that may have been its location.

By 1797 the whole estate and manor had been sold to John Feilden, whose family controlled Mollington through the 19th century. In 1840 the Chester-Birkenhead Railway came through Feilden's estate and a station, now closed, was constructed in what is now the civil parish of Lea-by-Backford. The building, with its Feilden coat of arms, is still there as a private house. By the end of the 19th century economic decline caught up with Mollington, as with other agricultural estates, and the Feilden family sold their Hall and land. Ownership passed through several hands, but the house was eventually left empty and was finally pulled down in 1938.



The modern world, when history becomes that of the people rather than estate owners, really only started in the late 19th century. Thus, there was a school in Mollington from 1878, but a separate building for it only from 1897. The Church Vestry lost many of its administrative responsibilities to the new Chester authority in the same period, and in 1894 all remaining non-church affairs passed from it to the newly formed Mollington Parish Council.

The great increase in size of the township came in the 20th century, from when Mollington's history cannot be separated from that of the four other smaller townships in Backford parochial parish – Backford, Chorlton, Caughall and Lea-by-Backford. The coming of electricity, mains water supply, public transport and the motor car are all part of that change. Perhaps the Coronation Oak, planted with great ceremony in 1911 in the old centre of Mollington, should be the last recognition of its individual and ancient history.

3. Mollington Parish - Description of Area (see map A)

Location and occupation: Mollington Parish covers about 1,000 acres in the North Cheshire Green Belt between Chester and Ellesmere Port. The main A540 Chester-Hoylake road runs through the south west side of the Parish. A section of the Shropshire Union Canal and the trunk A5117 road are on the south east and north west boundaries. The north east boundary is a brook, partly culverted, separating Mollington from the adjacent parish of Lea-by-Backford.

The population is approximately 650 inhabitants in 260 dwellings. The main residential area is Mollington village about 3 miles from the centre of Chester, with 439 inhabitants in 198 dwellings. Of these, 9 dwellings with 14 inhabitants are in the adjacent Parish of Lea-by-Backford. The village was designated in the 1985 Chester Rural Area Local Plan as "inset" in the Green Belt (see map B). The Chester District Local Plan adopted in May 2006 re-designated the village as "washed-over by the Green Belt". There are scattered houses outside the old inset, some in ribbon developments on the A540 and on the rural access roads. The village is surrounded by farm fields except on the south west where a golf course has been constructed.

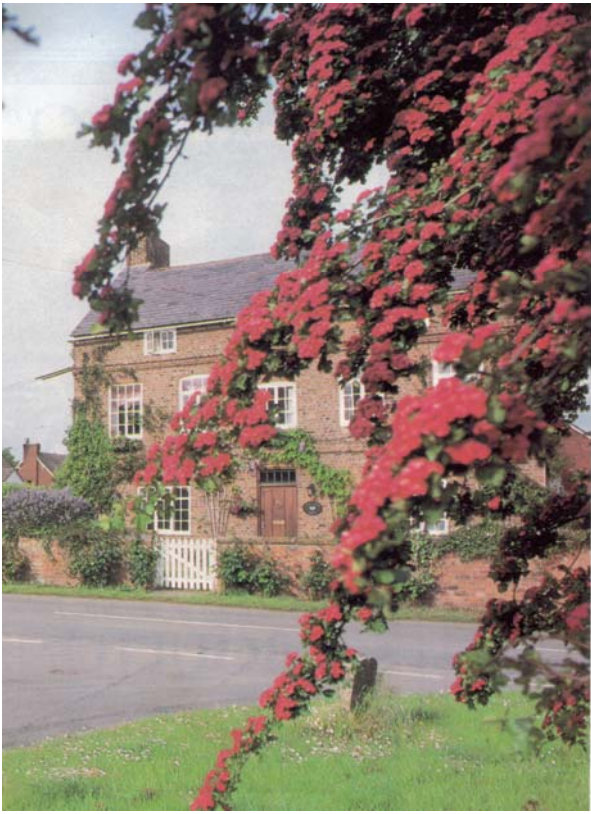
The population is predominately highly educated professional and managerial people who commute to work from what is now a dormitory area. A significant number are retired. Most of the houses are detached, relatively large in well-sized plots and owner-occupied. There are some individual listed buildings in residential use. Former council houses in the village are mostly owner-occupied and extended. In the 1960s additional housing was approved to bring the population of the village up to 600.

Business: Historically Mollington was a dairy farming area with the accent on milk and cheese production. There are now more arable crops but cows and sheep are still seen in the fields surrounding the village.

There are no businesses within the inset but to the south west of the A540 there are two large hotels, Crabwall Manor (a Class II listed building) and the Mollington (Banastre) Hotel, both with restaurants, bars and fitness centres open to non-residents. To the north west of Crabwall Manor is Crabwall Hall Residential Home.

On the opposite side of the A540 to the Mollington Banastre, on the site of a shut-down farm and cheese factory, are Mollington Grange Golf Course and Mollington Grange Business Park (an expanding business and light industrial complex) utilising the area and some of the redundant farm and factory buildings. Employment within the parish is limited to the hotels, the business park and residual agriculture.

The Mollington Grange Farmhouse, now in residential use, is another class II listed building and was once called Little Mollington Hall



Facilities: The village school, St Oswald's (CE Aided) is a 5 class primary school with a catchment area including the adjacent parishes of Lea-by-Backford and Backford. The associated secondary school is Upton High School in Upton-by-Chester, about 3 miles from the village by road. The school field, under licence to the Parish Council, is used under licence by local children for informal games. There is a well-established play-school with a before & after school facility in the adjacent old school building.

The parish church of St Oswald's is in Backford village on the far side of the A41, beyond Lea-by-Backford Parish. The ecclesiastical parish of Backford covers the three civil parishes of Mollington, Lea-by-Backford and Backford & District.

The nearest post office/shop, chemist and doctor's surgery are in Saughall, about 2 miles away by road to the west. The nearest pub is the Wheatsheaf just outside the northwest boundary. The village shop and post office closed because the village was too small and too close to Chester to support it. There are farm shops in Lea-by-Backford and at Mollington Grange.

There are two small pieces of common land within the village. A roughly grassed area, with trees and a Marie Curie daffodil planting, is in Townfield Lane opposite an oak planted in 1911 to commemorate the coronation of King George V. On the boundary with Lea-by-Backford there is a grassed area with memorial bench and trees. The part in Mollington is "common" and the part in Lea "village green".

The high brick boundary wall of the old Mollington Hall estate runs along the Chester side of Well Lane and part of Townfield Lane, with new entrances to dwellings within the old Hall grounds.

There are 10 public rights of way footpaths across the parish. These connect to the adjacent footpath networks in Saughall, Lea-by-Backford and Backford parishes. The canal towpath has been enhanced for recreational uses as part of the "Corridor Strategy" from Chester to Christleton.

Organisations: Most local voluntary organisations cover the residents of Mollington and the adjacent smaller populations of Lea-by-Backford and Backford & District civil parishes. In particular, the Backford and Mollington Women's Institute, St Oswald's Church Fellowship and the Lea and Mollington Residents' Association are very active (the last has claim to fame as the very first Home Watch organisation in England). The cultural and social centre of the three parishes is Mollington, Backford & District Village Hall, an independent registered charity, which is actually on the north side of Lea, just in Backford. This provides a home for the many village-based organisations and activities.

Access: Mollington railway station on the Chester-Liverpool line has long been closed and the nearest stations are in Chester (Upton) and Capenhurst. Buses to and from Chester and West Kirby are routed along the south-west side of the built-up area of the village. There is a regular daytime, Monday to Saturday service. The national motorway network is readily accessed via the A540 and A5117 on the boundary of the Parish.

4. Parish Plan Process

The initiative to prepare a Parish Plan was taken by Mollington Parish Council in February 2006. Village organisations, key individuals and businesses were invited in an initial questionnaire to suggest what overall issues should be addressed by focus groups as a basis for a more detailed questionnaire to be distributed to all households in the Parish. The response to this is in Appendix I. Development control, the environment and highway safety and maintenance were highlighted as the main areas of concern. A number of specific issues were also raised.

These replies were reviewed by four focus groups from, respectively, the Women's Institute, the Residents' Association, the Parish Council and interested volunteers. They identified the key issues to be included in the final consultative questionnaire and their conclusions were used to draft a questionnaire for all.

