



West Hendred Parish COMMUNITY LED PLAN



CONTENTS

Executive Summary	I
Acknowledgements	2
Why Have a Community Led Plan?	3
Introduction to the Parish of West Hendred	4
Map of West Hendred Parish	4
A. Geography	5
B. Social and Demographic	5
C. History	6
The Process	16
Amenities Employment & Recreation	21
Environment and Energy	34
Housing and Planning	40
Traffic Policing and Security	44
Relationship to the VWH District Council Local Plan	61
Next Steps	63
Annex Section	64





West Hendred Sunrise by Paul Kessling

EXECUTIVE SUMMARY

The role of a Community Led Plan (CLP) can be summarised as:

- Bringing the community together around a vision and an initial task list to take that vision forward.
- Enabling partners to support that vision, by linking to it and addressing relevant aspects of the task list.

Thus the purpose of this CLP is for the parishioners of the parish of West Hendred to identify the issues that they regard as important and to respond to the Localism Act of 2011 in terms of their views on the development and conservation of their parish with a 10 to 15 year perspective. For the CLP to have credibility and relevance it should be evidence based on information provided through survey, research, inclusive consultation and community participation. I feel that this CLP more than meets this test and fulfils the role as summarised above.

A decision was taken by the Parish Council in 2011 to start work on a CLP. Their first port of call was the Oxfordshire Rural Community Council (ORCC). ORCC provided excellent support and a series of logical steps to initiate and develop the process. Following their advice a steering committee was formed which then set up 4 sub-committees to identify and research the main issues of concern to parishioners under the broad headings of Housing, Transport, Environment and Amenities. This involved a huge exercise in the consultation of parishioners and all stakeholders in the parish.

From an early stage it was felt that the West Hendred Parish CLP should be a continuing process in digital form and not simply a statement reflecting circumstances at the time of going to press.

A very comprehensive 36 page Questionnaire covering 68 questions based on the consultation conducted by the steering committee and the sub-committees was sent out in hard copy to every parishioner. The return rate was a highly impressive 85%. This provided the basis for a detailed analysis of the data thus gained and for the formulation of Actions and Objectives which form the backbone of this CLP. The Questionnaire also provides a template for a similar exercise in 5-10 years from now.



As Chairman of the Steering Committee I would like to thank everyone both within and outside the parish who has contributed their hard work, time and funding to enable the launch of the West Hendred Parish CLP.

Robert Williamson

ACKNOWLEDGEMENTS

The CLP was produced with the considerable efforts and support of the following:

- TPS** Transport Security and Policing
- HP** Housing and Planning
- EE** Environment and Energy
- AER** Amenities, Employment and Recreation

NAME	REPRESENTING
Anton Nath	ORCC
Robert Williamson	Chair of steering committee
Roland Jack	Member of steering committee and secretary of TPS sub-committee
Jenni Dimbylow	Member of steering committee and member and latterly chair of HP sub-committee
Freddie Clarke	Chair of TPS sub-committee
Tony Lewis	Chair of AER sub-committee
Lys Cook	Chair of EE sub-committee
Jonathan Barton	Chair of HP sub-committee until handover
Richard Evans	Chair of Parish Council and member of AER sub-committee and provider of many photo images
Sarah Lloyd	Member of Parish Council and EE sub-committee
Kim Francis	Treasurer of steering committee and member of AER sub-committee
Sara Hicklin	Member of TPS sub-committee
Annabel Rees	Member of TPS sub-committee
Rosemary Budge	Temporary chair and member of TPS sub-committee
David Clayton	Member of HP sub-committee
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Simon John	Member of EE sub-committee
Hugo Axelberg	Member of AER sub-committee
Dan Bashford	Contributed "West Hendred – a Brief History"
James Spurgeon	Contributed the Questionnaire Datasheet
Kate and Paul Kessling	Contributed images of Paul's paintings and photos

Generous donations were provided by:

- **ORCC** • **West Hendred Parish Council** • **The Village Cupboard** • **Kim Francis** • **Robert & Iona Williamson**

Many other parishioners such as Jane John, Angela Findlay and Kate Kessling helped with tasks such as distributing and collecting questionnaires, random checking of the Questionnaire Datasheet and assisting with the various consultation events.



WHY HAVE A COMMUNITY LED PLAN?

In 2011, Parliament passed the Localism Act. Its aim is to encourage local involvement in planning decisions – about future housing, transport, environment, social amenities and policing. As with most parishes, in the case of West Hendred some of these decisions only affect the parish, others concern the surrounding area.



Most of us have views about our parish and its future. But how to co-ordinate those views? Determine which are widely supported, which merit action? How do we transform good ideas into plans and plans into action? And how do we ensure our plans mesh with those of local and national government?

This is the purpose of a Community Led Plan (CLP).

West Hendred Parish Council launched our CLP in November 2011. Its development since then has been a long process involving a large number of people in research, consultation, consideration and discussion. A key stage was the distribution of the 36-page questionnaire to every household in the parish. 282 people responded to this questionnaire, over 70% of the parish's population.

The answers had to be analysed and translated into a list of conclusions which were then developed into the objectives of the CLP. These objectives have to take into account what is practically possible. For instance, there is no point in promoting proposals for which there will never be sufficient funding. Some of these objectives only concern the Parish of West Hendred. Others take account of wider local government: the Vale of White Horse District Council (VWHDC) and Oxfordshire County Council (OCC). If we are proposing alterations to the A417, for instance, we need to ensure they take account of OCC Highways Department's agreed policies.

This document setting out the CLP is designed to be read not only by the community that produced it but also for those outside it whose views and policies may affect it. And so it also aims to set the Plan in context by describing the historical, geographical, social and demographic backgrounds of the parish.

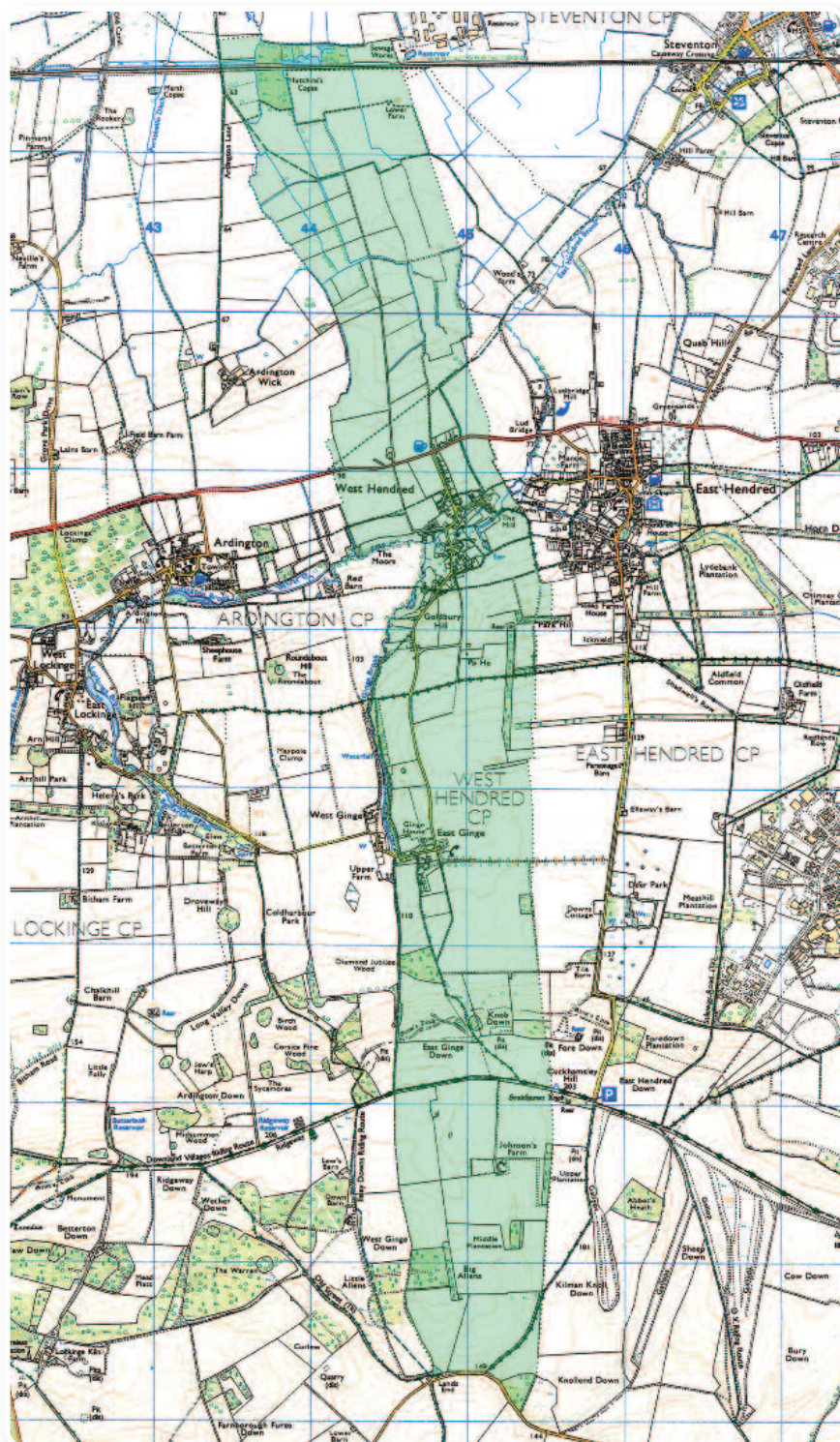
But its prime purpose is to be a guide to the implementation of the CLP. It sets out what we want to achieve, how we aim to achieve it and when. And as time passes and circumstances change, the CLP must evolve. So what follows is not the end of the process but the beginning.



INTRODUCTION TO THE PARISH OF WEST HENDRED

A map of the Parish of West Hendred is shown below:





It is a predominantly rural parish containing the village of West Hendred and the hamlet of East Ginge. The parish stretches from the Ridgeway in the south through the spring line and meadows to the former marshland of the Oxfordshire plain in the north. It was part of Berkshire until the 1974 boundary changes transferred it to Oxfordshire.





The parish is about 2,000 acres in area and about 6 miles long. Its breadth varies from half to three-quarters of a mile. It is a downland linear parish comprised of a number of land types including chalk and greensand on the spring line and clay to the north. It also contains some contrasting landscape types well illustrated in the map accompanying:

Landscape Types

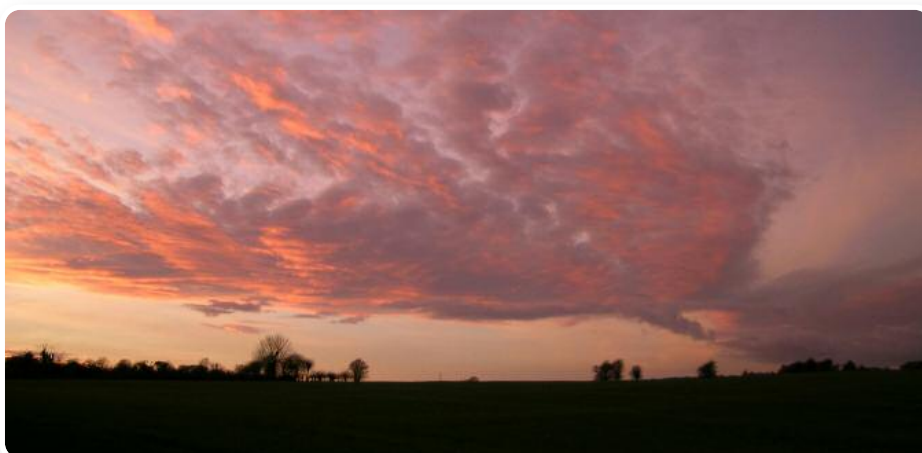
	Alluvial Lowlands
	Chalk Downland and Slopes
	Lowland Village Farmlands
	Rolling Farmland

The Ridgeway and the Icknield way run through the parish to the south.

The parish church is the Holy Trinity church and was built in the 13th century on the site of a previous Saxon church



*The social and demographic makeup of the parish is shown in annex I.
"RURAL COMMUNITY PROFILE West Hendred (Parish) NOV 2013"*





West Hendred 1898



WEST HENDRED. A BRIEF HISTORY.

Introduction

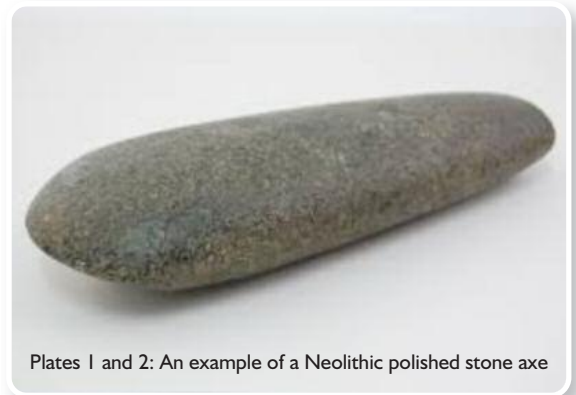
The parish of West Hendred is a downland linear parish, lying within the ancient Hundred of Wantage, historically in the county of Berkshire, but since the county boundary changes of 1974, lying within the county of Oxfordshire.

The parish is just over 5 miles in length north-south by approximately half to three-quarters of a mile in width. The parish and its neighbours are laid out in this way to give each a share of the chalklands of the Downs to the south, the fertile greensand belt in the centre, and the heavy clay of the valley to the north. The main concentrations of settlement in these parishes are on the spring line at their centre, where the porous chalk of the Downs meets the impermeable greensand and where strong springs arise as a consequence. In the case of West Hendred Parish, there is also an upper spring line, where the hamlet of East Ginge lies.



The Prehistoric period 500,000 BC to 43 AD

The earliest evidence for human activity currently known from the village is the discovery of a Neolithic polished stone axe in disturbed ground at Twilly Spring in 1987¹. Twilly Spring lies in the centre of the historic core of the village, feeding West Hendred Brook. This spring would have proved a focus for human activity from the earliest part of the period onwards.



Plates 1 and 2: An example of a Neolithic polished stone axe

Both the Ridgeway and the Icknield Way run through the parish, the former along the high chalk ridge top, and the latter along the spring line at the northern foot of the Downs. Both routes are long distance routeways, but the true length and date of the routes is often disputed. They are both clearly of significant antiquity as they are sometimes referred to in Saxon charters as features in the landscape. Also, in the case of the Icknield Way, it has been argued that the etymology of Icknield, may derive from the pre-Roman and Roman tribe of the Iceni whose lands lay in the Norfolk area, to the supposed north east end of the route. Part of the difficulty in dating these routes is the longevity of their use. For example, the Ridgeway was in heavy use as a droveway in the later post medieval period until the coming of the railway, with the stock being driven to the insatiable London markets.

The Scheduled Monument Grim's Ditch cuts through the north face of East Ginge Down in the southern part of the parish and excavation has shown it to be originally Bronze Age in date², and probably formed a ranch or territory boundary. Through into the Iron Age however it is incorporated into an extensive patchwork of fields, known as aggregate field systems, that consist of a regular patchwork of small fields that allow arable cultivation without excessive soil loss through run off³. Many of these field systems have now been ploughed flat, although they can still often be seen in aerial photographs taken in the right conditions⁴, and the ditches will remain containing sub-surface archaeological deposits. Also, substantial lynchet banks (agricultural terraces) probably dating to the Bronze Age, line the banks of the steep valley of the Ginge Brook from the arising of its spring to the Icknield Way.

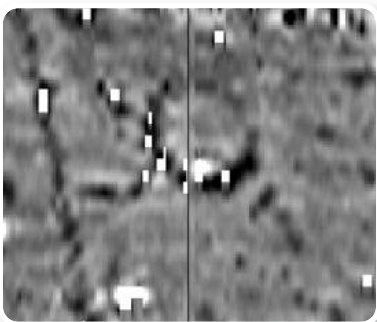


Plate 3: from Mr Wintle's geophysical survey of East Ginge Down



Plate 4: Barrow marked to the north of the A417 on the 1606 Map

Recent limited geophysical work on East Ginge Down has shown the presence of ring ditches of probable former barrows (pre-historic burial mounds that have subsequently been ploughed flat), that probably date to the Bronze Age⁵; also, a previously unrecorded barrow is clearly visible on a map of West Hendred from 1606 and the adjacent field is named after it.



The large irregular shaped mound of Scutchamore Knob on Cuckhamsely Hill on the Ridgeway near the East and West Hendred boundary is believed to be Iron Age in date and originally constructed of banded turf, chalk and flint⁶. Its current shape derives from an attempt by John Allen from East Hendred to level the mound in 1842, allegedly to use on his rose beds at the newly erected Downs House, as he erroneously believed the mound was formed of bodies buried after the battle of Ashdown fought between the Saxons and the Danes in 871 AD (Ashdown being the former name of the Berkshire Downs).

In the immediate pre-Roman period the lands that are now West Hendred are likely to have lain within the tribal territory of the *Atrebates*, which were probably bounded to the north from the lands of the *Dobunni* and the *Catuvellauni* by the Thames⁷.

The Roman period 43 AD to 410 AD

Archaeologically, evidence for the Roman period in the village is comparatively strong, although no finds can be linked absolutely to a definite occupation site. However, finds have included Samian ware and fragments of Tegula (high status pottery and Roman roofing tile) that have been recovered from the eastern slope of Goldbury hill to the east of the Church⁸. These finds strongly suggest the presence of a comparatively high status building in the vicinity. Other occupation sites are suggested by a large quantity of late Roman domestic wares recovered from a field immediately to the south of the spring at East Ginge⁹ on a site that local oral tradition relates that a tessellated pavement (mosaic) was discovered in the 19th century. A further occupation site is suggested by a concentrated spread of Roman coin finds in a field overlooking the stream between Ginge and West Hendred¹⁰.

It is generally considered that the modern main road, the A417, known as the Portway, is of Roman origin, but there appears to be no convincing documentary or archaeological evidence to support or disprove the theory. Another probable Roman Road¹¹ runs along the south western boundary of the parish from its south-westernmost tip near Land's End (a junction of the known Roman road Old Street, running from Silchester to Gloucester), to the main springs in East Ginge. From here it runs parallel to the brook, through West Ginge, carried on a contour way on the western bank of the brook before running due north through the site of Red Barn and over the brook, then on to the Portway.



Plate 5: Roman Roads. The main road from Silchester to Gloucester in Red, and an off-shoot northwards, in Blue on the boundary of East and West Ginge.



Early Medieval 410 AD – 1066 AD

After the departure of the Roman legions in 410AD, understanding of the nature of occupation in the early medieval period is generally confused. However, in West Hendred, there is excellent archaeological and evidence to paint a picture of activity in the period.

The early 5th century (and into the 6th century) Anglo-Saxon cemetery on Goldbury Hill¹² indicates early occupation in the period in the near vicinity. The quality of finds from the site (now lodged with Oxfordshire Museum Service) illustrate that this cemetery is likely to have been for a high status family group.

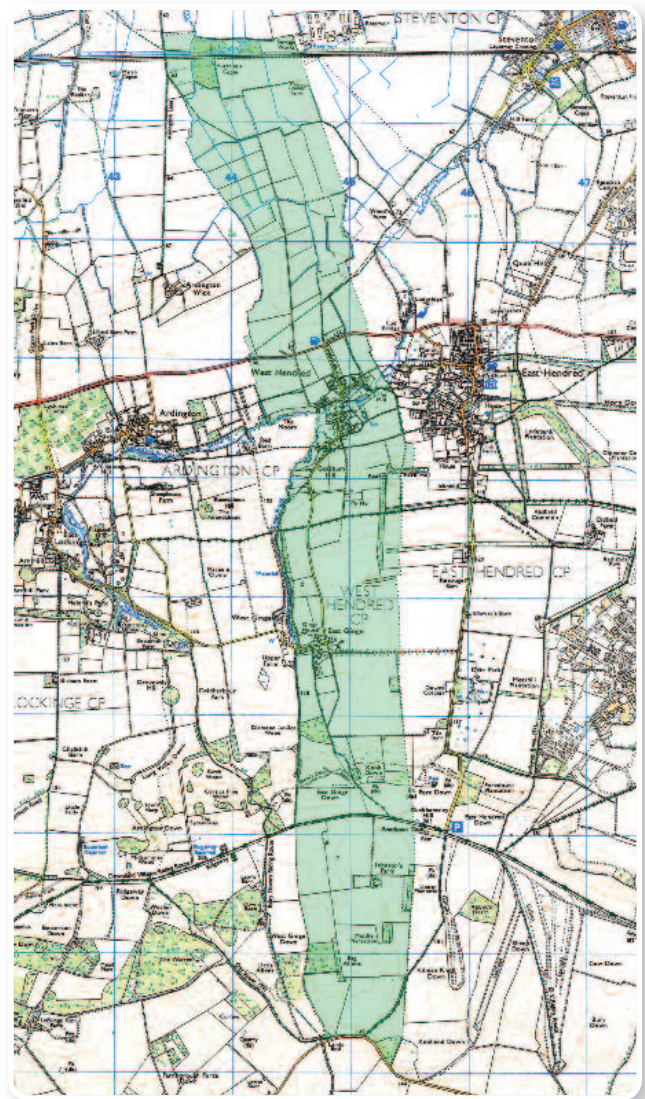
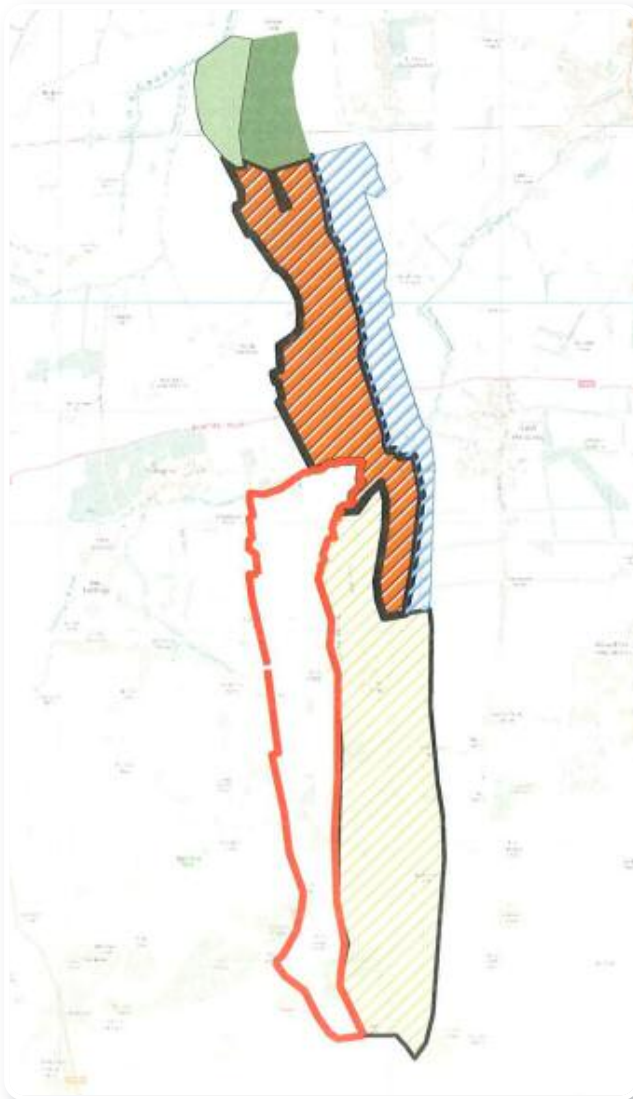
King Cwichelm was a King of the Gewisse (the forerunner to the Kingdom of Wessex centred on the Upper Thames Valley) who died in c. 636AD. It is believed that he was buried in the barrow at Scutchamore Knob on Cuckhamsley Hill, with the etymology of Cuckhamsley Hill coming from the Old English *Cwichelms Hillaw* - meaning Cwichelm's Hill. The significance of the hill can be seen in this entry from the Anglo-Saxon Chronicle of 1006, when the Danes were raiding into Berkshire:

When it became winter, then went the forces home; and the (Viking) army then came, over St. Martin's-mass, to their quarters in the Isle of Wight, and procured themselves there from all parts that which they needed. And then, at mid-winter, they went to their ready store, throughout Hampshire into Berkshire, to Reading: and they did their old wont, they lighted their war-beacons as they went. Then went they to Wallingford, and that all burned, and were then one day in Cholsey and they went then along Ashdown to Cuckhamsley hill, and there abode, as a daring boast for it had been often said, if they should reach Cuckhamsley hill, that they would never again get to the sea. Then they went homewards another way¹³.

The manor of West Hendred (*Hennarithe*) was granted to a Thegn Bithric in 955AD by King Edwy, and then to Abingdon Abbey in 964AD by King Edgar¹⁵. The most significant element of this charter is that it refers to the land granted as acre upon acre which is likely to suggest ridge and furrow and open field farming; this is one of the earliest documentary reference to the open field system in the country¹⁶. Before the Conquest in 1066, West Hendred was held by three thegns who, unusually, had the liberty of following any Lord that they wished¹⁷, and it maybe that these three thegns reflect the division of West Hendred into the three estates that dictate its history for the next 900 years – for ease of description in this text the estates are called East Ginge, West Hendred and Sparsholt Court (see Plates 4 and 5). The name Hendred (*Hennarithe* 10th century, *Henreth* / *Henret* 11th – 16th centuries), derives from the Old English meaning the stream of the water fowl¹⁸.



Plate 6: The Ridgeway and "The Knob". From *Travels Round our Village*¹⁴



Plates 7 and 8: The estates of West hundred (Orange Stripe), Sparsholt Court (Blue Stripe), East Ginge (Green stripe), West Ginge (Red Outline). The areas of green to the north were almost certainly common.

The West Hendred estate is probably that granted above in 955AD. A further charter of 964AD attributed to East Hendred by Grundy in 1926¹⁹, seems to relate to the Sparsholt Court estate, although this is currently being re-examined²⁰. Before the Conquest in 1066, in the reign of Edward the Confessor, this estate was held by a freeman named *Achi*.

Although East Ginge currently has no known charter. Its etymology - the ending 'inge', is one of several similar place name endings in the Berkshire Downlands including *Locinge* (Lockinge), and *Wanetinge* (Wantage). The word may have a pre-Roman origin, but Dr Magaret Gelling argues that the name comes from the Old English verb *Gaegen*, to turn aside, and probably refers to the crooked stream channel of the brook²¹. However, it seems more likely to relate to the off-shoot of the Roman Road from Silchester to Gloucester turning off the main route²². This off-shoot is described in the Saxon charter for West Ginge²³ as the *Hearpathe* or Highway, a name usually given in charters for Roman Roads, which, as prominent features in the landscape often formed estate boundaries. The charter also refers to a *Frigedaeges Treow*, which translates as Friday Tree in the very south western tip of the parish. A Friday Tree was one standing alone, and perhaps windswept and gnarled and they were deemed unlucky, sometimes being used as gallows.



Later Medieval 1066 AD – 1538 AD

After the Conquest in 1066 the manor of West Hendred became the property of Nigel Daubeny, who granted it in turn to the Abbey of St. Albans. At Domesday in 1086, a freeman named Ernuzon held two hides from the Abbey²⁴. In 1093, the Abbot of St. Albans gave the manor to his new cell, the priory at Wallingford. The Berkshire Eyre of 1248 records that *the jurors present that the prior of Wallingford has recently erected a gallows in West Hendred. They do not know by what licence, so it is being investigated.* It remained the property of the priory until its dissolution in 1538.²⁵



Plate 9: A map of 1606 Showing a field still marked Gallows Furlong (south is at the top, and the road running along the top of the photographs is now the A417.

Throughout this period the land would have been farmed under the three or open field system whereby the arable land of the estate was divided into three fields (in the case of West Hendred - North Field, South Field and Clay Field). Each of these fields was sub-divided into furlongs or blocks of strips of ridge and furrow. The average freeman would have a number of strips to cultivate scattered throughout these furlongs, and every year different furlongs (up to a third of the total) would lie fallow to allow the ground to recover. On West Hendred manor this remained the practice until enclosure in 1877.



Plate 10: Showing the distribution of strips within the open fields, each colour denoting different landholders. The maps are based on those of the West Hendred manor estate in 1606, that worked on the medieval system, in the middle ages there is likely to have been still further distribution of strips.

The neighbouring estate of Sparsholt's Court was sporadically the home of the Sheriffs of Berkshire and Oxfordshire throughout the later medieval period, and the importance of the small estate may relate to the barrow of Scutchamore Knob on Cuckhamsley Hill, as this was the site of the shire moot (council) and the site



of a major fair until 1620. At the time of Domesday in 1086, the estate was held by Grimbald, who held the land by the service of buying the king's beer. He is probably the first of the de Hendred family who held the estate until 1273, when it was granted by Richard de Hendred to William de Lisle, who in turn granted it, again in 1273, to the de Sparsholt family who held it until c. 1416²⁶. The upper lights of the windows in the north aisle of the church, next to the organ, are of stained glass, and bear the initials E.S. surmounting a crown. These initials relate to Edmund de Sparsholt, who was Sheriff of Berkshire in 1395.

Although not mentioned at Domesday, East Ginge appears to have been briefly held by two Norman knights, before being seized back into the king's hands in 1157. From this time the land was variously granted until it was held by the family of Morice from 1335 - 1428, and the Giffards from 1428 - 1588.

Parts of West Hendred were enclosed very early. By 1512, the Sparsholt Court estate was jointly held by John Barker and Thomas Sankey, who had married respectively the daughter and granddaughter of the previous owner, and both were presented to answer to Wolsey's Commission of enquiry²⁷, for enclosing 180 acres of arable land, and evicting 12 people from their homes. This was one of the largest enclosures on record for Berkshire.

To add to the misery for the people of the parish, there were two further enclosures at East Ginge by Iohannes Coxhed, a tenant of the estate holders (the Giffard family), who enclosed 66 acres in 1512, and a further 30 in 1515, causing the eviction of four people²⁸.

Post Medieval 1538 AD – 1911 AD

After the Dissolution, the manor of West Hendred was given by Cardinal Wolsey to his New College in Oxford, who, after Wolsey's fall, exchanged it with Corpus Christi College, Oxford, in exchange for the manor of Molsey in Surrey. Corpus Christi remain the lords of the manor²⁹. In 1606, the college had very detailed maps made of the estate. The estate of West Hendred remained largely unenclosed until 1877.

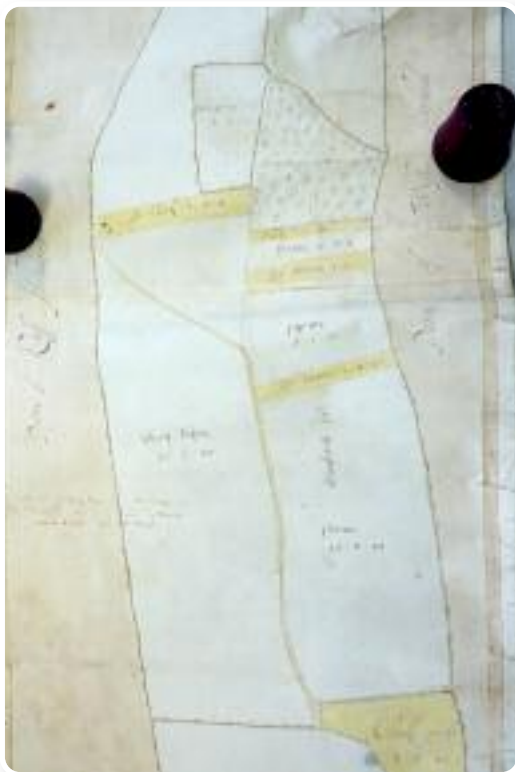


Plate 11: Showing a section of the 1606 Corpus Christi college maps of the village. The writing within the strips in the fields show the customary acreage (the size of the holding measured locally), followed by the name of the college tenant, how they held their land, and the statutory measurement (actual size) of it.



Plate 12: The 1606 maps are superbly detailed in their depiction of the houses on the estate, for example the red roofs probably relate to tiles, whilst the black to thatch. Also, elements such as the floor to roof door shown on the building on the right at Farres, probably indicates that it is a barn.

The holding of land on the manor of West Hendred is in stark contrast to landholding on the neighbouring estate of Sparsholt Court, of which there is a similar map of, and which has been enclosed early (see above), and there are very few individual strip fields remaining.³⁰



Plates 13 and 14: Maps of the Sparsholt Court Estate in 1646. Showing the very few divided strips within the fields, and 13 showing the site of Sparsholt Court House.



The estate centred upon Sparsholt Court House, depicted in Plate 14. The house is probably on the site of the sub-manor mentioned in Domesday, and had a chapel, also possibly on the site of one mentioned at Domesday (1086). The house was pulled down in 1721, on the union of two landed local families (the Wisemans of Sparsholt Court, and the Clarkes of Ardington) who did not need both houses, but its dimensions are recorded by the historian William Wiseman-Clarke, a descendant of the union³¹.

The ancient manor house on this estate was pulled down in 1721. The dimensions of it were considerable. The front, east and west, was 115 feet in length, with two wings, extending 54 feet north and south.

Adjoining to the house was a chapel, 33 feet in length, and 25 in breadth. Long before it was destroyed it had been desecrated, and converted into a pigeon-house.

The ground where these buildings stood was ploughed up, and the trees removed, so that not a vestige of any residence remains.

The Manor of East Ginge was held from 1561 until the early 18th century by the family of Greenway³², and from then until the early 19th century by a family named Curzon from Waterperry, after which the estate was bought by a farmer named Mr Belcher, who sold the land in smaller lots³³.

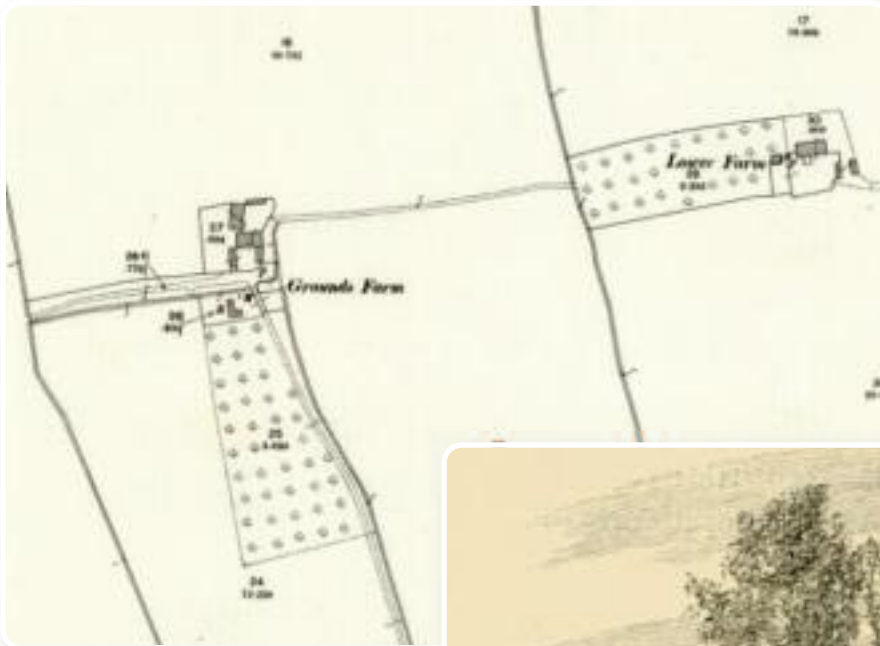
From the 16th century a second manor house stood in East Ginge, on the east bank of the brook, to the east of Ginge House. The house was demolished before 1824³⁴, but associated terraces above the east bank of the brook are clearly visible today. Eleanor Hayden (1901)³⁵ writes of a hot spring in the bank of the brook:

A hundred or more years ago the mansion stood in a pleasant well-timbered field high above the stream, and afforded accommodation for the invalids who resorted thither to seek healing in the bethesda at the foot of the terrace, where a warm spring used to come bubbling up from below before the bank had been cut away and the brook profaned after the manner described in my opening chapter.

There are many other elements of history and archaeology within the parish, particularly that date to the late 19th and 20th centuries that are not currently recorded on the archaeological record, and the recording of these features is currently ongoing. These sites include the farms that once lay to the north of The Hare that were pulled down in the mid-late 20th century, but are recorded on Ordnance survey maps, early aerial photographs and other sources. For example, Grounds Farm and Lower Farm in the very north of the parish by the railway



line (below). Both are clear on the 1st Edition Ordnance Survey map of 1880 and on the aerial photographs of the 1940s. One of the farms, probably Grounds Farm, was also recorded as an illustration in Eleanor Hayden's *Travels Round our Village*. Footpaths still exist to access these farms, though the buildings have gone. In the case of Lower Farm, the footpath now stops in the middle of a field where the farm once stood, and only a spread of flint and some brick rubble show that there was ever a building there.



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THE PROCESS

The Decision to go ahead with a Community Led Plan

A decision was taken by the West Hendred Parish Council to initiate and develop a CLP in May 2011. The Parish Council invited ORCC (Oxfordshire Rural Community Council) to give an introductory talk on setting up a CLP at a Parish Council meeting on 14th July 2011. The result of this meeting was that the Parish Council confirmed its decision to go ahead with a CLP and thus created a temporary enabling committee to organise a CLP Launch event.



