## SHIPLAKE VILLAGES PAST, PRESENT AND FUTURE

SHIPLAKE VILLAGES PLAN REPORT 2014

### Introduction

Village Plans were initiated by Central Government as a way for rural communities to express their views and aspirations and to become more involved in the planning and development of local services. In the autumn of 2011 a parish meeting was held under the auspices of Shiplake Parish Council and it was agreed to set up an independent Steering Group to identify the views and wishes of all residents on local matters and to prepare a plan with the aim of addressing the issues raised.

#### **Plan Objectives**

The principal objective of the plan is to maintain and improve the quality of life in the villages of Shiplake.

Through a comprehensive consultation process the plan tries to reflect the concerns and wishes of the majority of residents.

The plan aims to be realistic, recognising existing services and avoiding objectives that are unachievable due to lack of resources and funding. That said, the Steering Group although not wishing to raise unrealistic expectations, thought it right to pursue the issues raised by the community.

Where objectives are established the Plan aims to have clear, prioritised and practical recommendations as to how they can be achieved.



Shiplake Church

A copy of the Report will be distributed to every household in Shiplake. Additional copies will be available at the Corner Shop and can be viewed at the village web site <u>www.shiplakevillages.com</u> As the plan has developed it has become clear that it is really only the start of the process, especially for those projects with longer timescales for implementation. The fulfilment of many of the recommendations in this report will only be achieved through a carefully coordinated effort involving the Parish Council and independent Project Teams set up to deliver specific objectives.

One of the successes of this plan has been the breadth of involvement of the residents of Shiplake and that continued engagement will be paramount if we are to see the plans proposals implemented.



Shiplake Lock

#### Shiplake Villages Plan Steering Group

Dennis Oliver: Chair Chris Batten Richard Curtis Tim Green (from May 2013) Sue Jenkins (to May 2013) Roger Hudson Janet Matthews David Pheasant Helen Robinson Ray Wild

Front Cover: Watercolour by Janet Duncan

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### **A Brief History**

Shiplake Cross and Lower Shiplake are located in South Oxfordshire, two miles south of Henley on Thames. The Parish extends from the banks of the river Thames across the A4155 up to its boundaries with Binfield Heath Parish and Harpsden Parish.

It is a two village parish. The oldest part is the area known as the village of Shiplake Cross. It is close to the parish church of St. Peter and Paul, Shiplake College (formerly Shiplake Court and farm), the local primary school and the Plowden Arms pub.



Shiplake College Tower at Night

The name Shiplake most likely stems from 'stream where sheep are washed '(sheeplake) but it has also been suggested that it could be named after the final resting place of a Viking ship (ship loss) as the river was too shallow to navigate above Shiplake.

In the Domesday book(1086) it was part of the 'Binfield Hundred' and the area named as Lysbrook, later Lachebroc (a sluggish stream) and Bolchede, later Bolney. The Lashbrook and Bolney names still exist today in street names.

According to tithe records, the Church of Saints Peter and Paul dates from at least the 12th century. Major restoration work took place in 1822 and in 1869 the chancel, north aisle and parts of the south aisle were rebuilt. Alfred Lord Tennyson married a cousin of the vicar's wife, Emily Mary Sellwood, here in June 1850.

It is likely that the Lashbrook Chapel building was originally the store for the nearby paper mill.

The mill closed in 1907. In June 1914 the store was referred to as the Parish room and daily services were held here. The last service at the chapel was held on 27<sup>th</sup> October 2002.



The old Lashbrook Chapel

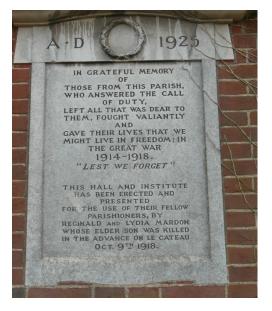
Shiplake Court dates back to the 12<sup>th</sup> Century, but was rebuilt in the 14<sup>th</sup> Century by the Englefield family. Sir Francis Englefield had to give up residence in 1563, however, as he refused to return from the Spanish Netherlands where he had fled to avoid religious persecution.

The Plowden family took it over until 1691 when they sold it to pay for their son to get a commission in the army of King James I. It passed through many other landowners, notably Henry Constantine Jennings. It was rebuilt in 1905, finally becoming Shiplake College in 1958.



The Plowden Arms

There is evidence that some of the timbers of the Plowden Arms public house date back to the 1600s and that it was an ale house as far back as 1749. It was originally called The Plow, then the Plough Inn and then The Plough Hotel before the name was changed to the Plowden Arms in the 1930s by owners Brakspear. In the 1800s it was the location of dinners following Parish meetings. In 1853 the parishioners discussed the proposal for the Henley branch railway line. Isambard Kingdom Brunel is likely to have been present at such dinners.



Memorial Hall Dedication

Shiplake Memorial Hall, a focus for local activities for the last 90 years, was funded by a Mr Mardon in memory of his son killed in the First World War. It was used as a temporary classroom for evacuees from London during World War Two, as the local primary school was not big enough. In 2013 a complete remodernisation was undertaken costing £450,000 (almost the same as it cost to build the original).

Education in Shiplake Parish, has a long history. The primary school saw its origins in the Mission school 'for the education of the poor' in Shiplake Parish, which was built in 1847 where two roads crossed in Binfield Heath. A new school, known as the Victorian school, was built at Shiplake Cross in 1870, but by the 1950s this school was in poor repair and failed to meet Education Department standards. A third school with two classrooms was built next to it in 1963. The Victorian school was then demolished to provide the school playground. Since then there have been numerous extensions until the current school has seven classrooms, including the ARK – a fully equipped technology and music facility.

#### **Economic and Social History**

Up until the 19<sup>th</sup> century the area was characterised by the larger houses such as Shiplake Court, Shiplake House, the church and a few farmhouses and workers cottages. The Phillimore, Plowden, Harrison, Jennings, and Baskerville families all providing employment to local people as farm labourers or servants



The Baskerville

Improvements to transport links aided the economic and social development of the area and especially Lower Shiplake.

In 1773 the Thames Navigation Commission built Shiplake Lock on the Thames about 800m downriver from the original village. This allowed improved access to the paper mill located close by. In the 1880s the mill provided important employment opportunities in the village as 27 men worked a 24 hour day in two 12 hour shifts.



The Corner Shop

The Wargrave and Shiplake Regatta was founded in 1867 and is now held annually. Whilst the first Regatta had a mere seven events raced over an afternoon today there are over 330 events on a two day programme.

In 1769 the A4155 turnpike road was built, providing a direct route from Reading through Shiplake to Henley and thence to Oxford. Previously there were two minor roads that crossed close to Coppid Hall, from Reading through Emmer Green to Henley and from Shiplake Mill, past the Church and across the heath to Shiplake Bottom. With the opening of the Henley Railway branch line in 1857 the improved transport links were complete.

The railway transformed Lower Shiplake. The Bolney and Lashbrook estates were sold and the land developed for housing. The Bolney estate had previously provided moorings for houseboats alongside the river, and several of the houses in Bolney Road retained the name of the original houseboat. Housing in Lower Shiplake was bought by commuters to London as the railway provided a good route.



6924 Grantley Hall the last steam engine to pull a regular through train from Paddington to Shiplake, 14th June 1963

According to the trade directory for 1936 there was a grocer, two coal merchants, a dairyman and riding stables, shop and sub-post office, a plumber, an offlicence, a garage, a newsagent, two boat builders and boat repairers, and two market gardens (one for bulbs). A policeman, a stationmaster and a lockkeeper all lived in the village. The Baskerville Arms was built after this date on the site of the huge village store which had burned down.

### Post War Expansion

Between 1960 and 2013 more than 170 new houses were built in the villages. Part of the Baskerville estate was developed into Badgers Walk/Brocks Way, and the horticultural fields off Northfield Avenue into Manor Wood Gate and Brampton Chase.

Lower Shiplake is where the 'commercial centre' of the parish is located. Unlike many rural villages the parish still boasts many amenities including two pubs, a shop and post office, a butcher, a garage, a church, a school, a nursery and good bus and rail links.