The final questionnaire was reviewed by the focus groups and a revised version distributed in March 2007 to all households with a reply paid envelope. 112 completed questionnaires out of 260 were returned. (An analysis of the responses together with all the comments (slightly edited to depersonalise) are in Appendix II.)

Extracts from the responses have already been distributed to appropriate organisations such as the Residents' Association and Village Hall Committee to guide or support their activities. The Parish Council has used the Development sections and the Road Safety section information when replying to consultation exercises.

5. Parish Council Conclusions

5.1. Planning and Development Control.

- There is general agreement with the existing Green Belt policies concerning housing and support for their enforcement in Mollington Parish. Effectively this would limit additional housing to appropriate in-filling within the old inset (map B).
- There was some adverse comment on "inappropriate design" of developments within the Parish where these were thought not to fit in with the existing buildings. However, the village has grown piecemeal and many of the houses have varied extensions so there is no overall design pattern.
- There is no significant call for affordable housing but some for "downsizing units". Some sites were identified in the questionnaire response for small developments but most would extend ribbon development or into the Green Belt outside the effective village boundary.
- Business development, preferably smaller cottage industries, would be supported, but should be confined to the current area to the south west of the village.

The implication is that the plan should support the relevant sections of the Chester District Plan while noting where we would wish for tighter or looser interpretation of discretionary aspects, eg where the plot is appropriate and the finished developed building is in keeping with its surroundings.

5.2. Highways

- The standard of maintenance of the surfaces of roads and pavements was generally strongly criticised. Ad hoc lobbying and site meetings with the Highway Authority must continue to ensure catch-up rather than superficial patching.
- Criticism of footpaths generally referred to pavements rather than public rights of way.
- The state of some of the hedges and ditches on the roads outside the built-up area was generally condemned. This is also a flooding hazard.

5.3. Road Safety

- The need for permanent measures to prevent speeding through the built-up area of the village is generally accepted but opinion is divided on, in particular, speed bumps. We need to identify the best alternatives and lobby for them, including discouraging the use of the "rat run" between the A540 and the A41.
- The majority is happy with the 30mph limit (if enforced) in Well and Townfield Lanes. A 20mph limit outside the school and 40mph in the presently unrestricted lanes would be supported. This is a basis for a plan to present to the Highways Authority.
- The A41 Station Road junction (in Backford Parish) is seen as the most hazardous point on local roads. There is strong support for a reduced speed limit on the A41 and for traffic lights at the junction. However, traffic lights would almost certainly increase traffic through the village.
- There are many ideas and concerns in the "other road safety" comments, for example additional street lighting. These should be considered and possibly incorporated into the plan. Danger points where there are no pavements and some potential extensions were identified and a priority plan is needed.
- Parking and speeding associated with the School were specifically identified. This needs to be raised (again) with the School Authorities.

5.4. Environment

- Recent "visual amenity" initiatives (new flower beds and planting) are appreciated and there was little adverse comment. The two pieces of common land, the flower bed at the wall in Well Lane and the Coronation Oak are visual focal points. A plan for both enhancements and maintenance is needed to build on the work of the Women's Institute and the Parish Councillors.
- Fly-tipping is seen as a major problem. This is a matter for the City Council, which is good at clearing reported rubbish - but inevitably after the event. There are suggestions that a more user-friendly arrangement at or replacement of the Chester District Household Waste Recycling Centre at Bumpers Lane might encourage more responsible behaviour and should be followed up. The tip itself was widely condemned as too small, badly laid out and encouraging fly-tipping.
- There are strong objections to the suggestion of fortnightly collections of non-recyclable wastes. The views of the residents must be fed into the Local Authority to ensure that the current arrangements continue.

- There was virtually no comment on litter on roads within the village, which confirms the Council's opinion that the amenity cleaner employed by the Parish Council is doing a good job. It is important that the Parish Council lobbies strongly for continuation of the grant for this work.

5.5. Local Government

- There is not much interest in "local government" but some suggestions were made that the three local councils should be amalgamated. The plan should address this when the roles of Parish Councils are clearer after local government reorganisation in this area.
- No one identified the potential benefits for the council and residents of achieving quality parish council status.
- It is obvious that many residents are not aware of the parish boundaries.

5.6. Safety and Security

- Occasional incidents of minor vandalism and anti-social behaviour are reported but police statistics show that there is no justification for funding a Police Community Support Officer (£11,000 per year) out of an increased precept (Parish Council Tax).
- The rarity of a visible police presence is criticised.
- The need for a higher profile for the HomeWatch scheme was indicated and the comments have been passed to the Residents' Association for consideration.

5.7. Communications

- Residents are well served by the various routine sources of information.
- The web site appears to need more publicity but this may be the result of the limited response from the younger groups. This should be discussed with the web-master.

5.8. Facilities

- There is support for a play area, possibly with equipment, for smaller children. There is general support for a more accessible playing field. Any plan needs to be co-ordinated with Lea Parish Council and the School Authorities.
- The Village Hall is seen as being well worth supporting, although its location is a serious disadvantage. Relocation is probably not practical because of financial and planning constraints. The Parish Council should continue to support with publicity and annual grant.
- The regret for the shop/post office, the wish for a "local" and the lament that the Village Hall is too far away all recur throughout the responses. It is difficult to see what could be done usefully but these aspirations should be recorded for future opportunities

5.9. Access to Services

- Car ownership is almost universal. Most elderly or less mobile residents are pretty independent and those who are not have regular "neighbourly" help. There may be some who "fall between the cracks", but identifying them, their needs and what can be done will require some serious investigation.
- The bus service does not compete with the convenience and flexibility of cars. Distance to stops, infrequency of service, no service in the evening or on Sundays, no service to doctor, chemist and post office are all criticised. The impression is that people feel they ought to use the bus but can only too easily find reasons not to do so.
- The Community Car etc schemes are little used, possibly because of lack of publicity

6. Action Plan: Based on the above, the Parish Council has prepared an action plan (below). *Except where otherwise indicated, the actions are for the Parish Council. It is proposed that the Council should agree priorities and completion dates. Progress on the various items should be reported and reviewed annually at the Annual Parish Assembly*

Mollington Parish Action Plan

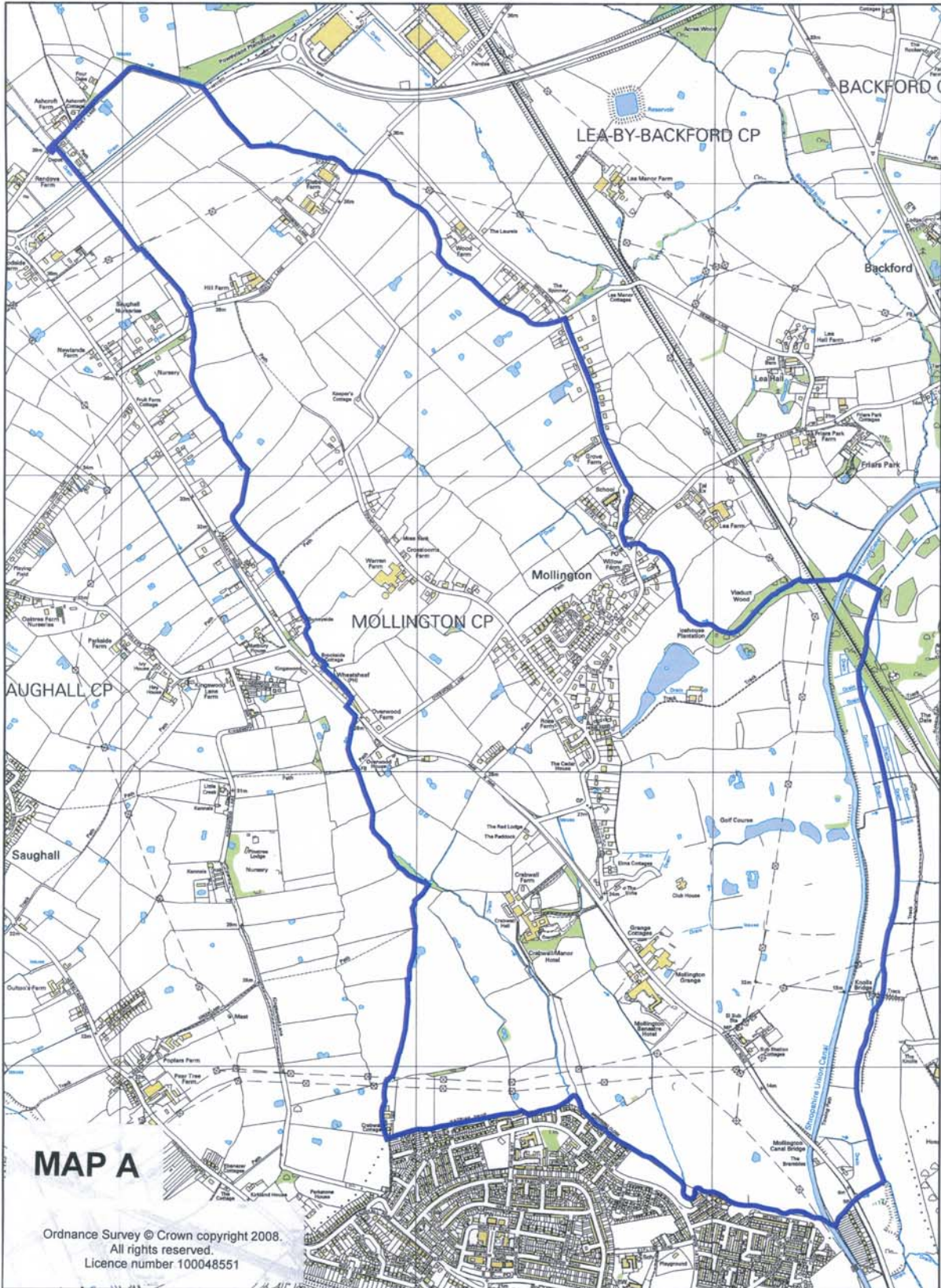
Except where otherwise indicated, the actions are for the Parish Council.