The CLP Launch event took place in the West Hendred Village Hall on 14th November 2011 presided over by Anton Nath of ORCC. It was attended by over 80 parishioners. Part of this event was an initial consultation exercise conducted by Anton Nath asking people to simply write out matters of concern on post-it stickers and to post them on separate notice boards covering:

- **Housing and planning**
- **Environment**
- **Business and economy**
- **Traffic and transport**
- **Community**
- **Leisure and recreation**
- **Crime and safety**

See annex 9 Post it notes 14 November 2011



Two weeks after the Launch event a meeting took place in the Village Hall for all parishioners who were interested in becoming actively involved in the CLP. The meeting was attended by 25 parishioners. Robert Williamson was appointed as chairperson and he then asked for volunteers for 4 ORCC recommended sub-committees:

- **Traffic, Parking, Policing and Security**
- **Housing and Planning**
- **Environment and Energy**
- **Village Amenities, Employment and Recreation**

Setting up sub-committees

Over the next 3 months the sub-committees became organised into teams with Chairpersons. The first joint meeting of representatives from the 4 sub-committees took place on 26 January 2012. Thereafter a whole succession of individual meetings of the 4 sub-committees took place with the objective of defining and investigating the main issues that concerned their particular committees. These meetings were informed partly by the findings of the launch event and partly by consultations with individual parishioners and external local government organisations and other interested parties. The underlying objective at this stage was to formulate a number of questions for a series of major consultation events under the overall guidance of the CLP Steering Committee.

Funding

A treasurer was appointed and fundraising activity was initiated. Generous donations were received from the Parish Council, ORCC and private individuals as well as plans laid to raise further funding from consultation events in the form of raffles etc. Sufficient funding was raised to enable the process to proceed with a budget to see the whole exercise through to the end.





Consultation phase

On Saturday 26 May 2012 a comprehensive and well publicised parish community consultation event took place in the Village Hall. The CLP Steering Committee and each of the sub-committees presented information displays and had teams on hand to discuss issues with parishioners. Well over 100 parishioners attended this event and provided invaluable feedback. Two further open consultation events followed during the summer of 2012 - on 4th June as part of the Diamond Jubilee celebrations and on 30th June as part of the Summer Tea community event. Further consultation events were aimed at retired/senior citizens at a coffee morning social on 12 September 2012 and at young people at a drop in session in the evening of 14th September 2012.



See annex 2. CLP Diary of activities.



Formulation of Questionnaire

Armed with the feedback provided by the extensive consultation of parishioners, local government agencies and other stakeholders together with a huge amount of research and discussion over hundreds of hours of meetings, the sub-committees worked for several months on formulating the questions for a detailed and extensive CLP Questionnaire.



See *annex 3. Questionnaire*

The CLP Steering Committee formed a committee entitled the Questionnaire Framework Team to co-ordinate the work of the sub-committees into a single, consistent and accessible CLP Questionnaire. Great emphasis was placed on the Questionnaire as an instrument of consultation and feedback so it was decided to invest in a high quality, professionally printed Questionnaire to help entice respondents to complete the 68 Questions contained in the Questionnaire (an abnormally detailed Questionnaire for a parish the size of West Hendred).

After exhaustive re-drafts and proof reading the Questionnaire was submitted to the Parish Council and the Vale of White Horse District Council Shared Corporate Projects Officer (Policy and Partnerships Team) for further vetting and scrutiny. The draft Questionnaire was sent to the printers and 200 copies received back on 16th May 2013. However with the onset of summer holidays and the distraction of other community activities it was decided to wait until September 2013 before undertaking the Distribution and collection of the Questionnaires.

Delivery and collection of Questionnaire

The CLP Steering Committee formed a further committee (The Questionnaire Delivery and Collection committee) to co-ordinate the delivery and collection of the Questionnaires. It was decided to hand deliver each Questionnaire to every one of the 146 dwellings in the parish.

The delivery teams were instructed to only deliver the Questionnaires when the door was answered as opposed to simply posting them through letter boxes. This was to give the delivery teams a chance to offer help to respondents and to inform them that they would return in 2 weeks' time to collect completed Questionnaires unless respondents requested more time.

The result of this approach was to achieve a very high number of completed Questionnaires – a total of 124 which represented a return rate of 85%.

See *annex 4. Questionnaire responses*



Downloading of information from Questionnaires

This was a painstaking process but helped enormously by the fact that we had the assistance of a parishioner with professional experience of creating and analysing data Questionnaires. We created 3 documents:

- Questionnaire datasheet

See annex 5. Questionnaire datasheet

- Questionnaire comments datasheet

See annex 6. Questionnaire comments datasheet

- Volunteer datasheet

The CLP datasheet was a mammoth undertaking which required over 33,000 separate data inputs from the completed Questionnaires. The Comments datasheet required the transcribing of 938 handwritten comments from the completed Questionnaires. The Volunteer sheet analysis recorded names of volunteers and for what they had volunteered.

This information was then checked for accuracy by a random selection of 12 Questionnaires. Very few mistakes were found and certainly not enough to be statistically significant. A supplementary Questionnaire results sheet was also raised specifically to assist the sub-committees

See annex 7. Questionnaire results for sub-committees

Analysis of information

The information made available was assessed and scrutinised by the 4 sub-committees and the Parish Council. Based on their findings the 4 sub-committees compiled the reports which feature in this CLP.

Final Statement Team

A Final Statement Team was formed in order to present information to support the findings of the sub-committees and to place their reports in the context of the Parish of West Hendred. It was decided that the Final Statement would appear in 2 formats.

The first format, in full detail, in soft copy, to be posted on the Parish Council website. The second format, in brief detail, to be published in hard copy as a handout for parishioners and other interested parties.





REPORT OF AMENITIES EMPLOYMENT AND RECREATION SUB-COMMITTEE

Businesses in the Parish

Current situation

There are a small number of independent business units in the parish and a larger number of self-employed people working from home.



Issues Raised

The majority of respondents to the questions about business agreed with the ideas put forward. More than two thirds would encourage the creation of new businesses in the parish and approve of the conversion of derelict buildings to commercial or light industrial use. 60% also indicated that they would approve the conversion of unused buildings and brown-field sites in the parish to the same commercial or light industrial use. There were significant minorities against both.

Vision for the Future

This is a largely positive response from the community and suggests that the Parish Council should be doing some analysis of possible derelict and unused buildings, as well as brown-field sites, with a view to encouraging business use. We would also expect them to encourage new business in general.



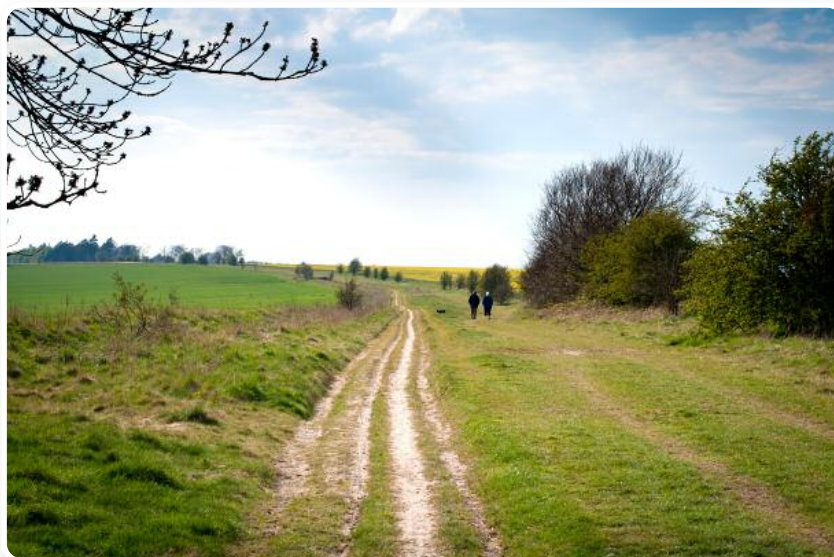
Rights of Way

Current situation

There are many miles of footpaths, bridleways and byways in the parish and a national trail – the Ridgeway – at the northern end. The Icknield Way also crosses the parish, as does the tarmac ‘furlong’ from East Hendred which links with the main route on to Ardington via the churchyard. Some paths are in good condition while others are in reasonable condition in most weathers, though there are specific problems with some rights of way as explained below.



Parish footpaths and bridleways are well used. Over half of all respondents (162 people) indicated that they use the paths every week and an impressive total of 204 people indicated that they used paths weekly, fortnightly or monthly – with only 13 admitting to never using them. Half of the population said they were familiar with parish paths, with most of the rest fairly familiar – and only a handful having no experience at all.



See Rights of Way around West Hendred at:

www.rowmaps.com/showmap.php?place=West%20Hendred&map=OS&lat=51.5933&lon=1.35833&lonew=W

Issues Raised

- There was some real enthusiasm for a map of all footpaths, bridleways and byways in the parish to be made available.
- There was considerable concern over two issues related to rights of way: first the access to Ardington via the churchyard and its suitability for individual and family needs, and second the condition and maintenance of parish paths.
- We asked whether the current access to Ardington via the churchyard is “adequate for your needs or those of your family if appropriate”. This issue had surfaced strongly at the consultation sessions held at the Village Hall. Opinion was divided fairly evenly here but there was a negative response from 116 individuals, 84 of whom gave specific reasons for their views, as invited in the question.



Most of them felt that the stile seriously impedes the use of buggies, push-chairs and bicycles as well as disabled wheelchairs and prevents many people, their families and dogs from walking or cycling to Ardington. A general complaint was that “you cannot use the path unless you can lift the pushchair or bicycle over the stile” and there was a feeling that this “discriminated against women and children”. One grandmother summed it up by saying “I would like to see easy access for my grandchildren and children of the village – mothers with push chairs, children on a bicycle.”



- As to the condition of public rights of way in the village, 91 people complained about individual paths in an “unsatisfactory condition” at certain times of the year, some being muddy and slippery in the winter while others were overgrown and sometimes impassable in summer. The main paths at issue are:

- The path that runs east from the Greenway (next to Biuna) to East Hendred
- The path that runs west from the Greenway (adjacent to Bankside) to Ardington
- The Lynch and the Furlong
- The Icknield Way, particularly the slope where it descends to and crosses the Ginge Brook
- The path from the Icknield way up to Ginge
- The restricted byway to East Hendred beyond Mill Lane
- The footpath slope on the path to west Ardington beyond the church and stile
- The short cut onto the Furlong off Manor Lane (near Twilly Springs)



Vision for the Future

Re the suggested map of rights of way:

The Parish Council and the Ramblers intend to produce a map of rights of way in the parish. Once the map is done it will become available in both paper and online versions in due course so that everyone in the village has the opportunity to walk on all the paths – and there are many more of them than most of us think!



Re the access to Ardington via the churchyard:

It is clear that the current situation is not satisfactory and is actively preventing a significant proportion of the community from having access to Ardington by the footpath. This problem needs some attention and the Parish Council is keen to look at ways of resolving the situation and finding a solution which works for everyone. Clearly the church's representatives and the landowner will be involved from the start. The vision must be that the stile is replaced by a gate (or similar) which people can easily pass through, so that it is as easy for families to walk to Ardington as it is for them to walk to East Hendred

Re the condition of some rights of way in either winter or summer:

An action plan needs to be put in place to try to improve the condition of some of our paths & rights of way and resolve the issues which have concerned so many residents. The muddy slope at the Icknield way junction with the Ginge brook is regarded as potentially dangerous and would be the first item on the list. The Parish Council will have a key role here and the Ramblers may be prepared to assist with some of the repair work.

The aim will be to work in stages, prioritising the most used paths within the main residential areas, and then moving on to the rest of the paths as soon as possible afterwards.

Cycling

Current situation

The North Wessex Downs and the Vale of the White Horse are popular areas for cycling, be it on or off road. This interest is also reflected within our own parish with nearly 2 in every 5 residents cycling regularly.

Within the parish there is an active cycling community starting with primary school children cycling to school, year 6 students undertaking cycling proficiency training, a ladies cycling group in West Hendred, an annual Ride and Stride event raising money for the church, family cycle rides at weekends and residents cycling to work.





Cycling infrastructure varies across the parish from bridleways to a quiet rural road linking West Hendred to Ginge. Being a main trunk road, the A417 is generally only used by confident cyclists. In 2003, Sustrans opened cycle route 544 giving a quiet 10 mile cycle route from Wantage to Didcot passing through our parish via Ginge and onto Harwell Campus. This route is extensively used by recreational and some commuting cyclists.

Issues Raised

Questionnaire respondents and those interviewed raised a number of specific issues and requests;

- Better cycle access to the village of Ardington from West Hendred. Direct cycle access to the village of Ardington is possible but only if the cyclist can lift their cycle above their head to get through a kissing gate and over a stile. This limitation does directly impact the most vulnerable (the young, inexperienced and less confident) and those who are not big or strong enough to lift their cycles above their heads. Alternative routes for them would be to cycle on the A417 or a longer route up a steep hill. Similar issues were raised by parents and grandparents with prams and pushchairs.
- Improved cycle access to East Hendred. Direct cycle access to East Hendred is via the Lynch (bridleway) or the Furlong (footpath) for school children. The main problem raised in using the Lynch is that during winter months the eastern end of the bridleway is churned up by horse riders which make it impossible to cycle or walk over without sinking into mud.
- Alternative cycle routes to destinations of employment to avoid busy main roads: Milton Park, Abingdon.

Vision for the Future

In 2012 Oxfordshire County Council looked at the possibility of the creating an Ardington / Hendred cycle route which would link the three villages of Ardington, East and West Hendred. When asked in the questionnaire if the respondents would support such a route, 84% responded in favour and 8% against.

When questioned if they would cycle more often if there were better cycle routes, almost half of the respondents said they would.

The results of the questionnaire and from consultations with residents, does highlight that as a community we should be committed to giving residents a realistic choice to cycle so that anyone, of any age, gender, fitness level and income can make the choice to get on a bike and cycle safely. The case for cycling as the natural choice for shorter journeys is strong, and the resulting benefits are wide reaching – to the economy, to the environment, to the health of individuals and our community. With the increasing appetite for fitness from all age groups, there is a need to encourage responsible enjoyment by our residents and visitors alike by ensuring we have the appropriate rights of way to be used by cyclists.

May 2015 update

A working group has been formed with councillors and user representatives from the parishes of East Hendred, West Hendred, Ardington and Lockinge to review access issues for both cyclists and walkers and to identify potential solutions. This working group represents over 2,000 village residents.



It was recognised by the working group that there is a lot of daily inter-village journeys between them. The distance between East and West Hendred is only $\frac{1}{2}$ mile and West Hendred and Ardington is $\frac{3}{4}$ mile, but due to access problems it was more convenient for residents to drive to the next village rather than walk or cycle. To encourage more walking and cycling and reduce motor traffic in the villages a community / cycle path was agreed upon. The routing of this path was determined by local knowledge from each parish and taking into account of areas of sensitivity, land owner issues and farming practices. The proposed route for the community / cycle path is;

- East to West Hendred – to use the Lynch bridleway and therefore encourage residents to not cycle along the Furlong
- West Hendred to Ardington – a new Right of Way around north of the church, thus avoiding church grounds, and relinking on to the Red Barn path in Ardington parish.

Since the release of LTP4 a number of Cycle Route Study Focus Group meetings have been run by OCC to which East and West Hendred councillors and parish user group representatives have attended. Key inputs to these meetings were the conclusions from our own working group meeting.

In addition to the existing NCN544 route, which isn't being moved, the councils supported three new cycle routes;

- Village Route – improving the inter-village journeys for residents of Lockinge, Ardington, West Hendred and East Hendred and potentially Rowstock.
- A417 shared cycle path
- Wantage to Milton Park – off-road cycle route shadowing the railway line which would benefit A417 commuting cyclists the most. Most commuting cyclists on the A417 are either travelling to Milton Park or Didcot. This route would be a more attractive route as it's shorter and safer.





Newsletter & Website

Current Situation

The monthly Newsletter is distributed to all houses in the parish and keeps everyone informed of local events and issues. There are currently two websites, run by the Parish Council and the Village Hall, though neither is well used at the moment (only 1 in 5 respondents had visited them). A voluntary village email list is used to keep residents informed of more urgent, short term information.

Issues Raised

Most people said they found the monthly newsletter helpful and informative and there were a number of comments and suggestions - including the introduction of more design, drawings, photos if possible and a number of requests for an email version to be sent out, (as well as the hard copy being delivered) which is now happening, using the village email list.

The majority of people said that they would like to have a parish website that would be a communication facility for the villages of West Hendred & Ginge, providing information on everything from village events, organisations and activities to Bus, Church and Library services, Parish Council minutes and much more. A large number of people said they would use it and there were also some volunteers who might help to establish and run it.

Vision for the Future

There are some forward looking ideas here – from improving the design and look of the newsletter to introducing a flexible website which will cater for all the needs of the parish, its villages and people. We hope to involve anyone who is interested or who can bring useful skills to the task. A meeting will be set up to discuss and plan the website and everyone interested should try to be there. Look at the East Hendred website (www.hendred.org) to see what is possible.

Broadband

Current Situation

Broadband is mainly supplied to the parish by BT via their copper wire network that was initially laid to carry voice calls. 90% of the questionnaire respondents have broadband connection in their homes of which more than 50% were not happy with the speed they were receiving. At the start of the consultation process the average internet speed in the parish was just over 1MB per second.





Issues Raised

The main issue with broadband is the speed residents are receiving and which varied during the day. The peak time for broadband use is between 5pm – 12 midnight where internet speeds are at their lowest due to congestion.

Vision of the Future

As from spring 2016, BT will be upgrading its network to BT Infinity which will replace the copper cable to the telephone junction box with fibre optics. This is not the fastest form of broadband but it will significantly improve general broadband speeds in the parish.

The Hare

Current Situation

The Hare is closed at the moment. The pub was purchased in 2015 by *Star Pubs and Bars*, a division of Heineken UK which is based in Edinburgh and Newcastle, and is looking to grow its business further in the south of England. They have invested in turnaround pubs before and committed £30m to their pub group refurbishment this year.



Members of the **Save the Hare** committee have made contact with *Star Pubs & Bars* who have indicated that they would be happy to share plans with them and listen to the views of the community in due course. Refurbishment has not started yet and there is no date for re-opening at the moment.

Issues Raised

Almost half of the respondents to the questionnaire agreed that *The Hare* should be nominated as an Asset of Community Value. When that was organised by the Parish Council in conjunction with the VOWDC, it kept the pub off the market for a crucial six months, enabling the Save the Hare committee to put together a bid for the pub with as many local investors as possible.

We understood why *Greene King* had batted away our purchase proposal when the pub was bundled into a large deal as part of GK's acquisition of the Spirit Pub group. A condition of this transaction was that the CMA (Competition and Markets Authority) required GK to divest themselves of 16 pubs to competitors, who would be obliged to run them as pubs. The divestiture was supervised by the CMA with whom the Committee has established good relations. The CMA will monitor *The Hare's* future operation as a pub.



Vision for the Future

The hope is that *The Hare*'s new owners refurbish the pub successfully and re-open it as soon as possible. Members of the **Save the Hare** committee are looking forward to meeting *Star Pubs and Bars* local managers and of course the new tenant once selected. There are many ideas for its future but it is hoped that it will once again look to serve the whole community and area with well priced food and an excellent range of drinks, while also providing a fine social centre.

Holy Trinity Church

Current Situation

Holy Trinity Church is Grade I listed – the only one in the area. The C14 church is prettily situated in a wooded hollow near to Ginge brook, and is within West Hendred Conservation Area. The church is well visited from people across the country and from abroad. It is normally open in daylight hours every day of the week.



158 respondents (56%) occasionally visit the church, with a further 13% visiting regularly both weekly and monthly. The church's own statistics of the Worshipping community has 59 individuals. This is above national figures for small rural villages. The church does weekly emails to its community listing services in West Hendred and nearby churches.

One third of respondents would like there to be non-religious events at the church. However there were no suggestions of what kind of events. A small percentage would like there to be a guided tour and presentation, while others suggested more marked Christian calendar events and talks to understand more about church activities.

Issues Raised

Respondents made no comments in the questionnaire. However the matter of the public path through the churchyard and kissing gate (then going beyond the church across a stile and the Ginge brook to Ardington) raised many comments. These are reported in detail in two other sections relating to **Cycling** and **Rights of Way** in the parish. The path runs from the lych-gate through the churchyard, and immediately by the church's south door. On both sides there are graves that immediately abutt this path.



Vision for the Future

In summer 2014 the church provided a talk to a group from a nearby village, which was very well received. The Parochial Church Council has discussed the questionnaire results and is looking to provide similar talks for West Hendred residents. Work is currently in hand to provide an open space within the Church, which should help events.



Village Hall

Current Situation

We have a great village hall which was completely re-built in 2005 and has a fine sprung floor. The hall is well used by the community and provides a high quality base for a wide range of village events and activities. These range from regular weekly offerings to monthly and annual events – from Pilates, the Mother & Toddler morning and the Village Cupboard, for instance, to the monthly Coffee Morning and Book Sale and occasional events like the Dog Show, Curry & Quiz evening, Beer Festival and Christmas Fair. There are meetings in the hall as well as private bookings from birthday parties to focus weekends and large weddings. The hall is managed by an elected committee of trustees and is a registered charity.

Issues Raised

Questions about the Village Hall focussed on events and fitness activities in the Hall and asked people for their suggestions for both – and specifically what they would be interested in doing. Half of all respondents were keen to see more events in general at the Hall, many thinking that there should be more fitness classes & sporting activities for all ages, while others wanted more ‘other’ classes such as adult learning and creative art in the Hall as well as keep fit activities. A huge range of social events were suggested, from barn dances and whist drives to bring & buy sales, from music & theatre performances to lectures, gardening talks and cinema screenings.



Vision for the Future

The Village Hall committee and the Parish Council will look to develop new events and activities. One aim will be to involve as many new people as possible in helping to devise, plan and run new events and activities for the benefit of all. A good start will be to make a list of all the popular ideas suggested and to find a group of volunteers who want to help organise more events and activities in the parish.



Recreation Ground

Current situation

West Hendred recreation ground is situated next to the Village Hall and is leased from Corpus Christi College. The recreation ground is equipped with football goals and play equipment suitable for children up to the age of 12. The majority of the play equipment is now over 13 years old and is reaching the end of its life. The general consensus is that the play equipment has been excellent and enjoyed by many children.



Issues Raised

The main issues raised by the questionnaire and consultations are;

- The lack of more adventurous, challenging and risk taking play equipment for older children (10-14)
- There isn't a litter bin in the recreation ground
- The lack of picnic tables.



Vision for the Future

Recreation/play grounds are among the most important environments for children outside the home. Social skills that children develop on the playground often become lifelong skill sets that are carried forward into adulthood. Most forms of play are essential for healthy development, but free, spontaneous play of the kind that occurs in playgrounds is the most beneficial type of play.



The key deliverables for the future are;

- Replace aging equipment with similar items.
- Install play equipment for the older age group (10-14). To meet their needs the recreation ground would have play equipment that would give them the chance to satisfy their search for excitement and risk with engaging play environments; allowing them to test themselves and explore their abilities. When asked about what type of equipment they would like, no particular item came out in preference, but examples would be Outdoor fitness equipment, Climbing Wall, Aerial Runway etc.
- Install more picnic tables and a litter bin.



Help for Senior, ill or disabled residents

Current situation

Current provision is largely ad hoc rather than co-ordinated, depending on individual neighbours, friends and relatives.

Issues Raised

A relatively small number of people indicated a need for help with specific problems – particularly help with shopping and household tasks, as well as having someone to talk to and check up on them. Transport issues concerned a larger number of people. The difficulty of getting up the hill to the bus stop was mentioned and some kind of community transport suggested. There was a real interest in having somewhere for people to meet and many requests for a small village shop (or mobile shop) carrying essential items.

Vision for the Future

It would be good to be able to co-ordinate some kind of local transport provision once a week; also to be able to co-ordinate checks/visits for elderly people living alone. It should be possible to provide a regular event in the village hall for people to meet and talk, with other options available. All that is needed is for one or more people to volunteer to organise it. If The Hare was to become a community pub then some kind of village shop could be included in its community provision if there was sufficient demand.

On-road parking in the Parish

Current situation

There are on-street parking hot spots in the parish. These can be caused by older houses without individual drives or garages, or by households with a number of vehicles and very limited space. However it is also the case in a few places that some people with garages and space choose to park on the road in front of or near their property – and this can cause concern and difficulty.

Issues Raised

In both the consultation events and the questionnaire a significant number of people expressed anxiety about the potential dangers of on-road parking. Three roads were mentioned repeatedly in the consultations – the Greenway, the Millham and Ginge Road near Goldbury Cottages. There are difficulties with larger vehicles (farm vehicles for instance) as well visibility problems for drivers emerging from their drives and children walking or playing.

Vision for the Future

The Parish Council will look at the issues raised and consider ways of resolving matters as fairly as possible.



Visitors to West Hendred and Ginge

Current situation

The parish is within an Area of Outstanding Natural Beauty and has a stretch of the North Wessex Downs within its borders and a national trail – The Ridgeway – crossing through it. It is visited regularly by drivers, walkers and cyclists from a wide area, using the many rights of way that exist.

Issues Raised

While some people said they would not welcome attempts to attract more visitors to the villages, a fair proportion said they would do so. This is probably an idea to be re-considered in the future, as it is not seen as being important at the moment.

However views on providing some useful information for the many visitors who already come to our villages were much more positive. 176 people said that they would support the installation of a printed village map and information board for visitors.

Vision for the Future

An increasing number of villages in the area do have well planned and designed information boards for visitors, with useful maps, and this is a project with strong support which could be organised. It is probably something for the Parish Council to explore further and look into design and funding issues.

See annex 10. AER actions and objectives



East Ginge Down by Paul Kessling



REPORT OF ENVIRONMENT AND ENERGY SUB-COMMITTEE

Current situation of the Parish

The character of the whole parish is intrinsically rural, with agriculture, riding stables and neat front gardens the only signs of industry. A single row of houses along the road into the main village is flanked by farm fields to east and to west. The central cluster of houses around the brook and Village Hall is open too – at its heart a play-park with space for playing football and a meadow where horses graze.

The road winding through both villages is barely wide enough for the modern agricultural machinery that often clanks through it. While the busy A417 passes through the northern end of the parish, relatively few houses are close enough to be disturbed by the hum of traffic.

The southern end of the parish rises up through this designated Area of Outstanding Natural Beauty to the Berkshire Downs, populated only by farm animals and wildlife. A welcome flow of ramblers, horse-riders and kite-fliers keep the ancient Ridgeway path well worn, but there is no metalled road to bring these visitors down into the villages.





Appearance of West Hendred and Ginge

Issues raised

For all the residents it is clearly important to preserve the natural surroundings. 91% of all respondents said that they valued the open green spaces **within** West Hendred; 90% said they valued the open green space **outside** the villages, in the rest of the parish. Nobody dissented from either of these.



Improvements are possible, however, in keeping things tidy. 41% of all respondents felt that overgrown hedges were a problem. Unmaintained ditches were an issue for 31%, and damaged verges for 28%. Litter and agricultural waste were thought a problem by 20% and 16% respectively. The waste such as straw and manure typically falls from farm vehicles and passing horses, while damaged verges occur in narrow places where these large vehicles hug the sides to let others pass. The problems with ditches and drains are especially noticeable at the exit from the Millham and in the unsurfaced road leading to Twilly Springs.

Street lighting for the villages has been proposed, but does not enjoy majority support. While 21% perceived gains, 68% of all respondents felt that West Hendred would lose from the installation of street lighting.

Vision for the future

The open spaces at the heart of West Hendred are vital to its character and at all costs need to be preserved. Ribbon development extending beyond the village boundaries should likewise be held in check.

As to the overgrown hedges, some property owners have already heeded Parish Council requests to tend their hedges more regularly. Given our narrow footways in many places and absence of lighting, such requests will be repeated regularly so that overhanging branches are less of a hazard on dark wet nights. The proposal for street lighting, however, will not be pursued, in deference to the majority who value starry nights free of light pollution.





Horses are in general welcome and there seems little remedy for the temporary inconvenience of a certain amount of manure in the road. But the damaged verges could be avoided by careful, considerate drivers. In view of recent winter flooding and occasional summer flash floods, dialogue with Thames Water will be maintained to ensure that the drains in well-known trouble spots (such as the Millham) are kept clear.



Cats and Dogs

Issues raised

Perhaps surprisingly in this nation renowned for dog-loving, 12 respondents were sufficiently bothered by unsupervised dogs to designate them as pests needing control. The main issue is undoubtedly dog fouling, with 51% of all respondents feeling this is a problem in the parish, and 84% supporting a plan to site two dog bins within West Hendred. Cats too were considered pests by 5 people – perhaps because they kill some birds as well as controlling rats and mice.

Vision for the future

In response the Parish Council has already installed two bins for dog litter and pays for weekly emptying. Vigilance will be needed to ensure contractors comply with their responsibilities. Usage too will be monitored and additional actions taken if necessary. Additionally, the Village Newsletter should be used to remind dog owners regularly that their neighbours do not always welcome pets wandering loose into their gardens.





The Natural Environment

Issues raised

Enhancing the wildlife population is plainly supported by the 80% of all respondents who thought it very or moderately important to create pockets of wildlife habitat, and 79% who considered it very or moderately important to encourage boxes for bats and/or birds. Even more popular was the planting of native trees and hedging, with 86% of all respondents deeming it very or moderately important.

Among community projects proposed, 64% of all respondents wanted to maintain access to the brook - using the unadopted land which was the old ford beside the bridge. Next in popularity were a wildlife meadow (52%), community woodland (51%), a nature reserve (45%) and a village pond (44%). Ranked lower were an orchard (38%), allotments (37%), a traditional style firewood copse (34%) and land for cycle dirt tracks (27%). One comment pointed out that such projects would have more value in towns or cities than in an area naturally full of wildlife.

Plants that are poisonous to grazing animals, however, were deemed unwelcome, along with some other forms of “wildlife”. The prime pests¹ cited as needing control were:

PEST	No of respondents advocating control
Rats	16
Ragwort	6
Squirrels	5
Deer (mostly Muntjac)	4
Wasps, Old Man’s Beard	3
Foxes, Pigeons, Crayfish	2

1. Pests mentioned only once have been excluded from this analysis. Likewise invalid “pest” species such as dogs and cats.

Unfortunately the Vale of White Horse District Council no longer offers a pest control service and instead advises applying to private contractors.

Vision for the future

In view of the interest in the brook, the Parish Council has paid to pollard a willow tree that had grown too big for its space. West Hendred Parish Council and the owners of Brook Cottage have mutually agreed that the Parish Council will maintain the unadopted land beside the brook on both sides of the bank including regular mowing of the grass by the bridge.

Several of the other candidate community projects look feasible in principle, but lack the champion and community group needed to ensure long-term sustainability. In some cases a compromise solution may be found, such as encouraging a wildlife corner in the existing play park. For more ambitious projects it seems best to join forces with neighbouring communities. A wish-list of all the potential projects will be raised with the Hendreds Environment Group, which already has members from nearby East Hendred and Ardington, and is actively pursuing other community initiatives such as litter removal, woodland development and thermal imaging to identify properties needing better insulation.



Many individual gardeners are already taking action in support of a sustainable environment, such as establishing plants attractive to bees, planting native trees and installing bird-boxes out of reach of cats. To support them and promote exchange of ideas, the use of media such as the village Website and Newsletter will be encouraged – for example to carry advertisements from contractors offering pest control or tree planting services. For significant environmental benefits, however, action is needed at community scale and/or on farms and estates. Again the Hendreds Environment Group will be invited to take things forward, for example by sharing experiences, recommendations or cautionary tales about service suppliers.

Village reaction to environmental pressures

Issues raised

Several houses in West Hendred lie very close to the Brook, which has been known to flood severely on a number of occasions in the past century. While only 9 respondents reported flooding to their properties in the last 10 years, this is 9 too many and there is no room for complacency. Reports of flash flooding at diverse places in the UK have undoubtedly increased in recent years.



Paradoxically, summer drought also affects our villages some years, owing to their location in the rain shadow of the Berkshire Downs. 32% of respondents expressed concern about the periodic low levels of water in the Brook and springs.

While tranquillity pervades most of the parish most of the time, and 43% of respondents reported no nuisance, 36% did express concern about the effect of traffic noise. This worry should be added to concerns about safety at the A417 junction that have been raised elsewhere in this Plan. In conjunction with development of the Science Vale UK (SVUK) Enterprise Zone, a massive traffic increase on this road is expected over the next ten years and beyond. Noise levels can only increase and will need to be monitored, along with air quality.



Energy costs are a nationwide concern. 60% of our Questionnaire respondents would like to know about how renewable energy could be generated in the parish, and how to save energy.



Vision for the future

In anticipation of future flood threats, the Parish Council will keep a close eye on Brook levels. It will be asked also to seek advice from the Environment Agency about flood protection measures for the properties at risk, and to ensure the property owners are alerted to options and precautions, with a reminder in the autumn of each year. Owners of land adjacent to the Brook will be asked about any water abstraction activities during dry spells.

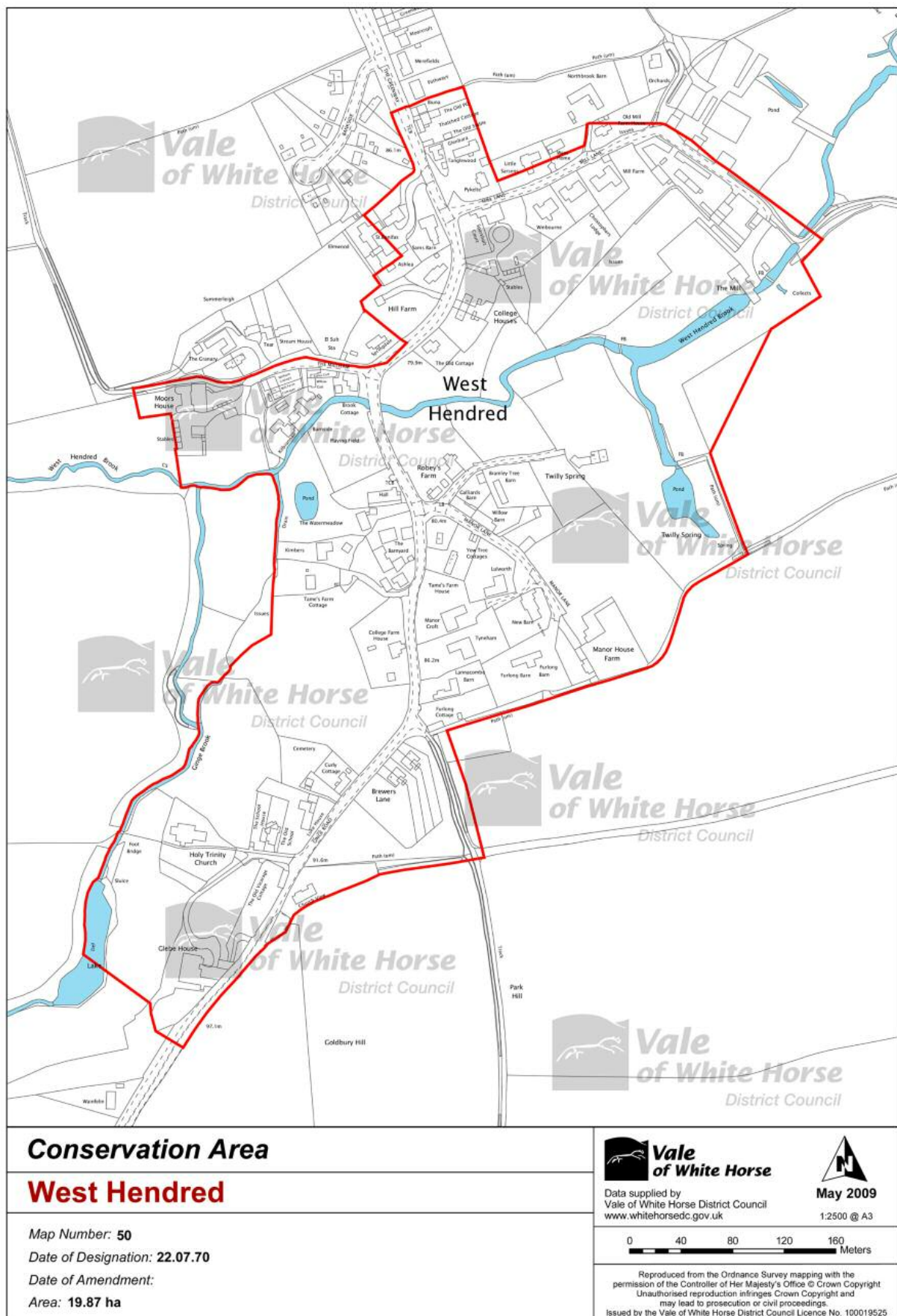
As to concerns about traffic noise and air quality, these are the responsibility of the District Council. It may be wise to measure current noise and pollutant levels, to establish a baseline in advance of housing developments.