The Butcher

The community partakes in a wealth of activities, clubs and societies, including the Shiplake Village Community Club, the Women's Institute, the Rosemary Club, Cubs, Scouts and Beavers. Three tennis courts with floodlights and a bowling green are regularly used by club members. A youth football club plays on the Memorial Hall fields.



Memorial Hall Fields

### **Villages Plan Process**

This whole enterprise started with a meeting called by the Parish Council in September 2011. The residents at that meeting elected a chairman and a number of parishioners made themselves available to serve on a steering group that was formed shortly afterwards.

Building on the experience of other villages in South Oxfordshire which had already developed a village plan, the steering group set about constructing an initial survey with the simple objective of trying to understand what the residents thought about their abode. The survey was free-form and asked three questions:

- What do you like about Shiplake?
- What do you dislike about Shiplake?
- What improvements would you like to see?

The initial survey took place in October 2012 and input was received from 450 dwellings, a return rate of 65%. A detailed analysis of these returns enabled the steering group to identify the top eleven issues (matters raised by at least 10% of respondents) that were of concern to residents and it was these issues that formed the basis of the main survey.

The actual number of dwellings surveyed in 2012/2013 amounted to approximately 690 and any results contained in those reports reflect that population. Early on in the survey process it was decided to include in the survey residents who live in parts of Northfield Avenue, Bolney Road and Manor Wood Gate which are, boundary wise, in the parish of Harpsden.

It is worth noting that a survey of this type is a moving feast. A number of issues raised in the initial survey did not make it to the main survey as they were already under consideration. A good example is safety at the level crossing in Lower Shiplake, where the Parish Council were already in negotiations with Network Rail and barriers were installed before the main survey took place.

A great deal of effort went into compiling the main survey questionnaire and advice was taken from Oxfordshire Rural Community Council (ORCC), South Oxfordshire District Council (SODC) and Oxfordshire County Council (OCC) before the final document was put before the residents in April 2013. A small army of volunteers helped distribute and collect the survey forms house by house and a very creditable return rate of 78% was achieved. In total 836 survey forms were returned which amounted to 75% of the questionnaires actually distributed.

Not only was it important to maximise the return rate from the survey, it was also essential to ensure that we had a representative return across the two villages. There are approximately 630 dwellings in the parishes of Lower Shiplake and Shiplake Cross. According to the electoral role about 80% of electors live in Lower Shiplake and 20% in Shiplake Cross. The survey returns when analysed by post code reflect a similar split which suggests that spread of returns in the survey is consistent with what we have on the ground.

The survey was structured in a machine-readable format and the data processing of the survey was undertaken by SODC. Regarding the topics identified by the residents we now have a comprehensive view of what residents think and the top line results were shared with parishioners at the Annual Parish Meeting held in May 2013.

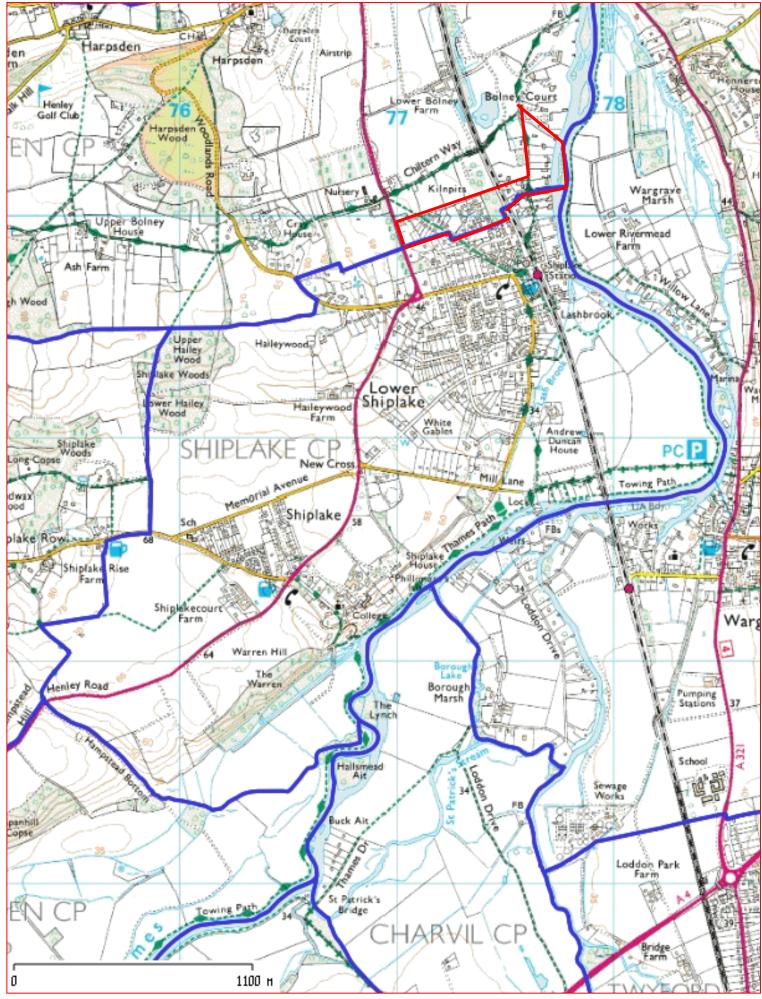
Since May, project teams have been further analysing the results of the main survey and developing proposals - this report is a distillation of their findings.



Shiplake Level Crossing

It should be noted that documentation relating to surveys, presentations and this report can be found at <u>www.shiplakevillages.com</u> Progress on the plan implementation will also be posted on the web site.

The Parish of Shiplake (The survey area included houses in Bolney Road, Northfield Avenue and Manor Wood Gate, currently in the Parish of Harpsden)



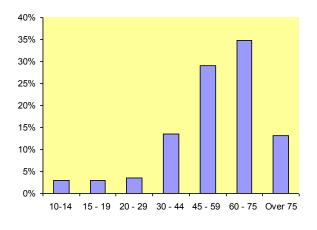
# A Comparative Profile of the Villages

In the lead up to the millennium (2000) a project was undertaken to record a snapshot of the villages.

At that time a detailed survey of residents' views and aspirations was carried out and the results were published in the booklet 'Life in Our Villages Past and Present'.

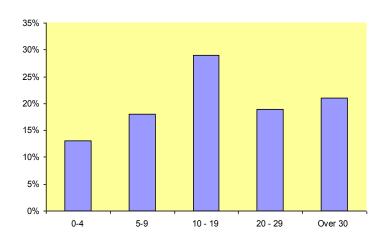
Some comparison is possible between the findings of the millennium survey and the plan survey. It reveals some interesting results, but it must however be born in mind that a direct comparison cannot be made as the two surveys were very different in many of the questions asked. The participation rate was however very good. It rose from 65% in 2000 to 75% in 2013.

The gender balance has remained largely unchanged with females accounting for 51% of the population and males 49%. Age distribution was also similar with the bulk of residents falling in the 40-65 year age group.



Age	Distribution
	(2013)

Regarding tenure, it is difficult to make exact comparisons between now and 2000. Different age bands were used between the two surveys but suffice it to say that people must like Shiplake, the proportion of long established residents has increased from 48% in 2000 to well over 50% in 2013.





A reliable comparison of employment trends is again difficult due to subtle differences in the way questions were asked between now and 2000. On balance it would appear that a smaller proportion of people are now in gainful employment with a commensurate rise in the number of retired people in our villages.

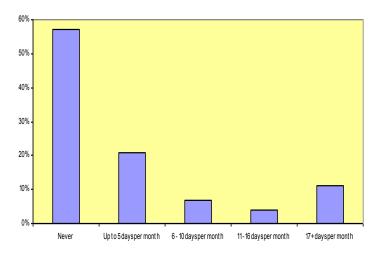
#### **Employment Status**

%	2000	<u>2013</u>
Full Time	30	32
Part Time	14	17
Self Emp.	13	N/A
Retired	27	35
Student	6	6
Other	10	10



The men of Shiplake Motors

Working from home appears to be on the increase. In 2000 13% of those surveyed said that home was their main place of work or study. In the 2013 survey the question was more directly focused on work and the comparative distribution is shown below.



## Working from Home (2013)

Now as many as 11% of those in employment appeared to work almost full time from home and a further 32% spend a week or more each month working from home. Broadband is the conduit that makes working from home a possibility which highlights the need for a better service in our villages.