| Key Issues | Summary of Questionnaire Responses | Action |
|---|--|--|
| Planning & Development Control | <p><i>There is general agreement with the existing Green Belt policies and support for their enforcement in Mollington Parish.</i></p> <p><i>There is no significant call for affordable housing but some for "downsizing units".</i></p> <p><i>Business development should be supported, but should be more of the same and confined to the current area.</i></p> | <p>Resist development outside the old "envelope" and the hotel/business park area.</p> <p>Support the relevant sections of the Chester District Plan with reference to infilling, where this is compatible with existing.</p> <p>Continue to judge discretionary aspects on their merit.</p> <p>Monitor the potential impact of the Regional Spatial Strategy, Local Development Framework and Core Strategy options and oppose undesirable proposals when incompatible with the above.</p> <p>Develop a "Supplementary Planning Document" on the basis of this Mollington Parish Plan</p> |

| | | |
|---------------------------|---|---|
| <p>Highways</p> | <p><i>The standard of maintenance of the surfaces of roads and pavements was generally strongly criticised</i></p> <p><i>The state of some of the hedges and ditches on the roads outside the built-up area was generally condemned. This is also a flooding hazard.</i></p> <p><i>There was only one comment on the footpaths (public rights of way) in the Parish but some of these are well-used</i></p> | <p>Continue ad hoc lobbying and site meetings with the Highway Authority to ensure catch-up rather than superficial patching.</p> <p>Discuss with landowners</p> <p>Continue inspections and reports to the PROW unit. Maintain the non-standard kissing gates of footpath no. 7.</p> |
| <p>Environment</p> | <p><i>“Visual amenity” initiatives (new flower beds and planting) both anonymously and by the WI are greatly appreciated.</i></p> <p><i>Fly-tipping in the lanes is a major problem.</i></p> <p><i>The community tip at Bumpers Lane is widely condemned as too small, badly laid out and encouraging fly-tipping.</i></p> <p><i>There are strong objections to the suggestion of fortnightly collections of non-recyclable wastes.</i></p> <p><i>The amenity cleaner employed by the Parish Council to deal with litter on roads within the village is doing a good job.</i></p> | <p>Ensure that the common areas are preserved</p> <p>Prepare a plan in conjunction with the WI for further enhancements and maintenance.</p> <p>Encourage prompt reporting to the City Council for clearing and investigation of the origin.</p> <p>Monitor recent improvements and lobby if necessary for more user-friendly arrangements or replacement.</p> <p>Continue to feed the views of the residents into the Local Authority to ensure that the current frequencies continue.</p> <p>Continue to employ a cleaner and lobby the new Unitary Council for continuation of the grants for these parish council community cleaners.</p> |
| <p>Road Safety</p> | <p><i>Permanent measures to prevent speeding through the built-up area of the village are needed</i></p> | <p>Continue speed monitoring (SID) in Well Lane to provide supporting evidence for traffic calming. Identify the best alternatives and lobby for them, including discouraging the use of the "rat run" between the A540 and the A41.</p> |

| | | |
|--------------------------------|--|--|
| | <p><i>The 30mph limit (if enforced) in Well and Townfield Lanes is supported as would be a 20mph limit outside the school and 40mph in the presently unrestricted lanes.</i></p> <p><i>There is strong support for a reduced speed limit on the A41 and for traffic lights at the A41 Station Road junction (in Backford Parish) which is seen as the most hazardous point on local roads.</i></p> <p><i>There are many ideas and concerns in the "other road safety" comments, for example additional street lighting.</i></p> <p><i>Parking and speeding associated with the School were specifically identified</i></p> | <p>Prepare a detailed proposal to present to the Highways Authority/Speed Limit Review Panel.</p> <p>Support Backford Parish Council in its efforts to improve safety at the junction of the A41 Station Road. Review critically the proposal for traffic lights since these would almost certainly increase traffic through the village.</p> <p>Consider individually and discuss a priority list with Highways. Identify danger points where there are no pavements.</p> <p>Raise with the School Authorities</p> |
| <p>Local Government</p> | <p><i>Suggestions were made that the three local councils should be amalgamated to increase efficiency and influence.</i></p> <p><i>There are considerable potential benefits for the council and residents of achieving quality parish council status although this is not generally recognised</i></p> <p><i>Many residents are not aware of the parish boundaries.</i></p> | <p>This should be evaluated and considered in conjunction with Lea and possibly Backford Council when the roles of Parish Councils are clearer after local government reorganisation in this area.</p> <p>Encourage new Councillors to come forward for the next elections or sooner.</p> <p>Support the Clerk to the Parish Council in getting necessary qualifications.</p> <p>Publish and distribute the reports specified for Quality Councils to all households.</p> <p>Map included with this plan distributed to all households</p> |

| | | |
|-----------------------------------|---|--|
| <p>Safety and Security</p> | <p><i>Occasional incidents of minor vandalism and anti-social behaviour are reported but police statistics suggest there is not a significant problem.</i></p> <p><i>The rarity of a visible police presence is criticised.</i></p> <p><i>The need for a higher profile for the HomeWatch scheme was indicated.</i></p> | <p>There is no justification for funding a Police Community Support Officer out of the parish precept.</p> <p>Supplement the Residents' Association attempts to establish regular meetings with the assigned beat officer.</p> <p>Continue to support the scheme. (Questionnaire comments have been passed to the Residents' Association for consideration.)</p> |
| <p>Access to Services</p> | <p><i>Most elderly or less mobile residents are independent and those who are not have regular "neighbourly" help.</i></p> <p><i>Car ownership is almost universal and the bus service does not compete with the convenience and flexibility of cars.</i></p> <p><i>Problems include distance to stops, infrequency of service, no service in evenings and on Sundays, no service to doctor, chemist and post office.</i></p> | <p>Investigate (directly or with other village organisations) whether there are some who "fall between the cracks" and identify their needs.</p> <p>Investigate and publicise alternatives such as the Community Car, Dial-a-Ride and Women's Safe Transport schemes.</p> |



MAP A

Ordnance Survey © Crown copyright 2008.
All rights reserved.
Licence number 100048551