In order to offset our ever increasing energy bills, householders will be encouraged to seek advice from responsible agencies, and landowners to consider renewable energy options such as biomass or solar power. Advertisements from sources of advice will be encouraged in the Village Website and/or Newsletter.

See annex 8. EE actions and objectives



REPORT OF HOUSING AND DEVELOPMENT SUB-COMMITTEE





Housing Development and Commercial Premises Development within The Parish



This section examines the findings of the Housing Development and Commercial Premises Development sections of the CLP Questionnaire. A summary of the findings is set out first in bullet point form to allow an easily accessible overview. A more detailed analysis follows.

Here is a bullet point summary of the findings. The findings have been divided into two sections: those where there was a clear consensus and those where opinion was more divided:

- For any newly built houses, most people would prefer privately owned homes. (67%)
- Most people would encourage the creation of new businesses in the parish. (67%)
- Most people approved the conversion of derelict buildings to commercial or light industrial use. (68%)
- Most people approved of the conversion of unused buildings or brownfield sites to commercial or light industrial use. (60%)

Other survey results showed that:

- Open spaces are considered vital to the character of West Hendred (66%).
- The current rate of development within the parish was considered about right (63%).
- Residents did not want houses built outside the existing built up areas of the parish (63%).
- There was divided response over the issue of building houses on in-fill plots in the parish: 48% against; 41% support.



Housing Development



Walking, riding and cycling routes through some of the North Wessex Downs

West Hendred and Ginge today and current planning controls

Question 1 referred to the 'Open Spaces' within the village of West Hendred. These are open areas, both privately owned and those owned by the Corpus Christi. It was found that 66% of all respondents said that open spaces are vital to the character of West Hendred and that all need to be preserved. 30% of all respondents said that the 'open spaces' are important and less than 1% of all respondents said they were of no importance. Thus, it can be inferred that there is sufficiently strong opinion within the parish that robust opposition to any attempt to build on such areas would be encountered.





However, people were not altogether against building within the parish. Most people, 63% of all respondents, considered that the number of houses being developed within the parish at the time of responding (2013) was about right. This was not a comment of the Vale housing plan, which was published later and included a vastly increased rate of building over the Vale. Only 9% felt that the number being developed in 2013 was too low and 17% felt that it was too high. 6% of all respondents had no opinion.



On the other hand, when specifically asked about building on new sites, 63% of all respondents said that they did not support houses being built outside of the parish's existing built-up areas i.e. West Hendred village and Ginge. However, 23% said that they would be in favour of expanding the residential areas of the parish, whilst 10% of all respondents had no opinion. It would seem that people felt more strongly about preserving 'open spaces' within West Hendred village than protecting its boundaries. Somewhat contradictory to this data were the responses that indicated that a small majority of 48% (with 41% against and 6% of no opinion) were in favour of infill building between houses within the village of West Hendred and Ginge.

To try and overcome the contradictory nature of the responses discussed above, people were asked to predict how their own housing needs would change over the next five and ten years. It was felt that this would avoid people guessing the circumstances of their neighbours and give a more accurate reflection on how the needs of the parishioners would evolve. The responses showed that most people foresaw no expected change in their own need in five years' time (42%) or ten years' time (38%). There was an expectation for the need for starter homes to be available over the next five years (26%) and over the next 10 years (18%). However, this does not necessarily mean newly built homes as families grow and move on, making way for the next generation of new families. That said, the trend appears to be for enlarging smaller homes, as this is usually a less expensive option than buying a larger property and people are reluctant to move when they feel settled and at home. In addition to this, the number of respondents to this question was lower than to others in this section. From the statements made in the optional comments box, it was apparent that some people found this question ambiguous and they did not understand what was being asked. This should be taken into account when using this data.

The Questionnaire also asked for opinions on the type of ownership that people would find preferable for newly built homes. The majority of all respondents (67%) opted for privately owned. There were no specific questions on details such as house size or building material, although there were optional comment boxes, but no one offered an opinion. 40% said they thought shared ownership homes were needed, which would help to reduce the trend of local people being priced out of the parish. Social rented homes were the least popular option but was still supported by 24% of respondents.



Commercial Premises Development

In relation to the general proposal of developing new businesses within the parish, the majority of all respondents (67%) said that they would be in favour of such development. When asked specifically about derelict buildings being converted and used as commercial or light industrial premises, again a majority responded that they would be in favour of this kind of business development.

The proposition of converting unused buildings and brown-field sites into commercial and light industrial use was also met positively with 60% of all respondents indicating that they would approve of such applications.



REPORT OF TRAFFIC POLICING AND SECURITY SUB-COMMITTEE

Introduction

The role and potential impact of a CLP have been made much more complicated by new statutory requirements this century. This is especially so for the Transport area. Here are some examples:

- Since 2010, Oxfordshire has moved from planning 5 years ahead to 25 years ahead.¹
- The Localism Act 2011² has given local communities the opportunity to play a stronger role in contributing to central planning (e.g. our Plan is classed as Community Led). However, it is left to local communities at Parish level to work out how best to develop that role. There are no extra resources to support them in the extra research and meetings involved.
- The creation of the SVUK (Science Vale UK) as an Enterprise Zone has created a new (non-elected) planning layer in the County whose decisions can affect Parishes. This is the creation of the Oxfordshire Local Enterprise Partnership³ which controls the SVUK.

One very practical point is that Oxfordshire County Council (OCC) in its development of the SVUK strategy, is deliberately not considering local road proposals unless they are 'strategically necessary' to the economic success of the Enterprise Zone. It is now up to Districts and Parishes to develop any other proposals separately, for example proposals to mitigate the effects of the extra traffic volumes that will develop. Indeed, this may also be seen as consistent with Localism which aims to give local authorities and communities a stronger role in planning.

It is hoped that the next section on the A417 junction will help to explain further the practical implications for both District and Parish of the • points above.



Main issues raised in the consultations and questionnaire

I. The A417 Junction - especially safety

Users of public transport in West Hendred

The Questionnaire results showed that this junction is seen as dangerous for children using school buses by 93% of respondents, with 70% marking it as 'very dangerous'.

50% regard it as 'very dangerous' for adults also. It was also pointed out during other consultations that everyone in the village wishing to use public transport for travel to and from local towns and villages has to cross the A417 to do so. It is notable that the 67% of respondents who never use bus services nevertheless share the concern and support action about the safety of the school children.

The safety of West Hendred school children is clearly the key issue on use of public transport.

General safety concerns in the Wantage area

Safety dangers have been of concern in the wider Wantage area for many years. For example, in 2005 the Wantage and Grove Area Strategic Transport Study (WaGASTS) noted that the A417 corridor had the highest coincidence of injuries of all the major roads in the area. It was also noted that the expected traffic flow increases would exacerbate this situation.

In 2009, at the request of the South Oxfordshire and the Vale White Horse (VWH) Districts, the County arranged an independent consultancy on transport measures required for the A417 corridor up to 2026. The 2005 WaGASTS issues on road safety on the A417 east of Wantage were specifically included in the remit. The reports are in the Southern Central Oxfordshire Transport Study (SCOTS).

The SCOTS reports relevant to West Hendred

Appendix D to one of the SCOTS reports⁴ deals in some detail with the area around West Hendred. It fully supports parishioners' views for additional safety measures. Most importantly it placed West Hendred in the category of 'straddling' the A417; in this category a 30 mph zone is required if a consistent 'corridor approach' is to be adopted as recommended. However, West Hendred is the only one of the 5 villages in this 'straddling' category from Wantage to Blewbury not to have a 30 mph for its stretch of the A417. This is the basic case for a 30 mph zone.

SCOTS also stressed the WaGASTS point that new employment at Harwell Oxford and Milton Park, coupled with new housing in Wantage Grove, will cause traffic volumes to increase. Indeed, the County itself fully accepts that by 2026 the traffic flows west of Rowstock could increase to the capacity of the road itself. However, there is currently no published discussion at County level, let alone plans, for what happens when the traffic flow reaches its capacity.



Implementing the SCOTS recommendations - the need for parish initiatives

It might be assumed that the County would take these facts on board in its Transport planning which is after all a County responsibility. However, this is not being done. This is because the creation of the SVUK as an Enterprise Area has focussed County attention on only those aspects of the SCOTS reports that are of 'strategic necessity' to the SVUK. This did not include our A417 stretch of corridor. So the County noted in its *Recommended Strategic Transport Package Report*⁵ that such schemes should be considered separately 'through the LTP 3 allocation process and inform Area Action Plans'. It is therefore up to the West Hendred Parish Council (WHPC) to ensure that the SCOTS recommendations are recognised, and then taken up by the VWH and OCC.

When this became apparent in 2012, the WHPC asked the TPS sub-committee to seek advice from Cllr. Iain Brown. He investigated and was referred to a study being undertaken by the SVUK. When no feedback came from his enquiries, the WHPC Chair wrote to Cllr. Barber. However, it is still not clear that anything can be decided until the SVUK have made their recommendations.

The situation has become even more complicated by the setting up of the Oxfordshire LEP (see reference 3) to which the County itself now looks for decisions on such SVUK matters. The plans to create a statutory body to approve plans (*Oxfordshire Growth Board*) are still being implemented

The A417 Parish Councils' meetings

These meetings were set up in August 2013 by Cllr Stewart Lilly. He represents the Hendred and Harwell Division of the County which covers parishes along the A417 corridor from Ardington to Blewbury. Their purpose is to share with County officers these parishes' knowledge and experience of their local A417 situations. This is important because he is a member of the County Transport Advisory Committee which exists to advise the Council Member for Transport. Parish Council Chairs represent their Parishes at these meetings. The officers are preparing a strategy for the A417 corridor, including of course West Hendred.

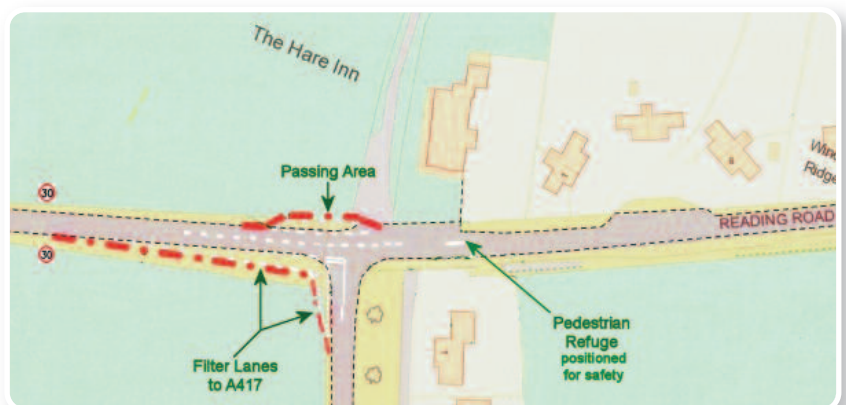
Parish Council actions already taken

The WHPC has been very active since 2012 in pressing for action at District level. In addition, in 2014 the Parish Chair has drawn the matter to the attention of the important A417 PCs' Meetings.

The future for A417 issues

The SCOTS consultants and OCC agreed at the beginning that 'a "corridor approach" will be adopted for the A417. That is, there is a need to identify an approach that can be applied along the length of the corridor ...' And SCOTS noted that the approach should be applied consistently

along its length. This is the context in which SCOTS classified West Hendred as 'straddling' the A417, and recommended that 'All speed limits through the villages should be 30 mph ...'.





The concerns of our parishioners that traffic speed is a key element behind local A417 accidents is fully confirmed by SCOTS. 'Investigations into the causation of recent accidents on the A417 highlighted that accidents were caused by factors which could be attributed to speed, such as rear shunts, loss of control and failing to slow. Other key factors include turning manoeuvres at junctions and overtaking.'



The problem is that the economic success of the SVUK is of crucial importance to the future economy of Oxfordshire, and anything that slows down commuter traffic along the A417 runs counter to this. Furthermore, the new arrangements for statutory determination of policy lie with a new body (Oxfordshire Growth Board) that is only just beginning to function. All this may complicate progress.

The TPS Action Plan on this issue is primarily in support of and liaison with the WHPC.

2. Buses

This leaves on A417 safety issue, the location and lighting of the A417 junction bus stops themselves. 46% of respondents felt the location of the bus stops to be unsafe, with 53% seeking street lighting to illuminate them. The TPS Action Plan objectives are to draw this matter to the attention of the WHPC

3. Traffic through the village

The two mile road connecting the A417 at West Hendred and Ginge is a typical winding rural road with many narrow lengths, bends and sloping stretches that local people see as dangerous. For example, in some short lengths there is insufficient road space with high banks or boundaries either side to accommodate both a pram and a lorry; traffic even at 30 mph can threaten when it descends this stretch. As another example at one bend in particular, cars have from time to time been forced to mount adjoining banks to avoid collision, even within the local speed limits.

A note⁶ on this issue was considered by TPS in 2012, including a virtual tour with Google Street View to illustrate a (non-professional) assessment of road safety risks listed. It was agreed that to make any progress a professional risk assessment would be required. To obtain village support for this, it was decided that the subject would be covered in the Questionnaire.





The challenge from the viewpoint of action is that each individual safety risk is of concern to comparatively few individuals, though it could be very dangerous for that few. Although 49% of parishioners felt that a 30 mph is an appropriate speed limit for this road (against 39% inappropriate), 51% were still in favour of an approach to improve safety which emerged during further consultation. This is the 'Quiet Lane' concept.

The 'Quiet Lane' is a DfT (Department of Transport) scheme⁷ 'to protect country lanes from the adverse effects of intimidating traffic'. Although it was not thought that the formal DfT concept would be invoked (it is expensive for a Local Authority who have to fund it), respondents felt that it would be worth getting together all those who were concerned to discuss its ideas. If suggestions for a parish approach emerged, they could then be put to the WHPC. This would include the voluntary 20 mph speed limit which 57% of respondents felt should be explored.

This is the Action Plan approach to be put to the WHPC.

4. Rights of Way (RoW)

Access to Ardington via the Churchyard (Q23) generated a response from 96% of all Questionnaire respondents. As it happens this is the same high % as those who responded to Q23 on Cycling. Detailed analysis shows that the two issues had become conflated in respondents' minds.

So we have to be clear that for Q23 it is important to differentiate the needs of pedestrians from those of cyclists. There is no suggestion from anywhere that cyclists as such should use (or continue to use?) the path through the churchyard and the kissing gate. Given this, then Q23 shows 44% felt the current access to be adequate, and 41% felt it was not, with 10% of no opinion. And analysis also shows that the 41% would be very much lower if the two issues had not become conflated.

Nevertheless, it is also clear from the Questionnaire and many other consultations that a significant minority feel that the kissing gate and stile each seriously impedes the use of buggies, push-chairs and disabled wheelchairs and prevents many people, their families and dogs from walking to Ardington - 'you cannot use the path unless you can lift the pushchair . . . over the stile', and there was a feeling that this 'discriminated against women and children'. The kissing gate issue is one for the Parochial Church Council alone and has been brought to its attention. The stile is one for the landowner and needs to be brought to the attention of the Parish Council to deal with. But the real underlying issue is a local pathway dealt with under Local off road cycling.



On RoW more generally, Q24 showed that nearly all respondents were very (47%) or fairly (45%) familiar with the footpaths and bridleways. In Q26, 50% thought that some individual paths were in an unsatisfactory condition at certain times of the year, either due to mud or becoming overgrown. One particular example is the muddy slope at the Icknield way junction with the Ginge brook which is regarded as potentially dangerous at times. A list of all these is given in the Action Plan for sending to the Parish Council to bring to the attention of the landowners concerned who have responsibility for maintaining them.



Question 25 shows that 74% would like a map of footpaths, bridleways and byways to be available. In fact several maps along these lines have already been created as background to the CLP Questionnaire and can be made available for consideration. In addition it is understood that the Ramblers Association intend to produce a map of rights of way in the parish.

5. Local off road cycling

Key consultation conclusion

While only 38% of respondents regularly ride a cycle, 81% support the creation of an off road cycle route for families and children linking Ardington with the Hendreds; it was noted in consultations that a reasonably level and comparatively narrow grass path would be quite adequate. Such a route is especially important for some local schoolchildren attending one or other of the East Hendred schools, but is also seen as useful for pedestrians, perhaps with buggies or push chairs (it would also help solve the Churchyard issue just dealt with under RoW). We note the 81% figure above shows that this issue is supported by many more parishioners than just those who benefit directly as regular cyclists. It is therefore a key result from the Questionnaire. However, working out how to achieve it presents a challenge.

The challenge of implementation

To explain this, we have to turn to the separate issue of a Wantage to Harwell Campus commuter cycling route through the villages. HarBUG (Harwell Bicycle Users Group) in particular have been seeking such a route for some years. Cyclists can of course use the A417 road but not only is this dangerous for the cyclists, it can also cause long tailbacks of traffic.

If a satisfactory off road route could be found which linked the three villages of East and West Hendred and Ardington, might it also satisfy the needs of those wanting to commute to the Harwell Campus?

Consultations for the CLP have made it clear that there is considerable resistance in the village to such a route. Whilst residents are keen to have a cycle track that would be used by a limited number of local cyclists travelling comparatively slowly, they do not want to have a track which might be used by a considerable number of longer distance or commuter cyclists travelling comparatively fast. While young school children may go little faster than walking pace, some commuter cyclists will average 20 mph. As the track would be shared with pedestrians, cyclists would be legally limited to 12 mph but it seems unlikely they would adhere to this.

The first formal proposal for such a shared route came from Sustrans in 1974. Their current route of NCN44 already runs from Wantage/Harwell Campus but is unsatisfactory as a commuter route, and is little used as such. Not only is it circuitous but, from East Ginge to East Hendred, it uses a private farm track. This track is currently badly potholed, though at the turn of 2012/13 Oxfordshire County Council gained agreement with the landowner and with Sustrans that the latter will be responsible for tarmac re-surfacing. The Sustrans shared route proposal itself was abandoned in 2003. However, in 2012 HarBUG again suggested use of the Ardington - East Hendred part of this route for commuter cycling. So, with the cooperation of OCC, a detailed practical audit of the route was made. In addition, OCC reviewed several other such routes running through the West Hendred Village that had been suggested. The Parish Council were finally advised later that year that the OCC officers had rejected all on both feasibility and cost grounds. As a result, the WHPC asked TPS to withdraw existing questions on long distance routes through the villages themselves, which was done.



This is how things stood as the results of the many consultations from 2011 - 2014 were put together as a Community Led Plan. The way then seemed more favourable for the three local villages to meet and decide how best to seek an off road pathway aimed primarily at linking the three villages for both cyclists and pedestrians. In fact such meetings started in the early months of 2015.

Events since the Community Led consultations ended

In March 2014 the Oxfordshire LEP Strategic Plan included commitment to a Science Cycleways Network⁸ linking the main towns and employment centres within the SVUK area, including a Wantage/Harwell Campus route along the A417 (VWH Local Plan 2029 p82 marked in blue⁹).

However on February 17/18 2015 the SVUK Cycle Route Focus Group met with OCC to review options for cycle route in Oxfordshire. At this meeting HarBUG heard about the three villages seeking an off road cycle pathway intended primarily for local use. They therefore renewed their proposal that this should also be considered as a more direct Wantage/Campus route than one alongside the A417. Two versions of this option also figured in Consultations for submission during April 2015 (Connecting Oxfordshire Local Transport Plan 2015-2031 and the Science Vale Action Plan). One of these options also included a cycle track on the north side of the A417 that avoided the steep roadway between East and West Hendred by going to the north of The Hare at West Hendred. And the Wantage & Grove Campaign Group pressed for A417 congestion relief by running the cycle track from Charlton to Rowstock. It will obviously take some time before all these options can be fully evaluated and choices made at County level.

6. Policing and Security

61% of respondents were aware of the Neighbourhood Watch Scheme, though 75% did not know who to contact about it. However, it was clear from the event consultations that many would like to join the Scheme. TPS are willing to take action on this if required, as laid out in the Action Plan.

The responses to the question on becoming a 'cold calling' village were ambivalent (52% for and 48% against), so the proposal in the Action Plan is restricted to advising the WHPC about this issue.



SUMMARY TABLE - ISSUES, PROJECTS & OBJECTIVES

Issue	Project	Objective	How it will be tackled
1. The A417 Junction	(a) SCOTS' recommendations on safety at the A417 junction.	To ensure that the West Hendred part of the corridor meets the SCOTS design safety standards described and is supported in the Vale local Plan 2031.	By TPS documenting the case as argued by SCOTS. Discussing with the WHPC, with the view of their submitting it to Vale for inclusion in their file of CL documents, and in the Vale's Local Plan 2031.
	(b) Briefing and general support for the parish representative at the influential A417 Parish Councils' Meetings.	To obtain the 30 mph zone already requested to Cllr Barber.	By noting that final planning decisions will be made by the Local Enterprise Partnership (LEP) and the need to ensure that Cllr. Barber (the VWH representative on the LEP) is kept informed of developments.
	(c) Vale of White Horse Plan 2031.	To obtain Meeting support for the case for improving the safety of the junction. To explain WHPC views on the A417 issue so as to influence Cllr. Lilly and County officers.	By TPS briefing for the parish representative on appropriate issues. Encouraging feedback on Community Plan interests.
	(d) Ongoing issues of community concern.	To identify proposals in the Plan that affect WHPC. To consider and propose actions where appropriate. To continue to consult the West Hendred Community especially via the TPS website. To identify issues of concern and actions needed. To ensure that their views are understood by decision makers.	By TPS monitoring Vale progress, and ensuring response to consultations. Briefing and supporting the WHPC in progressing Community Led views. By TPS monitoring progress and ensuring response to consultations. Briefing and supporting the WHPC on CL views. Reporting progress via the TPS website. Attending appropriate external meetings, Encouraging feedback from WHPC representatives.
2. Buses	A safer bus stopping area.	To reposition the Bus Stop to a safer position.	By liaison with the WHPC representative on the A417 PCs' Meetings. Referring to WHPC where required.



Issue	Project	Objective	How it will be tackled
3. Traffic through the Villages	<p>(a) 20 mph voluntary speed limit.</p> <p>(b) To review with interested residents the Quiet Lane approach to encouraging community action on the problems of traffic through the village.</p>	<p>To define exactly what this means for residents and whether it is likely to improve road safety. If it is: To obtain WHPC backing for a limit. To focus and maintain attention on the need for safe driving in the village, and maintain publicity.</p> <p>To quantify and illustrate the problem. To agree a defined form of community action that might be effective in ameliorating the problem. To make proposals for VPSC and WHPC.</p>	<p>By TPS obtaining the comment and backing of the WHPC. Encouraging residents to talk regularly to those delivering from cars, vans etc., and explain that the village looks for all vehicles to observe a 20 mph limit.</p> <p>By (probably TPS) inviting residents to a meeting to discuss and decide whether to follow up, including the 20 mph issue. If so:</p> <p>By monitoring and reporting to residents on progress through the WHPC.</p>
4. Rights of Way	<p>(a) Access to Ardington via the Churchyard for pedestrians perhaps with children/push chair.</p> <p>(b) Use of the churchyard for cycling as mentioned in Questionnaire comments.</p>	<p>To make the Questionnaire results known to the Parochial Church Council via the WHPC. To ensure that the outcome is duly publicised.</p> <p>Ensure that these comments are noted for consideration under local off road cycling.</p>	<p>By TPS referring the problems reported to the WHPC for advising the West Hendred Parochial Church Council.</p> <p>By involving the WHPC as appropriate.</p>
5. Local off road cycling	(a) Ensuring that the Oxfordshire LEP Strategic Plan for a Science Cycleways Network including the Wantage - Harwell Oxford route, is included in the Vale's Local Plan 2031.	To provide helpful background for achieving the West Hendred project 5(b)	By TPS referring chosen option to WHPC to agree action with the other local PCs involved, and by supporting as requested.



Issue	Project	Objective	How it will be tackled
	(b) This should help in the project of identify and support the WHPC in local creation of an off-road cycle route Ardington–West Hendred–East Hendred suitable for local use, including to the East Hendred schools.	Consult the Community as required in exploring options.	By TPS supporting the WHPC as appropriate.
6. Policing and Security	(a) Renewal of Neighbourhood Watch arrangements locally	To consult with those still involved and agree how renewal should be achieved and the actions required	By TPS consulting WHPC/Police on how best to implement and ensure that renewal is effective.
	(b) Become 'no cold calling' village?	Determine with the CLP Steering Committee/WHPC whether the Questionnaire results justify any action.	By TPS consulting the Plan Steering Committee/WHPC

References and comments

1. Oxfordshire Local Investment Plan March 2010

<http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf>

2. The Localism Act 20

<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

3. Local Enterprise Partnership (LEP).

The Oxfordshire Local Enterprise Partnership (LEP) was launched in early 2011. This is an informal voluntary body whose members represent the local businesses community, public authorities and universities. The Government idea is that they should work together to plan and deliver economic growth for the benefit of Oxfordshire, and hence the UK economy. The LEP's role is to set strategic priorities and directions for the Oxfordshire economy. Its views on this are in their first Strategic Economic Plan, with the SVUK being a key focus.

Oxfordshire LEP - Strategic Economic Plan - **Executive summary** March 2014

http://www.oxfordshirelep.org.uk/cms/sites/lep/files/folders/Strategic%20Economic%20Plan/Oxfordshire%20LEP_SEP_summary.pdf

Oxfordshire LEP - Strategic Economic Plan - **Full document**

http://www.oxfordshirelep.org.uk/cms/sites/lep/files/folders/Strategic%20Economic%20Plan/Oxford_Strategic_Economic_Plan.pdf

Note - the LEP is an informal voluntary body It can discuss the Plan. But it has no statutory powers under the government approval to do anything about it! However, local authorities can take up arising proposals if they wish. The OCC has therefore appointed the local authorities on the LEP to come together as a new *Oxfordshire Growth Board* to deliver their powers and functions as a statutory committee. This new Board is currently being developed. Cllr Barber is on both the LEP and the Growth Boards.

(See Oxfordshire Growth Board Governance arrangements - Report by Director for Environment & Economy. One key point to note is that the Growth Board includes the Local Transport Board functions.)

http://mycouncil.oxfordshire.gov.uk/documents/s25581/CA_JUN1714R05%20Growth%20Board.pdf

Note - our local Parishes are in the Science Vale UK. The SVUK Chair is on the LEP and his priority is the economic success of the SVUK. He and the LEP Chief Executive are together responsible for assessing and endorsing bids for the SVUK development funds. Parishes will be watching the extent to which this new planning and management system takes account of for their local interests.

4. Southern Central Oxfordshire Transport Study (SCOTS) Final Report Part 2 Appendix D (December 2009)

<http://www.southoxon.gov.uk/sites/default/files/assets/SCOTS%20Further%20Work%20Final%20Report%20PART2.pdf>



5. Recommended Strategic Transport Package Report page 14

"Schemes identified through the SCOTS work but not of strategic necessity."

A number of schemes have been identified through the study work that will be required to mitigate local impacts. However, they are not of sufficient strategic importance to be included (by the OCC) in the SCOTS recommended list of schemes. These schemes should be considered through the LTP 3 allocation process and inform Area Action Plans produced by the district councils."

<https://docs.google.com/a/lukehouse.org/viewer?a=v&pid=sites&srcid=bHvRZWvhvXNILm9yZ3xwYXJpc2gtcHJvamVjdHxneDo3M2RjODkwY2lyNDVmNzUx>

Note - the Recommended Strategic Transport Package (to be read in conjunction with the SCOTS Final Report, reference 4 above) was approved in 2009 by the OCC's Director of Environment and Economy and the Cabinet Member for Growth and Infrastructure. It was to form part of the 'Accessing SVUK' strategy work, and falls to the subsequently formed LEP to implement.

6. TPS Note 6 (2012) Traffic within village. Appendix I

<https://docs.google.com/a/lukehouse.org/viewer?a=v&pid=sites&srcid=bHvRZWvhvXNILm9yZ3xwYXJpc2gtcHJvamVjdHxneDozOWI4OWQ1ZDE5NGFInzMw>

7. Traffic Advisory leaflet DfT 'Quiet Lanes'

<http://tsrgd.co.uk/pdf/tal/2004/tal-3-04.pdf>

8. Oxfordshire LEP - Strategic Economic Plan - Page 131

http://www.oxfordshirelep.org.uk/cms/sites/lep/files/folders/Strategic%20Economic%20Plan/Oxford_Strategic_Economic_Plan.pdf

"Cycle Network Enhancements: A Science Cycleways Network will be introduced linking the main centres within the SV area and also with Abingdon. This will be built to high standards of safety and convenience, ranking with continental best practice."

9. VWH Local Plan 2029 Part 1 Strategic Sites and Policies, Chapter 5 Sub area strategies, page 80, map page 82 (Consultation February 2013)

http://www.whitehorsedc.gov.uk/sites/default/files/2013-03-14_FinalLocalPlanPartOneReduced.pdf

Recommendations for cycle routes:

The infrastructure for cycling needs to address the following factors:

- **Coherence:** Cycling infrastructure should form a coherent route which links origins and destinations. Routes should be continuous and be of a consistent standard.
- **Directness:** Routes should be as direct as possible and be based on known or modelled desire lines. Detours and delays will deter use.
- **Attractiveness:** the perception of a route is important, especially if it is to attract new users. The total experience of the cyclist on the journey should be taken into account e.g. the environmental quality of the route combined with appropriate engineering detail. A route should complement and, where possible, enhance the area through which it passes: sensitive issues include lighting, personal safety, aesthetics and noise.
- **Safety:** Design should minimise actual and perceived risk for cyclists/road users. It is important to avoid ambiguity in design.
- **Comfort:** Cyclists prefer smooth, well-maintained surfaces, regular sweeping and gentle gradients. Routes should be convenient to use and avoid complicated manoeuvres.

APPENDIX I

Main Issues arising from Questionnaire

NOTE all % numbers quoted are % of all respondents to the Questionnaire (281 in number), unless otherwise stated.

I. Dangers of the A417 junction

Q10-16

The A417 junction is regarded as dangerous for both pedestrians and cars, and is likely to become more so as predicted traffic levels increase.

70% and 50% saw it as *very dangerous* for children and adults respectively.



The largest danger for cars is when they have to turn right on entering or leaving the A417.
41% of saw it as very *dangerous* for such cars turning right, and 24% for turning left.
44% were very *concerned* that these dangers can cause a queue of cars seeking to enter the A417 .

Suggestions for action:

64% supported a 30 mph speed limit along the junction part of the A417.
48% supported a traffic island adjacent to the bus stop, but see also additional comments below.
50% supported an additional filter lane at the top of the Greenway for traffic turning left.
34% supported a passing lane for traffic going east to avoid delaying through traffic, but see comments below.

Additional comments:

There were 82 additional comments on A417 safety.
14 of these noted the dangers of the suggested traffic islands. The need for traffic lights was also noted in 27 of the comments.
9 comments noted that adding a passing lane for traffic going east could increase the safety problems for pedestrians.

2. The bus service

The main issue is the safety of the bus stop at its present location.
72% never used the bus service.

Suggestions for action:

46% felt the location of the bus stop was not safe
53% supported street lighting to illuminate these bus stops, with 27% against and 16% undecided.

3. Traffic through the Villages

The main issue is speed limits and the dangers posed by lorries and cars driving through the villages.

Q20 - 21

49% of all respondents said 'yes' on the suitability of the current 30mph limit from the A417 to Goldbury Hill, with 30 mph onwards to Ginge
39% said 'no'

Suggestions for action:

57% however said 'yes' to exploring a voluntary 20mph within West Hendred itself
28% said 'no'

51% of respondents supported applying the 'Quiet Lane' concept (summarised in the Questionnaire) to this whole stretch of road to East Ginge
59 varied comments were written on these issues which will be taken into account in the Action Plan



4. Rights of Way (bridleways and footpaths)

These questions were intended to help explore the general use of Rights of Way (RoW), with a separate set of questions (next section) on their use for cycling **Q22**.

Q22

73% of all respondents reported using the RoW weekly to monthly
20% reported 'only occasionally'
5% reported 'never'.

Q24

93% were very or fairly familiar with the RoW
5% 'not at all'
This question gives perspective to **Q26**

Q26

50%/5% thought that some/many of the RoW were in an unsatisfactory condition.
30% said 'no' on this issue.

Links between RoW and Local Cycling sections

This brings us to **Q23** which (with **Q27(a)** on Local Cycling) generated more responses than any other question.

Q23 was originally worded to exclude use of the churchyard for cyclists, following Sustrans agreeing it was unsuitable for that purpose and withdrawing their proposal to reroute NCN44 through the village. However, in the early days of the consultation, a group of families had written to us about allowing parents with buggies/prams, their children on cycles, disabled etc an easier access to the Ardington RoW footpath via the churchyard kissing gate, the stile and bridge. One supporting e-mail from one of the group of families added: "we are definitely not suggesting a 'cycle route' through the church yard, simply a gate with a key system that only village residents could use (or similar) to allow proper access to the (Ardington) footpath".

However the cycling issue was then reopened with HarBUG and the OCC collaborating in a study of parish options for HarBUG commuters and other local cyclists. This led to a change in the wording of this question to allow cycling use. Nevertheless, the Questionnaire results allow an estimate of the influence this had on the responses.

Q23

44% felt the current access to be adequate
41% felt it was not, with 10% of no opinion.

We are now able to estimate the extent to which the 41% could have been influenced by those cyclists who are seeking an off road cycle route linking Ardington and the Hendreds, which was covered by **Q27** in the Local Cycling section of the Questionnaire.



Q27(a)

On general use of cycling:

58% did not regularly ride a bicycle

38% did so regularly

However, it is notable that 84% of those responding to **Q27(a)** supported the creation of an off road cycle route linking Ardington and Hendred, whether or not they cycled regularly.

It is also notable that:

93% of those who said they regularly rode a bicycle also responded to **Q23**, presumably because they saw that as a possible route. Analysis of the Questionnaire results shows that they accounted for 35 of the 41 % who felt the access to be inadequate in **Q23**. This gives some indication of the influence on **Q23** of those seeking use of the churchyard as part of a Local Cycling route It still leaves other views for consideration by the Parochial Church Council, which we shall include in actions arising.

Q25

74% felt the need for a map showing the different types of pathway,

57% used the paths weekly (47% and 45% respectively were very or fairly familiar with them), and 50% overall said their condition was unsatisfactory,

44% felt the current access to Ardington via the Churchyard was adequate, with 41% disagreeing.

Additional comments:

on **Q23**, there were 124 comments, which will be very helpful in clarifying the different issues involved

on **Q26** there were 93 comments on what were considered to be the unsatisfactory state of some paths, which will be covered in formulating the Action Plans.

5. Local off road cycling

Q27 and **28** seek to establish the basic facts about cycling usage by residents and their basic requirements on destinations. It is then up to us to plan how best to meet them.

Q27

96% replied, or 270 respondents.

106 regularly ride a bicycle and 164 do not do so regularly.

31 cycle daily within the village, 31 weekly, and 101 occasionally.

131 would cycle more often if there were better cycle routes.

Q28 asked if respondents travelled more than a mile from the parish

95% replied, or 266 respondents

112 replied 'yes' and 154 'no'



Q27 (c) explored which local destinations respondents would like to access by cycle: the main responses were Ardington 53, Wantage 38, East Hendred 36 (including schools there).

Q27 (e) concerned the creation of an off-road cycle route linking Ardington, West and East Hendred.

81% replied 'yes' and 8% 'no'

Additional comments:

The use for local cycling (with push chairs included by some) of the churchyard (including the kissing gate and the nearby stile) attracted 14 'yes' comments including two saying that the route was inappropriate or needing an alternative.

Other comments on the state of particular routes etc. have been noted for actions needed in the Plan.

6. Security and Policing

Q64 and **65** were on the Neighbourhood Watch scheme.

61% and 32% respectively were aware or unaware of the local scheme, and only 18% knew who their local co-ordinator was.

Q66 and **67** were on 'cold calling'

37% and 56% respectively were concerned or not concerned by the number of such callers. But 52% and 16% respectively thought that West Hendred should or should not become 'No Cold Calling'.

ACTION PLANS ON ISSUES

Steps to be taken

Issue 1(a) SCOTS recommendations on safety at the A417 junction.

TPS to review the SCOTS' case for a 30 mph zone and pedestrian crossing at the WH junction.

To submit to the WHPC for sending to the VWH as a Community Led document.

To find out from WHPC/VWH how this will then be taken forward for approval at LTP level as recommended by the OCC in its Recommended *Strategic Transport Package*,

To monitor progress and report to the WHPC in border to ensure that agreed recommendations are included in LTP4.

Issue 1(b) The A417 Parish Councils' meetings

TPS to continue to actively support the parish member of the meetings, by keeping in touch with progress, commenting and providing support as requested, for example in the form of briefing notes.



Issue 2 Buses.

TPS to draw the attention of the WHPC to these specific suggestions for positioning and lighting the bus stop, noting that:

46% of respondents thought the location of the bus stops is unsafe, with 53% suggesting street lighting to illuminate them.

Issue 3 Traffic through the Village.

TPS to define more precisely the nature of the safety problems in each area and produce a document with some measure of safety dangers involved,

WHPC to be consulted about obtaining professional advice to design and guide this first objective.