Many of the issues raised in the 2000 survey reappeared in 2013.

Maintenance of roads, paths and drains was an issue in 2000. 53% were unsatisfied with the general state of roads. 67% identified 'danger spots' and it was suggested that a Hazard Group be formed. This did not happen. 20% of households reported a problem concerning inconsiderate parking.

As far as traffic calming went in 2000 52% said that current speed limits should be better enforced, 34% asked for speed humps to be installed and 35% for additional speed cameras. Speed humps are now in place in Station Road.

In 2000 it was a 50/50 split as to whether additional street lighting be installed at Shiplake Cross, but only 39% wanted more lights in Lower Shiplake.

Then residents got their information on local events from the Henley Standard (85%), local notice boards (13%) but only 6% read the Parish Council Reports. A website was not available then.

In 2000 39% felt that no extra housing was needed, but if any were to be provided this should be for the young people of local families, those on low incomes and the elderly.

Of the residents surveyed in 2000 56% saw dog fouling as an issue and wanted steps taken to reduce it. Dog walkers were asked if they would use dog bins should they be provided. 76% said yes. (9% said no and 15% said they did not know)

When asked the overriding question 'what would make life better?' in 2000 the largest proportion voted for an increase and improvements in footpaths and cycle ways with 60% wanting a cycle path to Henley and 55% wanting a footbridge to Wargrave.

Other ideas included:

- A new playground in Badgers Walk (53%)
- Improved communications (42%)
- More village events (43%)
- A boating club (30%)

Four ideas put forward in 2000 have actually come into effect. There is now a Local History Group that meets regularly (identified by 35% of respondents), a garden club (33%), a village website (25%) and the Shiplake Village Community Club has many events to be involved in.



Lower Shiplake

### The 2013 Main Results

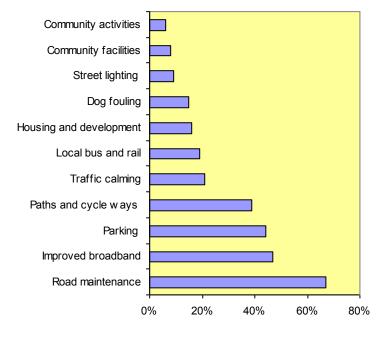
While this report is mainly concerned with the areas of improvement that residents would like to see ,it would be wrong to leave the impression that the community is dissatisfied with the villages of Shiplake. Indeed the reverse is true. Over two thirds commented on the quiet environment, rural location and access to the river and countryside. A similar number highlighted the importance of local businesses including the corner shop, butcher, garage and pubs. The station and local transport was also mentioned by many as was community spirit and friendly atmosphere. So what follows is about how we build on these strengths rather than the need to correct failings.

The top eleven issues that emerged from the initial survey and explored in more detail in the main survey are shown below. The main survey had effectively two ranking questions:

- 1. How important is this matter to you?
- 2. How do you rate this matter if you had to prioritise three issues from eleven?

While all of the issues were seen as important in their own right it was clear that if residents were asked to prioritise, some issues received much greater weighting than others.

The ranking below is based on the number of residents who placed the issues in their top three priorities for further attention.



Due to differences in methodology comparing the results of the two surveys is not simple. The initial survey was free-form inviting residents to identify the issues they wanted to be addressed while the main survey asked residents to respond to specific questions. The table below compares the prioritisation of issues in the main survey with the frequency with which the issue was raised in the initial survey.

<u>Comparis</u>	on of Issues %	
	Main	Initial
	Survey	Survey
<u>Topic</u>	<u>Priority</u>	<b>Frequency</b>
Road Maintenance	68	30
Improved Broadband	47	14
Parking	44	29
Paths & Cycleways	39	29
Traffic Calming	21	21
Local Bus & Rail	19	5
Housing & Development	16	11
Dog Fouling	15	6
Street Lighting	8	8
Community Facilities	8	10
Community Activities	6	8

Comparing the results from the two surveys the top five remain the same, although Improved Broadband has moved up from number five to number two in the residents' prioritisation of issues. Housing & Development ranked seventh in the main survey but could well become more prominent in the near future with the recent application to build houses on the Thames Farm Site.

The following chapters describe each of these topics in more detail and discuss possible solutions.

2013 Results

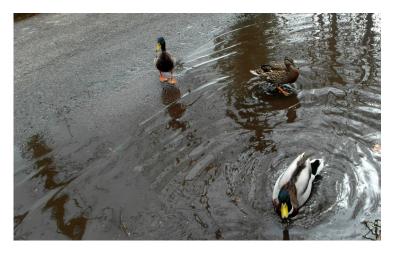
### **Road Maintenance**

This issue was top priority among respondents to the survey, with 96.5% considering it to be important or very important. The main concerns were potholes, gully emptying and ditches, road sweeping, weed control, hedge trimming, litter, and repair and cleanliness of signs.



**Repairing**?

Other major concerns remain, such as drainage runoffs and ditches in Shiplake Cross, Memorial Avenue and Mill Road. Road and street signs generally, and litter have not been tackled. A photographic record identifying all gullies in Station Road and run-offs in Memorial Avenue has been compiled. Contact has been, or will be, established with officials at OCC Highways Dept and SODC to agree closer working and better communications.



Ducks taking advantage of the lack of drainage in Mill Road

The issue of maintenance will be tackled by establishing a project group to monitor Local Authority maintenance schedules and their effectiveness, with a focal point of contact in the villages providing feedback to the relevant officials; setting up and supporting voluntary working parties to tackle problems not covered by the Local Authority schedules. Specifically, this is expected to include: clearance of blocked runoffs, regular litter picking, weed clearance and sign cleaning. In addition, the project team will liaise with residents to keep pavements, paths and roadways clear of overgrowth. Working parties offered by Shiplake College will be of considerable assistance, augmented by the villages' residents. Health and Safety assessments will be carried out and the Local Authority has been asked to provide equipment and high visibility vests for litter picking and other roadside tasks.



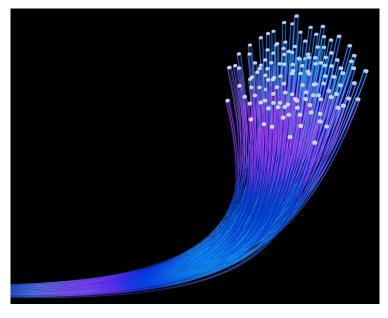
A blocked gully on Memorial Avenue

### **Improved Broadband**

The initial survey identified faster broadband as a key improvement requirement by 14% of residents. When questioned in more detail in the major survey, the importance of improved broadband services was identified as the second most important issue for residents, with 87% of respondents highlighting their requirements.

These concerns are no doubt reflected in the increasing use of the internet from home (95%) and the high levels of competence within the community, with 78% classifying themselves as either proficient or expert and 57% using it for business purposes. It also reflects the relatively poor broadband speeds attainable within the parish, with 68% achieving less than 3Mbps. (N.B. Mbps = Megabits per second \*).This compares to the average for the UK in May 2013 of 14.7Mbps. Also there is considerable variability in speeds across the villages ranging from less than 2 to 6.5Mbps.

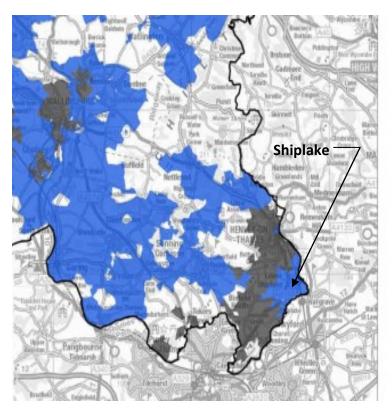
What are the options in seeking to gain significant improvement for residents? Specific initiatives referenced below have been pursued, with a goal of achieving a minimum of 10Mbps for all residents and preferably speeds nearer 30Mbps. Account has also been taken of a relative lack of interest to many residents in paying more for faster broadband, either as a one-off payment or a significant increase in monthly payments.



A bright new future

#### Superfast Fibre in Shiplake

The government/OCC scheme targeting Oxfordshire's rural communities should provide the best option for the future, assuming its benefits are applied to Shiplake. It means minimum broadband speeds of 24 Mbps to 90% of homes and businesses in the county by 2016. The remaining 10% will receive a minimum of 2Mbps, enough to use email and the web efficiently; a level inferior to our current services!