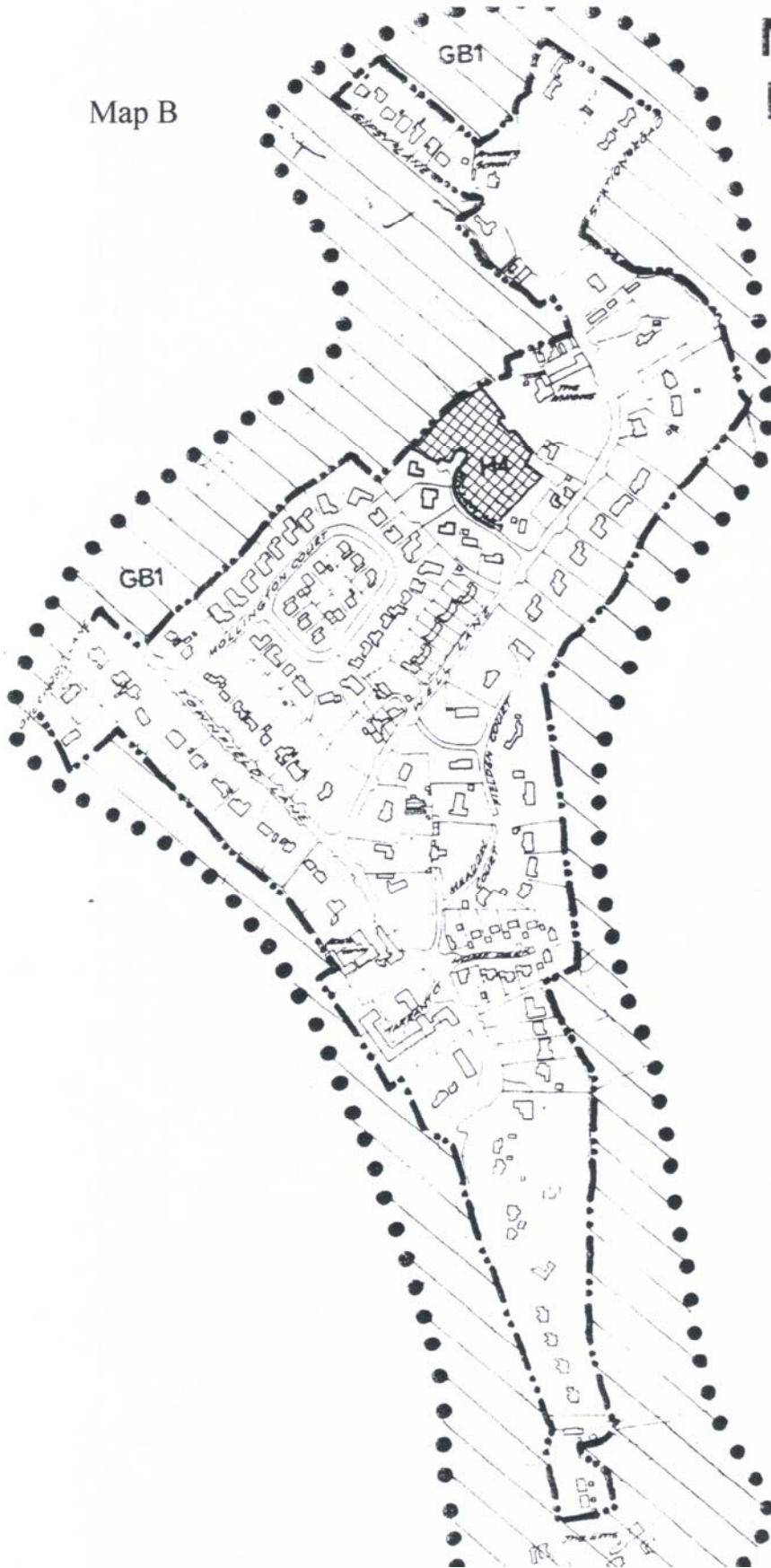


Mollington Parish

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of the Mapping & Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100048551

Map B

Mollington Inset 33



Appendix I. Initial Questionnaire

Response to initial questionnaire sent to selected individuals, village organisations and local businesses.

"What do you think are the priority issues?" (top 4) (24 replies out of 28)

Mollington Parish Plan

| PRIORITY ISSUES | 16 Individuals | 3 Organisations | 4 Businesses |
|---|---------------------------|----------------------------|-------------------------|
| Development Control | 10 | 2 | 3 |
| Environment | 13 | 2 | 4 |
| Highways and Road Safety | 15 | 2 | 4 |
| Local Government Organisation | 1 | | |
| Information | | 1 | 1 |
| Community Organisations | 8 | 1 | 2 |
| Emergency Services | 3 | | 1 |
| Medical Services | 2 | 2 | |
| Facilities, especially those for Younger People | 8 | 3 | 2 |
| Public Transport | 5 | 2 | |
| Others (Security) | 1 | | |

Other specific points/ issues from responses to questionnaires

| | |
|-----------------------------------|--|
| Highways & Road Safety | Speed on A540 Safety at A41 and A540 junctions Speed limits in village and on Grove Road Parking at school |
| Environment | Upkeep of hedges, paths, gutters, ditches Anti-social behaviour/ Fly-tipping / Dog fouling / Litter Drain capacity Recycling |
| Development Control | Support/ work with local businesses No encroachment on Green Belt Use of waste on golf course and elsewhere Control of infilling and extensions |
| Facilities | Lack of shop/ post-office / bank Facilities for the elderly and/or disabled Access to church and village hall requires car Village Hall (funding) |
| Younger People | More (recreational) facilities needed Houses for young people Links with local school which serves a wider community |
| Local Government | One Parish Council for Lea and Mollington |
| Public Transport | Some areas not covered by bus routes No station |
| Other issues | Limitations on use of School Field Footpaths (Rights of Way) Radio masts Bus shelters |

APPENDIX II

Mollington Parish Plan

Household Survey 2007- Initial analysis of responses with comments

1. **Where do you live?** Within Mollington Village **100**
 Within Mollington Parish but outside the Village **12**

2. **Please enter the number of people normally in your household in each age group**

0-11 12-18 19-24 25- 44 45-64 Over 64

Households replying All in house aged over 44 **78**
 All in house aged 25 – 44 **4**
 Residents aged 25 – 44 with "parents" **1**
 All households with "children" **27**

3. **GREEN BELT: Mollington Village and Parish are in the North Cheshire Green Belt where the overall policy is to prevent inappropriate development and preserve the open aspect of the area. Do you consider that the enforcement of Green Belt Policies in Mollington is?** (Please tick one box)

Too strict About right Too slack Don't know

4. **DEVELOPMENT (HOUSING)**

| | | | |
|--|------------|-----------|-------------------|
| <i>At present the City Council will not approve new houses in the Parish except for proven agricultural and similar need</i> | Yes | No | No Opinion |
| <i>Should this be relaxed?</i> | 44 | 71 | 2 |
| <i>If "yes" would you support - suggest what and where?</i> | | | |
| Permissions for "in-fill" houses within the Village? | 26 | 3 | |
| <i>Comments</i> * Large houses on large sites could be demolished for new similar quality houses or apartments. A particular road lends itself to infill | | | |
| An affordable housing development in the Parish? * | Yes | No | No Opinion |
| | 10 | 19 | |
| <i>Comments</i> * Many sites for affordable housing essential to get new younger life to village activities. * Affordable and downsizing in adjacent area. * New affordable for retirement over 55. * A small development to attract young families with children to maintain numbers at school. Small landowners would welcome planning permission for this. | | | |
| New smaller quality houses for residents "downsizing"? | Yes | No | No Opinion |
| | 29 | 10 | |
| <i>Comments</i> * Smaller quality houses in adjacent field. Bungalow complex. * Smaller quality houses on adjacent field. * Affordable and downsizing in adjacent area. * (quality houses for downsizing) great idea but how do you do it. Smaller houses after two years often become bigger houses. * Elderly people living in the Village want to downsize. Availability of smaller quality property (possibly flats) is a pressing need | | | |
| Other housing development in the Parish?* | Yes | No | No opinion |
| | 1 | 16 | |
| <i>Comment</i> * Very hard to say if agricultural land is only available for agriculture. | | | |

5. DEVELOPMENT (BUSINESS)

| <i>The area round the junction of the A540 and Townfield Lane contains two hotels, a residential home, a golf course and light industrial park.</i> | Yes | No | No Opinion |
|--|-----|----|------------|
| <i>Should there be more business development/ job creation in the Parish? If "yes" would you support?</i> | 20 | 85 | 5 |
| More of the same within the same area | 18 | 2 | |
| More of the same elsewhere in the Parish | 4 | 5 | |
| <p><i>If "yes" please suggest what and where?</i></p> <ul style="list-style-type: none"> * The Village misses a "small corner shop" * We need a pub in the Village. * Commercial development should be actively opposed to maintain character of environment. * I would like to see some support to our farmers * Possible amenities to cater for additional development * More business development) as long as the businesses were small and in-keeping with a village – ie cottage industries. A local pub/restaurant would be nice. * Village shop please * Amenities such as restaurant, pub, post office etc. * Extend existing light industrial park. No (business) development in village * (More business development) not appropriate. Significant commercial activity probably best in nearby Sealand Road area. E'Port Outlet Village and Chester areas all very near * The jobs on the industrial park are not for Mollington people – the hotels do employ some casual labour staff from the village. | | | |