TPS to make available any resulting document to all who might be interested, to see if there is support for a meeting to discuss the conclusions and possible ways ahead.

Issue 4(a) Rights of Way

TPS to consult WHPC about respondents' comments on Rights-of-Way about which there was particular concern, including:

- The Furlong
- The path that runs west from the Greenway (adjacent to Bankside) to Ardington
- The Icknield Way where it descends to Ginge Brook from the east
- The paths from the Icknield Way to Ginge
- The path that runs north-east from the Icknield Way near Ginge Brook behind Goldbury Cottages to Ginge Road.

This consultation would include WHPC views about action on the steep slope down to the east side of the Ginge Brook on the Icknield Way. The slope would have to be re-graded so that it was not so steep, though this would not be the responsibility of the landowner (but would require his permission) The Parish Council would need to fund the cost of any such work and decide whether for example the District Council might contribute through its Rights-of-Way Field Officer.

TPS to find out if its further support is required.

Issue 4 (b) Map of all footpaths, bridleways and byways to be made available

TPS to consult about possible requirements mentioned at consultations for:

- a large scale definitive map of the Rights-of-Way within the parish and their designation (BOAT, limited byway, bridleway, footpath). This would be placed in the centre of the village, probably adjacent to the Village Hall. It would need to be easy to see, to read and be weather-proof.
- an A3 version available for parishioners to have at home
- a URL version for downloading to computer.



If the sub-committees were given responsibility for implementation, it would need to determine:

- a suitable printer for any maps required
- someone who could install the map within a weather-proof frame mounted on legs.
- how costs involved should be met

Issue 5 Local cycling

TPS to support the PC representative in obtaining agreement to an off-road cycle route for linking the villages of Ardington, West and East Hendred.

For reasons explained on section 5 page 6, a prior objective is to ensure that the LEP Strategic Plan commitment to have a Wantage - Harwell Oxford cycle route as part of the Science Cycleways Network is firmly placed in the VWH draft Local Plan 2031 (to be issued shortly for consultation).

Once this is firmly established in the Plans, it is hoped that the WHPC may be able to obtain agreement to positioning an Ardington - West Hendred grass cycle path for purely inter village cycling, and suitable for school cycle trips to and from East Hendred. The WHPC will be having meetings with adjacent parishes on this issue.

Issue 6(a) Policing and Security - Neighbourhood Watch Scheme

TPS to discuss with the WHPC the community wish to revive the Neighbourhood Watch Scheme.

The steps now needed are:

1. Determine whether the current scheme coordinator wishes to continue with the previous arrangements
2. Seek and appoint a replacement if not.
3. Find out which parts of the village have local coordinators.
4. Find out whether these coordinators wish to continue in the role.
5. Appoint replacements for those who do not.
6. Appoint coordinators for those parts of the village which do not currently have one.
7. Erect Neighbourhood Watch notices at entrances to the village.
8. Liaise with Carol Rudd, Area Coordinator for Thames Valley Police (based at Abingdon).
9. Liaise with PCSO Denise Clements (PCSO responsible for the Hendreds).
10. Publicise the revival of the Scheme via the parish newsletter and website.

TPS to implement these steps if requested to do so.

Issue 6(b) Policing and Security - no cold-calling village

TPS to advise the WHPC of the ambivalent response on this issue and find out if any further action is required (of the 281 overall respondents to the questionnaire, 52% were in favour and 48% were either against the idea, ticked 'No opinion' or did not answer the question).



RELATIONSHIP TO THE VOWH DISTRICT COUNCIL LOCAL PLAN

At the time of writing in March 2016 the Vale of White Horse (VoWH) District Council does not have an up-to-date Local Plan or is able to demonstrate a 5-year housing land supply.

As a result, housing applications of 10 plus 'units' (that's houses to you and me) in the Vale are judged on national (NPPF*) rather than local planning policies as they are reckoned to make a meaningful contribution to housing land supply.

The Local Plan comes in two parts. **Part 1** is about the 'special' or strategic policies – for e.g. the general principles for where growth should be sited and what it means – and is concerned with the big development sites of over 200 units. **Part 2** is about a) sites under 200 units, b) about detailed policies including those 'saved' from the previous local plan, c) about Oxford's 'unmet need' (currently there is a working assumption that there will be 15,000 housing units that Oxford City need, and can't manage to build within their boundaries which the surrounding districts will have to help provide) and d) about specific Science Vale related policies e.g. Didcot Garden City and the Enterprise Zones. It is likely that Part 2 will be required to be submitted for examination within 2 years following extensive consultation.

Meanwhile Part 1 of the Local Plan has just been reviewed by the Inspector at Examination in Public, and much attention has been paid to policies relating to development in the Green Belt and AONB*, which are always likely to be the areas attracting the most public interest. If the Vale's officers succeed in nailing down answers to all the Inspector's questions, and he considers that the plan can be made sound with a series of achievable modifications, it is anticipated be adopted by the end of 2016.

It's been a long old haul and, in the meantime, developments unwanted by both locals and by the Vale have got the go ahead, if not on first application, then on appeal.

The plan has undergone several versions in response to consultation feedback and Objectively Assessed Need (OAN) figures responding to the Oxfordshire Strategic Housing Market Assessment (SHMA).

This SHMA is a county-wide review of housing need, specific to each planning authority's area. Following that review, Oxfordshire as a whole is assessed to need some 100,000 homes and district councils have been tasked with:

- seeking to meet their own OAN in full, and fulfil a 'duty to co-operate' with neighbouring Oxfordshire councils to enable them to do so too
- a need to take account of job growth numbers from the Oxfordshire Local Economic Partnership's SEP*
- a requirement to use the 2011 Census data as a starting point for demographic projections
- a need to take into account the affordability of housing ('market signals')
- and a need to catch up on past under-delivery

This supports a determination by government to make more housing available that is affordable to people, attract businesses to locate and grow in the area by enabling them to recruit and retain staff that can afford to live in the area, and stimulate economic growth.



The Vale's OAN is just over 20,000 'units' for the period 2011-2031 – this is the number of new homes that need to be built in the Vale over the period, including those already built / planned to be built since 2011 (e.g. those at Wantage and Grove).

In order to deliver enough houses in the right places, accessible to employment and in sustainable locations, the Vale has proposed allocating sites in the Green Belt and in the AONB. During extensive consultation over the last few years there have been no realistically deliverable alternatives put forward by anyone else to meet the Vale's housing need (if you accept the numbers in the first place of course).

The centres of job growth will take a large percentage of these new houses – and that means our south-eastern part of the Vale, specifically major developments at Harwell, Milton Heights and 'Valley Park', between Milton Roundabout and Didcot.

West Hendred Parish Council (WHPC) believes that the issues of infrastructure are as important as the number of homes.

Even if development in small villages is kept at a sensible level we need to recognise the sheer scale of building which will take place in the Vale over the next 20 years if the Plan goes ahead and the impact that will have on our roads and general infrastructure. The Infrastructure Development Plan supporting the local plan shows how infrastructure is proposed to support the growth, and this has also formed part of the consultation. Significant infrastructure improvements are proposed, and some are being developed to support this growth (such as the Milton Interchange improvements, Harwell Link Road, Featherbed Lane improvements etc). Public perception remains that the current infrastructure may not be able to support another 20,000 homes without a significant worsening in service.

Central to current planning policy is 'sustainable development' but some people consider that inadequate consideration in the draft Local Plan has been given to the infrastructure to support the development proposals. The Vale has conducted a rigorous process to deliver as much infrastructure as is practicable and needed to support the growth, and this forms part of the Inspector's assessment of soundness of the local plan – as to whether the proposals are 'deliverable'. In particular the plan seeks to address impact on roads, schools, flooding and heritage and countryside assets, although there will always be differing views as to the appropriate balance that should be struck between development and conservation.

In the draft Plan, the Milton Heights allocation is proposed to take an additional 1,200 houses supported by the on site school. It turns out that the available shopping 'infrastructure' amounts to the M&S mini-supermarket a few minutes walk away via the pedestrian crossings over the roundabout at the Milton Interchange!

Decisions about roads and schools and the like are not in the gift of District Councils or their Local Plans in any case – that happens at County and Highways England/ relevant government department level, and the plan preparation has consulted extensively with the relevant bodies.

At present, infrastructure needs are funded to a large extent by the developers when large numbers of houses are built and occupied. In many cases there is a lead time on the construction of schools, medical centres, roads etc which can mean that improved services have to follow on behind development. In some cases, particularly for road improvements, they have been front-funded by grants from the Local Enterprise Partnership and the Government.



There is an important role that communities can play in ensuring that local infrastructure needs are recognised at an early enough stage to enable development to support them (e.g. through s.106 payments), and to help shape growth in local communities. A Community Led Plan can provide a formal method of expressing the needs and ambitions of a parish, and whilst not carrying the weight in planning terms of a Neighbourhood Plan, can ensure that the local planning authority is informed to help them to properly assess the impact of development at a local level.

Our best chance to be heard and to have a voice in what happens next is to create the document you are holding in your hands or viewing on your screens – our Community Led Plan – and to co-operate with our neighbouring Springline villages in presenting a combined case on the issues expressed in these pages.

KEY

- *NPPF - National Planning Policy Framework
- *SHMA - Strategic Housing Market Assessment
- *SEP - Strategic Economic Plan
- *AONB - Areas of Outstanding Natural Beauty

NEXT STEPS

It is essential that the momentum behind the launch of the West Hendred Parish CLP is not lost. The CLP should be constantly updated by conducting further consultation of the parishioners to enable the needs of the community to be identified. The actions evolved by the CLP can be taken forward by the Parish Council, by other individuals and groups within the community or by other service providers and statutory bodies. It is important that the CLP should be consistent with related policies set out in The Vale of White Horse District's and/or the Oxfordshire County Council's documents and the Oxfordshire Association of Local Councils. This could assist in the delivery of actions within the CLP.

A Community Led Plan may develop into a neighbourhood planning process, or have a neighbourhood plan as a part of the whole, or a community may decide to use their Community Led Plan to influence the District Development Plan Document and other formal Council planning documents.





ANNEX SECTION

Annex 1. RURAL COMMUNITY PROFILE
West Hendred (Parish) NOV 2013

Annex 2. CLP DIARY OF ACTIVITIES

Annex 3. QUESTIONNAIRE

Annex 4. QUESTIONNAIRE RESPONSES

Annex 5. QUESTIONNAIRE DATASHEET

Annex 6. QUESTIONNAIRE COMMENTS
DATASHEET

Annex 7. QUESTIONNAIRE RESULTS FOR
SUB COMMITTEES

Annex 8. EE ACTIONS AND OBJECTIVES

Annex 9. POST IT NOTES 14 NOV 11

Annex 10. AER ACTIONS AND OBJECTIVES

Rural community profile for **West Hendred** (Parish)

Action with Communities in Rural England (ACRE) Rural evidence project
November 2013



A national review carried out by John Egan highlighted a set of characteristics that a community should have in order to create thriving, vibrant, sustainable communities to improve the quality of life of its residents. These characteristics were broken down into a set of themes, around which this report for West Hendred is structured

	Social and cultural	See pages 5-12 for information on who lives in the local community, how the local community is changing and community cohesion...
	Equity & prosperity	See pages 13-21 for information on deprivation, low incomes, poor health and disability in the local community...
	Economy	See pages 22-27 for information on the labour market, skills and resident employment...
	Housing & the built environment	See pages 28-33 for information on housing in the local area, household ownership, affordability and housing conditions...
	Transport and connectivity	See pages 34-37 for information on access to transport and services within the local area...
	Services	See pages 38-39 for information on distance to local services...
	Environmental	See pages 40-41 for information on the quality of the local environment...
	Governance	See pages 42-43 for information on the level of engagement within the local community...

This report was commissioned by Action with Communities in Rural England (ACRE) and the Rural Community Councils from Oxford Consultants for Social Inclusion (OCSI), www.ocsi.co.uk / 01273 810 270.

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Profiling the sustainability of communities in rural England

If you live or work in your community, you will no doubt already have some good ideas about its strengths and weaknesses and how things can be improved. However, in order to effect real change it is essential that you back this up with evidence and discuss it with members of your community.

There is a great deal of 'hard' data published that is useful for rural communities. However, this information is rarely brought together; profiles of areas tend to be produced for Local Authorities and other administrative areas, rather than 'real' communities. ACRE therefore commissioned Oxford Consultants for Social Inclusion (OCSI) to develop a set of profiles for each of the rural communities in England.

How this profile is intended to help you

This profile brings together up to date quantitative data for your area, to help you when deciding which actions and activities to prioritise locally. Each of the sections shows data for West Hendred, comparing with other areas (local authority and national averages), and with trends over time where data is available. The data is intended to help you discuss questions like:

- Where are we now?
- What change has taken place in the past?
- What are the strengths (and weaknesses) in our community?
- What changes would we like to see in future, and what needs to be done?

Of course, we cannot show all the data for all the issues that you might be interested in, so under each section we have highlighted further data that could be collected by you, and links to more detailed data that could be available, e.g., held by local organisations.

The profile report has been designed so that you can work through each of the sections, or jump straight to the most useful parts using the index on page 2 or using the links to other relevant pages in the report at the bottom of each page.

How we have created this profile for West Hendred

The Parish of West Hendred is in the Local Authority of Vale of White Horse, in the area served by Oxfordshire Rural Community Council.

To create this profile, OCSI have developed datasets for all rural communities in England, including parishes, towns and villages. To do this, we have used the Office for National Statistics (ONS) definitions of parishes and urban areas; the data for West Hendred is based on this ONS definition which is shown in the map on the following page (due to the differences in definition, there may be small differences between the data provided in this profile and data published in the Census Parish Profiles). You can access this and the other community profiles at the Rural Evidence website, www.rural-evidence.org.uk (you will need a login from ACRE to access the reports).

The main datasets used in this report are shown in the introduction to each section. Full details of each indicator and data sources are available at www.rural-evidence.org.uk.

About the Community Led Planning Toolkit and other available support

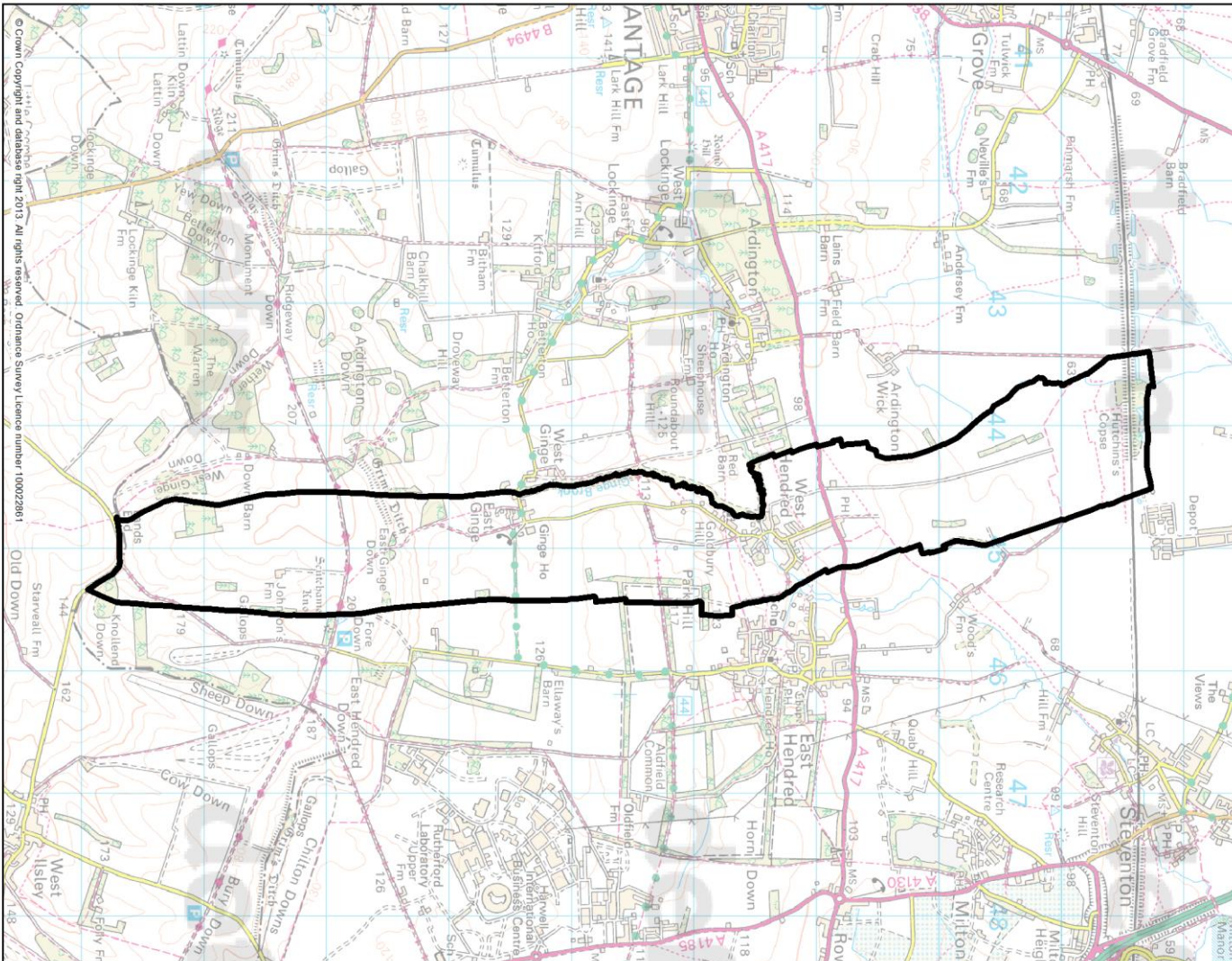
You can use this profile of your community to inform the development of a Community Led Plan. A Community Led Plan is an opportunity for your community to take action and improve your area based on a detailed understanding of local needs and aspirations.

Guidance in ACRE's national toolkit for Community Led Planning shows you how you can use the information presented in this profile to identify key features and characteristics of your community which you may want to investigate further and discuss with other people locally. This information will help you to plan actions for the improvement of your area that are better informed and more likely to benefit everyone locally.

To obtain a copy of ACRE's national toolkit for Community Led Planning, including specific guidance on the use of this community profile, please contact Oxfordshire Rural Community Council or visit www.acre.org.uk.

Map of West Hendred (Parish)

West Hendred Parish



Source: 2011 Census Output Area boundaries, Crown Copyright.
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Produced by Oxford Consultants for Social Inclusion, www.ocsociali.co.uk, April 2013



What does a sustainable community look like?

Active, inclusive and safe. Fair, tolerant and cohesive with a strong local culture and other community activities

What do sustainable communities offer?

- A sense of community identity and belonging;
- Tolerance, respect and engagement with people from different cultures, background and beliefs;
- Friendly, co-operative and helpful behaviour in neighbourhoods;
- Opportunities for cultural, leisure, community, sport and other activities, including for children and young people;
- Low levels of crime, drugs and antisocial behaviour with visible, effective and community-friendly policing;
- Social inclusion and good life chances for all.

Using this report to explore Social and Cultural data for West Hendred

Sub heading	Indicators
Who lives in the local community?	Population by age and gender, Country of birth, Household composition
How is the local population changing?	Population , National Insurance Number registrations for Overseas Nationals, Migration
How strong is the local community?	Community Strength indicators, Participation in sport
How safe is the local community?	Indices of Deprivation 2010 Crime domain , Notifiable offences recorded by the Police , Perceptions of crime

What other information might be available?

As with all analysis in this report, we have used data published for all small areas across the country, aggregated to local rural areas. Additional detailed local datasets may be available from organisations such as the local authority, while some useful data is published nationally only for larger geographies (so cannot be broken-down for local rural areas). Other relevant data includes:

- More detailed breakdowns of population sizes by age and gender are available from census 2011 (<http://www.data4nr.net/resources/1605/>).
- Annual migration estimates, including internal and international migration, are published by the Office for National Statistics at Local Authority level, see www.data4nr.net/resources/960.
- Data on births, including births by gender / ethnicity of baby and age / country of birth of mother, are also published at Local Authority level, www.data4nr.net/resources/436.
- Population projections data by age and gender to 2033 are available at Local Authority level, see www.data4nr.net/resources/797.
- The police now publish maps of recorded crime offences and anti-social behaviour – enter your postcode into the website at www.police.uk to see this for your local area, as well as details of your local community policing team and events.
- Many communities have carried out local surveys asking similar questions, to understand the strength of the community, what opportunities there are locally and to identify particular areas of concern for residents and businesses.



Although you probably have a good idea of who lives in your area, knowing the actual numbers – and how these are changing over time – can help you decide which actions and activities to prioritise locally.

For example, if the population size is increasing more quickly than in other areas, it may be useful to think about pressure on housing and services. Similarly, the numbers of lone parents or older people has been used by communities when thinking about what additional services, such as care support for older people, may be needed.

What information is shown here?

The information boxes on the right show the numbers of people and households in West Hendred, with counts of groups by age, ethnic minority and those born outside the UK. They also show groups who may be particularly vulnerable – lone parents and older people living alone, as well as the dependency ratio (the ratio of non-working age to working age population).

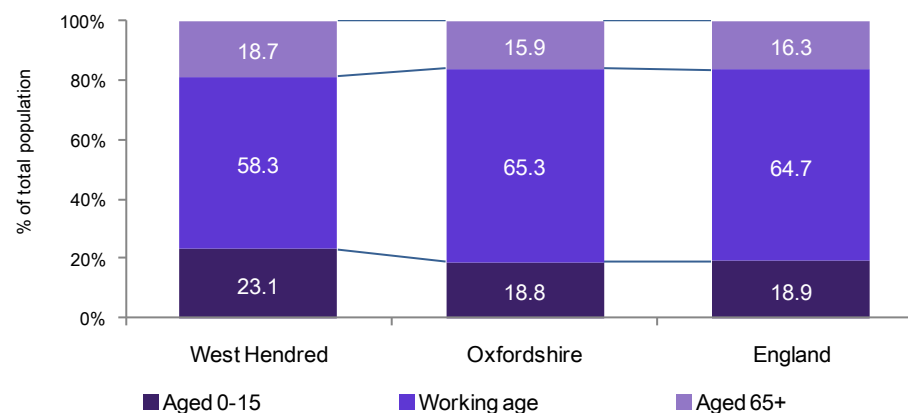
The chart on the right shows the population breakdown by age group for West Hendred, with local and National comparators. The charts on the following page show the population by 5 year age bands and by gender in West Hendred, as well as population breakdowns by ethnic group, household composition and those born outside of England, each with national comparisons.

Where next?

On [page 8](#) we show how the population is changing over time, to see if groups such as younger people are more likely to be moving out of the area. Data on community cohesion and belonging can be found on [page 10](#). Information on levels of local engagement is in the section on Governance ([page 42](#)). Information on numbers of houses and housing type is in the section on housing ([page 27](#)).

How many people live locally? 385 49.0% male; 51.0% female	How many households? 140	Children under 16 90 23.1% (England average = 18.9%)	Working age adults 225 58.3% (England average = 64.7%)	Older people over 65 70 18.7% (England average = 16.3%)
Lone parent families with children 5 6.7% of all families with dependent children (England average = 24.5%)	Single pensioner households 15 11.3% of households (England average = 12.4%)	People from Black or Minority ethnic groups 30 7.0% (England average = 20.2%)	People born outside the UK 30 7.8% (England average = 13.8%)	Dependency Ratio 0.71 England average = 0.55

Population by age



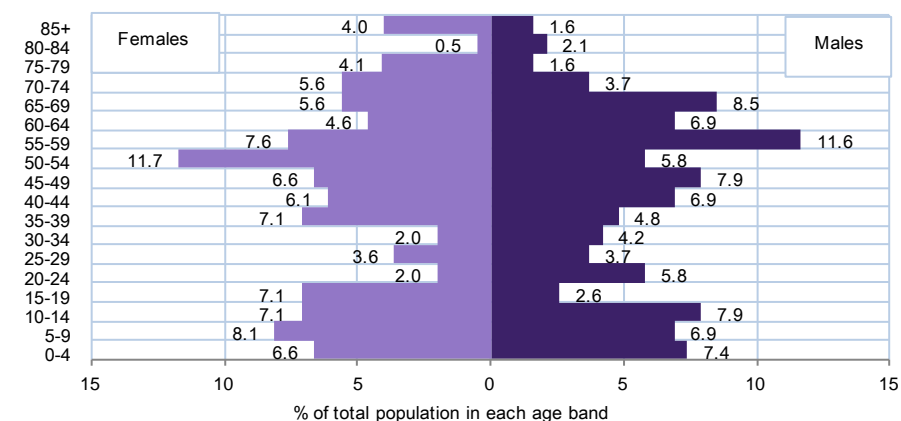
Source: Census 2011 (table KS102EW)



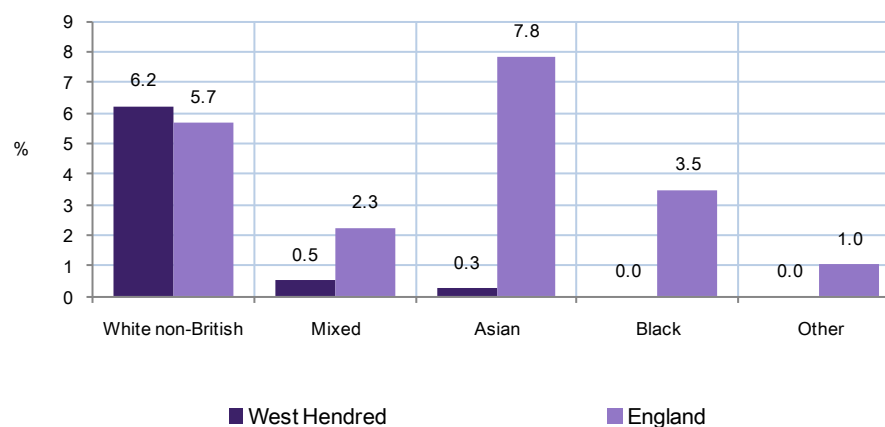
Social and cultural: Who lives in the local community? (2)

7

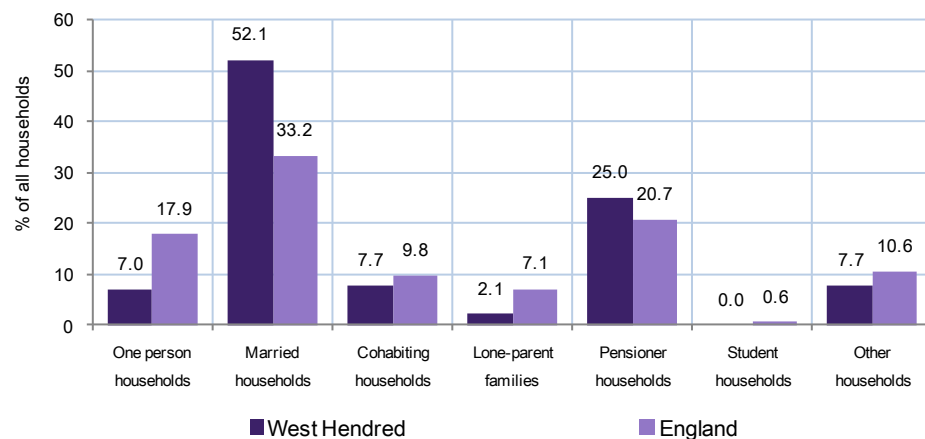
Population estimates by 5 year age band



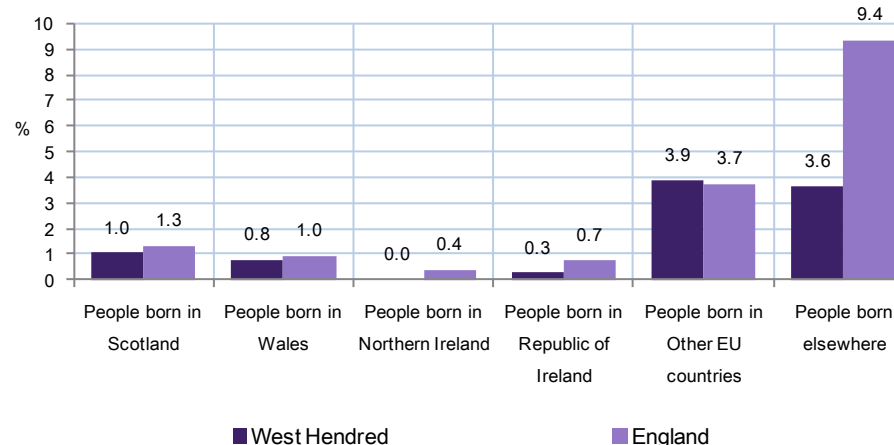
Population by ethnic group



Population by household composition



Population born outside England



Source: Census 2011 (tables KS201EW, KS204EW and KS105EW)



Many local rural communities highlight that younger groups – particularly families – are moving out. This is often due to lack of affordable housing, or not having suitable employment and training opportunities. These groups are often replaced by more affluent older families, for example moving in from urban areas.

Information on this issue has been used to help identify the need for particular types of housing or services in local communities, to ensure that people have the opportunity to stay in the local area.

What information is shown here?

The information boxes on the top right show the number of national insurance number registrations by overseas nationals in West Hendred and the number of people who have moved address in the last 12 months. This information is replicated in the charts on the following page. The chart on the left shows the level of inward and outward migration in the local area (this does not include births or deaths). This is expressed as a rate per 1,000 for each age group. The right-hand bars (dark purple) show people moving *into* the area. The left-hand bars (light purple) show people moving *out of the* area. Higher values for a particular group indicate that this age-group is more likely to move into or out of the area.

The chart to the right shows the change in the total population between 2001 and 2011 for West Hendred, the local authority, and the change across England.

Where next?

In the section on Equity & prosperity ([page 13](#)) we look at changes over time in the proportion of vulnerable groups living in the local area, including children in poverty and those on DWP benefits. For data on housing and affordability of the local area see the section on housing ([page 28](#)). For information on skills and employment levels in the local area see the section on the Economy ([page 22](#)).

People who have moved address within the last 12 months (2001)

40

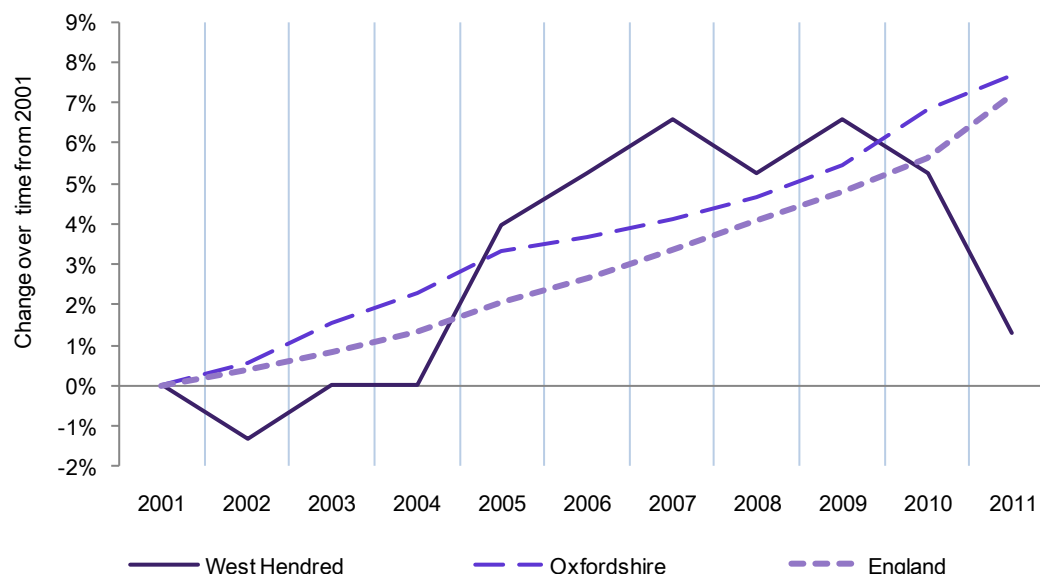
10.1% (England average = 12.2%)

National Insurance Number registrations of overseas nationals

0

0.4% (England average = 1.6%)

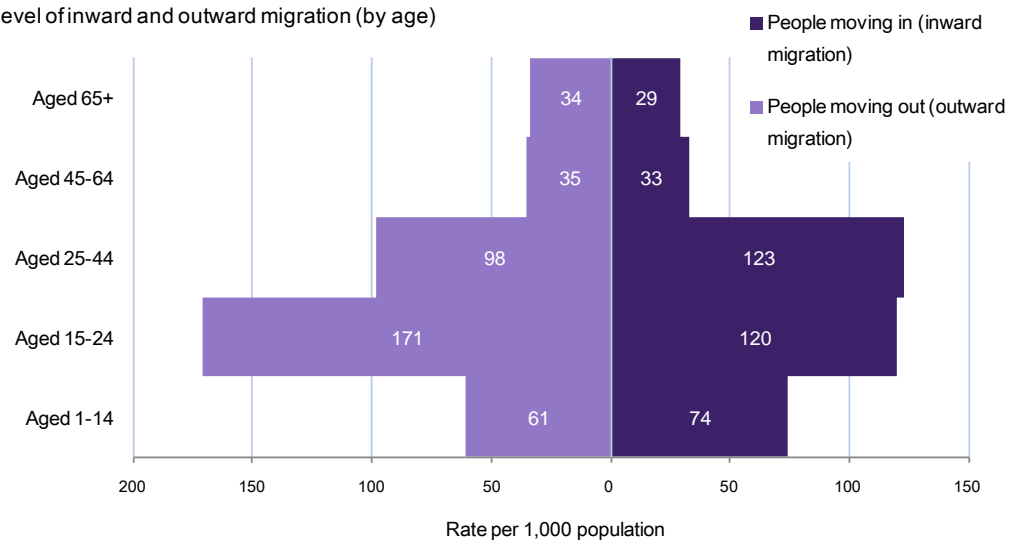
% change in total population from 2001-2011



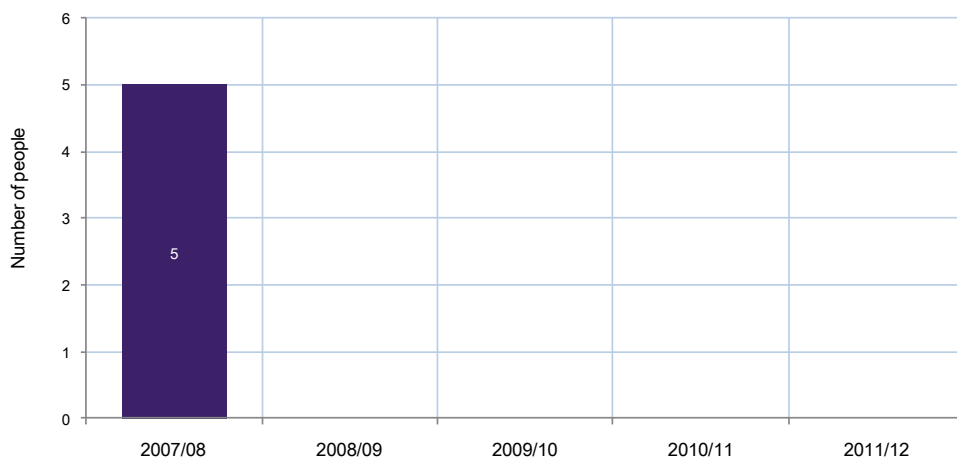
Source: People who have moved address (Census 2001: table KS 24), Population Change 2001-2011 (ONS Mid Year Estimates/Census 2011, National Insurance No. registrations (DWP 2011/12))



Level of inward and outward migration (by age)



Number of overseas nationals registering with a National Insurance Number



Source: Population Turnover rates (ONS 2009/10), National Insurance No. registrations (DWP 2011/12)



Many different things can contribute to the strength and sustainability of your community but a good starting point can be to find out how people feel about the area in general.

What information is shown here?

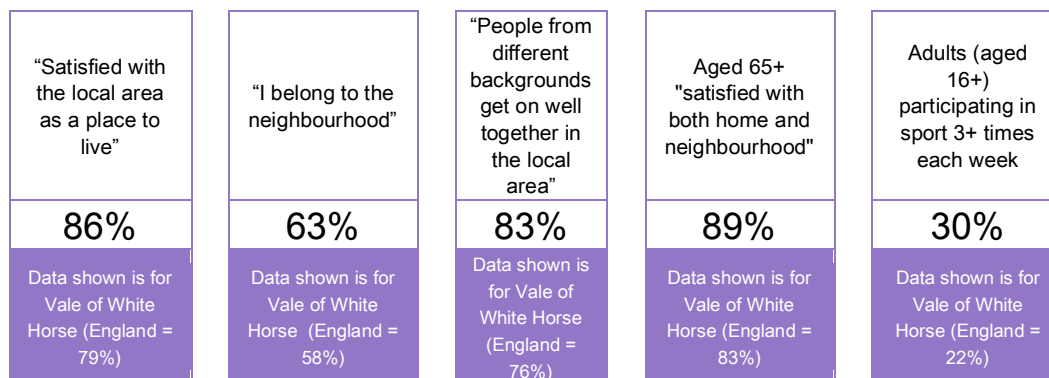
The data shown is from the national 'Place Survey', collected by all local authorities in 2008. Data is only published for the local authority area. However you may be able to get more detailed information from surveys carried out in your local area.