OxOnline Broadband Map

The map above is an extract showing the broadband coverage resulting from OCCs OxOnline investment. It is not a guarantee as it is subject to detailed planning by BT and local infrastructure issues.

The grey areas denote fibre broadband commercially available currently. Our neighbours in Henley appear to be well served. The blue areas denote OCC-supported fibre rollout by the end of 2015. Shiplake is blue subject to detailed plans from BT and possible local infrastructure issues.

<sup>\*</sup> Footnote

<sup>2</sup>Mbs is good enough for internet browsing but, for example, to download a film or video for immediate viewing 8-10Mbs would be

The SVP Steering Group will continue monitoring both the OxOnline and Berkshire Superfast schemes and meet with the OxOnline project team shortly, in order to ensure apparent commitments are realised. In the event that Shiplake's requirements are not fully realised via the OxOnline initiative, the Parish Council and SVP SG will pursue funding from SODC's resources specifically allocated for shortfalls in OxOnline's coverage. Shiplake's concerns have already been registered with our OCC and SODC councillors and thereby the SODC Executive Management group.

When superfast broadband is eventually installed, residents need to be aware that the cost of utilising these services is almost inevitably greater than their current service. Current tariffs are available on internet comparison sites.

Various solutions and providers have been considered including the likely costs of a fibre cable across the river, based on the current fibre installation for Binfield Heath. Given that a successful, timely, BT based fibre solution is confirmed, the identified viable alternatives will not be pursued unless circumstances change.



Patience is required in Shiplake

#### **DIY Improvement in Speed**

Residents should check their broadband speeds intermittently to ensure it is meeting the service levels to which their supplier has contracted. If not their supplier should investigate reasons why not. Also, it is not unusual that speeds are negatively impacted by the quality of the copper wire telephone cables to their house and particularly to the main BT input socket. Individuals may wish to have this checked, which can result in not insignificant improvements. However a call out charge may be incurred if nothing is wrong with the BT installation. Whenever possible plug routers/hubs should be plugged into the master telephone socket, where the cables enter the house, otherwise broadband speeds may be compromised by poor internal wiring. Also, filters provided with the router/hub should be connected to every telephone socket where a there is a telephone, fax or other such device.

### Parking

Parking problems were the second most important issue identified by residents in the first survey. In the second survey 90% of residents said that actions to tackle these issues were important. Five specific issues were identified and residents' views on each were explored in the second survey.

### Modifications of existing yellow lines

Commuter parking was seen to be a major cause of congestion, and whilst many regretted the need for any parking restrictions, the majority of residents accepted them and felt that the initial arrangement had resulted in some improvements. Over two thirds favoured further changes on grounds of safety. The following are proposed, in order better to control parking to ensure safety and access.

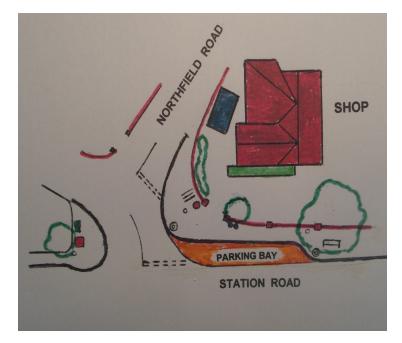
• A double yellow line should be introduced on the north side of Station Road from above the drive to Chestnut House to meet the existing lines near the war memorial.

• Between this new line and the existing double line on the same side at the bottom of the road, parking should be allowed at any time. However, there should be provision to enable vehicles to be passed by those in the opposite direction, without the need for drivers to wait at the top or bottom of the road for a clear road, with the consequent temptation to speed along the road whilst clear. To be effective such 'passing places' should be sufficiently large (15m minimum), and visible from both ends of the road. Two lengths of road where two house drives are adjacent would provide such 'passing places'. Minor modifications to existing yellow lines should also ensure adequate sight lines from Little Holme/Holme Cottage to enable the safe exit of vehicles.

Reduction in the space for parking may result in some overspill into adjacent roads. The Oaks, and that part of Brocks Way from Nos. 14 and 23 are most vulnerable. The reintroduction of some parking in Brocks Way immediately off Station Rd, would reduce this risk. Parking for 3 or 4 vehicles should be introduced on the west side of the road for a distance of 15m from the double yellow line at the Station Rd corner.

#### **Corner Shop parking**

The existing configuration of road and footpath outside the Corner Shop is ambiguous and confusing. It creates significant safety risks for vehicles and pedestrians. Over two thirds of residents favoured action to deal with this problem. It is proposed that the area should be rearranged to provide a designated 15min. limited parking bay, at road level, for 3 vehicles. The bay, which would be approx 20m by 2.5m, should be differentiated from the roadway by the colour of its surface. Bollards should be installed at each end of the bay to prevent vehicles crossing the pavement on entry or exit. Additional cycle stands could be provided on the pavement adjacent to the post box, and a bench could be located on the pavement beyond the bollard at the other end.



Proposed parking outside corner shop

### **Primary School parking**

There is considerable congestion in the roads near the school particularly at pupil drop-off and pick-up times. There are clear safety issues as well as inconvenience for local residents. There have been several accidents at the Memorial Avenue/Plough Lane junction. 60% of residents favoured action to deal with this problem.

Traffic cones have been placed around the left corner from Memorial Avenue to Plough Lane, but the fact these are usually flattened and the grass beside the footpath worn by tyres, is sufficient evidence of vehicles mounting the curb and cutting the corner, which is a major threat to pedestrians there.



Not a good place to stand!

It is proposed that this corner is eased a little, so as better to allow large vehicles to turn, and that a high 'containment curb' is installed. To clarify the parking restriction at the corner it is proposed that a double yellow line be introduced around the corner to include, and thus replace, all of the two areas currently marked 'Keep Clear'.

Implementation of all of the above proposals would be the responsibility of OCC. The Parish Council should use its best endeavours to try to ensure action. In the case of yellow lines changes the target should be mid 2014. The other proposals should be targeted at the end of 2014.

#### Use of Memorial Hall car park

A footpath was established to join the Memorial Hall car park and the footpath at the school. This is not well used by those going to/from the school, but the majority of residents favoured action to encourage its use.

It is proposed that a clear, permanent, sign be placed near the school gates, requesting drivers to use the Memorial Hall car park and to use the 'Walking Bus' arrangement.

### A school car park?

The parking and safety problems at the School could be eased with the above actions - but certainly not solved. The provision of a car park in the field opposite with access from Memorial Avenue has been investigated before but not pursued. It is the only measure that would adequately deal with the parking and related safety problems, and would be essential if there were to be any further growth of the school. The difficulty and cost of implementation would be great. A large area of land would have to be acquired or leased. Planning approval would be needed. The cost will be substantial.

It is proposed that no action be taken to establish a new car park at the present time; however it should remain a longer term possibility.

#### Parking on pavements

Parking on pavements is not illegal except at corners and at yellow lines. Parking such as to block pavements is illegal and action can be taken by police. Parking partly on pavements might seem justified where parking is required and the road is narrow, but elsewhere it has perhaps become a habit. Many residents dislike this practice, and the majority favoured action to deal with the matter. Local Authorities are now able to erect signs to indicate that parking on pavements is not permitted, but many such signs would be required and residents would probably not want them.

Discouraging this practice will not be easy and is likely to be best achieved through *Community Action*, e.g. the placing of requests on 'offending' cars.



Illegal parking -a police notice

### Paths and Cycleways

Concerns over the lack of safe cycleways and footpaths within and beyond the villages ranked fourth in importance in the main survey, with over 80% of respondents considering it to be very important or important. A safe cycle route into Henley (the A4155 Reading-Henley road is both narrow and carries a heavy volume of vehicular traffic) would be used by 41 respondents daily and by 282 weekly, also providing a safe route to secondary schools. Over 70% said they would cycle to Henley at some time.

Nearly 60% of respondents expressed concerns over the lack of a pedestrian crossing on the A4155 between the two villages, rising to over 70% of those living in Shiplake Cross. The survey showed only 17 respondents currently walk or cycle this route on a daily basis, but this would rise to 45 daily with a safe crossing. This walking route is of particular need for children living in Lower Shiplake attending Shiplake Primary School, users of the Memorial Hall and recreation field, and Shiplake Cross residents accessing the shops in Lower Shiplake and the Parish Church.