6. ENVIRONMENT

| 6.1 How do you rate the following aspects of the Parish? If "poor" please indicate what needs improving. Please identify particular eye-sores which need attention and particular areas for further "visual amenity" improvements." | Good | Acceptable | Poor |
|---|------|------------|------|
| Control of development / enforcement of planning conditions | 51 | 47 | 7 |
| <p><i>Comment</i></p> <ul style="list-style-type: none"> * Control of development good except in the case of enforcement of planning conditions in one area. | | | |
| General appearance | 56 | 46 | 1 |
| <p><i>Comments</i></p> <ul style="list-style-type: none"> * No initiative. Could be improved – laybys etc. * More attention should be paid to eye-sore house extensions. In-fill houses which are in keeping with the area should be less of an issue. | | | |
| "Visual amenity" initiatives to improve the appearance of the village by planting etc on open spaces and common land. | 50 | 51 | 4 |
| <p><i>Comment</i></p> <ul style="list-style-type: none"> * Need to have an overall landscaping plan. Including approaches to village, Village hall looks like a wartime prefab and car park untidy & visually awful. A job lot of daffodils does not make a pretty village. More tree planting required. Hedge rows need to be actively planted with original species | | | |
| Maintenance of roads, pavements, verges, footpaths and ditches | 10 | 55 | 45 |
| <p><i>Comments</i></p> <ul style="list-style-type: none"> * Not enough pavements and some pavements restricted. Should be a pavement along the A540 so you could walk to town. Same comment for street lights * Maintenance of pavements needs more careful attention, also maintenance of road edges outside the immediate villages needs further frequent attention * Edges of Station Road * Grass verges in Townfield Lane only cut half-way across. * Cleaning not done frequently enough * Pavement cleaning needs improving * Pavement surfaces – uneven and overhanging shrubbery. * The maintenance of roads is poor with too many potholes * Stop 'patching' road surfaces – replace completely * Station Road between Grove Road and the A41 needs to be resurfaced. * Roads/pavements in the centre of the village may be maintained – but 'rural' stretches get little attention. Part of Townfield Lane has been continually muddy whilst waste deliveries continue over 4 months. Field ditches are a disgrace in some parts. | | | |

| | | | |
|--|-----------|-----------|-----------|
| <ul style="list-style-type: none"> * <i>Station Road – very poor condition</i> * <i>Maintenance of road – particularly Station Rd – ruts and potholes.</i> * <i>Too much patching up – roads need covering properly.</i> * <i>(Poor maintenance of) footpath along Townfield Lane north of Well Lane.</i> * <i>A proper footpath from the top of Overwood Lane to the side of the old PO.</i> * <i>Few pavements and uneven road edge make walking through the village very difficult, especially in evening.</i> * <i>The public footpaths are a disgrace.</i> | | | |
| Street cleaning. Fly- tipping. Dog fouling | 17 | 51 | 40 |
| <p><i>Comments</i></p> <ul style="list-style-type: none"> * <i>Lay-by between Townfield Lane and A540 often has rubbish from cars vans etc</i> * <i>Fly-tipping in various places in the village</i> * <i>Fly tipping in slip road between fingerpost and A540.</i> * <i>Fly tipping.</i> * <i>Dog fouling – not enough 'law enforcement' especially round school area.</i> * <i>Fly tipping in Demage Lane and Townfield Lane outside the village. There are still people who do not clean up after their dogs. (We are dog owners)</i> * <i>Fly tipping increasing in Powey Lane</i> * <i>Occasional fly tipping at road-sides is seen & needs to be cleared quickly or it encourages more. Area near stream adjacent to fishing pond on Townfield Lane can look unsightly with refuse & polythene bags etc.</i> * <i>Fly-tipping and ditches at far end of Townfield Lane are an eyesore.</i> * <i>Fly-tipping on the lanes is a constant problem. I feel it will only get worse if rubbish collection goes to fortnightly.</i> * <i>Fly-tipping at end of Townfield Lane is appalling. Especially around ditches and "Upton fishing club".</i> * <i>Parkgate Road suffers from regular fly-tipping. The general cleanliness of the hedgerows is unsatisfactory as is the general condition of pavements. .</i> * <i>One parking place has been rendered unusable by dumping of building rubble & fly-tipping is a continual problem - not surprising when the whole area looks so poorly maintained.</i> * <i>Regular collection of fly tipping around lanes.</i> * <i>Need flying squad for fly tippers.</i> | | | |

| | | |
|---|------------|-----------|
| 6.2 Other environmental issues | Yes | No |
| <i>Would you be prepared to help with visual amenity eg by planting bulbs and shrubs (if not already doing so)?</i> | 68 | 32 |
| <i>Would you tolerate radio masts within the Parish away from housing and the school?</i> | 31 | 80 |

7. ENVIRONMENT (WASTE & RECYCLING)

| | | | | |
|--|-------------------|-----------|-------------------------|-----------|
| 7.1 Routine collection of wastes. Do you find this | Efficient? | | Frequent enough? | |
| | Yes | No | Yes | No |
| If "no" - how could it be improved? (for example, should/could the recycled proportion of Mollington household wastes be increased ? | 97 | 11 | 71 | 18 |
| <p><i>Comment</i></p> <ul style="list-style-type: none"> * <i>Need to continue with weekly collections</i> * <i>I disagree with the suggestion of collection of general waste every 2 weeks. Waste should be collected weekly.</i> * <i>We need a wheely bin.</i> * <i>Brown bins not adequate – should be more flexible and allow/encourage/broker redistribution. Small garden – large garden – same size bins??</i> * <i>More green/red bags – never enough. 1 week brown bag collection April > October</i> * <i>The recycling scheme is poor, compared to other areas. Especially when 'green' bags are placed in general waste.</i> * <i>More collections for garden waste.</i> * <i>Waste collection is going to 2wk cycles – this is a health hazard</i> * <i>Brown bin too small for 2 weekly emptying.</i> | | | | |

| | | |
|---|------------|-----------|
| <p>* A lot more plastic need to be taken, at present too many are excluded from the recycling programme eg polypropylene. * Green bags for paper rapidly become too heavy for elderly to lift with collections only once a fortnight. Most waste is paper/cardboard (very heavy) and plastic (light) so paper should be collected more often. * Rubbish should be collected EVERY week not 49/52. Two wheelie bins should be allowed for garden rubbish or a more frequent collection. * Never get enough red and green recycling bags! Never got a white bottle bag. * I oppose fortnightly collection of perishable waste. I approve of more recycling. * Domestic wheely bins should be provided- bags let rubbish loose * Waste collection) service is v good but why not extra brown bins – recycling is capped * I think more bins should be provided.</p> | | |
| 7.2 Bumpers Lane Tip – Do you find this efficient? | Yes | No |
| | 34 | 62 |
| <p><i>Comments</i> * Bumpers Lane Tip is far too small for the area it covers – need larger, better designed facility * Size of Bumpers Lane Tip is not adequate for the area it covers * Too many queues at Bumpers Lane. Ellesmere Port has much better facilities. Chester should have similar * Bumpers Lane Tip – Long queues, poor access. Skips always full. Opening hours need extending. * Too congested on most occasions * Improve access to avoid congestion * Bumpers Lane tip is difficult for quantities & I disagree with policy on trailers as this probably increases flytipping & general untidiness (E'Port more friendly & helpful) * (Bumpers Lane) Needs enlargement with more recycling facilities. * (Bumpers Lane) too small, limited access, make more like the one at Ellesmere Port * Because the council have limited use of the council tip, builders have started flytipping. It would be more cost effective to let them go to the council tip. * Bumpers Lane) Not enough skips – always queues of cars. * (Bumpers Lane) bigger one and longer hours to be opened * (Bumpers Lane) Too small. Always a queue * Bumpers Lane facility too small & badly laid out. * (Bumpers Lane improved) Yes it could. The new rules about tipping at Bumpers Lane have encouraged fly-tipping. * Bumpers Lane is useless. Queues because badly laid-out. Hours too short. Why not floodlights in winter. Tip at Queensferry no queues and open longer. * Bumpers Lane too small and not very efficient. eg see recycling plant in Islington, N.London * The B.L tip is too restrictive – ie no trailers.</p> | | |