The indicators shown are measures of community strength, indicating how satisfied people are with their local area, and whether they felt that they belonged to the area. The data also shows the proportion of adults regularly taking part in sport. As well as an indicator of healthy lifestyles, this can be a useful indicator of the opportunities available in the local area.

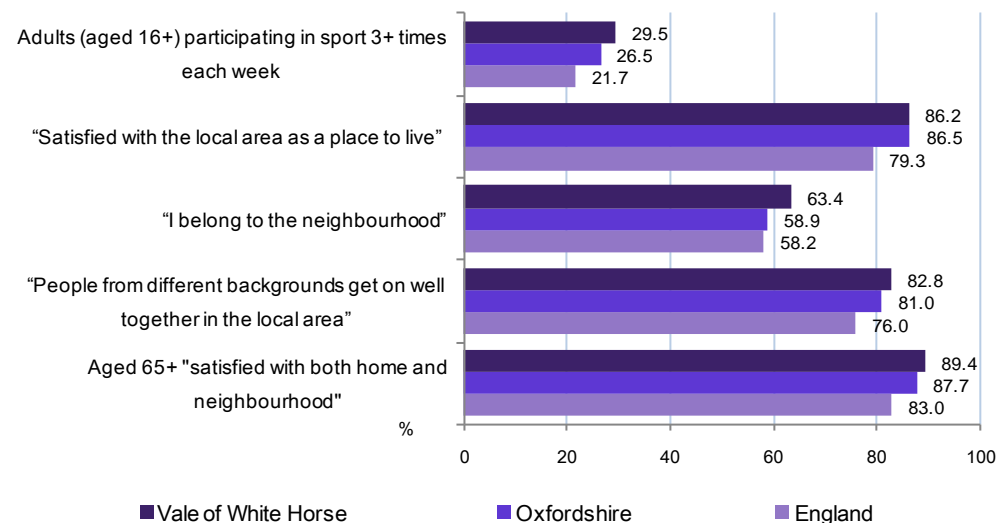
The bar chart on the right shows how your local authority compares with the national picture. Across England, nearly 80% of people asked were satisfied with their local area as a place to live, and more than three-quarters felt that people from different backgrounds got on well locally. However, only 58% of people nationally felt they actually belonged to their neighbourhood.

Where next?

See the following sections in this profile for information on deprivation, poverty and health in the local area ([page 13](#)), employment opportunities ([page 22](#)) and quality of local housing ([page 33](#)). For information on levels of local engagement and the voluntary sector see the section on Governance ([page 42](#)).



Indicators of community strength



Source: Place Survey 2008, Sport England Survey 2009



Crime, fear of crime and anti-social behaviour regularly feature in priorities for local areas. Visible, effective and community-friendly policing can help bring down crime levels, as well as reducing people's fear of crime. Information on actual and perceived crime levels therefore, may help you demonstrate evidence to support local priorities in these areas.

What information is shown here?

The information box (in the top right) shows the number of people in the local area living in crime hotspots. Crime “hotspots” are defined as areas ranked among the most deprived 20% of areas on the Indices of Deprivation 2010 crime domain. The chart on the right shows the number of people in West Hendred living in each crime decile.

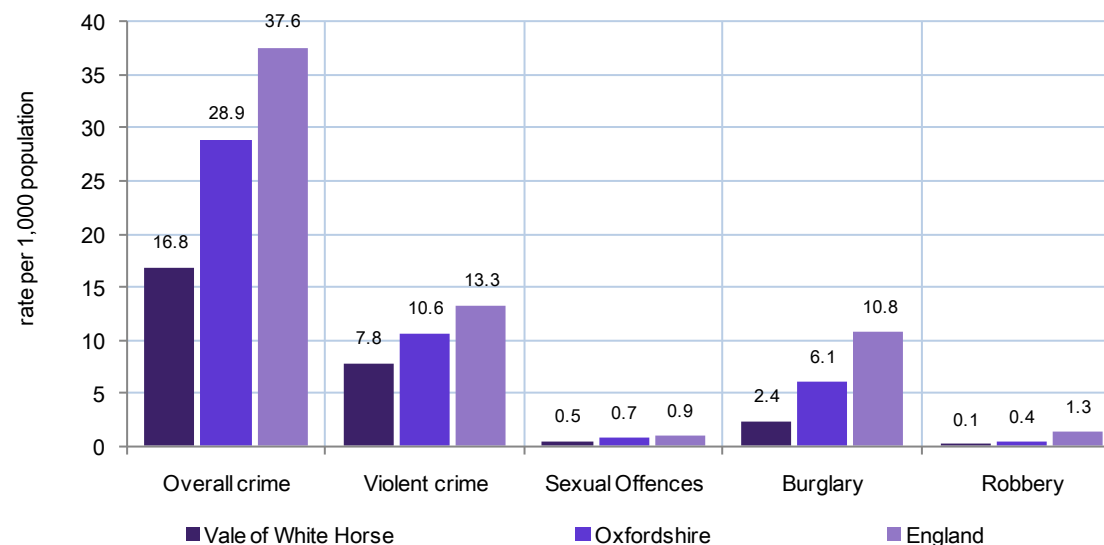
The bar chart to the left on the following page shows the level of recorded crime in the local authority compared with national information for different types of crime (data is not published for the local area). The data is shown as a rate per 1,000 residents (or 1,000 households for burglaries) so you can compare between different areas. The chart to the right on the following page shows whether residents perceive there to be a problem in the local area with anti-social behaviour, drug use and so on. This data is taken from the Place Survey, and is published at local authority level (and compared to the national picture).

Where next?

Information on community strength can be found on the above page. See the Equity & prosperity section for information on deprivation, poverty and health in the local area ([page 13](#)). For information on participation in the local community see the section on Governance ([page 42](#)).

Number of people living in crime 'hotspots'
0
-

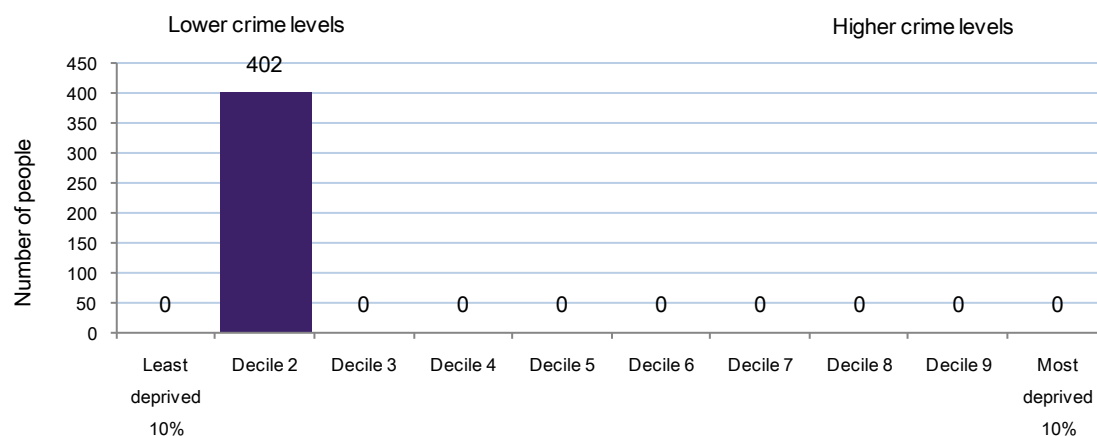
Recorded crime offences



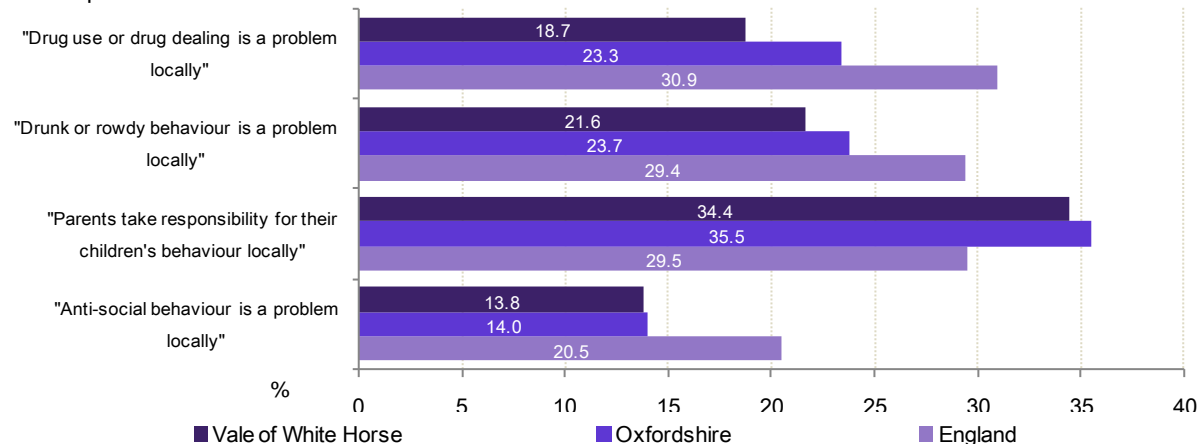
Source: Indices of Deprivation 2010, CLG



Number of people in each deprivation decile, Crime domain



Perceptions of crime



Source: Recorded crime (Home Office 2011/12), Perceptions of crime (Place Survey 2008)



What does a sustainable community look like?

Fair for everyone, including those in other communities, now and in the future

What do sustainable communities offer?

- They recognise individuals' rights and responsibilities;
- Respect the rights and aspirations of others (both neighbouring communities, and across the wider world) also to be sustainable
- Have due regard for the needs of future generations in current decisions and actions.

Using this report to explore data on Equity & prosperity for West Hendred

Sub heading	Indicators
How deprived is the local area?	Index of Multiple Deprivation 2010, Working Age Client Group, Households experiencing multiple deprivation
People living on a low income	Income Support, Pension Credit, Economic Deprivation Index 2009, Fuel Poverty, Housing/Council Tax Benefit, Households below median income
Children	Children in out of work households, Children in Poverty, Children in lone parent households, Child Wellbeing Index 2010, Pupil attainment - Average Point Score at Key Stage 2 and 4
Poor health and disability	Indices of Deprivation 2010 Health domain, Limiting long-term illness, Attendance Allowance, Disability Living Allowance

What other information might be available?

As with all analysis in this report, we have used data published for all small areas across the country, aggregated to local rural areas. Additional detailed local datasets may be available from organisations such as the local authority, while some useful data is published nationally only for larger geographies (so cannot be broken-down for local rural areas). Other relevant data includes:

- Data on wage levels is published at local authority district level, but your local authority may have access to commercial data on local area wages such as CACI Paycheck data.
- Housing Benefit data (published at Local Authority level) provides information on households living in low income see www.data4nr.net/resources/373
- Morbidity data: prevalence of non-fatal (possibly recurrent) health conditions may be available from PCTs for local areas
- Data on maternity related health outcomes, including infant mortality, still births and low birth weight are collected by the ONS at Local Authority level <http://www.statistics.gov.uk/hub/population/births-and-fertility/live-births-and-stillbirths/>
- Prevalence of mental health issues, including dementia, and numbers of people with learning disabilities are collected by the Projecting Adult Needs and Services information system (PANSI) for upper tier Local Authorities <http://www.pansi.org.uk/>
- A range of sexual health indicators are collected and published by the Health Protection Agency at Local Authority level <http://www.data4nr.net/resources/health--disability/1469/>
- Office for National Statistics: Measuring National Well-being – Health publication <http://www.ons.gov.uk/ons/rel/wellbeing/measuring-national-well-being/health/index.html>



The idea of 'deprivation' is based on more than just poverty, with the standard national measure of deprivation – the 'Index of Multiple Deprivation' (or IMD) – based on income, unemployment, health, education and skills, housing, crime, environment and access to services. The IMD can be used to identify whether local areas are deprived compared to other areas across England.

However, many deprived *people* do not live in deprived *areas*. Although there is no single indicator that encapsulates all different dimensions of deprivation and exclusion for people in rural areas, indicators of those on benefits (including national DWP benefits, and local authority Council Tax and Housing Benefits) can provide a general measure covering low income, employment and health issues.

What information is shown here?

The data on the following page shows whether any local areas are highly deprived, and if so identifies how many people are living in such areas based on the national Index of Multiple Deprivation 2010. Data also shows the number and proportion of people locally receiving benefits and the number of households experiencing multiple deprivation¹.

The line chart shows the proportion of working-age people receiving benefits, showing the trend over time and comparisons against the local authority and national averages.

Where next?

Data on people living on a low income is shown on the next page, and those with poor health on the following page. The next section on the Economy shows data for people who are out-of-work or with low skills ([page 22](#)).

Number of people living in the most deprived 20% of areas in England	Working-age DWP benefit claimants	Households experiencing multiple deprivation (1)
0	09	00
-	4.0% of working age adults (England average = 13.9%)	0.0% of households (England average = 0.5%)

Source: IMD 2010 (CLG), Working age Benefits (DWP Aug-12), Multiple deprivation (Census 2011)

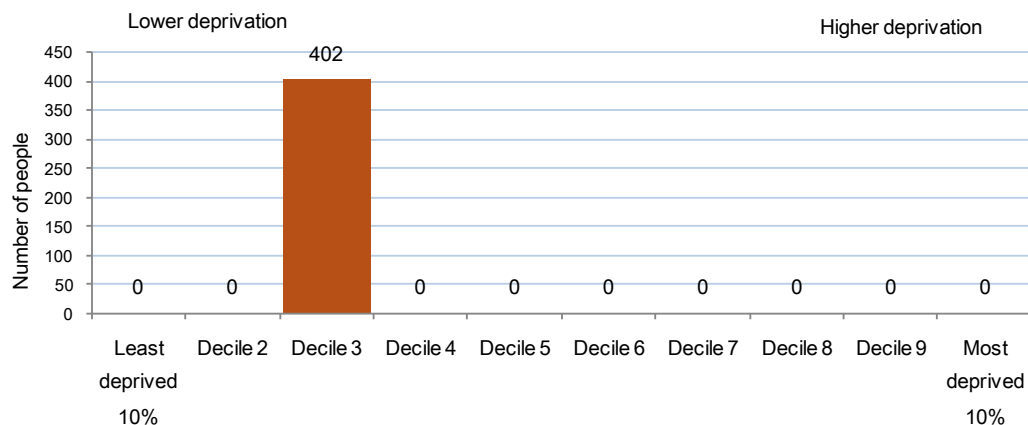
¹ Multiply deprived households are households experiencing four measures of deprivation: all adult household members have no qualifications; at least one household member is out of work; at least one household member has a limiting long-term illness; the household is living in overcrowded conditions. Taken from census 2011 table QS119EW



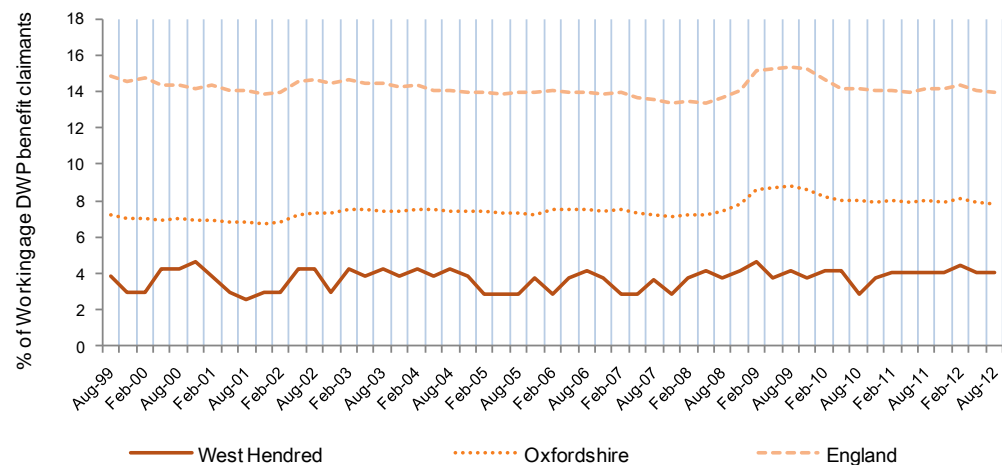
Equity and prosperity: How deprived is the local area? (2)

15

Number of people in each deprivation decile, Index of Multiple Deprivation 2010



Working age population claiming DWP benefit claimants (for all DWP benefits)



Source: IMD 2010 (CLG), Working age Benefits (DWP Aug-12), Multiple deprivation (Census 2011)



People living on a low income are among the most deprived groups in society. This can mean that they have severe difficulty in paying for even basic household expenses such as food and heating, or taking up employment or training opportunities due to costs such as travel and childcare. Although many of those living on very low incomes are out-of-work, an increasing number of people below the poverty line (60% of the national average wage) are in low-paid work.

What information is shown here?

Housing Benefit (HB) can be claimed by a person if they are liable to pay rent and if they are on a low income. Council Tax Benefit (CTB) is designed to help people on low-income to pay their Council Tax. These indicators provide a measure of the number of households living in low income. Income Support is a measure of people of working age with low incomes and is a means tested benefit payable to people aged over 16 working less than 16 hours a week and having less money coming in than the law says they need to live on. Pension credit is a measure of people over 65 living in low income households.

Data on people living in 'income deprivation' comes from the Index of Multiple Deprivation 2010, and is based on people receiving low income benefits as well as those with household living in poverty. Households are defined as in 'poverty' if their equivalised income (after size of household is taken into account) is below 60% of the median income (after housing costs). In 2007/08 a household's net equivalised income would need to be below £199 for it to be classified as in poverty. Fuel poverty is said to occur when in order to heat its home to an adequate standard of warmth a household needs to spend more than 10% of its income on total fuel use.

The chart on the right shows the average weekly household income estimate (equivalised to take into account variations in household size) across West Hendred and comparator areas (before and after housing costs). The two line charts on the following page show change over time of income support and pension credit claimants.

Housing and Council Tax Benefit claimants	Income Support claimants	Pension Credit claimants
12	00	07
8.5% of households (England average = 20.6%)	0.0% of working age adults (England average = 3.2%)	9.7% of people aged 65+ (England average = 24.4%)
People living in 'income deprivation' (Economic Deprivation Index)	Households below 60% of the median income, after housing costs (as a % of all households)	Households estimated to be in 'Fuel Poverty'
06	12.1%	20
2.0% of all people (England average = 13.5%)	England Average = 21.5%	11.5% of households (England = 10.9%)

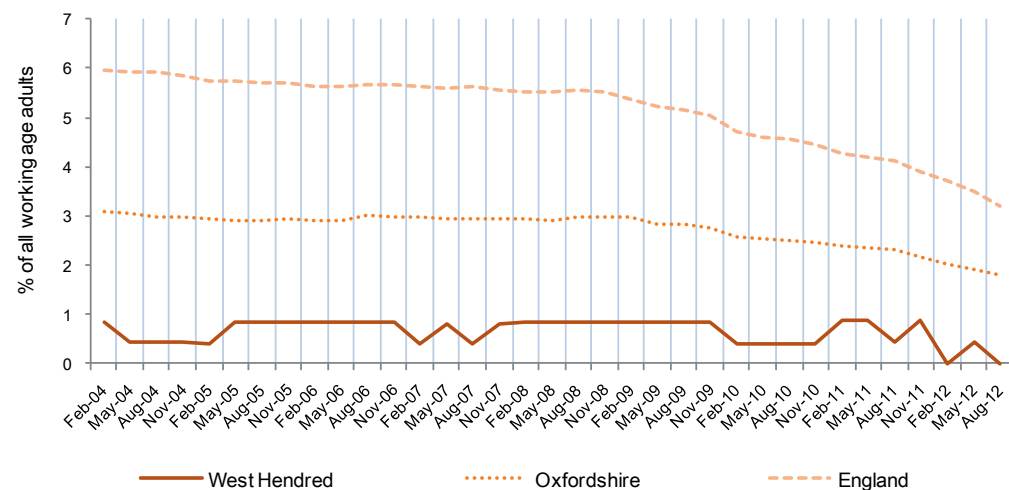
Weekly household earnings (£)



Source: Income Support/Pension Credit (DWP Aug-12), Economic Deprivation Index 2009, Fuel Poverty (Department for Energy and Climate Change 2009), Housing/Council Tax Benefit (DWP 2005), Households below median income (ONS 2008)

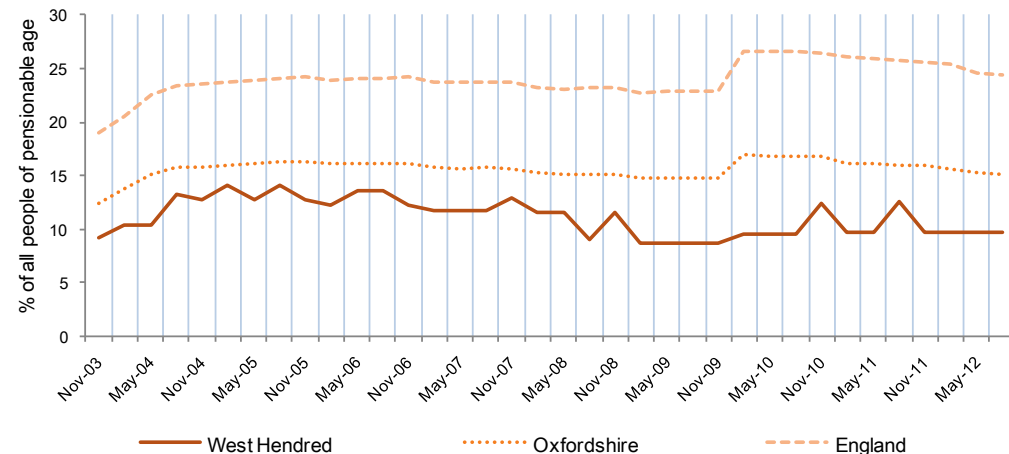


Income Support claimants



Pension Credit claimants

Increase from 2010 due to new definition of pensionable age (all people aged 65+)



Source: DWP Aug-12



Nationally, children and older people are more likely to be living in low income and these groups generally are indicators of vulnerability within an area. Reducing child poverty is therefore a major element of building sustainable communities.

What information is shown here?

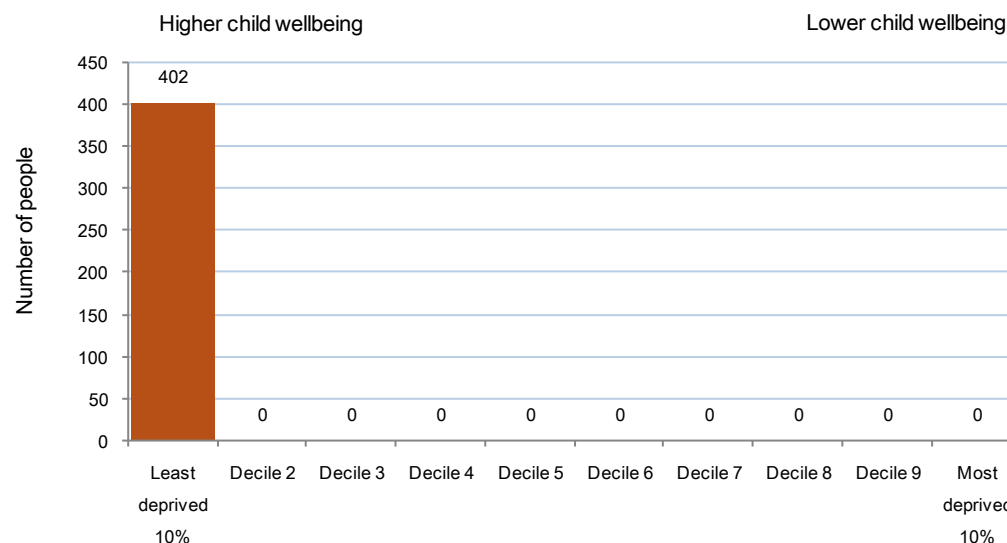
This page looks at the Child Wellbeing index (CWI), children in out of work households, children in poverty and children in lone parent households. The CWI is a small area index measuring child wellbeing – how children are doing in a number of different aspects of their life.²

Children in 'out of work' households, are defined as dependent children living in families where all adults are in receipt of Income Support or income-based Jobseeker/s Allowance (IS/JSA). The children in poverty measure shows the proportion of children (aged 0-15) in families in receipt of out of work benefits, or in receipt of tax credits where their reported income is less than 60% median income. Out of work means-tested benefits include: Income-Based Jobseekers Allowance, incapacity benefits and Income Support.

The information boxes on the right show the count of people in each of these categories in West Hendred. The chart on the right shows the number of people living in neighbourhoods grouped according to level of child wellbeing deprivation. The charts on the following page show the year on year change in the proportion of children in out of work and lone parent households, as well as information on pupil attainment in the local area.

Number of people living in the most deprived 20% of areas in England on the Child Wellbeing Index	Children in 'out of work' households (2011)	Children in lone parent households (2010)	Children in poverty (2010)
0	01	05	01
	1.1% of children aged 0-15 (England average = 19.2%)	5.3% of children aged 0-15 (England average = 27.9%)	1.0% of children aged 0-15 (England average = 21.0%)

Number of people in each deprivation decile, Child Wellbeing Index 2009

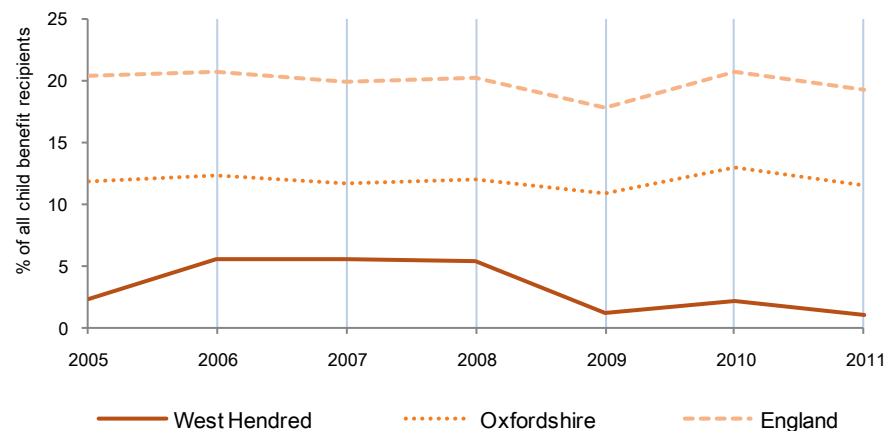


Source: Children in out of work households (HMRC 2011), Children in Poverty/Lone parent households (HMRC 2010), Child Wellbeing Index 2010

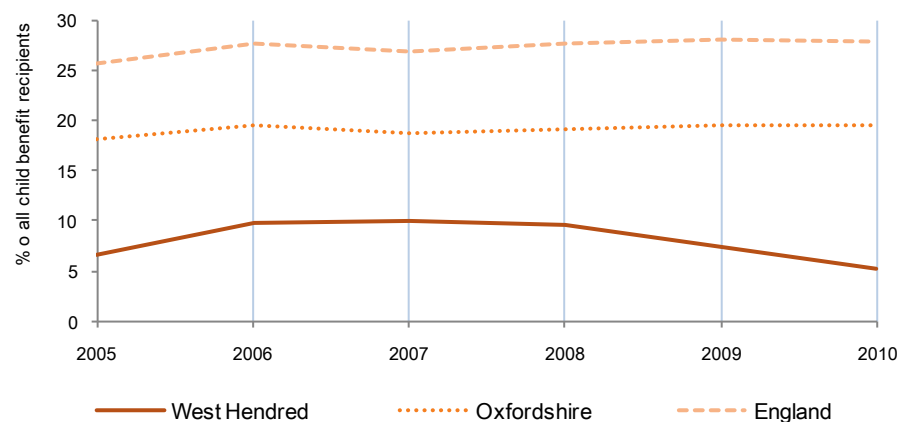
² The CWI covers: Material wellbeing – children experiencing income deprivation; Health and disability – children experiencing illness, accidents and disability; Education – education outcomes including attainment, school attendance and destinations at age 16; Crime – personal or material victimisation of children; Housing – access to housing and quality of housing for children; Environment – aspects of the environment that affect children's physical well-being; Children in need – vulnerable children receiving LA services.



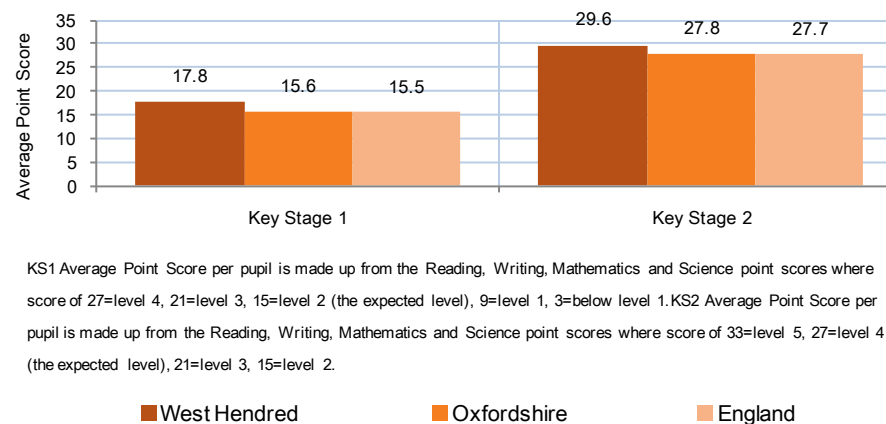
Children in 'out of work' (receiving IB/IS/JSA) households



Children living in lone parent families

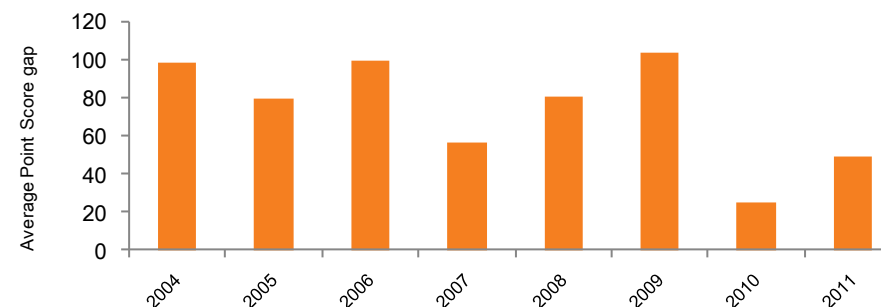


Pupil attainment at Key Stage 1 and Key Stage 2



KS1 Average Point Score per pupil is made up from the Reading, Writing, Mathematics and Science point scores where score of 27=level 4, 21=level 3, 15=level 2 (the expected level), 9=level 1, 3=below level 1. KS2 Average Point Score per pupil is made up from the Reading, Writing, Mathematics and Science point scores where score of 33=level 5, 27=level 4 (the expected level), 21=level 3, 15=level 2.

Gap in pupil attainment at Key stage 4 (difference from the National average)



National average = 0, a score of >0 = better than the national average, a score of < 0 = worse than national average

Source: Children in out of work households (HMRC 2011), Children lone parent households (HMRC 2010), Pupil attainment at Key Stage 2 and 4 (Department for Education 2010/11)



Health is a fundamental factor in wellbeing and quality of life, having a direct impact on an individual's ability to live a fulfilling and enjoyable life and also indirectly impacting on their ability to sustain standards of living through income.

Poor health may also have a severe effect on other people, either directly through changing relationships (for example forcing family members into informal unpaid care), or through indirect effects such as change in household income.

What information is shown here?

The data in the first information box shows whether any local areas are highly deprived based on the Index of Multiple Deprivation (IMD) health domain 2010, and if so identifies how many people are living in such areas.

The other information boxes show the number (and proportion) of people who identified themselves as having a limiting long-term health issue, as well as those receiving government benefits for reasons of poor health (Attendance Allowance or Disability Living Allowance).

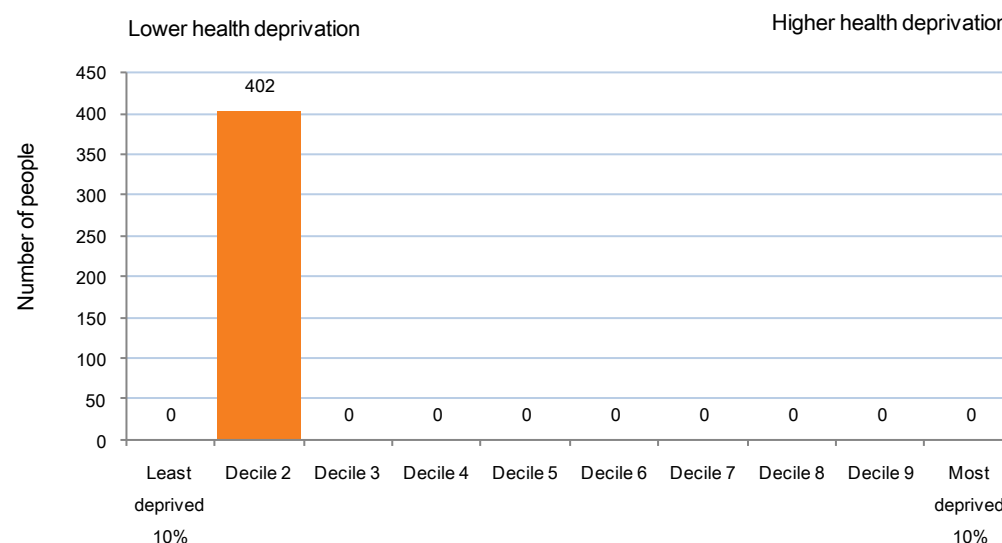
The chart on the right shows the number of people in West Hendred living in each health deprivation decile on the IMD health domain. The charts on the following page show the time trends for Attendance Allowance and Disability Living Allowance claimants, as well as the proportion of people with limited long term illness in the local area with local and national comparators.

Where next?

For information on access to transport, travel times and distances to health services (hospitals and GPs) see the sections on Transport ([page 34](#)) and Services ([page 38](#)).

Number of people living in health deprivation 'hotspots'	People with a limiting long-term illness (aged 16-64)	Attendance Allowance claimants (aged 65+)	Disability Living Allowance claimants
0	15	10	05
-	6.7% of people aged 16-64 (England= 12.8%)	13.9% of people aged 65+ (England average = 16.7%)	1.3% of the population (England average = 5.1%)

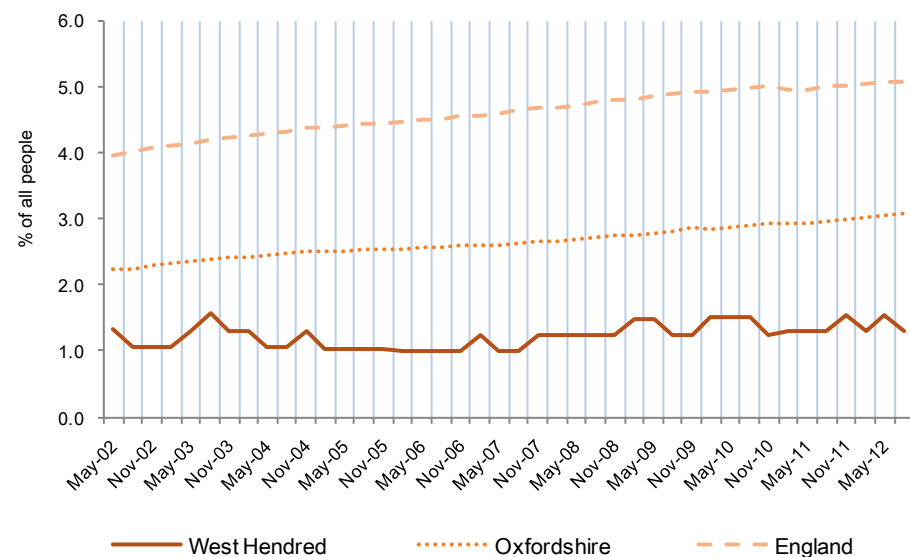
Number of people in each deprivation decile, Health domain



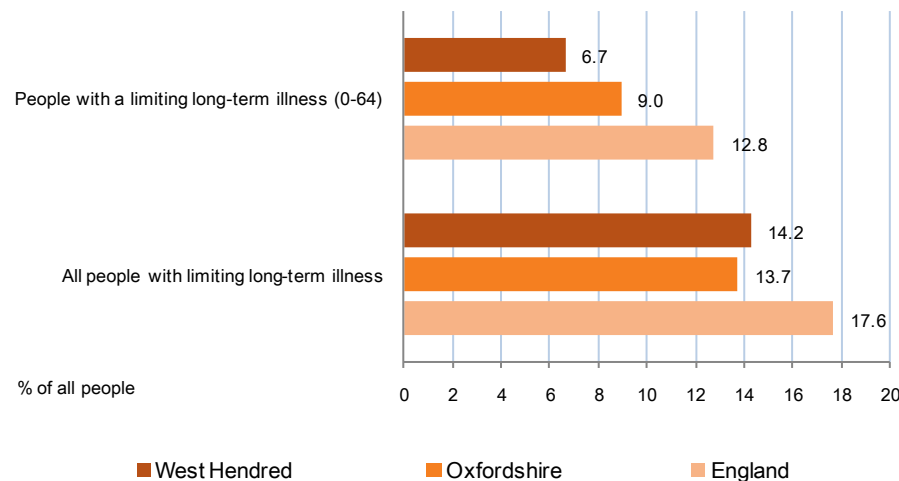
Source: Indices of Deprivation 2010 Health domain, Limiting long-term illness (Census 2011), Attendance Allowance/Disability Living Allowance (DWP Aug-12)



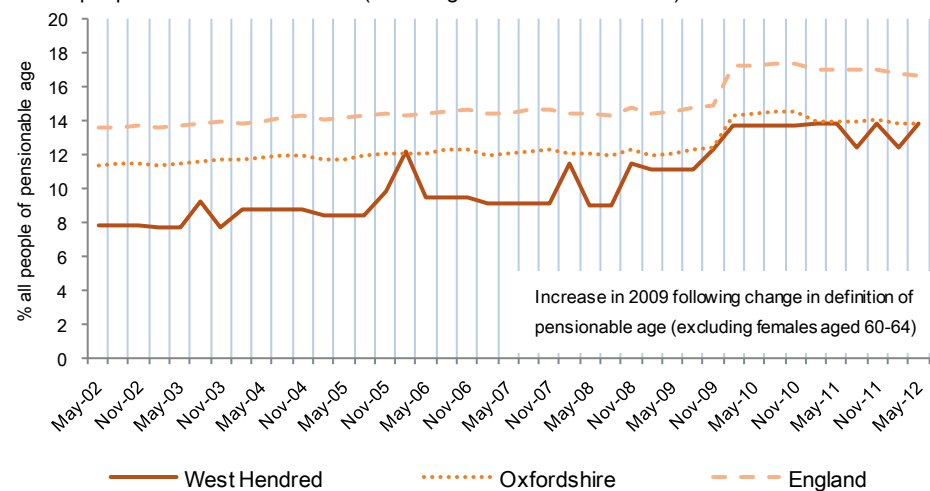
Adults with a disability (receiving Disability Living Allowance)



People with a limiting long-term illness



Older people with social care needs (receiving Attendance Allowance)



Source: Limiting long-term illness (Census 2011), Attendance Allowance/Disability Living Allowance (DWP Aug-12)

What does a sustainable community look like?