Nearly 200 respondents would use a cycle and foot crossing between the villages and Wargrave, on a daily or weekly basis, which could be built using the railway alignment and the existing piers across the River Thames and Lashbrook. Nearly 80% said they would use such a crossing at some time.



The future?

### **Cycleway to Henley**

The survey showed a preference for the cycleway from Lower Shiplake to follow either the route of the Thames Path (currently only a footpath) or the railway alignment into Henley.

The railway was originally double track, which has been singled, leaving space under bridges and alongside the remaining track. The design of this route would start from the end of Northfield Road, follow the west side of the track, and connect with an existing path in Henley to the rear of Newtown Road. This option needs to be followed up with considerable urgency and certainly prior to the positioning of masts for the planned electrification.

The Thames Path alignment crosses the floodplain and would need to be built up to reduce the impact of flooding. On the approach to Marsh Lock the footpath is carried across the water on an elevated walkway. To avoid this, a diversion to the west of the properties adjacent to the weir, emerging in Mill Lane, Henley, would be preferable, and then would follow an existing route close to the railway into Henley town. Sustrans, at the request of our County Councillor, has submitted a proposal to undertake an evaluation of the routes.

This plan prefers that the railway alignment should be adopted because it goes directly from the centre of Lower Shiplake, its route avoids any crossings of the A4155, and it requires negotiation with only one landowner, Network Rail. If this fails to progress, then the Thames Path route will be pursued.

Funding of Sustrans study to be financed by Shiplake PC and OCC, and may need contributions from other sources. The construction cost of the cycleway to come from central government funds allocated to OCC for cycleways for rural communities, again with funding from additional sources.

#### A4155 Crossing

It is proposed that a light-controlled pedestrian crossing of the A4155 between the two villages be located near the junction of Memorial Avenue and Mill Lane. Footpaths along Memorial Avenue and across the wide verge in the direction of Plough Lane would be improved. Funding to come from OCC, access to schools programme and PC. Completion within 1 year of go-ahead.



A safe crossing of the A4155?

#### **River crossing to Wargrave**

When the river crossing to Wargrave was examined as part of the Millenium project, there was strong opposition from residents adjacent to the river who were not in favour of any additional access passing by their properties. This issue will be addressed by limiting access to the crossing only from existing public roads.



Steam makes a return journey from Twyford to Shiplake in 1992

It is proposed that the existing railway piers across the Thames and Lashbrook be given spans to carry the cycleway and with access only from Shiplake and Wargrave station yards. This particular solution would also meet the needs of the disabled who could access the crossing from ramps and flat ground. Such a crossing would then link up with the cycleway into Henley. Sustrans originally earmarked funds for this link, and a further application will be made. Completion 3-5 years.



Unused Railway Piers across Thames

### **Traffic Calming**

Traffic calming was the fifth most important issue identified in the survey. The majority of respondents highlighted two main issues:

- The speed of traffic through Lower Shiplake
- Speed cameras at the Plowden Arms

A number of traffic calming options were aired, with a reduction in the speed limit from 30mph to 20 mph being the most favoured (51%). Oxfordshire Highways Department is ultimately responsible for bringing about such a reduction. Lack of funding would prevent them from undertaking the task at present but they would be happy to promote the order of any such application if funding was found elsewhere.

Oxfordshire Highways Department, in conjunction with Thames Valley Police, will be reviewing all speed cameras in the county. The aim is to determine which 35mm cameras will be upgraded to digital cameras and also which 35mm cameras will be de-commissioned altogether. Preliminary representations have been made to both the Oxfordshire Highways Department and the Thames Valley Police to replace the current 35mm camera with a re-located digital camera to slow traffic coming into the village. It is proposed that the Parish Council formally make such a request.

Should this prove unsuccessful then, in conjunction with OCC, consideration will also be given to the addition of further vehicle activated signs.





Existing speed camera opposite Plowden Arms

#### 20 MPH?

It is proposed that an application be made to Oxfordshire Highways Department for permission to reduce the speed limit in the whole village of Lower Shiplake to 20mph and that funding be sought from the Parish Council (approx £3k-£4k).

The positioning of the speed camera in Shiplake Cross is currently designed to slow traffic leaving the village. This was considered to be inappropriate.

### Local Bus and Rail Services

Bus and rail services were ranked sixth when respondents chose their three most important issues. However, only 66 respondents use the train daily, and a mere 13 use the bus. 59% said they would use an improved train service but only 26% an improved bus service.

The main issues raised, and considered by the project team, were:

- To install barriers at the level crossing. (Barriers now installed after much pressure from the Parish Council)
- To have a ticket machine at the station
- To have a later train from London in the evening
- To have an extra bus mid morning.

#### Rail

The **'Better Rail Stations'** report (Dept of Transport 2009) detailed minimum standards that all rail stations should aim to meet over the next decade. Shiplake station is the lowest category - but the minimum standards include the availability of ticket machines (and especially ones that would recognise smart cards such as Oyster cards).

Key priorities in OCC's Rail Strategy and Delivery Plan for the Henley-on-Thames Branch Line are to improve frequency and journey times, to retain peak hour services to London Paddington after Crossrail and Electrification and to ensure shuttle services connect at Twyford with services to Reading and to London Paddington.



The 7.46 to Paddington before it gets crowded?

Based on the recommendations contained within these Reports a letter has been sent to First Great Western. The letter asked for the departure of the weekday 23:37 train from Twyford to Henley to be delayed by 18 minutes to allow transfer from the 23:00 departure from London Paddington. Also requested was a ticket machine, with the alternative of the Corner Shop being a franchised outlet to sell tickets if a ticket machine cannot be installed. The letter pointed out that it should no longer be necessary for trains to sound the horn because barriers have been installed. As of November 2013 no meaningful reply had been received to this letter.

#### Bus

In view of the low level of use of the bus service, which seems surprising given that 48% of respondents are aged 60+ and therefore eligible for free bus travel, this has not been high priority so far.



The Reading bus

A letter has been sent to the Arriva bus company to seek an additional bus in mid morning. As of November 2013 no reply has been received.

### **Housing and Development**

The initial villages survey identified housing development concerns, including references to 'in-fills' and lower cost housing, to be addressed in the subsequent main survey. The outcome of the main survey was that 89% of residents felt housing development is an important issue for the community and in that context 74% stated they did not want 'greenfield' sites developed in and around the villages. Over 70% expressed a preference for small to medium houses in any new and 'backland' developments, probably reflecting a desire for more affordable homes for younger families and the elderly. Only 12% of residents were in favour of any 'greenfield' development and 16% in favour of new social housing.



The less controversial way of building houses

In a wider sense this reflects the strong positive feelings expressed about the rural, peaceful nature of the villages and equally strong negative feelings over the effects of creeping urbanisation. In this context it should be borne in mind that with a population density of 4.4 persons per hectare Shiplake is one of the most densely populated smaller villages in South Oxfordshire, which has an average population density of 2 persons per hectare.

#### Background

SODC has a Core Strategy which was approved by central government earlier last year and is valid until 2027. Included in the Core Strategy is South Oxfordshire's plan to meet housing targets set by government. Within that plan the villages of Lower Shiplake and Shiplake Cross are classified **as** two smaller villages, unsuitable for large scale sustainable development. The plan therefore only recognises the two villages as suitable for 'in-fill' and 'backland' development. The pressure at national level, however, to build more houses is exposing villages like ours to predatory large scale development schemes.

#### Building of small to medium houses

The predominant development in the last ten years has been 'backland'. The applications, on relatively small expensive plots, have inevitably been for larger houses. Through the planning process the Parish Council has sought to ensure that such developments are not excessive in scale. However, SODC is the approving authority in these cases and they are mainly approved when consistent with planning guidelines.

Should the requirement for smaller, more affordable houses become a larger issue, the Parish Council may have to investigate addressing such concerns with a plan to identify a suitable site.

#### **Greenfield site development**

As stated earlier, the smaller villages of Shiplake are excluded from large scale development within the Core Strategy. However, there are 'greenfield' areas adjacent to our villages that have attracted the attentions of developers e.g. Thames Farm. The SVP Steering Group, in responding to residents' wishes, supports the Parish Council's efforts in opposing such applications.