8. ROAD SAFETY

| | | |
|--|------------|-----------|
| 8.1 In the initial consultations on the plan, road safety, particularly excessive speeds, was identified as a major concern for most residents. Do you agree? | Yes | No |
| | 99 | 8 |
| <p>* I perceive speeding has reduced, however I have limited visibility of most road sections, still some speeding. * Well Lane becoming a rat run.</p> | | |
| 8.2 How should speed limits in the Parish be promoted/enforced? If yes please give details | Yes | No |
| More frequent police radar checks | 50 | 25 |
| Permanent speed detector/indicators | 62 | 21 |
| <p><i>Comments</i> * Permanent measures need to be in place. * Signs that light up to tell drivers to slow down. * (Yes to) Speed indicators –especially in Well Lane and in Townfield Lane. * Electronic indicators in main roads through the village (viz Townfield Lane, Well Lane Station Road) * Permanent speed detector as you come into the village. * "speed indicators" * solar powered 30 signs * More 30 mph signs * Speed camera in Well Lane near Willow Lea.</p> | | |

| Road markings with ridges, speed bumps or chicanes * | Yes | No |
|--|------------|-----------|
| | 47 | 43 |
| <p><i>Comments</i></p> <ul style="list-style-type: none"> * Things like changes in road surface on entering roads. Any measures taken need to be sympathetic to the visual character of the village. * Use speed bumps * Ridges may work but not bumps as these damage vehicles * (Yes to) Speed bumps in Well Lane * Markings only + chicanes * Particularly in Well Lane | | |
| <ul style="list-style-type: none"> * Especially in Well Lane where exit from houses behind the wall is difficult. * Chicanes, Well Lane and Station Road * road markings with ridges, rather than speed bumps. * Chicanes preferred to bumps which will damage all cars * Road markings with ridges. Definitely not speed bumps or chicanes * Chicanes – Well Lane * Red ribs at entrances to built-up area and in Well Lane * (suggest) Markings on brick walling near the Mollington village noticeboard where there is a pinchpoint in the road * Yes to road markings. No to speed bumps * We need something to force drivers to slow to 30 and stay below it. So position measures at edge of 30 zone and in middle. * (road marking etc) along Station Road, Well Lane, Townfield Lane. * Humps would be helpful. * Speed bumps on local roads should be avoided at all costs. | | |
| Other | Yes | No |
| | 8 | |
| <p><i>Comments</i></p> <ul style="list-style-type: none"> * Need to take measures to discourage through traffic. * Move start of 30 mph limit to junction of A540 with Townfield Lane Better road lighting needed in Townfield Lane – especially near hair-pin bend by Rose Farm. * Lack of pavements at Overwood Lane/A540 is causing danger and speeding traffic. Lack of crossings on A540. * Rationalising the number of different speed limits – we have 30 40, 60 crazy in small village. * 30mph limit should be extended up Townfield Lane at least covering majority of houses | | |

| 8.3 Regular checks with a speed monitor/ indicator have shown that nearly two thirds of the vehicles passing through the village are exceeding the 30mph limit. | | | | |
|---|------------|--------------|-----------|-------------------|
| Would you support changes to speed limits in? - | Yes | @ mph | No | No opinion |
| Well Lane and Townfield Lane (present 30mph sections) | 34 | 20 | 55 | 13 |
| Grove Road between Grove Farm and the school | 60 | 20 | 26 | 13 |
| Townfield Lane and Grove Road (outside 30mph sections) | 60 | 30 | 26 | 12 |
| Station Road & Coalpit Lane | 47 | 30 | 30 | 15 |
| <p>Other (details please)</p> <ul style="list-style-type: none"> * 30mph is quite satisfactory if people observe it * Present speed limit of 30 mph adequate if only drivers observed it. * Stop or restrict rat run * 30mph OK if adhered to * Station road is very dangerous for cyclists. A speed limit (30mph) should be imposed * All traffic coming out of LS turns right by Crabwall Manor. The next turning to the right is hardly used. It is wide with clear vision. Motorists should be encouraged to use this more. * Well Lane/Grove Road/Townfield Lane form a convenient circuit for walking, bike rides, wheelchair users and is used like this daily. The short straights encourage speeding – drivers use it like a race track. * Limits need enforcing * Enforce 30mph on Townfield Lane | | | | |

* There is no point in changing limits if people are ignoring them. We need better enforcement.
 * Limit of 60mph along Townfield Lane from the fingerpost past the new golf club is bonkers.
 * Overwood Lane crazy to be derestricted Make 30 till clear of houses. People blast along this road.
 Driveways with no visibility. No footway also it's a busy road and bus route
 * Extend 30mph on Station Road to A41. Many awkward bends, junctions & houses.

| 8.4 In the initial consultations on the plan, the A41 - Station Road junction (actually in Backford Parish) was identified as the local section of road most needing urgent safety improvements. Do you agree? | Yes | No |
|--|------------|-----------|
| | 81 | 2 |
| 8.5 How should this junction be improved? * Details please | | |
| Reduced speed limit on A41 * | 58 | 12 |
| <p>Comments</p> <ul style="list-style-type: none"> * Reduce to 50mph. * 40mph from zoo/park & ride island until past our junction * Reduces (50mph) speed limit on A41 between Mostyn & Backford Cross. * 40mph speed limit, warning signs re junction ahead 'blind hill' to @ exiting Chester * A41 – 40 mph * 50mph max * 40mph maximum * 40mph on A41 * A41 should be no more than 50 (the dual carriageway is so short and 60 is inappropriate. * Reduce A41 to 50mph exit by Dale camp to Church Lane turning or E'Port turning * 40mph between Mostyn Traffic Lights and A5032 junction * 50 mph as on similar area eg A540 * A41 speed restriction between Mostyn lights & Backford lights. Should be reduced to 40mph in keeping with the Upton modifications * Reduce speed to 40mph and install traffic lights as on A 41 –Newton. * Camera with numbers of speeding convictions/fines advertised at site. * Not more than 50 mph * Reduced speed won't allow time for us to cross. Close the centre gap needs some thought. * 40mph from Zoo/Park & Ride Island until past (Station Road) junction * Leave as at present | | |
| Traffic lights | Yes | No |
| | 93 | 11 |
| <ul style="list-style-type: none"> * No to traffic lights – would encourage more through traffic * Traffic lights – self evident * This junction is more dangerous than the one near County Offices/Upton School which has just had lights installed. Something must be done at this junction immediately. * Definitely need traffic lights * "Traffic activate" traffic lights to be used, if available * (Traffic lights) this is very important. * Traffic lights which are essential, but if not reduced speed limit say 50 * traffic lights – no! – because they will increase traffic through the village. * Install traffic lights – main priority for A4. Low priority for side entries | | |
| Close centre gap | Yes | No |
| | 10 | 90 |
| <ul style="list-style-type: none"> * No to closing centre gap – would cut off the village to Backford. * Turn left only out of Station Road & turn left only out of Backford Lane * (close centre gap) probably the safest and cheapest – would need to close the centre gap to Backford/church to avoid 'U' turns, Suggest small roundabout with traffic lights at the junction to E'Port (A5032 I think) | | |
| Other | Yes | No |
| | 12 | - |
| <ul style="list-style-type: none"> * Roundabout * Do not use this junction as I feel it is too dangerous- if I need to go on the A41 then I take a longer way round. * reduce width of road to single carriageway from Mostyn Garage | | |

- * Intersection is confusing and dangerous. Any improvement option is welcome.
- * A small roundabout would slow the traffic hurtling up out of the dip.
- * mark off (white lines etc) one lane from the Mostyn lights.
- * Camera on A41 on southbound carriageway
- * Don't know how to improve it, but it is dangerous
- * Roundabout
- * Entry to the A41 would be safer if junction was on the south side of the old car sales building
- * Sort out the A41 junction – less talking more action before someone has a member of their family injured or killed – it could be you.
- * (Parish Council should) more pressure for A41 –Rake Lane crossing.