Thriving, with a flourishing and diverse local economy

What do sustainable communities offer?

- A wide range of jobs and training opportunities;
- Sufficient suitable land and buildings to support economic prosperity and change;
- Dynamic job and business creation, with benefits for the local community;
- A strong business community with links into the wider economy;
- Economically viable and attractive town centres.

Using this report to explore data on the Economy for West Hendred

Sub heading	Indicators
People in employment	Economic activity, Hours worked, Industry of Employment
People out of work	Jobseekers Allowance claimants, Employment Support Allowance/Incapacity Benefits/Out of work benefits, Available jobs
What are skills levels like?	Qualifications
What jobs do residents have?	Industry of Employment , Occupation Group

What other information might be available?

- Up-to-date information on employment and jobs for local rural areas is scarce. The Annual Population Survey (APS) provides data for local authorities, but not for smaller areas.
- The Annual Population Survey also contains estimated data on the levels of job-related training and work based learning in the area. Because of the sample size of the survey, figures are only available at Local Authority level, see www.data4nr.net/resources/226.
- Some communities have carried out local surveys identifying which skills and courses are most wanted by local residents, and whether there were enough appropriate spaces to carry out training.
- The national BRES survey provides more detailed local area data on employee jobs by industry of employment and by public/ private sector. To get this data at local area level, you need to request access from the Office of National Statistics (there is a charge, currently £125). Data is available at Local Authority Level and modelled down to Super Output Area, www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=27.
- There is also published information on local businesses by sector (www.data4nr.net/resources/527), and some areas have also carried out surveys to find out more about what local businesses see as priority issues.
- The Employers Skills Survey provides information relating to skills gaps reported by employers <http://www.ukces.org.uk/ourwork/local-data>

Employment levels are usually higher in rural than urban areas, with a gradual shift in many areas towards commuting (see the later section on Transport for information on how far people travel to work from the local area). However, there are also large numbers of economically inactive, part-time employees and people working from home, many of whom may be in the local area during the day and so needing services and facilities.

What information is shown here?

The data shown opposite shows the number of the 'economically active' (i.e. those either working or unemployed, see the following page), and 'economically inactive' (including students, home-makers, and retired) groups resident in the local area. Also shown are numbers and proportions of those working, including full or part-time status, self-employed, working from home, and those working in the public sector.

The chart on the left shows people in employment by employment status in the local area with national comparator. The chart on the right shows whether residents are working primarily in public or private sector jobs, for your area compared to England.

Where next?

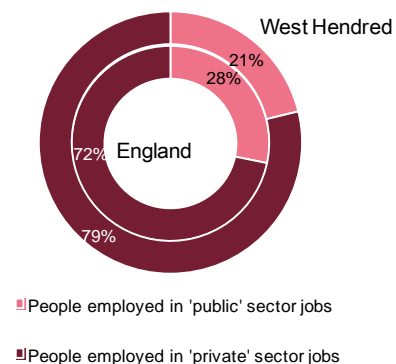
Data on unemployment, skill levels and jobs are on the following pages, and data on how far people travel to work is shown in the section on Transport ([page 34](#)).

Economically active residents 206 77.4% of people aged 16-74 (England average = 69.9%)	Economically inactive residents 60 22.6% of people aged 16-74 (England average = 30.1%)	Full-time employees 106 39.8% of people aged 16-74 (England average = 38.6%)	Part-time employees 37 13.9% of people aged 16-74 (England average = 13.7%)
Self-employed 55 20.7% of people aged 16-74 (England average = 9.8%)	Working 49+ hours per week 46 22.7% of people in employment (England average = 13.3%)	Working from home 35 13.5% of people aged 16-74 (England = 3.5%)	Employed in the public sector 45 21.2% of 195 people in employment (England = 28.2%)

People in employment, by employment status



People employed in public and private sector jobs



This data is based on standard definitions: 'Public sector jobs' are defined as jobs in Health, Education or Public Administration industry sectors. 'Private sector jobs' are those in other sectors. Voluntary sector jobs are not identified separately but are included within the public and private sector figures.

Source: Census 2011 (tables KS601EW, KS604EW and KS605EW)

Many rural communities have been affected by the recent economic downturns, with unemployment levels rising even in areas that have had few people out of work in the past. Being out of work can have a severe impact on an individual's quality of life, and not just economically. People out of work may also feel excluded from the local community, and the impacts can also affect partners and children, not just the person out of work.

Knowing the number of people out of work – and how this is changing – may help you identify relevant actions for your community plan. For example, areas have used this to think about whether suitable training is available, or support for people to start their own businesses, or whether broadband access is good enough for job-hunting, and so on.

What information is shown here?

The best available local data on people out of work is generally claimant data from Jobseekers Allowance (those who are unemployed) and Employment Support Allowance (those who are unable to work due to sickness).

The information boxes show the number and proportion of people receiving out-of-work benefits locally, as well as the unemployment to available jobs ratio. The line chart on the right shows the trend in unemployment claimant rates (Jobseekers Allowance) over time compared with the national average. As seen nationally, most areas saw significant increases following the start of the downturn in September 2008.

The line charts on the following page show the proportion of the working age population claiming incapacity benefits and the ratio of unemployment to available jobs over time. The bar chart shows the total number of vacancies notified to job centre plus in the local area from January 2011 to November 2012.

Where next?

For data on deprivation and vulnerable groups in the local area see the section on Equity & prosperity ([page 13](#))

Jobseekers Allowance claimants (Feb-13)

03

1.3% of working age adults
(England average = 3.8%)

Jobseekers Allowance claimants claiming for more than 12 months (Feb-13)

00

0.0% of working age adults
(England average = 1.0%)

Employment Support Allowance / Incapacity Benefit claimants (Aug-12)

05

2.2% of working age adults
(England average = 6.1%)

Unemployment to 'Available Jobs' Ratio (Nov-12)

50.00 claimants per job

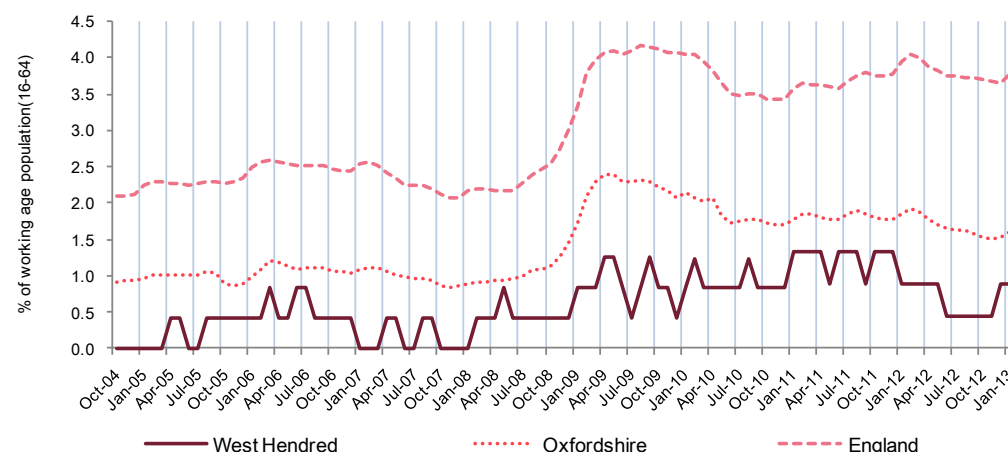
England average = 343.44

All people receiving 'out of work' benefits (Aug-12)

06

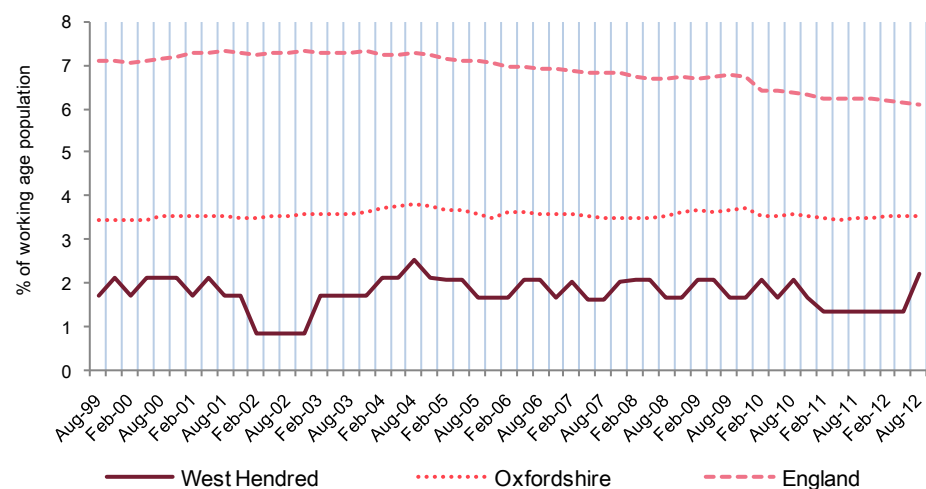
2.7% of working age adults
(England average = 9.8%)

Unemployment benefit (Jobseekers Allowance) claimants

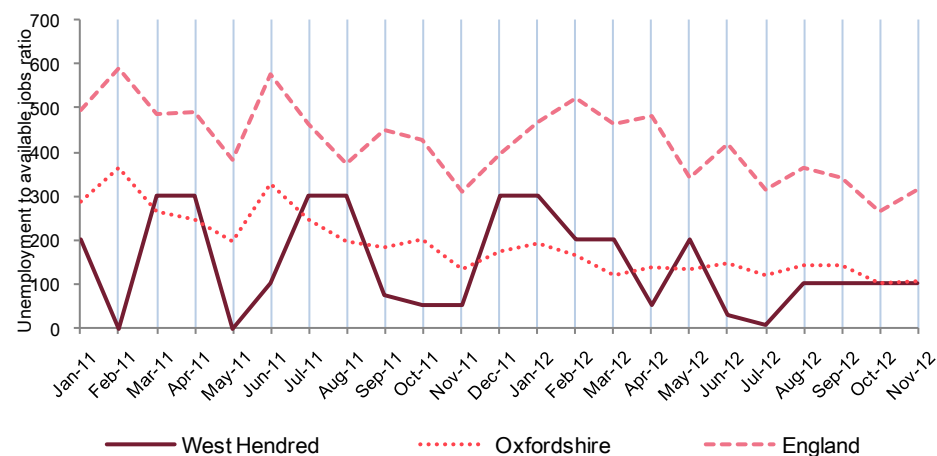


Source: Jobseekers Allowance claimants (DWP Feb 2013), Employment Support Allowance/Incapacity Benefits/Out of work benefits (DWP Aug 2012), Available jobs (Job Centre Plus Nov 2012)

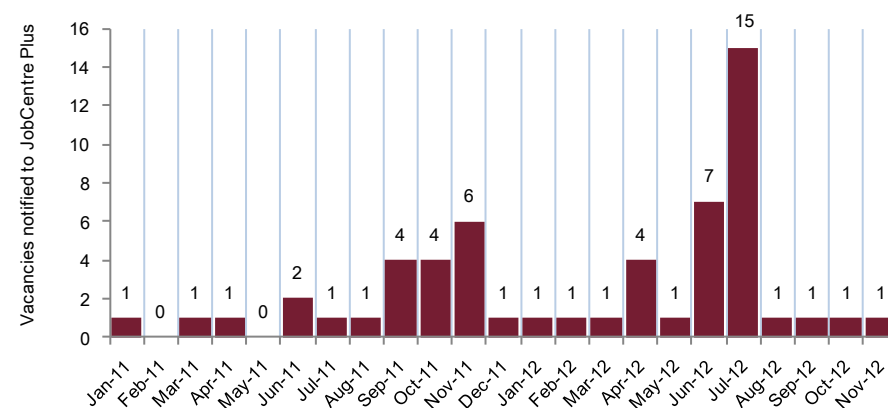
Working age population claiming incapacity benefits (Employment Support Allowance and Incapacity Benefit)



Ratio of unemployment (Jobseekers Allowance claimants) to jobs (vacancies notified to JobCentre Plus)



Total number of vacancies notified to Job Centre Plus



Source: Employment Support Allowance/Incapacity Benefits (DWP Aug 2012), Unemployment and Available jobs (DWP/Job Centre Plus Nov 2012)

Skill levels in the local population can be an important driver of community sustainability. In general, those with low or no skills are more likely to experience exclusion, and be vulnerable to changes in the economy, such as increased demand for higher-skilled workers. By contrast, those with high-level skills are more likely to be in secure better-paid jobs, and are more likely to run or start their own businesses. Employers are also more likely to locate in areas with a good supply of skilled workers.

Knowing whether there are 'skills gaps' has helped communities think about whether there are enough learning and training opportunities locally; for example, many communities run IT and other courses.

What information is shown here?

There is little published data on local 'skills', but one commonly-used proxy is 'qualifications' (although of course many people with low or no qualifications may be highly-skilled).

The information boxes on the right show the number and proportion of people locally by their level of qualification, and compared to local authority and national averages.

The bar chart on the right shows how your local area compares to the local authority and England averages for the number of people with no qualifications, as well as degree level (and higher) qualifications.

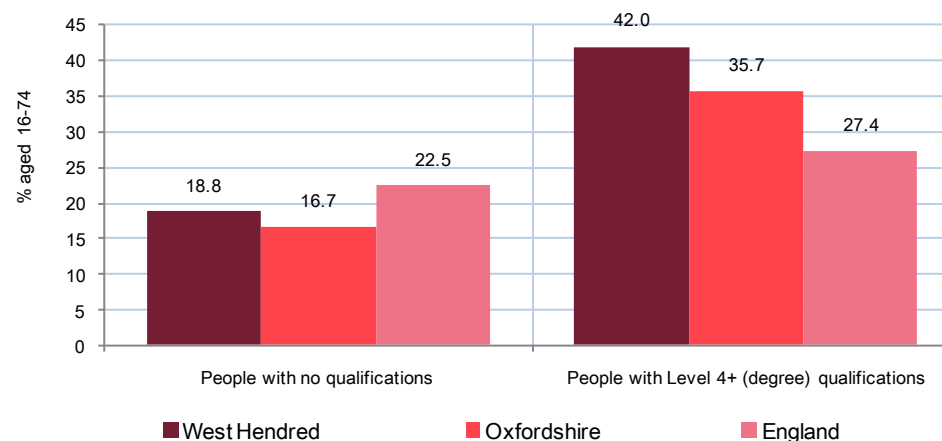
People with no qualifications	People with highest qualification: Level 1	People with highest qualification: Level 2	People with highest qualification: Level 3
55	20	30	45
18.8% of people aged 16+ (England= 22.5%)	7.5% of people aged 16+ (England= 13.3%)	10.2% of people aged 16+ (England= 15.2%)	15.0% of people aged 16+ (England= 12.4%)

People with highest qualification: Level 4 (degree level qualifications)
125
42.0% of people aged 16+ (England= 27.4%)

'Level 1' qualifications are equivalent to a single O-level, GCSE or NVQ. 'Level 2' qualifications are equivalent to five O-levels or GCSEs. 'Level 3' qualifications are equivalent to two A levels. 'Level 4' qualifications are equivalent to degree level or higher.

Source: Census 2011 (table KS501EW)

People with no qualifications and degree level qualifications



The jobs that residents have reflect the opportunities in the local area, and within commuting distance. Although some areas have a proportion of jobs in agriculture, overall the sector makes up only 3% of employment in rural areas, the property and wholesale and retail trade is the largest employer in rural (and urban) areas nationally.

Some communities have identified that developing economic diversity is a local priority, for example helping identify possible business sites, or supporting appropriate planning applications for commercial premises.

What information is shown here?

The information boxes show the three largest employment sectors for residents in the local area, also the number and percentage of employed people working in each of these sectors. Numbers are also shown by type of occupation (e.g., managers, professional, administrative).

The bar chart on the right compares your local area with the local authority and national averages, for people working in senior and elementary occupations.

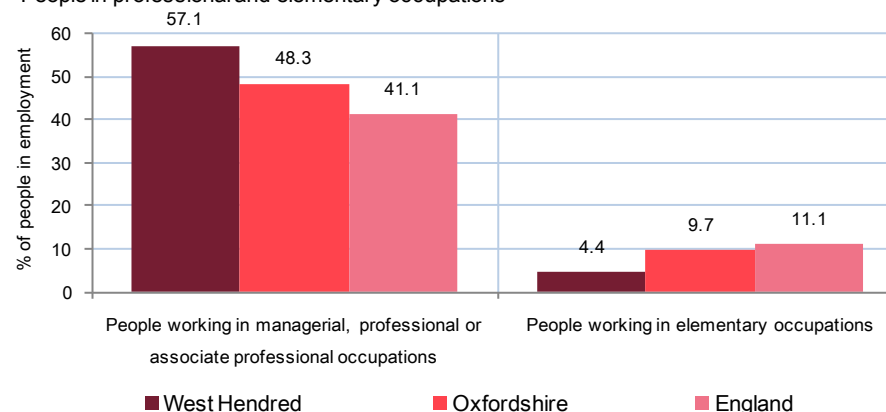
Where next?

The number of people in work is in the “People in work” section above, including numbers by part-time / full-time, whether they are self-employed, and whether they work in the public sector.

Largest employment sector	Second largest employment sector	Third largest employment sector
Professional	Education	Other sectors
35 employees (17% of 195 of people in employment)	25 employees (12% of 195 of people in employment)	20 employees (11% of 195 of people in employment)

Managerial occupations	Professional (or associate) occupations	Administrative or secretarial occupations	Skilled trades occupations	Elementary occupations
40	75	20	25	10
19.7% of 195 people in employment (England = 12.0%)	37.4% of 195 people in employment (England = 30.3%)	9.4% of 195 people in employment (England = 11.5%)	12.8% of 195 people in employment (England = 11.4%)	4.4% of 195 people in employment (England = 11.1%)

People in professional and elementary occupations



Source: Census 2011 tables (KS605EW and KS608EW)



What does a sustainable community look like?

Well designed and built, featuring a quality built and natural environment

What do sustainable communities offer?

- A sense of place - a place with a positive 'feeling' for people and local distinctiveness;
- User-friendly public and green spaces with facilities for everyone including children and older people;
- Sufficient range, diversity, affordability and accessibility of housing within a balanced housing market ;
- Appropriate size, scale, density, design and layout, including mixed-use development, that complement the distinctive local character of the community;
- High quality, mixed-use, durable, flexible and adaptable buildings, using materials which minimise negative environmental impacts;
- Buildings and public spaces which promote health and are designed to reduce crime and make people feel safe;
- Accessibility of jobs, and key services by public transport, walking and cycling.

Using this report to explore data on Housing for West Hendred

Sub heading	Indicators
What type of housing is in the local area?	Dwelling type
Do people rent or own their homes?	Tenure
How affordable is local housing?	Council Tax Band , House prices, Affordability Ratio
Housing in poor condition	Source: Overcrowding, Central heating, Vacant household spaces, Fuel Poverty

What other information might be available?

- The main source of housing data across the country is the Census. The 2001 census provides breakdowns of type of dwelling by access to central heating (www.data4nr.net/resources/housing--households/750/), tenure (www.data4nr.net/resources/housing--households/745/) and type of household space, i.e. shared dwellings etc. (www.data4nr.net/resources/housing--households/743/). Census 2011 data with these breakdowns is due to be published at the end of 2013. In addition, many local communities have carried out their own surveys to provide up-to-date information on the number and type of houses in the local area, as well as need for affordable housing.
- DCLG publish annual data on social housing stock levels, including Local Authority, Housing Association and Registered Social Landlord housing (<https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>).
- DCLG also compile a code for sustainable homes measuring the energy efficiency of homes, www.data4nr.net/resources/housing--households/1412/.
- The Land Registry tracks all housing transactions, with this data published by DCLG at local authority level (more detailed data may be available from commercial or estate agent sites), including median (www.data4nr.net/resources/housing--households/986/) and lower quartile (www.data4nr.net/resources/housing--households/987/) house-prices. The CLG produce estimates of rental costs for social rented dwellings www.data4nr.net/resources/housing--households/991/



Housing is an important issue in rural communities. Increases in house-prices, which recently have far outstripped average increases in earnings, mean that local people may be priced out of the housing market in the area in which they grew up. For a community to sustain a fair and balanced housing market, it must provide affordable housing accessible to the local community. However, local housing development can also strain local services, as well as affect the character of the area (although a larger population may be able to sustain more shops, businesses and local amenities).

With levels of overcrowding increasing, record population growth and the limited supply of affordable homes, evidencing the type and availability of housing in the local area will be essential to community planning.

What information is shown here?

The data shows the housing types in the local area. Data is taken from Census 2011 and offers the most up to date account of the types of housing in the local area.

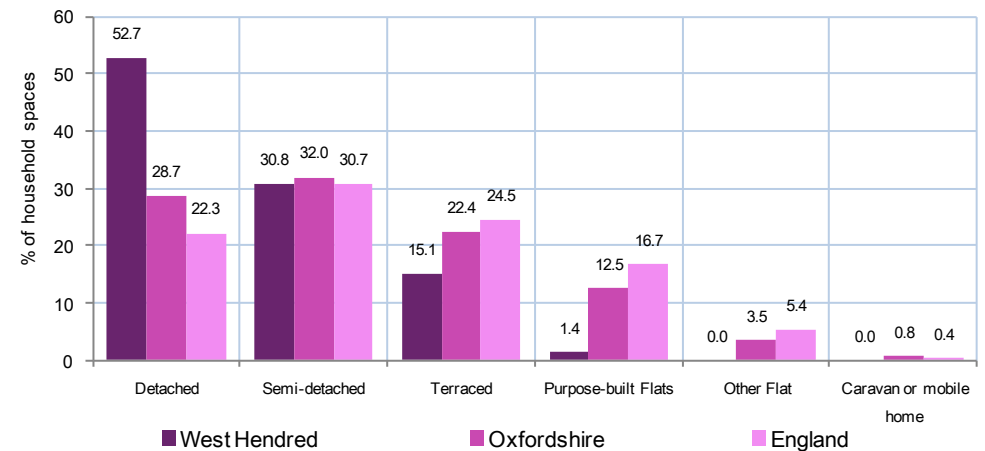
The bar chart on the right shows how your area compares against the local authority and national averages on the type of housing.

Where next?

The following pages show data on housing tenure (owner occupied, social housing, private rented), affordable housing, overcrowded housing and housing in poor condition.

Detached houses 77 52.7% of dwellings (England average = 22.3%)	Semi-detached houses 45 30.8% of dwellings (England average = 30.7%)	Terraced houses 22 15.1% of dwellings (England average = 24.5%)
Flats (purpose built) 02 1.4% of dwellings (England average = 16.7%)	Flats (other) 00 0.0% of dwellings (England average = 5.4%)	Caravan or other temporary accommodation 00 0.0% of dwellings (England average = 0.4%)

Dwelling type breakdowns



Source: Census 2011 (table KS401EW)



The mixture of owner-occupied, social rented and private rented accommodation in the area is an important component in the sustainability of the local community. With high house-prices, it may be difficult for less affluent people (for example younger people or families who have grown up in the area) to stay in, or move to, areas which have low levels of social or private rented housing.

Knowing this information may be useful in demonstrating evidence that there is a need for certain housing in the area, and has been used by communities to prioritise actions, such as supporting sympathetic development proposals that increase the stock of needed housing.

What information is shown here?

The data shows housing tenure in the local area and is taken from the Census 2011, the most up to date source of information on housing tenure in the local area. Although trends in housing tenure have varied across the country since 2001, nationally owner occupied housing has declined (-5%) and private renting has gone up (6%) to 2011. This trend is particularly acute when considering age breakdowns, with “Generation Rent” becoming a common term as young people are increasingly out priced of the housing market.

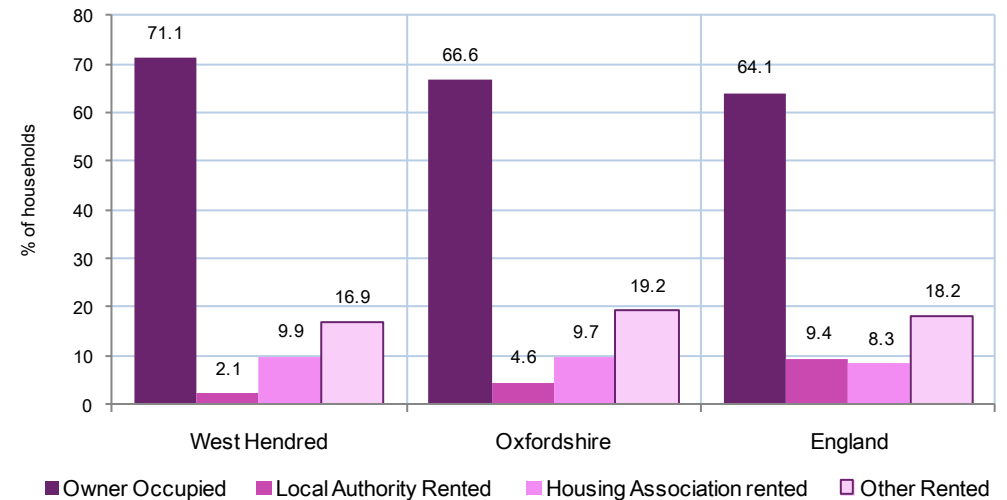
The bar chart shows how your area compares against the local authority and national averages on levels of owner occupation and renting.

Where next?

See the Social and Cultural section at the beginning of this profile for information on household types, who lives in your local area and migration into and out of the area ([page 5](#)). For data on deprivation and vulnerable households, see the section on Equity & prosperity ([page 13](#)). Information on the local economy and employment status is on [page 22](#).

Housing that is owner occupied	Housing that is social rented	Housing that is private rented	Other rented accommodation
101	17	17	07
71.1% of households (England average = 64.1%)	12.0% of households (England average = 17.7%)	12.0% of households (England average = 15.4%)	4.9% of households (England average = 2.8%)

Housing tenure breakdowns



Source: Census 2011 (KS402EW)



The need for affordable housing is a critical issue in rural areas, with house-prices increasingly beyond the reach of many groups wanting to stay in, or move to, the local area. Whilst many communities recognise the need for additional housing, development needs to be balanced with the impact on the character of the local area, as well as pressure on local services.

The information shown here can help local groups identify, and provide evidence for, the need for affordable housing. Some communities have supported specific housing developments, e.g. where such development might meet current (and future) needs for mixed housing, and offer affordable opportunities for people to stay living locally.

What information is shown here?

The housing affordability ratio is based on comparing house prices to earnings. Rather than compare average house prices and incomes, we have compared the “lowest quartile” (the lowest 25%) of prices to the lowest quartile of household incomes – which is more representative of groups trying to get onto the housing ladder. An affordability index of 10 would mean that lowest quartile house prices are 10 times as high as lowest quartile incomes. This data is only available for the local authority, not the local area.

The data on Council Tax bands shows the number (and proportion) of houses in bands A, B or C (the lowest price bands) locally. These price bands are set nationally, so can be used to show how the cost of all local property (not just those properties that have recently been sold) compares with other areas; the chart on the right compares your area against the local authority and national averages for these Council Tax bands.

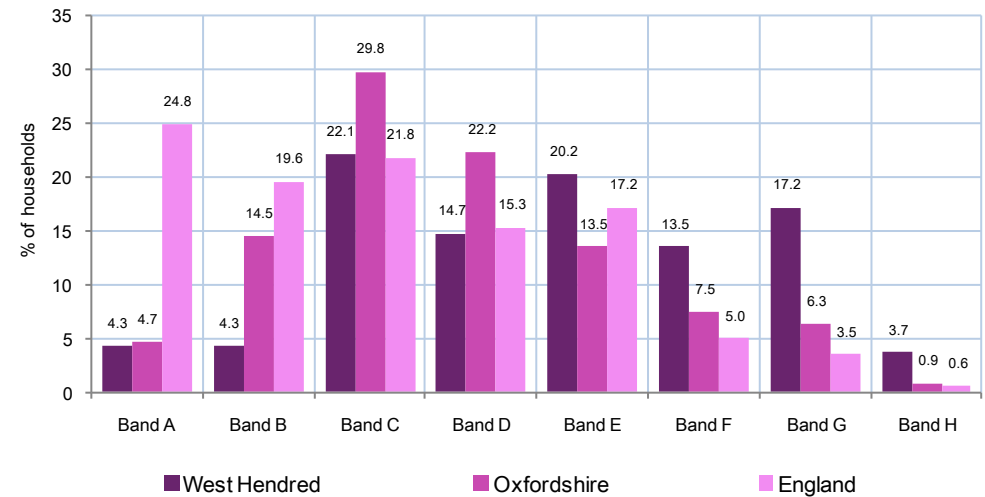
The information boxes on the bottom row show the median house price by household type in the local area. The line charts on the following page show the same information as trends over time, with local and national comparators.

Where next?

The Social and Cultural section has data on household composition and migration in and out of the area ([page 5](#)). For data on deprivation and vulnerable households, see the section on Equity & prosperity ([page 13](#)). Information on employment status is on [page 22](#).

Affordability ratio (median house prices as ratio of median incomes)	Dwellings in Council Tax Band A	Dwellings in Council Tax Band B	Dwellings in Council Tax Band C
17.0	07	07	36
England average = 15.4	4.3% of dwellings (England average = 24.8%)	4.3% of dwellings (England average = 19.6%)	22.1% of dwellings (England average = 21.8%)
Median house price: Detached houses	Median house price: Semi-detached houses	Median house price: Terraced houses	Median house price: Flats
£395,000	£227,000	£172,000	£92,000
England average = £320,268	England average = £211,043	England average = £174,653	England average = £131,110

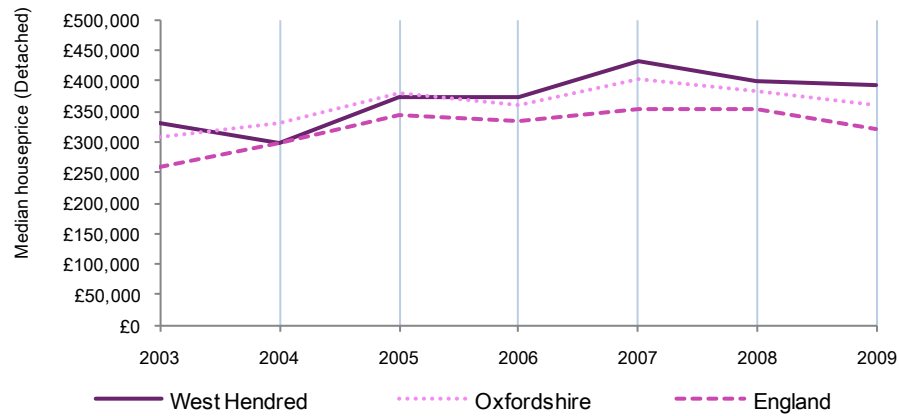
Dwelling stock by council tax band



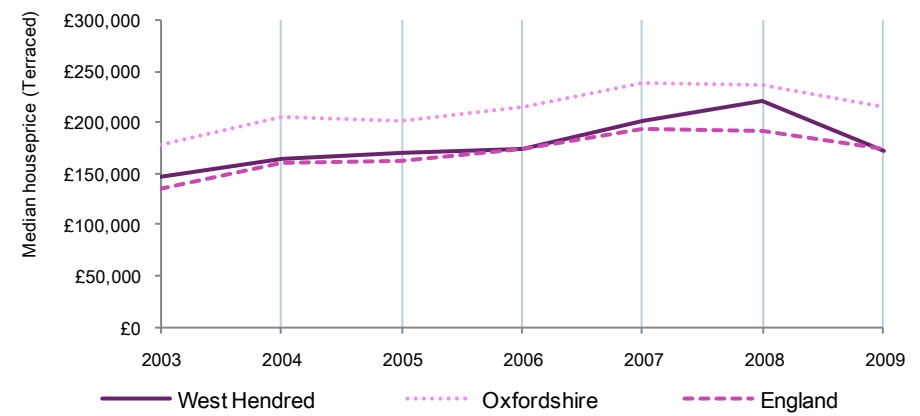
Source: Council Tax Band (Valuation Office Agency 2011), House prices (Land Registry 2009), Affordability Ratio (Land Registry/ONS 2007/08)



Median house price for detached houses



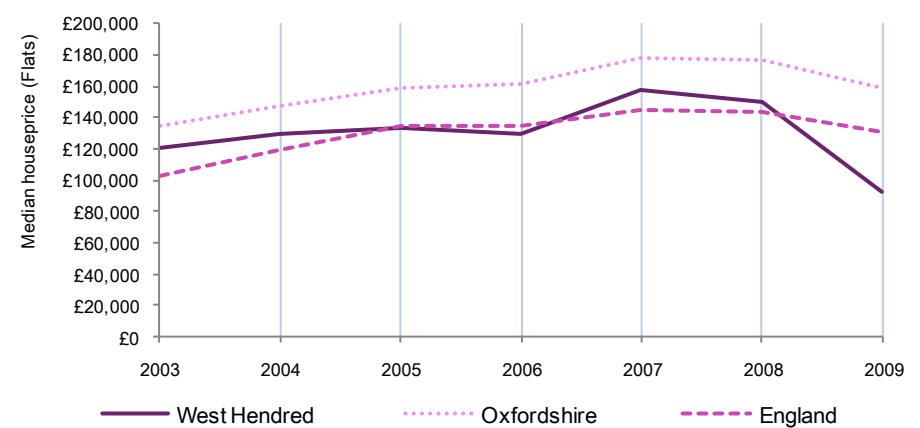
Median house price for terraced houses



Median house price for semi-detached houses



Median house price for flats



Source: Land Registry (2009)



The highest levels of non-decent homes (that do not pass the Housing Health & Safety rating system) are found in smaller rural communities, particularly those more isolated areas. This is often due to the age of properties, with older housing (more common in rural areas) most likely to be in this condition.

Housing conditions can indicate other issues, for example overcrowded housing can highlight areas with pressing needs for more affordable housing. Where central heating is not present, fuel poverty is significantly more likely.

What information is shown here?

Whether a household is overcrowded is based on a standard definition using the number of inhabitants, and number of rooms. Housing without central heating is self-reported. These indicators and the vacant household spaces data are shown in the information boxes and in the bar chart on the right, with local and national comparators.