A greenfield site development?

The key criteria for rejecting such applications are non- How an application is decided compliance with SODC's Core Strategic Plan where development will:

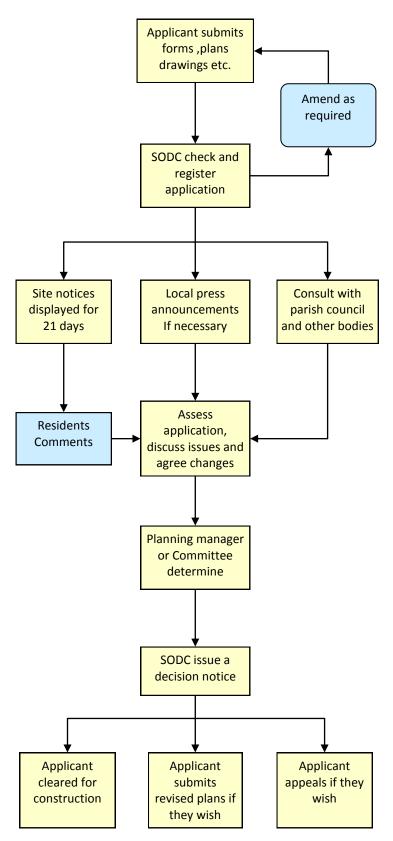
- unacceptably erode the rural character of the villages' landscape
- unsustainably impact infrastructure including schools, roads, pedestrian safety etc.
- place untenable pressure on amenities
- result in non-compliance with National
- Planning Policy Framework (NPPF)

In the 2013/14 SODC review of parish boundaries, the Parish Council has asked that those areas of Harpsden Parish, which is effectively part of Lower Shiplake (parts of Northfield Avenue, Bolney, Reading and Woodlands roads), be included in Shiplake Parish. This would enable the parish to address issues such as housing development more effectively.

#### Urbanisation

The villages of Shiplake are no strangers to change and have seen considerable growth in the last 50 years. Lower Shiplake in particular has seen a 56% increase in the number of dwellings since 1970 and that growth, together with increases in population in the surrounding areas, has put pressure on the infrastructure, be it schools, highways or the railway. It is unlikely that these pressures will subside. Indeed the electrification of the railway and extended gravel extraction at Sonning could be added to the list. To ensure that the characteristics of the villages, most valued by residents are retained, the SVP SG suggests that the Parish Council establish a group to look at these matters and develop a plan that enables the villages to cope with such change, without sacrificing those aspects residents value enormously.

SODC is the local authority responsible for housing and development planning and below is a simplified schematic of the process.



### **Dog Fouling**

Dog fouling was the eighth most important issue identified. The villages of Lower Shiplake and Shiplake Cross currently have one dog bin, which is located on the Thames path by Shiplake Lock. There are also two dual purpose dog/litter bins – located near the Corner shop and the Mill Rd /Station Rd junction. The majority of respondents from the survey highlighted two main sites where the location of further dog bins should be considered.



Shiplake's recently appointed Poo Ranger

These were discussed with the SODC Waste Disposal team (which is responsible for the positioning and servicing of both rubbish and dog bins). A feasibility study was undertaken by them in August with the following conclusions:

Corner Shop, Mill Rd/Station Rd junction – Given that a dual-use bin was already in situ here there was no necessity to add a specific dog bin.

Memorial Hall Fields – As there are no bins currently located in the vicinity of this public area, a dual-use bin should be located in this area. Responsibility for this lies with SODC. Implementation within 12 months should be the aim.

### **Street Lighting**

Street lighting as an issue only made it into the top ten at number nine. While 42% of respondents thought it an important stand alone issue only 8% ranked it in their top 3. Overall, while there may be some localised problems residents are generally satisfied with the current level of lighting. Indeed there were a number of comments to the effect that more lighting might adversely impact the rural character of our villages.

Residents were asked about the type of lighting they would like to see and 69% of respondents favoured the traditional style of lantern shown below. Regarding the colour of lamps, most respondents had no preference. Of those that expressed a choice, a small majority were in favour of peachy lamps. Consistent with this, it has been agreed with OCC that as lighting is replaced it will be with traditional columns and lanterns and with peachy lamps. This process has already begun and for the residents of Crowsley Road and Brocks Way the new lighting will be in evidence in spring 2014.



Traditional column and lantern

Regarding the level of lighting, the approaches to Shiplake Station are where approximately one third of respondents would like to see some improvement. A more detailed study of the junction between Station Road and Mill Road would indicate that from a lighting perspective an additional column sited between the Baskerville and Lowes Close and a column between the Corner Shop and Brocks Way would make sense. A proposal for two additional columns has already been submitted to OCC and a site survey will be conducted. Following the survey the SG will work with the OCC and the Parish Council on implementation. Finally 44% of respondents indicated they would like to see some moderation of station and car park lighting when trains aren't running. Only 20% of respondents did not agree with the proposition. It is proposed that First Great Western which is responsible for platform and car park lighting will be approached to establish the feasibility of either turning the lighting off between midnight and 6.00am or considerably reducing its level.

### **Community Facilities**

In the initial survey residents were generally satisfied with local facilities.

However, some additional facilities were suggested, along with requests for improvements to existing facilities. In the main survey therefore respondents were asked which of these they would like to see.

The most popular were:

- Upgraded Badgers Walk playground (30%)
- Coffee Shop (30%)
- Sailing Club (29%)
- Youth Club (24%)

#### **Upgraded Badgers Walk Playground**

The playground would be better used if the equipment was improved, particularly the replacement of the metal climbing frame for a wooden one. Some additional seating for adults supervising the children would be useful. Action on this will be the responsibility of the Parish Council.



Children's play area Memorial Hall

### **Coffee Shop**

Comments in the initial survey about the loss of a refreshment facility at the lock prompted the inclusion of a coffee shop in the list of additional amenities – a venue to meet for tea, coffee, snacks and a chat. The Corner Shop serves take away refreshments, including hot beverages. The Baskerville and the Plowden Arms also provide such refreshments. Lashbrook House residential care home offers a drop in service for coffee and tea.

Members of the project group were not aware of the extent of these existing facilities and wonder whether

this lack of knowledge is widespread. The group does not consider that any additional facility is needed, but that these existing ones be better advertised.

It was noted that the recent 'POP UP' coffee events proved very popular and so the group suggest that the feasibility of a regular coffee (or afternoon tea) club be investigated. This could run under the aegis of the SVCC at Sidney Harrison House.

#### Sailing club

It is felt that the Henley Sailing Club should meet the demand for such a facility.

#### Youth club/centre

This has had some success in the past but requires dedicated volunteers to run it (possibly the parents of the teenagers) and a venue. It is unlikely in these times when cuts are being made in public services that the County Council would have the funds to run such a facility in the rural villages. Suggested venues are the Church Rooms or the Memorial Hall.

Shiplake College open their recreational facilities to local organised groups but not individuals. An approach will be made to the College to enquire whether the same facility could be made available to local teens. Enquiries will also be made as to whether the Church Rooms or the Memorial Hall could be used.



The new entrance to the Memorial Hall

### **Community Activities**

In the Initial Survey 8% of respondents mentioned that they would like to see improved community activities and events. The Main Survey included a section entitled Activities. Research for this section revealed that there were in fact a surprising number of clubs and activities already taking place in the village, which would imply that the problem to be addressed is as much to find ways of promoting existing activities as it is to set up new ones.

Given a list of suggestions for new activities, the proposed new activity that garnered most interest (36% of respondents) was a Village Party. Concerts (28%), a Film Club (23%) and Quizzes (21%) were the next most popular choices.

Two areas were identified for action:

- To promote existing activities
- To set up and support new activities.

#### **Develop existing activities**

A new parish website is to go online early 2014. All existing clubs and organisations will have the opportunity to have information about their activity on the site. Upcoming events will be highlighted on the home page. Users of the website will be able to register for email alerts about the areas they are interested in.

95% of respondents said they used the internet from home (100% of the younger age groups, tailing off to 83% of the over 75s). The majority of residents should thus be able to access the new site and be kept aware of current activities in Shiplake. The interactive elements of the website should allow people to feel fully involved in the local community.