**8.6 Are there other road safety or parking problem areas in the Parish?
If so, please describe what and where**

- * Around school at peak time
- * Parents picking up or dropping children at school are inconsiderate of other road users!!!
- * (safety and parking problems) At school at start and finish of hours
- * School parking!!
- * Driving of parents attending village school in morning terrible – speeds 50mph ++ - dangerous to walk at this time.
- * Parking in Gypsy Lane re school.
- * Outside the school – drop off and pick-up times in the day
- * Junction Overwood Lane & Parkgate Road
- * The Overwood Lane/Parkgate Road junction is very dangerous because of the tall wooden fence and restricted vision
- * steps to stop the "rat run" at peak times and enforce weight restriction on lorries etc
- * Try to curtail the flow of traffic between A41 –A540 A540 –A41.
- * Pavements are inadequate & in poor state of repair.
- * Overhanging hedges. Townfield Lane between Home Park & Well Lane
- * Pavements to walk on. It is extremely dangerous for cyclists and pedestrians.
- * Lack of pavements and walkways making walking very dangerous..
- * Road narrows at Rose Farm on the bend. Risk of accidents particularly with bus service.
- * Many roads & lanes without pavements. Hazardous bend in Townfield Lane/Home Farm, no pavement, narrow & blind bend
- * Townfield Lane /Well Lane T-junction. Visibility terrible from Well Lane
- * A hazardous junction is Well Lane and Townfield Lane.
- * Incomplete footpath routes – eg Townfield Lane/Well Lane junction.
- * No pavement on Townfield Lane/Well Lane junction. Similarly on Townfield Lane past that junction.
- * A540 outside the Banastre is very narrow. HGVs outside the Wheatsheaf Garage completely block one carriageway
- * Better lighting at A540/Townfield Lane junction
- * Extra lighting & improved junction needed at right turn off A540 Parkgate Road into Townfield Lane into Mollington by Crabwall Manor.
- * No pedestrian access to enter the parish hall or to be able to walk safely to the town centre. Safe cycleway down the A540 and wider pavement to encourage people to walk and cycle into Chester
- * Some of the road parking helps to keep speeds down.
- * At end of Townfield Lane – near Gemini bend very tight 45deg and cars constantly speeding up to and skidding on bend.

9. LOCAL GOVERNMENT

| | Yes | No | No Opinion |
|--|-----|----|------------|
| <i>Do you think that the Parish Council could/should do more ?</i> | 26 | 44 | 33 |

| | | | |
|--|-----------|-----------|-----------|
| Comments | | | |
| * More active Councillors needed to take advantage of devolved opportunities | | | |
| * Update review of role in modern environment | | | |
| * Parish Council to have more control over local matters. | | | |
| * Chester City Council should delegate more to Parish Councils. Parish Council should have more say in planning applications. | | | |
| * Give it stronger role in planning consents. | | | |
| Would you be prepared to take part in Parish Council work? | 24 | 61 | |
| * I would be prepared to support the village in areas limited to organisation.*4. Too busy at present – but fully appreciate the work done and time people take to do. | | | |
| Would you support a review of the role and organisation of local parish government in our area * | 34 | 22 | 32 |
| Comments | | | |
| * Review only when a decision had been reached on unitary/multi local authorities | | | |
| * More details necessary | | | |
| * merge parishes with Lea-by-Backford | | | |
| * Mollington and Lea-by-Backford could be one parish. | | | |
| * unite Mollington & Lea-by-Backford Councils | | | |
| * Lea-by-Backford & Mollington parishes should combine | | | |
| * Merge the three PCs – Mollington Backford & Lea.*8 Ridiculous having 3 small Parish Councils in St Oswalds Parish – when one would be far more efficient. | | | |
| * Current Communication/notice boards quite good. I am just as interested in what happens to Cheshire & Chester as the parish <u>and</u> lower council taxes. | | | |

10. INFORMATION - Reports on the activities of Village organisations as well as the Parish Council appear in several forms. Please tick any of these in which you read about them regularly.

| | | | |
|-----------------------------|-----------|---|-----------|
| Parish Council noticeboards | 82 | web site www.mollingtonvillages.co | 20 |
| LEMRA "Open Line". | 95 | The (St Oswald's) Parish Magazine | 67 |
| Local newspapers | 63 | Village Hall "fliers" | 80 |

11. COMMUNITY

| | | | |
|---|------------|-----------|-------------------|
| 11.1 Apart from informal use of the school field out of hours, there are no dedicated freely available facilities in the Parish for younger people. Suggestions please | Yes | No | No opinion |
| Should more facilities be provided for younger people? | 58 | 19 | 29 |
| Comments | | | |
| * I don't know how many children we have in the village. | | | |
| * Summer sports club/youth club if supervised. | | | |
| * I question whether there are enough young people to use more. | | | |
| * Not many young people unless future development. | | | |
| If "yes" would you help with these (eg youth club)? | 10 | 45 | - |
| Should there be a permanently available playing field? | 60 | 10 | 12 |

| | | | |
|---|--|--|--|
| Comments | | | |
| <ul style="list-style-type: none"> * Youth club and playing field * on field near school with control in school hands * Small play area for swings etc for toddlers would be good – possibly in a corner of the village green area * The school field seems to be underutilised * A 'general field' ie for football, cricket etc. * Unrestricted playing field * (more facilities for younger people) will encourage gangs of youths to congregate and cause a nuisance. * Fuller use of school field * The school, playing field & play School should be developed for out of hours use * A field should not be a problem on a rented basis. * Sports facilities[preferable, permanent field if possible, can only be good. | | | |

| | | | |
|--|-----------|-----------|----------|
| If "yes" should there be equipment? | 37 | 21 | 8 |
| Comments | | | |
| <ul style="list-style-type: none"> * small playground – swings for young children * Children's playground slide/swings etc * Swings for under 5s or play ara (see Saughall) * A small open access playground would be very welcome * Swings etc. * The field is fine with the goalposts. There are not enough children in the village to justify play equipment. | | | |
| If "yes" would you be prepared to help supervise such a facility? | 12 | 39 | 8 |

| | | | |
|---|------------|-----------|-------------------|
| 11.2 Many individuals and village organisations provide informal support for the elderly, housebound or disabled. | Yes | No | No opinion |
| Is there a need for more formal arrangements? | 13 | 24 | 55 |
| Please give details | | | |
| <ul style="list-style-type: none"> * Formal though not too rigid * Coordination of various forms of help to make sure all who need support get it. * More details of Community Car Service in this Parish * Publish details in special Open Line * Counterproductive * Regular minibus service should stop at entrance to small estates eg Mollington Court, Willow Lea etc. Our roads are too narrow for full-size service double-decker buses – they should be stopped. * Retirement club would be popular but the village hall needs to be accessed by car which is not always convenient * Senior Citizens should have a contact number they can call for help and advice. * Good idea – must give it some thought | | | |

| | | | | |
|---|-----------|-----------|----------|------------|
| 11.3 The Village Hall in Backford is for all in Mollington, Lea and Backford | | | | |
| How important is the Village Hall to the fabric and spirit of our community? (please tick one) | | | | |
| 48 | 41 | 13 | 2 | 6 |
| Vital | Important | Useful | Marginal | Don't know |

| | | |
|---|------------|-----------|
| Do you use the Village Hall? | Yes | No |
| | 76 | 33 |
| Comments | | |
| <ul style="list-style-type: none"> * It is already well used but is in dire need of rebuilding the old part * Village Hall completely inaccessible in its present location unless you go there by car. * The Hall should be replaced with one that allows additional activities such as badminton to encourage multi-use. * Attend occasional meeting. Use Village Hall infrequently * It would be good to see more use of the facilities at the Village Hall eg tennis courts – but it is not close to centre of population * The village hall is poorly located. Activities would be much better supported if a new hall is built near the vicarage. The current hall could be sold to help pay for the change. | | |

| | | |
|--|-------------------|------------------|
| Do you get enough information about Community activities in the Hall? | Yes 98 | No 4 |
| Can you suggest potential additional uses for the Hall? If "yes", please give details | 14 | 63 |
| <ul style="list-style-type: none"> * Depends on rebuild * Fitness activities and adult education * Summer family BBQ, Sports Quiz etc * Restoration of tennis courts * Children's exercise/ yoga classes for school-age children (weekends or early evenings) * More wedding parties etc when re-developed * The Hall could put the old tennis court to some use eg play area * Folk song concerts by local people. Get a reputation for this * More fitness based activities such as step aerobics. * Tennis courts could be made good to provide a tennis club. * Indoor bowls. * Bring back keep fit on a Sunday * I do believe the VH is a great asset to the Community. It is a very busy place and is used by so many sections of our residents Because of the drive for funds for new build plans – fresh ideas for the Hall's use are being sought. | | |
| Would you be prepared to help running the Hall? (if not already doing so!) | Yes 16 | No 68 |