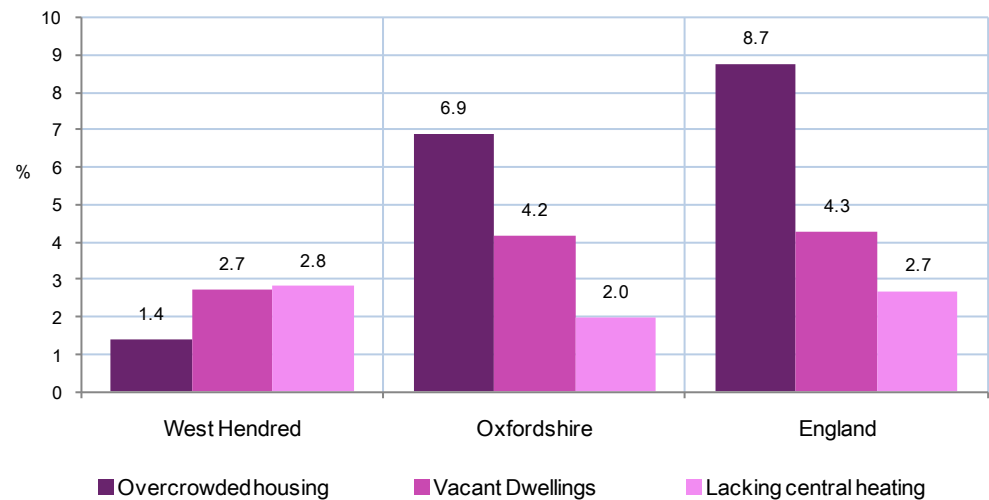
The definition of fuel poverty is based on the Low Income High Costs (LIHC) framework. Under this definition, a household is said to be in fuel poverty if they have required fuel costs that are above average (the national median level); were they to spend that amount they would be left with a residual income below the official poverty line. It is calculated using the income of households, the cost of fuel required, and the ability of their home to retain heat. In January 2013 the government launched the Energy Company Obligation (ECO) with a focus on reducing levels of fuel poverty and poor housing conditions in rural areas. The rural element of this energy efficiency measure is due to the fact that fuel poverty and poor quality housing tends to be higher in rural areas and therefore a priority for improving the quality of life of residents in rural communities.

Where next?

See the Social and Cultural for information on household composition and who lives in the local area (page 5). For data on deprivation and vulnerable households, see the section on Equity & prosperity (page 13). Data on unemployment is on page 22.

Households living in overcrowded conditions	Households without central heating	Vacant household spaces	Households estimated to be in 'Fuel Poverty'
02	04	04	20
1.4% of households (England average = 8.7%)	2.8% of households (England average = 2.7%)	2.7% of households (England average = 4.3%)	11.5% of households (England = 10.9%)

Housing environment



Source: Overcrowding/Central heating/Vacant household spaces (Census 2011 KS403EW), Fuel Poverty (Department for Energy and Climate Change 2011)



What does a sustainable community look like?

Well connected, with good transport services and communication linking people to jobs, schools, health and other services

What do sustainable communities offer?

- Transport facilities, including public transport, that help people travel within and between communities and reduce dependence on cars;
- Facilities to encourage safe local walking and cycling;
- An appropriate level of local parking facilities in line with local plans to manage road traffic demand;
- Widely available and effective telecommunications and Internet access;
- Good access to regional, national and international communications networks.

Using this report to explore data on Transport and Connectivity for West

Hendred

Sub heading	Indicators
Access to private transport	Car or van availability
How far do people travel to work	Working from home, Distance travelled to work, Travel to employment centres
Travel times by public transport	Core Accessibility indicators

What other information might be available?

- DVLA data on local car registrations has been obtained by some local groups as part of their community planning, which provides data over time for the level of car ownership in the area.
- Census 2011 data provides breakdowns for vulnerable groups with no access to car, including pensioners living alone, unemployed, and those with a limiting long-term illness (www.data4nr.net/resources/24).
- Your local authority may hold more detailed information on local commuting patterns, for example if they have carried out local transport and commuting surveys. In addition, many communities have carried out their own local surveys on how far residents travel to work, and whether they might be interested in employment opportunities nearer to home.
- Many communities have also carried out local surveys to highlight where travel times affect people's ability to use facilities or amenities.
- If there is a local train station, data may also be available on the numbers using the service, which can be useful to highlight where there is pressure on local amenities such as parking.
- More detail on estimated travel times by foot or public transport to key services is published by DfT in the 'Core Accessibility' dataset, at www.data4nr.net/resources/841.



People in rural areas rely more on private transport and, in general, spend more on transport than their urban counterparts (nationally, higher transport expenditure accounts for almost half the higher expenditure by rural households than urban ones)³. Overall, the residents of rural hamlets and villages travel nearly twice as far by car each year compared to urban residents.

Combined with information on public transport and distance to services, this information may help you evidence the need for improvements in public and community transport.

What information is shown here?

The data shows the number of households who do not have access to a car, as well as those households with one or more cars. Data is taken from Census 2011.

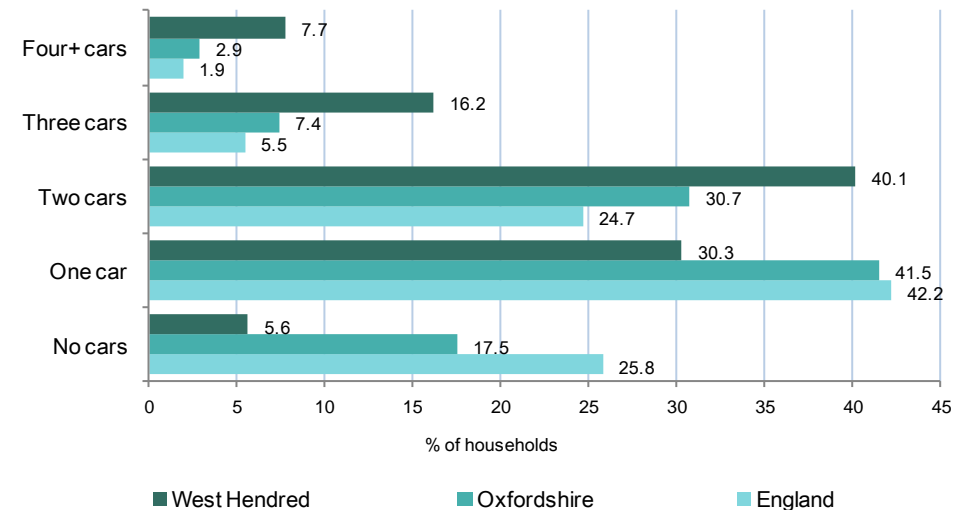
The bar chart on the right shows how your local area compares with the local authority and England averages.

Where next?

For information on distance to services see the next section ([page 38](#)).

No cars	One car	Two cars	Three cars	Four+ cars
10	45	55	25	10
5.6% of 145 households (England = 25.8%)	30.3% of 145 households (England = 42.2%)	40.1% of 145 households (England = 24.7%)	16.2% of 145 households (England = 5.5%)	7.7% of 145 households (England = 1.9%)

Car ownership



Source: Census 2011 (table KS404EW)

³ Taken from the Office for National Statistics 2011 report "Rural and urban areas: comparing lives using rural/urban classifications".



There are typically fewer jobs in rural areas than urban, and those local jobs are often lower-paid than their urban counterparts. Many rural communities act as “commuter villages”, providing a higher quality of life for residents who commute to urban areas for work (although there can also be large numbers of people working from home).

Understanding how far people travel to work may help identify actions based on potential demand for local employment. For example, some communities may identify priorities to support local businesses and develop more opportunities for local employment, which could include actions such as supporting local planning applications for appropriate business premises or small business parks.

What information is shown here?

The data shown on how far people travel to work is taken from Census 2011, based on actual commuter data. The travel time data is from the Department for Transport, based on travel times (by car, cycle and public transport/ foot) to employment centres (which are defined as Super Output Areas with more than 500 jobs).

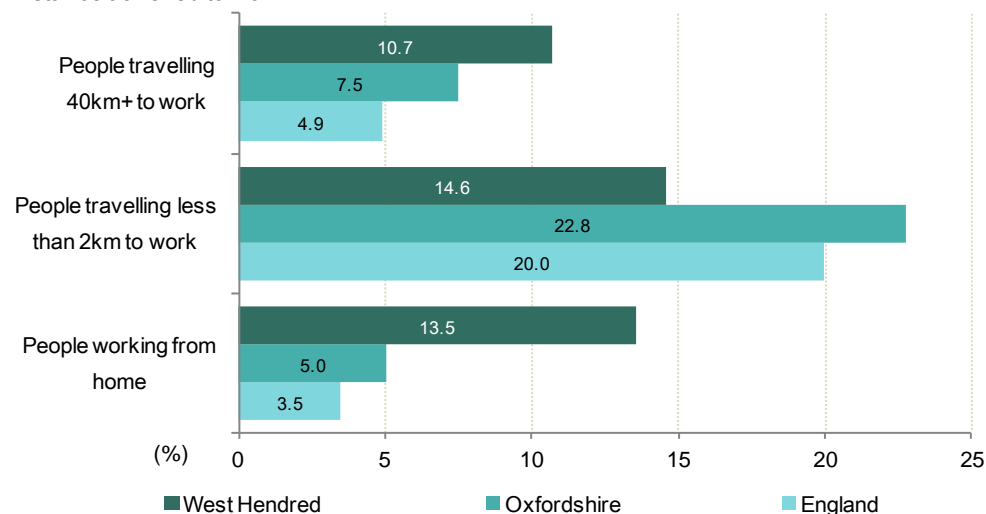
The bar chart on the right shows how your area compares to the local authority and England averages, in terms of how far people travel to work.

Where next?

For information on distance to services see the next section ([page 38](#)).

People working from home	People travelling less than 2km to work (2001)	People travelling 40km+ to work (2001)
35	30	20
13.5% of people aged 16-74 (England = 3.5%)	14.6% of people aged 16-74 (England = 20.0%)	10.7% of people aged 16-74 (England = 10.7%)
Average travel time to nearest employment centre by car	Average travel time to nearest employment centre by cycle	Travel time to nearest employment centre by public transport/walking
5	7	29
County average: 5 mins	County average: 7 mins	County average: 11 mins

Distance travelled to work



Source: Working from home (Census 2011 QS701EW) Distance travelled to work (Census 2001 UV 35), Travel to employment centres (DfT 2011)



Many rural communities highlight a lack of good public transport as a real barrier in accessing public services such as post-16 education, health, sport and leisure services, employment, financial services and training.

Knowing the average travel times by public transport – and the frequency of public transport – can help make the case for improving local public transport provision. For example, helping show that there is a need for additional community transport services or alterations to existing routes, or additional evening / weekend services.

What information is shown here?

The travel time data is from the Department for Transport, based on travel times (by car, cycle and public transport/ foot) to key amenities, and the people travelling to work is taken from Census 2011 commuter data.

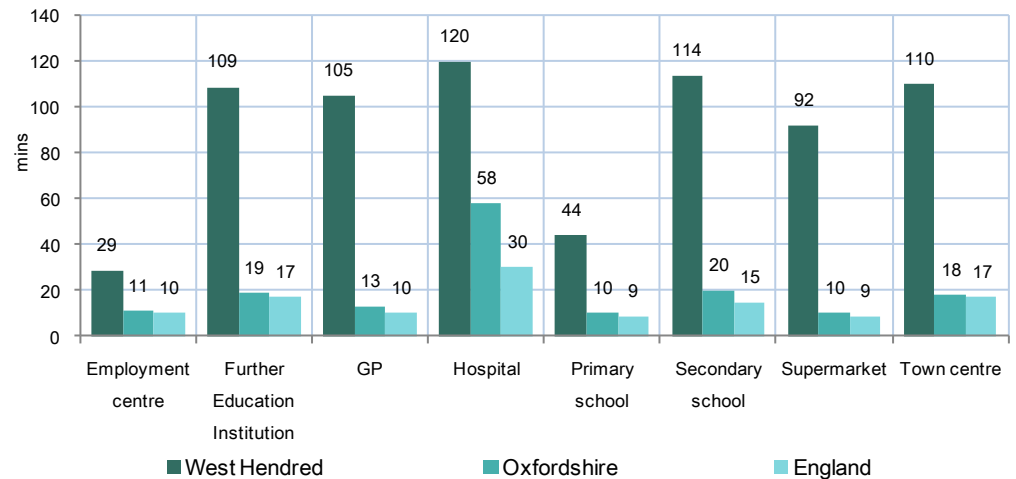
The bar chart on the right shows how travel times from the local area to particular services compare to the national average.

Where next?

Data on distance commuted by local residents to work is on the previous page, and distance to key services is in the next section on Services.

Average travel time to nearest hospital by public transport/walking	Average travel time to nearest supermarket by public transport/walking	Average travel time to nearest town centre by public transport/walking	People travelling to work by public transport
120	92	110	20
County average: 58 mins	County average: 10 mins	County average: 18 mins	7.5% (England = 11.0%)

Average travel time (mins) by walking or public transport to the nearest key service



Source: DfT 2011



What does a sustainable community look like?

Well served, with public, private, community & voluntary services that are appropriate to people's needs & accessible to all

What do sustainable communities offer?

- Well-performing local schools, further and higher education institutions, and other opportunities for lifelong learning;
- High quality local health care and social services, integrated where possible with other services;
- High quality services for families and children (including early years child care);
- Good range of affordable public, community, voluntary and private services (e.g. retail, fresh food, commercial, utilities, information and advice) which are accessible to the whole community;
- Service providers who think and act long-term and beyond their own immediate geographical and interest boundaries, and who involve users and local residents in shaping their policy and practice.

Using this report to explore data on local services in West Hendred

Sub heading	Indicators
How far away are key services?	Road distance to key services

What other information might be available?

- Many communities have carried out local surveys to highlight where people have difficulty using key services.
- More detailed information on rural Services data: Service locations are used to calculate numbers of households within distance of key service indicators, www.data4nr.net/resources/820.
- The Indices of Deprivation contains indicators measuring road distances to key services: primary school <http://www.data4nr.net/resources/1487/>; food shop <http://www.data4nr.net/resources/1485/>; GP <http://www.data4nr.net/resources/1486/>; Post Office <http://www.data4nr.net/resources/1484/>.



Access to services is a major factor in quality of life for people in rural communities, where services and amenities may be some distance away. This is especially likely to cause difficulties for people without cars or who are unable to drive, whose mobility is limited, and in areas where public transportation is poor.

Many rural communities have identified a lack of facilities and amenities as a priority locally. These facilities might include shops, post offices, pubs, leisure facilities, and meeting places for young people.

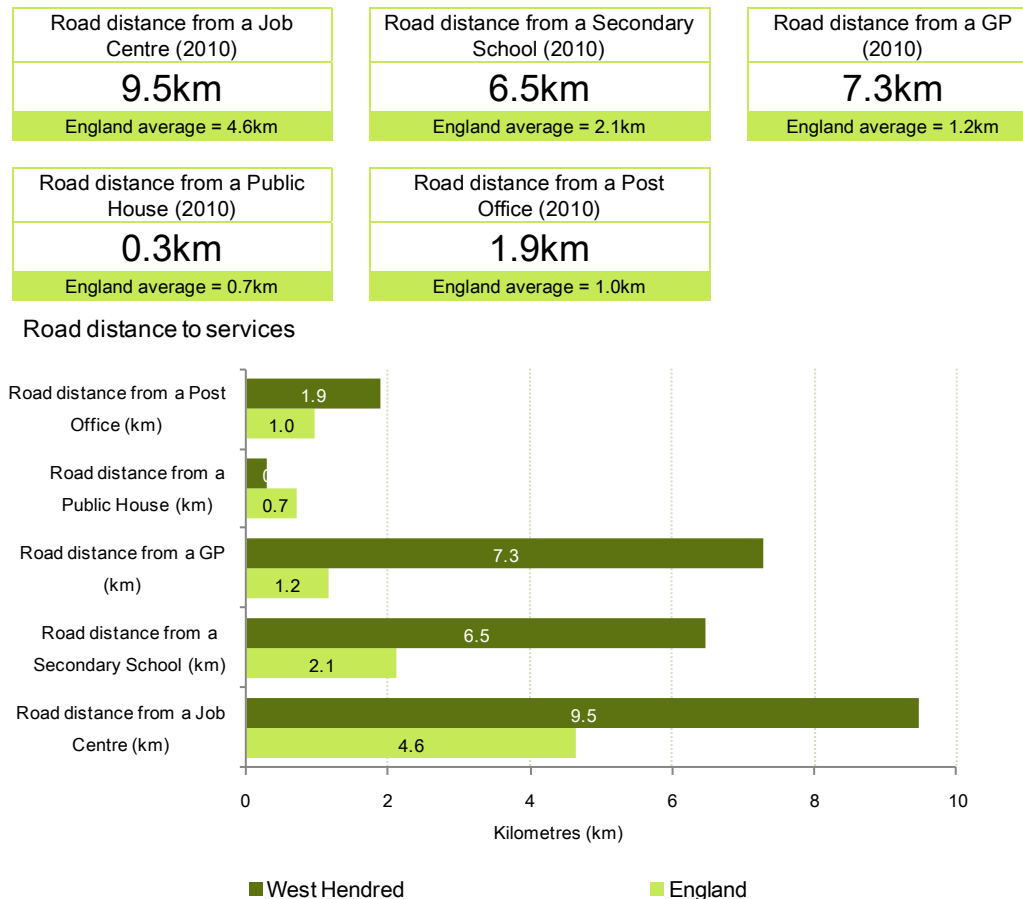
What information is shown here?

The data shown is taken from Commission for Rural Communities data on rural services, and shows average road distances from houses in the local area to a set of key services.

The bar chart on the right shows how the local area compares to the local authority and England averages in terms of road distances to these services.

Where next?

Data on distance commuted by local residents to work, and travel times to key services, are in the previous section on Transport & connectivity ([page 34](#)).



Source: Commission for Rural Communities 2010



What does a sustainable community look like?

Environmentally sensitive, providing places for people to live that are considerate of the environment

What do sustainable communities offer?

- Actively seek to minimise climate change, including through energy efficiency and the use of renewables;
- Protect the environment, by minimising pollution on land, in water and in the air;
- Minimise waste and dispose of it in accordance with current good practice;
- Make efficient use of natural resources, encouraging sustainable production and consumption;
- Protect and improve bio-diversity (e.g. wildlife habitats);
- Enable a lifestyle that minimises negative environmental impact and enhances positive impacts (e.g. by creating opportunities for walking and cycling, and reducing noise pollution and dependence on cars);
- Create cleaner, safer and greener neighbourhoods (e.g. by reducing litter and graffiti, and maintaining pleasant public spaces).

Using this report to explore Environmental data for West Hendred

Sub heading	Indicators
Quality of the local environment	Waste statistics, Population, Living Environment domain, CO2 emissions

What other information might be available?

- At local authority level there is data on the quality of green-space, parks, beaches and so on. More detailed small area data is available from DEFRA on indicators relating to air emissions and background concentrations of pollutants, e.g. nitrogen oxide at www.data4nr.net/resources/environment/503/.
- There is a lack of 'hard' data on climate change and other issues that might be identified as local priorities (although Local Authorities have been graded on their actions to mitigate climate change – www.data4nr.net/resources/environment/1246/).
- Many local areas have also carried out their own surveys to identify priorities for improving the local environment.



The local environment can play a major role in quality of life in rural communities, and conserving and improving the quality of the environment is a priority in many community plans. Concerns often relate to local issues such as physical environment, including fly tipping, graffiti etc, environmental sustainability, including recycling, renewable energy use, and the built environment, including the character of housing developments. Wider issues can also be raised, such as actions to tackle climate change.

What information is shown here?

There is a lack of good environmental data available for local communities; data collected at local authority level includes data shown for CO₂ emissions and recycling.

Population density is based on the local population size and geographical area. Figure 22 shows how the population density compares to the local authority and England.

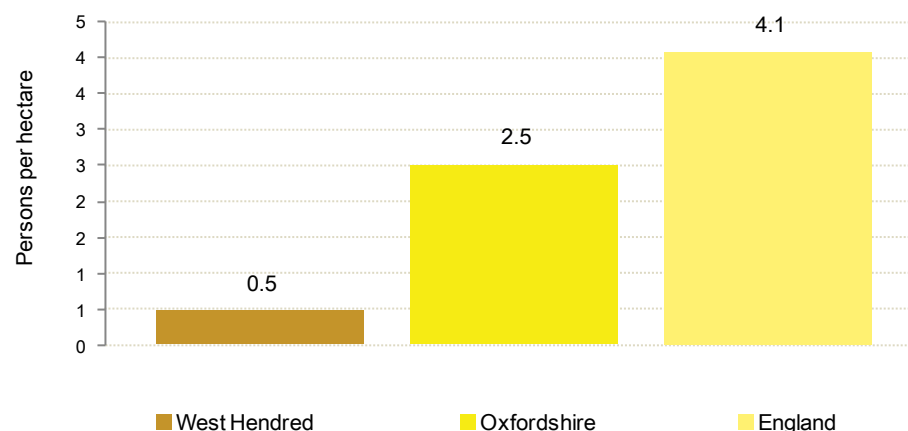
Data is also shown for the level of “outdoors environment deprivation” as measured in the Index of Multiple Deprivation (IMD) 2010. This is based on levels of air pollution, and road traffic accidents involving injury to pedestrians and/or cyclists. The data shows whether local areas are identified as having poor outdoors environment, based on the environment domain of the IMD 2010.

Where next?

See the Social and Cultural section at the beginning of this profile for information on population growth, migration and types of people living in the local community ([page 5](#)). Information on private and public transport is on [page 34](#) and data on fuel poverty and quality of local housing can be found from [page 28](#).

CO ₂ emissions (ktonnes - kt) per head	Household waste that is recycled or composted	Residual household waste per head
9.2Kt	36%	531Kg
Data shown is for Vale of White Horse (England = 6.7Kt)	Data shown is for Vale of White Horse (England = 35%)	Data shown is for Vale of White Horse (England = 618Kg)
Population density (people per hectare)	Number of people living in Living Environment deprivation 'hotspots'	
0.48	00	
England average = 4.1 persons per hectare.	No local areas are in the most deprived 20% in England on the ID 2010 Outdoors Living Environment domain	

Population density (persons per hectare)



Source: Waste statistics (DEFRA WasteDataFlow system, 2009), Population Density (Census 2011), Living Environment domain (Indices of Deprivation 2010, CLG) CO₂ emissions DEFRA 2008)



What does a sustainable community look like?

Well run, with effective and inclusive participation, representation and leadership

What do sustainable communities offer?

- Representative, accountable governance systems which both facilitate strategic, visionary leadership and enable inclusive, active and effective participation by individuals and organisations;
- Effective engagement with the community at neighbourhood level, including capacity building to develop the community's skills, knowledge and confidence;
- Strong, informed and effective partnerships that lead by example (e.g. government, business, community);
- A strong, inclusive, community and voluntary sector;
- A sense of civic values, responsibility and pride.

Using this report to explore data on Governance for West Hendred

Sub heading	Indicators
How engaged are people locally?	Place Survey governance questions, Active Charities

What other information might be available?

- Place Survey data may be available from your local authority, and provide more detailed measures of civic participation. Data from the electoral commission can also provide more information relating to voter participation in local, national and European elections (www.electoralcommission.org.uk/home).



A recent report by the Office for National Statistics found that over 50s are more likely to feel they belong to their communities than younger people and subsequently feel happier⁴. Community engagement across all groups within an area is therefore an important aspect of resident wellbeing, often even more so in rural areas due to the remote nature of many communities.

Some areas have found that the process of developing a community plan can help increase the engagement with people living and working locally; and other actions to improve engagement with particular local groups might also be seen as priorities for local community plans.

What information is shown here?

The data shown is from the national 'Place Survey', collected by all local authorities in 2008. Data is only published for the local authority area; however more detailed information may be available from local surveys.

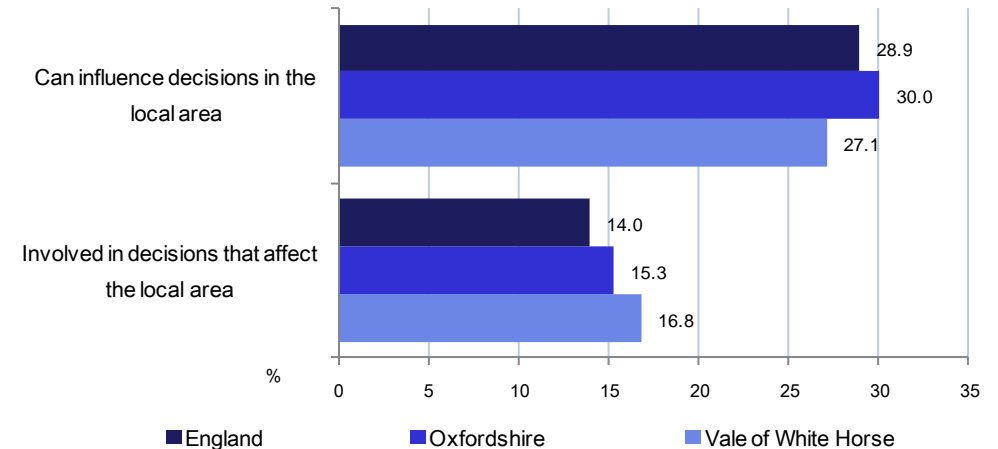
The chart on the right shows how your local authority compares with the national picture. Across England, nearly 30% of people asked felt they could influence local decisions, but less than half that number had actually participated in a group making such decisions in the past year.

Where next?

Information on the strength of the local neighbourhood and community safety can be found in the Social and Cultural section ([page 5](#)).

Adults who have participated in a group which makes decisions that affect their local area in the past year	People who feel they can influence decisions in their locality	Active charities
17%	27%	5.6 per 1,000 population
Data shown is for Vale of White Horse (England = 14%)	Data shown is for Vale of White Horse (England = 29%)	Data shown is for Vale of White Horse (England = 2.6 per 1,000)

Indicators of civic engagement



Source: Place Survey 2008, Active Charities (NCVO 2009)

⁴ <http://www.ons.gov.uk/ons/rel/wellbeing/measuring-national-well-being/older-people-s-neighbourhoods/art-older-people-s-neighbourhoods.html>

Indicator	West Hendred		Vale of White Horse	England
	N	Rate	Rate	Rate
All People (2011)	385			
Males (2011)	190	49.0	49.6	49.2
Females (2011)	195	51.0	50.4	50.8
Aged 0-15 (2011)	90	23.1	18.9	18.9
Working age (2011)	225	58.3	62.9	64.7
Aged 65+ (2011)	70	18.7	18.0	16.3
Dependency Ratio (2011)		0.7	0.6	0.6
Female, aged 0-4 (2011)	15	6.6	5.9	6.0
Female, aged 5-9 (2011)	15	8.1	5.5	5.4
Female, aged 10-14 (2011)	15	7.1	5.7	5.6
Female, aged 15-19 (2011)	15	7.1	5.5	6.1
Female, aged 20-24 (2011)	05	2.0	4.7	6.6
Female, aged 25-29 (2011)	05	3.6	5.6	6.8
Female, aged 30-34 (2011)	05	2.0	6.0	6.5
Female, aged 35-39 (2011)	15	7.1	6.6	6.6
Female, aged 40-44 (2011)	10	6.1	7.5	7.3
Female, aged 45-49 (2011)	15	6.6	7.8	7.3
Female, aged 50-54 (2011)	25	11.7	7.0	6.4
Female, aged 55-59 (2011)	15	7.6	6.2	5.6
Female, aged 60-64 (2011)	10	4.6	6.5	6.0
Female, aged 65-69 (2011)	10	5.6	5.3	4.8
Female, aged 70-74 (2011)	10	5.6	4.3	4.0
Female, aged 75-79 (2011)	10	4.1	3.7	3.4
Female, aged 80-84 (2011)	00	0.5	2.9	2.7
Female, aged 85-89 (2011)	05	2.5	2.0	1.9
Female, aged 90+ (2011)	05	1.5	1.3	1.1
Male, aged 0-4 (2011)	15	7.4	6.3	6.5
Male, aged 5-9 (2011)	15	6.9	5.7	5.8
Male, aged 10-14 (2011)	15	7.9	6.5	6.1
Male, aged 15-19 (2011)	05	2.6	6.8	6.6
Male, aged 20-24 (2011)	10	5.8	5.1	6.9
Male, aged 25-29 (2011)	05	3.7	5.9	7.0
Male, aged 30-34 (2011)	10	4.2	6.1	6.7
Male, aged 35-39 (2011)	10	4.8	6.5	6.8
Male, aged 40-44 (2011)	15	6.9	7.3	7.4
Male, aged 45-49 (2011)	15	7.9	7.7	7.4
Male, aged 50-54 (2011)	10	5.8	6.9	6.5
Male, aged 55-59 (2011)	20	11.6	6.1	5.7
Male, aged 60-64 (2011)	15	6.9	6.7	6.0
Male, aged 65-69 (2011)	15	8.5	5.1	4.7
Male, aged 70-74 (2011)	05	3.7	4.0	3.7
Male, aged 75-79 (2011)	05	1.6	3.3	2.9
Male, aged 80-84 (2011)	05	2.1	2.3	2.0
Male, aged 85-89 (2011)	00	1.1	1.31.3	1.1
Male, aged 90+ (2011)	00	0.5	0.5	0.4

Indicator	West Hendred		Vale of White Horse	England
	N	Rate	Rate	Rate
All households (2011)	140			
Pensioner households (2011)	35	25.0	22.7	20.7
Lone pensioner households (2011)	15	12.0	12.0	0.0
Student households (2011)	00	0.0	0.1	0.0
One person households (2011)	10	7.0	14.4	0.0
Married households (2011)	75	52.1	40.5	0.0
Cohabiting households (2011)	10	7.7	9.3	0.0
Other households (2011)	10	7.7	8.2	0.0
Households of one pensioner (as % of all pension households) (2011)	15	11.3	12.0	12.4
Lone-parent households (as % of households with dependent children) (2011)	05	2.1	4.8	7.1
Households of one pensioner (as % of all households) (2011)		48.5	53.0	59.6
Households of one lone-parent family (as % of all households) (2011)		6.7	16.4	24.5
White British (2011)	360	93.0	89.8	79.8
White (Non British) (2011)	25	6.2	5.1	5.7
Non-white (2011)	05	0.8	5.1	14.6
Mixed (2011)	00	0.5	1.3	2.3
Asian (2011)	00	0.3	2.4	7.8
Black (2011)	00	0.0	1.0	3.5
Arab (2011)	00	0.0	0.1	0.4
Other ethnic group (2011)	00	0.0	0.2	0.6
People born in England (2011)	350	90.4	85.4	83.5
People born in Scotland (2011)	05	1.0	2.0	1.3
People born in Wales (2011)	05	0.8	1.9	1.0
People born in Northern Ireland (2011)	00	0.0	0.5	0.4
People born in Republic of Ireland (2011)	00	0.3	0.6	0.8
People born in other EU countries (2011)	10	2.8	2.4	1.7
People born in other EU Accession countries (2011)	05	1.0	1.2	2.1
People born elsewhere (2011)	15	3.6	6.0	9.4
People who have moved address in the last year (2001)	40	10.1	12.8	12.2
Population turnover rate, total inflow (per 1,000 pop) (2009/10)		68	75	79
Inflow of people aged 1-14 (per 1,000 pop aged 1-14) (2009/10)		74	83	88
Inflow of people aged 15-24 (per 1,000 pop aged 15-24) (2009/10)		120	125	119
Inflow of people aged 25-44 (per 1,000 pop aged 25-44) (2009/10)		123	123	112
Inflow of people aged 45-64 (per 1,000 pop aged 45-64) (2009/10)		33	37	44
Inflow of people aged 65+ (per 1,000 pop aged 65+) (2009/10)		29	28	29
Population turnover rate, total outflow (per 1,000 pop) (2009/10)		66	74	79
Outflow of people aged 1-14 (per 1,000 pop aged 1-14) (2009/10)		61	77	88
Outflow of people aged 15-24 (per 1,000 pop aged 15-24) (2009/10)		171	143	125
Outflow of people aged 25-44 (per 1,000 pop aged 25-44) (2009/10)		98	114	111
Outflow of people aged 45-64 (per 1,000 pop aged 45-64) (2009/10)		35	38	45
Outflow of people aged 65+ (per 1,000 pop aged 65+) (2009/10)		34	28	31
National Insurance Number registrations of overseas nationals (2011/12)		0.4	0.8	1.6

Indicator	West Hendred		Vale of White Horse	England
	N	Rate	Rate	Rate
Index of Multiple Deprivation 2010, Population in Decile 1 (least deprived)	00	0.0	35.4	10.1
Index of Multiple Deprivation 2010, Population in Decile 2	00	0.0	20.6	10.1
Index of Multiple Deprivation 2010, Population in Decile 3	400	100.0	19.4	10.1
Index of Multiple Deprivation 2010, Population in Decile 4	00	0.0	7.8	10.0
Index of Multiple Deprivation 2010, Population in Decile 5	00	0.0	14.2	10.1
Index of Multiple Deprivation 2010, Population in Decile 6	00	0.0	1.3	10.0
Index of Multiple Deprivation 2010, Population in Decile 7	00	0.0	0.0	9.9
Index of Multiple Deprivation 2010, Population in Decile 8	00	0.0	0.0	9.9
Index of Multiple Deprivation 2010, Population in Decile 9	00	0.0	1.2	9.9
Index of Multiple Deprivation 2010, Population in Decile 10 (most deprived)	00	0.0	0.0	9.8
Working age DWP benefit claimants (Aug-2012)	10	4.0	7.1	14.0
Households deprived on four deprivation characteristics (2001)	00	0.0	0.2	0.5
Income Support (Aug-2012)	00	0.0	1.5	3.2
Housing Benefit and Council Tax Benefit Claimants (2005)	10	8.5	10.6	20.6
Children experiencing income deprivation (Economic Deprivation Index 2009)	00	0.0	7.9	20.3
All people experiencing income deprivation (Economic Deprivation Index 2009)	05	2.0	5.6	13.5
Pension Credit claimant (Aug-2012)	05	9.7	12.8	24.4
Households below 60% of the median income, after housing costs (2007/08)		12.1	13.7	21.5
Net weekly household income estimate after housing costs (£) (2007/08)		550	527	423
Total weekly household income estimate (£) (2007/08)		940	913	673
Children in lone parent families (2010)	05	5.3	16.1	27.9
Children in poverty (2010)	00	1.0	10.1	21.0
Children in out of work families (2011)	00	1.1	8.9	19.2
Average Point Score: Key Stage 1 pupils (score) (2011)		17.8	15.7	15.5
Average Point Score: Key Stage 2 pupils (score) (2011)		29.6	28.1	27.7
Average Point Score: GCSE pupils (score) (2011)		525.3	476.6	475.8

Indicator	West Hendred		Vale of White Horse	England
Attendance Allowance claimants (Aug-2012)	10	13.9	13.4	16.7
Disability Living Allowance claimants (Aug-2012)	05	1.3	2.9	5.1
Limiting-long-term illness aged (all ages) (2011)	55	14.2	14.2	17.6
Limiting-long-term illness aged 0-64 (2011)	15	6.7	8.7	12.8
Economically active (2011)	205	77.4	75.1	69.9
Economically inactive (2011)	60	22.6	24.9	30.1
Full-time employees (2011)	105	39.8	44.8	38.6
Part-time employees (2011)	35	13.9	14.3	13.7
Self-employed people (2011)	55	20.7	10.8	9.8
People working more than 49 hours (2011)	45	22.7	14.8	13.3
People employed in the public sector (2011)	45	21.2	31.1	28.2
People employed in the private sector (2011)	160	78.8	68.7	71.8
Jobseekers Allowance claimants (Feb-2013)	05	1.3	1.4	3.9
All people receiving 'out of work' benefits (Aug 2012)	05	2.7	4.6	9.8
Incapacity benefits claimants (Aug-2012)	05	2.2	3.2	6.1
People with no qualifications (2011)	55	18.8	16.7	22.5
People with Level 1 qualifications (2011)	20	7.5	11.8	13.3
People with Level 2 qualifications (2011)	30	10.2	14.6	15.2
People with Level 3 qualifications (2011)	45	15.0	11.5	12.4
People with Level 4+ (degree) qualifications (2011)	125	42.0	37.2	27.4
Employees by industrial sector: Agriculture, forestry & fishing (2011)	05	2.0	1.0	0.8
Employees by industrial sector: Mining & quarrying (2011)	00	0.5	0.2	0.2
Employees by industrial sector: Manufacturing (2011)	10	5.9	7.6	8.9
Employees by industrial sector: Electricity, gas, (2011)	00	0.5	0.7	0.6
Employees by industrial sector: Water supply; waste management (2011)	05	1.5	0.8	0.7
Employees by industrial sector: Construction (2011)	20	9.9	7.8	7.7
Employees by industrial sector: Reatil (2011)	15	6.9	13.7	15.9
Employees by industrial sector: Transport & storage (2011)	05	3.4	3.1	5.0
Employees by industrial sector: Accommodation & food service (2011)	05	3.0	4.0	5.6
Employees by industrial sector: Information & communication (2011)	15	6.9	6.4	4.1
Employees by industrial sector: Financial & insurance activities (2011)	05	3.0	2.1	4.4
Employees by industrial sector: Real estate activities (2011)	00	0.5	1.4	1.5
Employees by industrial sector: Professional, scientific & technical (2011)	35	17.2	11.0	6.7
Employees by industrial sector: Administrative & support service (2011)	15	6.9	4.2	4.9
Employees by industrial sector: Public administration & defence; (2011)	05	3.0	7.7	5.9
Employees by industrial sector: Education (2011)	25	12.3	13.7	9.9
Employees by industrial sector: Human health & social work activities (2011)	10	5.9	9.8	12.4
Employees by industrial sector: Other sectors (2011)	20	10.8	5.0	5.0