#### Support new activities

Several new activities have been proposed. These may be set up within the auspices of the SVCC. These include a Wine Club, regular quizzes, informal language conversation groups and two needlecrafts groups. There is a need to be careful not to duplicate activities that already exist in the area. Initial proposals were for a film club (a local pub plans to set one up) and for a table tennis club (there is already one in Henley). The most ambitious proposal is to hold a Village Party, with the first one planned for the summer of 2014. Clubs and organisations in Shiplake will be invited to run a stall or sideshow to promote what they do. Other attractions could include performances by local musicians. If successful, it could become an annual event.



Lower Shiplake street party 2013

### The future

The experience of setting up new groups will provide a template for future initiatives. The improved communication links provided by the new website and email lists will enable ideas to be floated to gauge interest and to gather support.



Wargrave and Shiplake Regatta Dongola Racing

### The Future

The 11 main concerns identified by residents in the survey have been addressed in this project. 34 specific proposals have been developed to deal with these concerns, and plans put in place to try to ensure or monitor their implementation. Progress reports on implementation will be posted regularly on the <u>www.shiplakevillages.com</u> web site.

However, other concerns were raised which have not been addressed here. Some are listed below. Also, in the future, it is likely that there will be others. It is possible that bodies such as SODC or the Parish Council should be responsible for dealing with some of these matters, however there must be a procedure by which they can be brought to the relevant body's attention and by which progress can be monitored.

Many concerns, present and future, cannot be dealt with in this way. These must be the responsibility of the Shiplake community itself. They will require 'Community Action'. Such action, inevitably, depends on volunteers and requires some organization. Anyone wishing to be involved should go to the SVP section of the villages web site at <u>www.shiplakevillages.com</u> or e-mail; svpvolunteer@shiplakevillages.com

The Shiplake Village Community Club is a fine example of what can be achieved by villagers for the villages. If the community is to protect the many things that residents cherish and ensure that concerns are identified and addressed in the future, then it will surely be appropriate now to consider how 'Community Action' might best be organized. In this way a legacy of this Shiplake Villages Plan might be assured.

#### Issues raised but not covered in this report

1. Footpaths obstructed by overgrowing/overhanging trees, bushes and hedges

- 2. Litter at bus shelters
- 3. Better village notice board needed
- 4. Better/more frequent policing needed
- 5. Need for allotments
- 6. Need for a slipway on green, at end of Basmore Lane7. Fly tipping
- 8. Need to stop machinery noise, e.g chain saws, and garden fires on Sundays
- 9. Maintenance of notice boards in bus shelters
- 10. Rubbish bins left outside houses long after being emptied

### Shiplake Logo?

One way that we might encourage 'Community Action' is to give these activities an identification, and a logo might be a good move in that direction.

Do you think Shiplake should have a logo – like several other places in this area?

Would it help enhance the 'identity' of Shiplake?

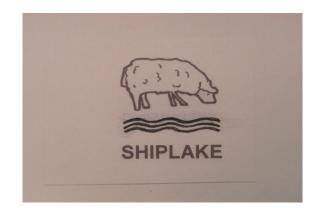
It could be used on road signs, on Council stationery, the Web site, notice boards, newsletters, and by clubs and groups etc.

You can give your views and, if you wish, suggest a design for a logo by going to:

### www.shiplakevillages.com or

e-mail logo@shiplakevillages.com

To get the creative juices flowing a resident has provided the logo below as an example of what is possible.



Logo based on the possible origins of the name Shiplake

### Acknowledgements

This Plan is the result of the work of many people and the Steering Group would like to thank all those who have been involved in getting us this far.

All sections of this report have been written by members of the SVP Steering Group.

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### **Action Plans and Appendices**

Action plans have been produced for most of the project areas and the details can be found in the following appendices.

### **Road Maintenance: Appendix I**

**Improved Broadband: Appendix II** 

**Parking: Appendix III** 

Paths and Cycleways: Appendix IV

Traffic Calming: Appendix V

Local Bus and Rail: Appendix VI

Housing and Development: Appendix VII

**Dog Fouling** (No appendix required as all actions are complete)

**Street Lighting: Appendix VIII** 

**Community Facilities: Appendix IX** 

**Community Activities: Appendix X** 

### **Road Maintenance**

Appendix I

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organisation	Resources Required	Proposed Completion Date
Road Surface Pavement Quality	Pot holes etc Unsafe/poor Transit for cars and pedestrians	Establish procedure for defect reporting	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	осс	Parish coordinators/ Shiplake College Support	Ongoing
Drainage Ditches Maintenance	Flooding in Station Road, Memorial Avenue Mill Road	Establish procedure for defect reporting/ Volunteer Action	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	OCC/ &/or Volunteer Team	Parish coordinators/ Shiplake College Support	Ongoing
Gutter Sweeping	To prevent Drainage problems. Unsightly Village	Establish procedure for defect reporting	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	SODC	Parish coordinators	Ongoing
Gully Cleaning	To prevent Drainage problems. Unsightly Village	Establish procedure for defect reporting	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	осс	Parish coordinators	Ongoing
Weed Control	Unsightly Village Trip hazard	Establish procedure for defect reporting/ Volunteer Action	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	SODC/ &/or Volunteer Team	Parish coordinators	Ongoing
Hedge Trimming	Pavement obstruction. Dangerous avoidance	Establish procedure for defect reporting	Timely Maintenance/ Owner action	Approval of project Appointment of village coordinators identified on web site	SODC/ Residents	Parish coordinators	Ongoing
Traffic Sign Cleaning/ Repair	Poor motorist observance of instruction/ advice	Establish procedure for defect reporting/ Volunteer Action	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	OCC/ &/or Volunteer Team	Parish coordinators	Ongoing
Street Sign Cleaning/ Repair	Unsightly Village. Visitor guidance	Establish procedure for defect reporting/ Volunteer Action	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	SODC/ &/or Volunteer Team	Parish coordinators/ Shiplake College Support	Ongoing
Litter	Unsightly Village.	Establish procedure for defect reporting/ Volunteer Action	Timely repair/ maintenance	Approval of project Appointment of village coordinators identified on web site	SODC/ &/or Volunteer Team	Parish coordinators/ Shiplake College Support	Ongoing

### Improved Broadband

Appendix II

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organistation	Resources Required	Proposed Completion Date
Improved Broadband	Broadband speeds within the parish are very slow with a significant majority achieving less than 3Mbps.	<ol> <li>Ensure Shiplake villages benefit from the OxOnline Superfast fibre based broadband initiative providing minimum speeds of 24Mbps.</li> <li>Evaluate alternative solutions.</li> <li>Provide guidance on interim ways of achieving faster broadband speeds.</li> <li>Assess financial implications of above actions.</li> </ol>	Minimum broadband speeds > 10Mbps throughout the villages.	<ol> <li>Establish broadband project team.</li> <li>Establish position on delivery of Superfast fibre connections to</li> <li>Shiplake thro' the OxOnline initiative.</li> <li>Meet with the OxOnline project implementation team. &amp; monitor progress</li> <li>If necessary seek &amp; obtain additional funding from SODC to cover any shortfalls in the OxOnline program.</li> <li>Pursue alternative solutions in event OxOnline fails to meet requirements.</li> </ol>	Parish Council. SODC Oxfordshire County Council- OxOnline project team Berkshire Superfast project team BT Next Generation Management	SVP Volunteers *Assumes all funding provided by OxOnline, Berkshire Superfast and SODC.	End of 2015 subject to OxOnline project timelines

### Parking

Appendix III

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Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organistation	Resources Required	Proposed Completion Date
Yellow lines	Safety and access	Minor extension and modifications to existing yellow lines	Better control of parking, less conges- tion and improved safety and access	Proposals approved by OCC and ac- cepted after consul- tation with villages' residents	occ	None	Mid 2014
Parking at Corner Shop	Ambiguous and con- fusing parking provi- sion at Corner Shop	Establish a clearly designated time lim- ited parking area at Corner Shop	Clearly ,marked parking area with parking time limit	Proposal to and ap- proval by OCC	осс	None anticipated unless financial con- tribution form Parish essential to secure project	End of 2014
Parking at School	Safety of adults and children arriving/ leaving School	<ol> <li>Ease corner from Memorial Av to Plough Lane and in- stall high contain- ment curb.</li> <li>Add double yellow lines at this corner to include the two ar- eas marked now 'Keep Clear'</li> </ol>	Improved safety	Proposal to and approval by OCC	OCC	None	End of 2014
Use of Memorial Hall car park for drop off/pick up of pupils from School	Congestion near School and safety	Erect an appropriate sign at School gates	Improved safety	Acceptance by School Governors	The School	Funds for a notice to made and installed	Mid 2014