12. POLICE/ COMMUNITY SERVICES

| | | | |
|--|------------|-----------|-----------------------|
| <i>Please give details</i> | Yes | No | No opinion |
| Are you satisfied with the response times of the Emergency Services? | 30 | 8 | 66 |
| <i>Comments</i> <ul style="list-style-type: none"> * Police response and subsequent correspondence not good to stolen car incident. Cars coming from neighbouring areas. Crime not internal but from outside + but attempts to give directions have been ignored– leading to delays. | | | |
| Are there crime, vandalism, anti-social behaviour problems in our Parish? | Yes | No | No opinion |
| | 21 | 52 | 24 |
| <ul style="list-style-type: none"> * Thefts from sheds, garages * Occasional vandalism at finger post. Tipping * Running of business of Quad Bike Hire from home creates unacceptable level of noise & disruption * Children throwing eggs at houses! * Racing & misuse of roads in 'rural' part of the parish. * occasional damage to phone box, bus shelter & bus timetable notices seen, but not widespread * A lot of cars parked in Townfield at night with youngsters – drinking, drugs & sex – all witnessed by us in the past year! Very intimidating for us when we are walking the dogs. * Vandalism near school. * Just very sad that a walk up Townfield Lane is ruined by vandals, litter and boy racers! Not safe to walk up at times!! | | | |

| | | | |
|---|------------|-----------|-----------------------|
| Do you consider the police coverage of our area to be adequate? | Yes | No | No opinion |
| | 23 | 45 | 33 |
| <ul style="list-style-type: none"> * No village constable ever seen * More patrols needed * Never see any police presence * The constable responsible for the village changes too frequently and has too large an area to cover. * Never see police coverage up side roads only on the main roads in the village, * Hardly ever see police in or around the village * We have never seen the present officer probably because of his high work load ie 6 villages. * Changing the local officer every month or so does nothing for ones confidence. | | | |
| Could the present Homewatch scheme be improved? | Yes | No | No opinion |
| | 21 | 14 | 59 |
| <ul style="list-style-type: none"> * Greater awareness, More signs indicating homewatch area * (Homewatch) needs rejuvenating. | | | |

* Having recently moved into the area, we are aware that it is a Homewatch Area but have not received any details
 * Is there really a active (Homewatch) scheme?
 * As there are still burglaries etc, the (Homewatch) could be improved but not sure how.
 * (Homewatch improve) enhanced advertising
 * We don't know anything about the Homewatch scheme
 * Homewatch should be improved.

13. PUBLIC TRANSPORT

| | Yes | No |
|--|------------|-----------|
| Do you have and use a car ? | 108 | 4 |
| Would you support an additional Park & Ride facility in our area? | 33 | 73 |
| Comment * P&R yes Local bus no | | |
| Do you use the bus service? If "no" why not? How should/could the service be improved? details please | 47 | 64 |
| Comments * Use private car. More frequent services would be "nice to have" but probably not economic. * Daughter uses bus service: but it is very infrequent and is restricted to Townfield Lane (So would prefer more extensive service for Mollington > Well Lane, Grove Road) * Drive, buses are not always convenient * Registered disabled so this (bus) is not convenient for me * Times (bus) not convenient * Car more convenient for carrying shopping & access * Use bus service very infrequently. Buses don't come often enough and have been very late (up to 20 minutes late) each time I've used the service. * I need car to visit scattered stops on each visit * Cannot carry large shopping bags easily & bus service too infrequent. * One hour bus service not convenient. No evening or Sunday service. * Not at present as use own car * Have difficulty walking to bus stop so use car * Too far to walk * No need at present The bus service along Grove Road was withdrawn in 1997. Nearest bus stop ¾ mile * Need the car for convenience – plus the fact that it at least 1km to nearest bus stop. * Easier to use the car with a small baby * Used to commute to Chester by bus. Now have school – had to get a car because bus service too infrequent – could not get to work on time. * Irregular, expensive * Bus service is infrequent and unreliable. Buses do not arrive as per timetable. * Bus from West Kirby is often full when it reaches Townfield Lane. * Not yet needed, but would use it. * I have a car & have intended to use the service but never got round to it. Buses on a Sunday from Mollington would be good. * I think as we become more environmentally aware we will use public transport more than we do presently. * Not required at present. Bus service in frequent & poor timetable – prefer independence * Bus stop too far away. * My wife and I both drive and have no problems with daily living. * Frequent user when the bus passed the door (Grove Road) * Haven't felt the need so far but will be using when the need arises. * Runs only along Townfield Lane and is somewhat of a walk from where I live. However, extending the service would not attract many more passengers * Although environmental issues are understood, the 21st century is still very much geared to the car (eg supermarket shopping) and the car is very much more convenient. This will only change significantly if global politics change to reflect environmental situation. * No problems at present because I am able to drive. But if I could not I do not consider the bus service adequate. * Have difficulty walking to bus stop so use car. * Car more convenient for carrying shopping and access. * Bus service does not keep to timetable. Often leaves early in the evening which is very frustrating | | |

| Have you problems with access to Doctor, Dentist, or Chemist? | Yes | No |
|---|------------|------------|
| | 7 | 100 |
| <p>* No direct access available through public transport. * One feels that it somehow should be feasible to organize more communal systems for helping older folks in the village for these items. * It could be an enormous help for a transport bus service to Saughall for Dr & Chemist & shop * Our Doctor & chemist in Handbridge * I am very disabled and house bound without the assistance of friends</p> | | |
| Have you problems with access to the Village Hall, Schools, Post Office, Library, shops or recreational facilities? | Yes | No |
| | 14 | 88 |
| <p>* We do not have recreational facilities or shop * (We) use other villages' services * We believe you should be able to walk to community facilities and none of these are walkable to. * With increasing number of elderly people, (access) likely to become a major problem quite soon. * Too distant for non car drivers and the bus service is poor * Can't get to Village Hall at night. Elderly so rely on neighbours to drive at night if I go to WI. * (We) use Park & Ride at Zoo Can't get to Village Hall at night. * Elderly so rely on neighbours to drive at night if I go to the WI. * We do not have shop or Post Office. * Post Office? Rec. facilities? library? shops? - Are you referring to Chester itself or neighbouring villages? * We have no access problems because we have a car. Reopen Mollington Station and provide car parking, say 20-30 cars This has been done nearer Birkenhead at Eastham. * Feel there should at least be a shop or post office in the village – most unusual not to have something. Too dangerous to walk to the Village Hall. * No post office or village shop. Mollington has changed since it closed. More parents attending school and playschool. Nearest shop is 3miles away. * Would be more convenient with a PO & General Store in the village. * No post office or village shop – Mollington has changed since it closed. More parents attending school and play school. Nearest shop is 3 miles away. * The bus goes to Chester and I do not like Chester * Parking too expensive – Chester & Ellesmere Port. Scandalous!</p> | | |
| Do you use the Community Car, Dial-a-Ride or Women's Safe Transport schemes? | Yes | No |
| | 1 | 102 |

14

OTHER PRIORITIES

| Are there other issues which should also be considered in this plan? |
|---|
| <p>Please give details</p> <p>* Encouragement of a shop/meeting place to encourage more dialogue between residents without children. Too many people use the village as a commuting base. * Encourage sustainable transport – walking routes, cycling routes, car-sharing schemes. We are only 2 miles from the centre of Chester but there is no safe cycleway or footpath or adequate street lighting. * Future of Parish Council & relations with new City/County Council * Preservation of surrounding green belt and policing presence. Facilities for children, pub in village * Ageing community – (not) enough younger people * Houses should be given the option to display numbers as well as names. The amount of delivery drivers roaming the parish looking for addresses is incredible. This must also be a problem for emergency services. * Local government would be improved if we can merge both the City and County Councils Both Officers and Councillors would be more accountable to residents.</p> |