### Paths and Cycleways

Appendix IV

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organisation	Resources Required	Proposed Completion Date
Cycle Ways	The A4155 road from Shiplake into Henley is very unsafe for cyclists, resulting in more car journeys.	Establish safe cycleway along the identified route	Safe cycle route from Lower Shiplake into Henley	Set up working group. Meet the key agencies. Discuss issues. Agree deliverable solutions. Identify sources of funding. Set up scheme. Publicise route. Monitor usage.	Parish council. County Council. Henley Town Council. Sustrans. Network Rail	Volunteers time for working group. Funding.	End 2015/16
Footpaths	Walking between Lower Shiplake and Shiplake Cross	Establish safe crossing of A4155 Reading Road, and footpaths to Plowden Way and Memorial Hall.	Safe walking between both villages.	Set up working group. Meet the key agencies. Discuss issues. Agree deliverable solutions. Identify sources of funding. Set up scheme. Publicise route. Monitor usage.	Parish Council. S.O.D.C. County Council. Primary School.	Volunteers time for working group. Funding.	End 2014/15
River Crossing to Wargrave	Residents have said they would use a cycleway and footpath across river from Lower Shiplake to Wargrave, whereas the only current routes are lengthy via Henley or Sonning	Establish a route across the river.	A usable route that is acceptable to all parties concerned.	Set up working group. Meet the key agencies. Discuss issues, including residents. Agree deliverable solutions. Identify sources of funding. Set up scheme. Publicise route. Monitor usage.	Parish councils. County Council. Unitary Council. Sustrans. Network Rail.	Volunteers time for working group. Funding	End 2016/18

### **Traffic Calming**

Appendix V

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organisation	Resources Required	Proposed Completion Date
Traffic Calming in Lower Shiplake	The speed of traffic in Lower Shiplake is excessive and some would describe it as dangerous	Establish a 20 mph speed limit in Lower Shiplake	The erection of 20 mph signs at suitable junctions and the appropriate policing of the reduced speed limit once in situ	Application for reduction in speed limit. Erection of 20mph signs at various points throughout the village	Oxfordshire Highways Department Parish council.	Funding for promoting and publicizing the order and, thereafter, the cost and erection of the signs	Early 2015
Speed Camera	Current location of speed camera calms traffic leaving the village and not entering it	crossing point of the A4155 Reading Road at a junction	Re-siting of the speed camera to calm traffic entering Shiplake Cross	Oxfordshire Highways Department's review of all fixed speed cameras in Oxfordshire in conjunction with Thames Valley Police	Oxfordshire Highways Department Parish council.	New digital camera and site for camera	Early 2015
Dangerous Junction: Station Road and Brocks Way	The view towards the river from the pavement in Brocks Way leading on to Station Road is curtailed and inherently dangerous	Establish a safer crossing point	Re-design junction to remove danger	Establish site visit by Oxfordshire Highways Department. Seek approval from the Road Safety Unit to re- design and establish a safer crossing point	Oxfordshire Highways Department	Funding through O.H.D.	Mid 2014

### Local Bus and Rail

Appendix VI

Theme Ticket Machine at the Station	Issue There is no ticket machine at the sta- tion which means people either have to break their jour- ney at Twyford or queue for a long time at their desti- nation	Action Install a ticket ma- chine at the station	Outcome Sought A ticket machine at the station or a franchise outlet at the Corner Shop	Key Milestones Decision from First Great Western	Responsible Person or Organistation First Great West- ern	Resources Required Funding for ticket machine	Proposed Completion End 2014
Late train from London Padding- ton	A later connecting train from London Paddington	A later connecting train from London Paddington	A later connecting train from London Paddington	Decision from First Great Western	First Great West- ern	None	End 2014
Horn Sound	Stop sounding the horn	Stop sounding the horn	Stop sounding the horn	Decision from First Great Western	First Great West- ern	None	End 2014

### Housing and Development

Appendix VII

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Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organistation	Resources Required	Proposed Completion
'Backland & In-fill' Development	Preference for smaller houses.	Actions are limited as existing developments are compliant with national planning guidelines.	An increase in smaller houses	Ongoing	Parish Council. SODC	Parish Council Planning Working Group	Ongoing
		If smaller more affordable homes required Parish Council to identify a possible site.	Need not currently identified	Ongoing	Parish Council SODC	Parish Council Planning Working Group	Not applicable at this stage: monitor developments
Major 'Greenfield' Housing Development	Parish does not have infrastructure to support such developments	Ensure SODC rejects all planning applications for such developments.	No such developments	Ongoing requirement	Parish Council. S.O.D.C SVP Residents	Parish Council SVP Residents	Ongoing
		Request of SODC a change in parish boundaries for inclusion of some households in Harpsdenconsult affected residents	SODC approval of requested changes as part of scheduled parish boundaries review.	SODC Review completed in early 2014	Parish Council. S.O.D.C SVP Residents	Parish Council Planning Working Group	First quarter 2014
Longer Term View for Shiplake	Address longer term issues affecting the villages – housing development, rail electrification, , gravel extraction etc.	Parish Council to initiate action plans	A coordinated strategy to reduce urbanization of the villages.	Establish a team to develop strategy	Parish councils. SODC OCC Sustrans. Network Rail.	SVP Team Parish Councils SODC OCC	Ongoing.

### **Street Lighting**

Appendix VIII

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organisation	Resources Required	Proposed Completion Date
Type and colour of lighting	Style to be used for replacement and any new lighting	Seek agreement with OCC as to style and colour of lamps to be installed	Traditional column and peachy lamps installed.	Agreement with OCC concluded	occ	None	Early 2014
Additional lighting on the approaches to Shiplake Station	Poor lighting on Station Road and Mill Road	Seek agreement with OCC to install an additional column on each road	Two additional columns installed	Communicate plans to OCC OCC agreement following survey	осс	Funds from OCC lighting budget	End 2014
Station lighting	Station and car park lighting present even when trains are not running	Seek agreement with First Great Western to moderate lighting	Station and car park lights turned off between 12.00pm and 6.00am	Proposal to and approved by First Great Western	First Great Western	None	End 2014

### **Community Facilities**

Appendix IX

Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organisation	Resources Required	Proposed Completion Date
Badgers Walk Playground	The playground is under-used because of the quality of the equipment	Replace the outdated equipment	An upgraded playground that will attract more users	Discuss ideas in the working group Agree solutions Identify costs	Parish Council	Funding for new equipment	Early 2015
Youth Centre or club	There are no facilities locally for young people to meet and socialise	Set up a youth club.	A youth club	volunteers to run	Working Group Shiplake College Church	Volunteers time for working group. Funding Venue	Early 2015

### **Community Activities**

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Theme	Issue	Action	Outcome Sought	Key Milestones	Responsible Person or Organistation	Resources Required	Proposed Completion Date
Current activities	Activities not widely known about	Disseminate information about current activities more widely	Raised awareness of what is available	Web site contributors identified and web regularly updated	Representatives of clubs and organisations	Volunteers to input information on parish website	February 2014
New activities	Needs not currently met	Establish what people want. Develop ideas expressed in Main Survey. Seek further ideas through new website.	New clubs or organisations up and running with viable membership	Publicise new activities Inaugural meetings	Volunteers from amongst people who requested the activities	Dependent on activity - could be new equipment or funding to cover set up costs	Ongoing
Village party	Need community activity to appeal to whole community	Hold a Village Party	Successful inaugural event attended by many residents. Becomes an annual event	Set up Village Party committee. First party held summer 2014, annually thereafter	Village Party Organiser/ Chairman plus committee	Volunteers time. Small amount of funding.	Summer 2014



Tapestry Map of Shiplake created by members of the Women's Institute

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