Indicator	West Hendred		Vale of White Horse	England
	N	Rate	Rate	Rate
Managers and senior officials (2011)	40	19.7	12.8	10.9
Professional occupations (2011)	50	24.1	23.2	17.5
Associate professional and technical occupations (2011)	25	13.3	14.2	12.8
Administrative and secretarial occupations (2011)	20	9.4	10.9	11.5
Skilled trades occupations (2011)	25	12.8	11.0	11.4
Personal service occupations (2011)	20	8.9	8.0	9.3
Sales and customer service occupations (2011)	10	3.9	6.2	8.4
Process; plant and machine operatives (2011)	05	3.4	5.3	7.2
Elementary occupations (2011)	10	4.4	8.5	11.1
Unemployment to 'Available Jobs' Ratio (Nov-12)		50.0	91.5	3.4
Detached housing (2011)	75	52.7	36.4	22.3
Semi-detached housing (2011)	45	30.8	30.3	30.7
Terraced housing (2011)	20	15.1	18.8	24.5
Purpose-built Flats (2011)	00	1.4	10.8	16.7
Flat in Converted or Shared House (2011)	00	0.0	1.8	4.3
Flat in Commercial Building (2011)	00	0.0	0.8	1.1
Caravan or other mobile or temporary home (2011)	00	0.0	1.1	0.4
Second homes (2011)	00	0.0	0.4	0.6
Owner occupied households (2011)	100	71.1	71.4	64.1
Households that are owner-occupied and owned outright (2011)	55	40.1	35.8	30.6
Households that are owner-occupied and owned with mortgage or loan (2011)	45	30.3	34.5	32.8
Households that are owner-occupied in shared ownership (2011)	00	0.7	1.0	0.8
Social rented households (2011)	15	12.0	13.3	17.7
Housing rented from Council (2011)	05	2.1	2.5	9.4
Housing rented from Housing Association or Social Landlord (2011)	15	9.9	10.8	8.3
Housing rented from private landlord or letting agency (2011)	15	12.0	11.0	15.4
Housing rented from other (2011)	05	2.8	2.7	1.4
Households living rent free (2011)	05	2.1	1.7	1.3
Dwellings in Council Tax Band A (2011)	05	4.3	3.0	24.8
Dwellings in Council Tax Band B (2011)	05	4.3	10.4	19.6
Dwellings in Council Tax Band C (2011)	35	22.1	29.7	21.8
Dwellings in Council Tax Band D (2011)	25	14.7	22.4	15.3
Dwellings in Council Tax Band E (2011)	35	20.2	17.0	9.4
Dwellings in Council Tax Band F (2011)	20	13.5	9.4	5.0
Dwellings in Council Tax Band G (2011)	30	17.2	7.4	3.5
Dwellings in Council Tax Band H (2011)	05	3.7	0.8	0.6
Median houseprice: Detached Houses (£) (2009)		395,000	310,233	320,268
Median houseprice: Flats (£) (2009)		92,000	155,480	131,110
Median houseprice: Semi-detached houses (£) (2009)		227,000	217,043	211,043
Median houseprice: Terraced (£) (2009)		172,000	192,773	174,653
Median houseprice to household earnings ratio (2008)		17.0	16.8	15.4
Houses lacking central heating (2011)	05	2.8	1.7	2.7
Overcrowded housing (2011)	00	1.4	4.9	8.7
Vacant household spaces (2011)	05	2.7	3.2	4.3
Households living in 'Fuel Poverty' (2011)	20	11.5	7.5	10.9

Indicator	West Hendred		Vale of White Horse	England
	N	Rate	Rate	Rate
Households with no cars or vans (2011)	10	5.6	13.1	25.8
Households with one car or van (2011)	45	30.3	40.4	42.2
Households with two cars or vans (2011)	55	40.1	34.7	24.7
Households with three cars or vans (2011)	25	16.2	8.4	5.5
Households with four or more cars or vans (2011)	10	7.7	3.4	1.9
People working from home (2011)	35	13.5	5.1	3.5
People travelling less than 2km to work (2001)	30	14.6	19.7	20.0
People travelling 2km to less than 5km to work (2001)	25	12.1	13.4	20.1
People travelling 5km to less than 10km to work (2001)	30	30	19.3	18.3
People travelling 10km to less than 20km to work (2001)	30	13.6	16.8	15.2
People travelling 20km to less than 30km to work (2001)	10	5.8	6.3	5.3
People travelling 30km to less than 40km to work (2001)	05	2.9	2.8	2.4
People travelling 40km to less than 60km to work (2001)	05	2.4	2.2	2.2
People travelling 60km and over to work (2001)	15	8.3	4.4	2.7
People working at an offshore installation (2001)	00	0.5	0.0	0.1
Travel time to nearest employment centre by car (mins) (2011)		5	5	5
Travel time to nearest employment centre by cycle (mins) (2011)		7	6	7
Travel time to employment centre by Public Transport/walk (mins) (2011)		29	12	10
Travel time to Further Education Institution by Public Transport/walk (2011)		109	22	17
Travel time to nearest GP by Public Transport/walk (mins) (2011)		105	17	10
Travel time to nearest Hospital by Public Transport/walk (mins) (2011)		120	99	30
Travel time to nearest primary school by Public Transport/walk (mins) (2011)		44	11	9
Travel time to secondary school by Public Transport/walk (mins) (2011)		114	31	15
Travel time to nearest supermarket by Public Transport/walk (mins) (2011)		92	12	9
Travel time to nearest town centre by Public Transport/walk (mins) (2011)		110	21	17
People travelling to work by public transport (2011)	20	7.5	6.0	11.0
Road distance from the nearest Job Centre (meters) (2010)		9,473	7,458	4,637
Road distance from the nearest Secondary School (meters) (2010)		6,472	3,240	2,124
Road distance from the nearest GP (meters) (2010)		7,296	2,399	1,154
Road distance from the nearest Pub (meters) (2010)		288	816	728
Road distance from the nearest Post Office (meters) (2010)		1,880	1,214	978
Population density (persons per hectare) (2011)		0.5	2.1	4.1
ID 2010 Outdoors Living Environment, Population in Decile 1 (least deprived)	00	0.0	17.1	10.6
ID 2010 Outdoors Living Environment, Population in Decile 2	00	0.0	15.5	10.1
ID 2010 Outdoors Living Environment, Population in Decile 3	400	100.0	21.5	9.9
ID 2010 Outdoors Living Environment, Population in Decile 4	00	17.4	17.4	9.8
ID 2010 Outdoors Living Environment, Population in Decile 5	00	0.0	12.8	9.8
ID 2010 Outdoors Living Environment, Population in Decile 6	00	0.0	3.5	9.8
ID 2010 Outdoors Living Environment, Population in Decile 7	00	0.0	9.7	9.8
ID 2010 Outdoors Living Environment, Population in Decile 8	00	0.0	2.5	9.9
ID 2010 Outdoors Living Environment, Population in Decile 9	00	0.0	0.0	10.0
ID 2010 Outdoors Living Environment, Population in Decile 10 (most deprived)	00	0.0	0.0	10.3
Overall pollution concentrations (score) (ID 2010)		0.7	0.8	1.0
Benzene concentrations (score) (ID 2010)		0.0	0.0	0.0
Nitrogen Dioxide concentrations (score) (ID 2010)		0.2	0.3	0.5
Particulates (PM10) concentrations (score) (ID 2010)		0.4	0.4	0.4

Sulphur Dioxide concentrations (score) (ID 2010)		0.0	0.0	0.1
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Parish/Urban area definitions

The Parish and urban area boundaries used in this report are defined using the ONS Census 2011 Geography lookup tables <http://www.ons.gov.uk/ons/guide-method/geography/products/census/lookup/index.html>. The ONS Geography lookup tables give information on the relationship between 2011 Output Areas and parish and urban area boundaries.

All parish and urban area boundaries are 'best-fitted' from Output Areas (see the paragraph below for definition of Output Areas) in line with the [Geography Policy for National Statistics](#). In other words, a parish or settlement is defined as being made up of one or more Output Areas – a best fit definition means that a whole Output Area is either in or out of a Parish/Urban area.

To create this profile report, OCSI have collected key socio-economic datasets for Output Areas in Britain. These estimates have then been aggregated to Parish and urban areas.

Census Output Areas

Census Output Areas (OAs) are a statistical geography created for the purpose of presenting Census and other neighbourhood statistics. All data presented within this report is based on OA boundaries aggregated to Parish/Urban area level.

Unlike wards, OAs are designed to produce areas of approximately equal population size, with the mean population of LSOAs being around 300 people. This standardised population size makes the OA geography well suited to identifying smaller pockets of deprivation that may be averaged out over large wards. From the 2011 Census, there are 171,372 OAs in England.

One of the main strengths of OAs is that they are relatively static over time (unlike wards, which change for electoral purposes). However, a small proportion of OAs have been changed in the 2011 Census to ensure consistent population size.

Data in this report

The analysis in this report uses data published for all small areas across the country, aggregated to parish and urban areas. There is a range of interesting data that is published for larger areas such as Local Authorities, regions, counties, or parliamentary constituencies but we cannot include this data in the reports as the data is not available for parishes. Additional detailed local datasets may be available from organisations such as the local authority.

The introduction pages to each of the sections outline in detail the indicators used in the reports.

Changes from the previous version of the place profile reports

There are several key changes from the previous place profile.

- 1. Up-to-date data.** The indicators in these reports are up-to-date as of May 2013. The most significant update from the previous release is the inclusion of Census 2011 data which was not available in the previous set of profile reports. As a result, the majority of indicators are now for 2011. Note that it is difficult to show change over time between the 2001 and 2011 Census because of boundary changes in parish and urban areas (see below).
- 2. New parish and urban area definitions.** The parish and urban area definitions are now based on 2011 ONS lookup tables, taking into account any changes in parish boundaries and urban settlements following house building and demolition, urban sprawl or changing political arrangements. In addition, some Output Areas (used to define parish and urban area boundaries) have changed between 2001 and 2011 leading to further changes to parish and urban areas.



About Action with Communities in Rural England (ACRE)

Action with Communities in Rural England is the national umbrella body for the 38 charitable local development agencies who make up the Rural Community Councils. Our vision is to champion vibrant, sustainable, inclusive and diverse rural communities by working in partnership with our members.

The Network

- employs approximately 1,000 staff with a variety of specialist skills
- engages in 1,300 different partnerships, including working with 58 different higher-tier local authorities
- has over 12,000 fee-paying members and
- reaches 40,000 grass roots contacts and organisations in the 11,000 rural communities across England.

Our members have years of experience in finding innovative solutions to the challenges facing rural communities. Advice and support is available on projects relating to housing; Neighbourhood and Community-Led Planning; transport, facilities and services; fuel poverty and energy generation; broadband; and community assets, such as village halls.

For more information, or to find out how to contact your local Rural Community Council member, please visit our website at www.acre.org.uk

About Oxfordshire Rural Community Council

As the county's leading rural charity, ORCC provides communities with practical support and advice on finding their own ways of dealing with the things that are important to them – whether it's the loss of local services or responding to climate change.

If you want to know more about us then visit our website www.oxonrcc.org.uk or phone us 01865 883488.

We're local and we're here to help!. <http://www.oxonrcc.org.uk/>

CLP DIARY OF ACTIVITIES

DATE	EVENT
18 JUL 11	Initial meeting with ORCC.
08 SEP 11	Attended Parish Council Meeting at which Robert Williamson (RW) volunteered to get the Parish Plan up and running
13 SEP 11	RW Chaired meeting at Moors House of the Village Plan Launch Committee and produced the minutes of the meeting
11 OCT 11	Chaired meeting at Moors House of the Village Plan Launch Committee and produced the minutes of the meeting
14 NOV 11	The Village Plan Launch event took place at the Village Hall. Attended by 80 People. The Chairman of the Parish Council, Julian Taylor introduced Anton Nath of ORCC who then took us through the standard ORCC Launch event. This included a Post – It sticker consultation exercise.
28 NOV 11	Meeting 1 of the Steering Committee.
04 JAN 12	Meeting 2 of the Steering Committee in the Village Hall.
26 JAN 12	Meeting 1 at 7.00 pm on 26 JAN 12 at Moors House of the joint sub-committees.
01 FEB 12	Meeting 1 of the Environment and Energy (EE) sub-committee (S-C) at 7.30 pm in Manor Farmhouse
13 FEB 12	Meeting 1 of Amenities Employment and Recreation (AER) S-C in Village Hall
15 FEB 12	Meeting 1 of Transport Policing and Security (TPS) S-C at Luke House.
16 FEB 12	Meeting 2 of the EE S-C at 7.30 pm in Manor Farmhouse
23 FEB 12	Meeting 2 of AER S-C in the Hare
24 FEB 12	Meeting 1 of the Housing and Planning (HP) S-C at Twilly Springs.
27 FEB 12	Meeting 3 of the Parish Plan (PP) Steering Committee in the Village Hall.

29 FEB 12	Meeting 2 of the TPS S-C at Luke House.
01 MAR 12	Meeting 1 with Kim Francis (KF) for funding
08 MAR 12	Meeting 2 at 7.00 pm at Moors House of the joint sub-committees. KF to join us at 8 p.m. to discuss funding
14 MAR 12	Meeting 3 of the EE S-C at 7.30 pm in Manor Farmhouse
19 MAR 12	Meeting 2 of the HP S-C at Furlong Cottage at 7.00 pm.
21 MAR 12	Meeting 3 of AER S-C in the Hare at 7.45 pm
26 MAR 12	Meeting 4 of the PP Steering Committee in the Village Hall
27 MAR 12	Meeting 3 of the TPS S-C at Luke House at 10.30 am.
03 APR 12	Meeting 4 of AER S-C in the Hare at 7.45 pm
11 APR 12	Meeting 3 at 7.00 pm at Moors House of the joint sub-committees.
16 APR 12	Meeting 3 of the HP S-C at Furlong Cottage at 7.00 pm.
17 APR 12	Meeting 4 of the TPS S-C at Luke House.
18 APR 12	Meeting 5 of the EE at 7.30 at The Manor
30 APR 12	Meeting 5 of the Steering Committee in the Village Hall
14 MAY 12	Rehearsal for the consultation event in Village Hall on 26 May at 7.15 pm
16 MAY 12	Meeting 6 of the EE S-C at Simon John's house
17 MAY 12	Meeting 5 of AER S-C in the Hare at 7.45 pm
26 MAY 12	Consultation Event 1 in Village Hall 11 a.m. – 1 p.m.

29 MAY 12	Meeting 5 of the TPS S-C at Luke House.
04 JUN 12	Consultation Event 2 as part of Diamond Jubilee celebrations
6 JUN 12	Meeting 4 of the HP S-C at Furlong Cottage at 7.00 pm
11 JUN 12	Meeting 5 of the Steering Committee in the Village Hall
12 JUN	Meeting 7 of the EE S-C at Hugh Rees' house
26 JUN 12	Meeting 6 of the TPS S-C at 10.20 at Luke House.
30 JUN 12	Consultation Event 2 as part of Summer Tea. Meet in VH at 1000 Hrs.
16 JUL 12	Meeting 6 of the Steering Committee in the Village Hall
24 JUL 12	Meeting 7 of the TPS S-C at 10.20 at Luke House.
01 AUG 12	Meeting 4 of the joint sub-committees at 7.00 pm at Moors House.
21 AUG 12	Meeting 1 of the Questionnaire Framework Team (QFT) at 10.00 am in Moors House
03 SEP 12	Meeting 7 of the PP Steering Committee at 7.30 pm in the Village Hall
12 SEP 12	Coffee morning social for retired/senior citizens 10.15 – 11.45 am in the Village Hall.
14 SEP 12	Drop in session for the young people 7.00 – 9.00 pm in the Village Hall.
19 SEP 12	Meeting 8 of the EE S-C
20 SEP 12	Meeting 2 of the QFT at 10.00 am in Moors House
25 SEP 12	Meeting 8 of the TPS S-C at 10.20 at Luke House.
26 SEP 12	Meeting 5 of the joint sub-committees at 7.00 pm at Moors House
01 NOV 12	Meeting 3 of the QFT at 10.00 am in Moors House

06 NOV 12	Meeting 4 of the QFT at 8.30 pm in Moors House
08 NOV 12	Meeting 5 of the QFT at 9.00 a.m. in Moors House
12 NOV 12	Meeting 8 of the PP Steering Committee at 7.30 pm in the Village Hall
20 NOV 12	Meeting 6 of the QFT at 7.30 pm at Moors House
10 DEC 12	Meeting 9 of the EE S-C at 7.30 in Manor Farmhouse
17 DEC 12	Meeting 6 of the joint sub-committees at 7.00 pm at Moors House
10 JAN 13	Meeting 7 of the QFT at 10.000 am at Moors House
21 FEB 13	Meeting 8 of the QFT at 10.000 am at Hill Farm
26 MAR 13	Meeting 9 of the TPS S-C at 10.20 at Luke House.
11 APR 13	Meeting 9 of the QFT at 10.000 am at Moors House
29 APR 13	Meeting 9 of the PP Steering Committee at 7.30 pm in the Village Hall
02 SEP 13	Meeting 10 of the PP Steering Committee at 7.30 in the Village Hall
25 SEP 13	Meeting 1 of the Questionnaire Delivery and Collection Committee (QDC) at 7.30 in the Village Hall
6 NOV 13	Meeting 2 of the QDC at 7.30 in the Village Hall
06 MAR 14	Meeting 1 of the Data Analysis Team (DAT) at 1000 at Moors House
24 APR 14	Meeting 2 of the DAT at 1000 at Moors House
15 MAY 14	Meeting 1 of the Final Statement Team (FST) at 0930 at Moors House
12 JUN 14	Meeting 2 of the FST at 1100 at Moors House
26 JUN 14	Meeting 3 of the FST at 1000 at Moors House together with sub-committees

30 JUL 14	Meeting 10 of the TPS S-C at 10.00 am at Luke House
22 JAN 15	Meeting 4 of the FST at 0900 at Hill Farm
10 FEB 15	Meeting 5 of the FST at 8.00 pm in the Village Hall together with sub-committee Chairs
17 MAR 15	Meeting 6 of the FST at 7.30 pm at Hill Farm



West Hendred & East Ginge

PARISH PLAN QUESTIONNAIRE



Your say in your future

The Government is very keen to involve local communities in local planning. Parishes that have a Parish Plan have this involvement. Those that do not will find it more difficult to express their views. So most parishes now have a Parish Plan. However our parish does not – yet! But we are working on it. And this is your chance to be involved.



The Parish Plan

West Hendred Parish Council began the development of our Parish Plan in November, 2011. Since then, some thirty people have spent a huge amount of their own time researching, thinking about and discussing the future of West Hendred and East Ginge. Their work has covered most aspects of village life: housing, traffic and transport, existing amenities (such as the church, the Village Hall), possible new amenities (allotments, a nature reserve?), the environment (from the appearance of the village to its use of renewable energy), security and policing. With the help of events at the Village Hall, extensive consultations have taken place to find out just what people want and do not want for the future of the villages and the parish as a whole.

The result of all this work is this questionnaire. It gives everyone in the parish a chance to say what we think. It has been designed to be as simple and quick to fill in as possible. And we want everyone to fill it in. There are a lot of changes suggested in it (some of which are already being considered by the County Council – alterations to the A417 junction, for instance). But to enter the new planning processes, they have to be adopted formally as Parish policies and argued through the various planning stages above us. The key purpose of the Questionnaire is to get community backing for this.

If we have a Parish Plan, then we can say to the Vale of White Horse District Council and Oxfordshire County Council: this is an accurate reflection of the prevailing views within our parish. Our Plan will then (and only then) be included in the consultation process for decisions by the District Council, County Council and other planning bodies.

If you do not fill in the questionnaire, then you lose this opportunity to help shape our future.

Some of the ideas included in it are relatively easy to implement, some will depend on funding or the help of others – landowners, for instance. It will not be possible to fulfil them all; but, if we know there is support for a particular proposal, it may be possible to accomplish it at some time in the future.

Need help?

If you need any help filling in the form, just ask your distributor:

Distributor's name:.....

Distributor's telephone number:.....

Email address:.....

Or, if you want further information on any of the subjects covered, you will find a lot of detail on the background of the questions on the Parish Plan website: www.westhendredgingepp.org

Your distributor will return to collect your completed questionnaire on about:.....



What happens next?

The completed returns will be analysed and the results used to draw up the Parish Plan itself. In conjunction with the Parish Council, the Parish Plan Steering Committee will develop a set of objectives and observations based on the views people have expressed. Their aim will be to select objectives that have a reasonable chance of being fulfilled either now or in the foreseeable future and to faithfully reflect the observations drawn from views expressed in the Questionnaire.

These objectives and observations will be incorporated in the Parish Plan statement which will set out the results of the questionnaire. An action plan based on the objectives will form part of the Parish Plan statement.

The Parish Council will then be responsible for implementation of the action plan and for use of the Parish Plan statement as a parish level source of planning guidance. Some objectives will be achieved in the near future using the Parish's own resources and people. Some will require the Parish Council to make the Vale of White Horse District Council and Oxfordshire County Council aware of our views and to take account of them in future planning decisions. Some may be longer term and only achievable when the necessary opportunities present themselves.

How to fill it in

Each person in your household should complete this questionnaire separately. There is enough space for five people to give their individual answers. If there are more than five people in your household, just ask for an additional form. Everyone in your household is invited to complete the questionnaire.

We would very much like children to answer any questions which they think are relevant to them (their views should be their own and not those of their parents!).

There is a separate column for each person to give their answer to every question. Each column is headed by a letter and each person completing the questionnaire should be allocated a letter and they should give their answer to each question in their column. We suggest you use a pencil if you can, so you can make any alterations you need to; but please make final submissions in ink.

Here is an example: Sue is allocated Person A (Column A) and will use this column throughout the questionnaire. Similarly, Steve is Person B and uses Column B, and Simon is Person C, using Column C.

QUESTION 68

What gender are you?

	Sue ↓ A	Steve ↓ B	Simon ↓ C	D	E
Male	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Female	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

In most cases, the questions ask you to tick the statement that best reflects your view. *You do not have to answer every question. If you have no view or do not wish to answer a question, you can just tick 'No opinion' or leave it blank.* Remember, if you need help, just contact your distributor.

Your responses will remain anonymous. The summary results of the survey will be made public but no personal views will be identifiable.

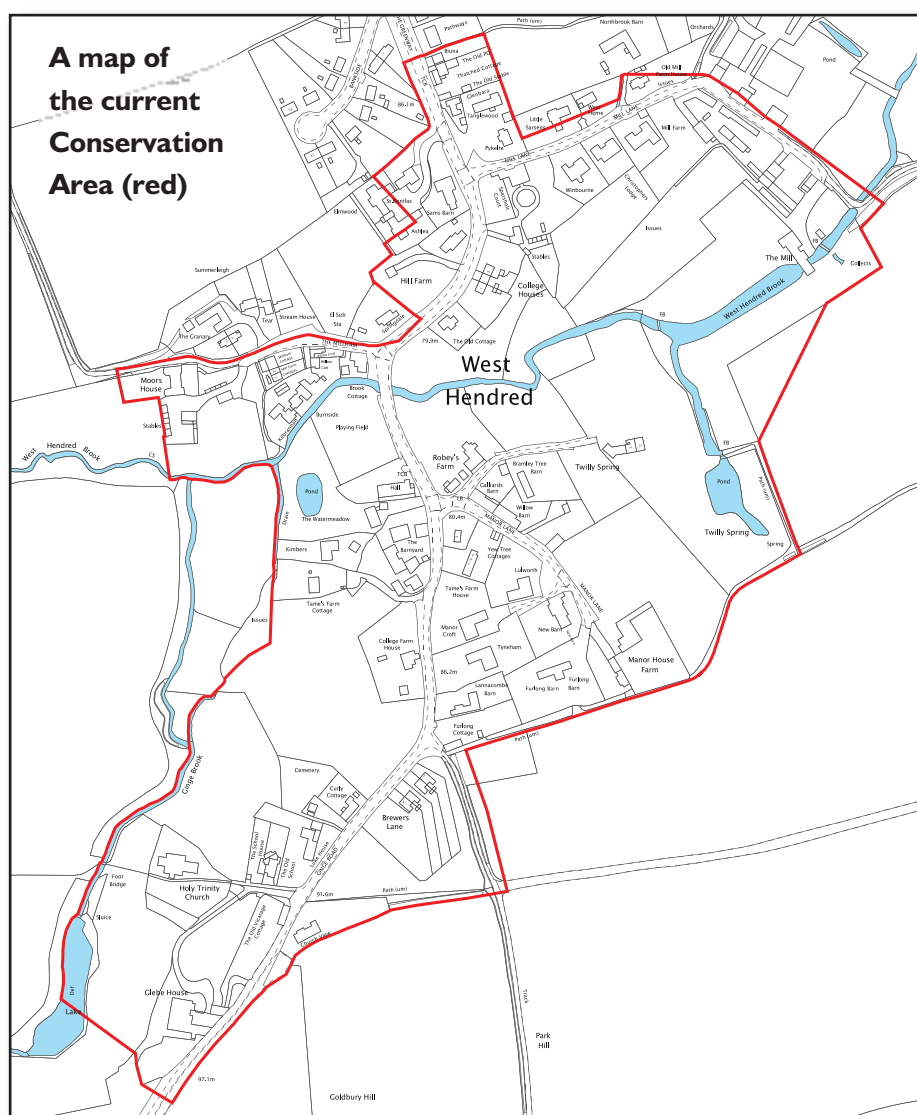
West Hendred & Ginge today and current planning controls

In March of this year, the Government's new planning policy, the National Planning Policy Framework (NPPF), came into effect. This aims to simplify the planning process and so increase the amount of 'sustainable' new housing being constructed.

The NPPF requires all local councils to produce a Core Strategy document describing its housing plans. The Vale of White Horse District Council published a draft of their Local Plan on 28th February 2013 but it is not expected to be formally adopted until 2014 at the earliest. The NPPF must be taken into account in the preparation of Local Plans and is a material consideration in planning decisions.

Apart from that part of the village north of the A417, the whole of West Hendred and Ginge are within the North Wessex Downs AONB (Area of Outstanding Natural Beauty). This gives the village considerable protection from unwanted development. Much of West Hendred is also within a Conservation Area. Special rules apply to any developments within this part of the village. New houses may be built but they are subject to certain guidelines. You can find out more about planning on the Vale of the White Horse website.

Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. However, as guidance, open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.





QUESTION 1

Tick the statement that you most agree with

Which of the following statements do you most agree with?

	A	B	C	D	E
Open spaces <u>are not</u> important to the character of West Hendred	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open spaces <u>are important</u> to the character of West Hendred and several need to be preserved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open spaces <u>are vital</u> to the character of West Hendred and all need to be preserved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

In 2011, 160 households in the parish paid Council Tax. The 2011 census showed 160 households within the parish: an increase of 15 new homes from the 2001 census, which showed 145 households within the parish. Of the 160 households, about 137 are privately owned, about 17 socially rented and about 6 'other' rented accommodation.

QUESTION 2

Tick the option that you most agree with

Which of the following do you most agree with?

	A	B	C	D	E
The number of houses being developed is too low	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The number of houses being developed is about right	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The number of houses being developed is too high	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 3

Would you support the building of new houses *outside* the existing built-up areas of the Parish (i.e. making the current housing area larger)?

Tick the statement that most supports your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 4

Would you support, in principle, the building of new homes in the Parish by 'in-filling' between existing houses?

Tick the statement that most supports your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 5

a) If new homes need to be built, what type of new houses do you think are needed?

Tick as many as you wish

	A	B	C	D	E
Privately Owned Homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social Rented Homes ¹	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared Ownership Homes ²	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If you ticked 'shared ownership housing', which of the following do you agree with?

Tick the one you support

	A	B	C	D	E
Shared ownership housing should be restricted to those currently living in the parish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared ownership housing should be restricted to those currently working in the parish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared ownership housing should be restricted to those with family connections to the parish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared ownership should be prioritised based on some or all of the above	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¹ Formerly known as 'Council Housing' - i.e. government subsidised housing.

² or 'Shared Ownership' - Houses are owned in part privately, and in part by government subsidised Housing Associations.



QUESTION 6

What would you expect your housing needs within the parish to be in....

*Tick the statement that most supports your view
Tick one option for each time frame*

5 years' time

	A	B	C	D	E
More private homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More social housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More shared ownership	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More housing for the elderly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More 'starter homes' for young people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No expected need	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10 years' time

	A	B	C	D	E
More private homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More social housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More shared ownership	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More housing for the elderly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More 'starter homes' for young people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No expected need	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

BUSINESS

QUESTION 7

Would you encourage the creation of new businesses in the Parish?

Please tick the statement that most represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 8

Would you approve of the conversion of derelict buildings in the Parish to commercial or light industrial use?

Please tick the statement that most represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 9

Would you approve of the conversion of unused buildings or brown-field sites in the Parish to commercial or light industrial use?

Please tick the statement that most represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

TRAVEL AND TRAFFIC

A417 Junction

Initial consultations have suggested that many people think that the A417/Greenway junction is dangerous. Children using the school buses are particularly vulnerable. Although other villages that straddle the A417 have a 30 mph limit, West Hendred does not. With the support of the Parish Council, the County Council has been asked to consider a 30 mph limit. There are also various other possible changes which might make the junction safer.

QUESTION 10

Do you think that the A417 is dangerous for children using school buses who have to cross the road?

Please tick the statement that most represents your view

	A	B	C	D	E
Very dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slightly dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 11

Do you think that the A417 is dangerous for adults who have to cross it?

Please tick the statement that most represents your view

	A	B	C	D	E
Very dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slightly dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 12

Are you concerned by the delay caused by cars queuing to turn onto the A417 from the Greenway?

Please tick the statement that most represents your view

	A	B	C	D	E
Very concerned	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slightly concerned	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not concerned	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 13

Do you think that the A417 junction is dangerous for cars turning right onto the A417 from the Greenway?

Please tick the statement that most represents your view

	A	B	C	D	E
Very dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 14

Do you think that the A417 junction is dangerous for cars turning left onto the A417 from the Greenway?

Please tick the statement that most represents your view

	A	B	C	D	E
Very dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 15

Do you think that the A417 junction is dangerous for cars travelling east towards Rowstock on the A417 and turning right into the Greenway?

Please tick the statement that most represents your view

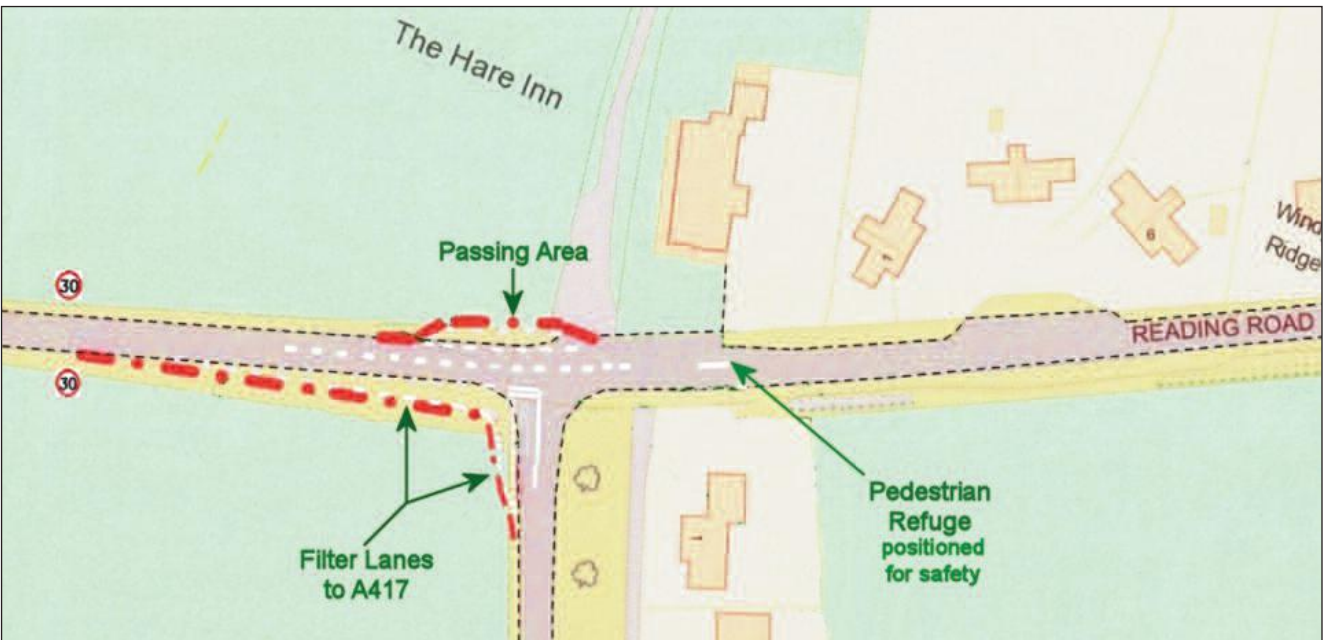
	A	B	C	D	E
Very dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not dangerous	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 16

A number of other options for the A417 junction have been proposed by residents (though we do not yet know whether they would be endorsed by the Council Highways Department).

Please tick those options which you support

	A	B	C	D	E
A 30 mph speed limit on the Greenway junction section of the A417.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A pedestrian refuge (traffic island) on the A417 adjacent to the bus stop.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A new passing lane for traffic going east towards Rowstock so that this traffic is not delayed by traffic turning right into the Greenway.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An additional filter lane at the top of the Greenway for traffic turning left so that this traffic is not delayed by traffic turning right	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>





Please add a comment in your allotted box if you wish.

A	
B	
C	
D	
E	

Buses

QUESTION 17

Please tick the box that best represents your usage

a) How often do you use the A417 bus service?

	A	B	C	D	E
Daily	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Monthly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Less than monthly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Tick the option(s) that best represents your need

b) When do you currently need a bus?

	A	B	C	D	E
Morning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Afternoon	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Evening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 18

Tick the option that best represents your view

Do you believe that the location of the bus stops either side of the road is safe?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 19

Should there be street lighting on the A417 to illuminate the bus stops?

Tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Traffic through the villages

Initial consultations suggest that there is concern about the danger to pedestrians, cyclists and drivers caused by the hazards along the road through West Hendred to Ginge.

One option is the implementation of the Government supported 'Quiet Lane' concept. Quiet Lanes are minor rural roads appropriate for shared use by walkers, cyclists and horse riders as well as vehicles.

There are three key elements to a Quiet Lanes scheme: community involvement to encourage a change in user behaviour; area-wide direction signing to discourage through traffic; and Quiet Lane entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane, a place where they may expect people to be using the whole of the road space for a range of activities.

Another suggestion (which could be part of the Quiet Lane scheme) is some form of voluntary speed limit within the village - which residents would undertake to adhere to themselves and encourage those visiting their houses to do likewise. Both suggestions are included in the questions below.

For more information: a Government leaflet on 'Quiet Lanes' and an outline of a voluntary code can be downloaded from the Parish Plan website (www.westhendredgingepp.org).

QUESTION 20

The current speed restrictions from the A417 to Ginge are 30 mph to Goldbury Hill and unrestricted thereafter.

Tick the option that best represents your view

Do you consider these appropriate?	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 21

Would you favour changing:

a) The current road signs and markings that warn of hazards?

Tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If 'yes' please state what changes you would like to see in your allotted row.

A	
B	
C	
D	
E	

Tick the option that best represents your view

b) Applying the Quiet Lane concept as described above?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Tick the option that best represents your view

c) Exploring a voluntary 20mph speed limit within West Hendred?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Rights of Way (bridleways and footpaths)

QUESTION 22

How often do you use the public Rights of Way around the parish?

Please tick the option that best represents your usage

	A	B	C	D	E
Weekly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fortnightly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Monthly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Occasionally	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 23

Is the current access to Ardington via the churchyard adequate for your needs, or those of your family if appropriate?

Tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please give details if you wish.

A	
B	
C	
D	
E	



QUESTION 24

Are you familiar with the footpaths and bridleways in the parish? (A map showing all Rights of Way can be seen on the Parish Plan website.)

Tick the option that best represents your view

	A	B	C	D	E
Very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fairly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not at all	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 25

Would you like a map of all footpaths, bridleways and byways to be available?

Tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 26

Are there any Public Rights of Way in the Parish which are in an unsatisfactory condition?

Tick the option that best represents your view

	A	B	C	D	E
Many of them	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Some of them	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If so, where?

A	
B	
C	
D	
E	



Cycling

The following questions are about residents cycling on existing paths within West Hendred perhaps as far as East Hendred or Ardington. Typically they would be young families or children going to school and they would be travelling at little faster than walking pace

Local cycling



QUESTION 27

Please tick the option that best represents your usage

a) Do you regularly ride a bicycle?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please tick the option that best represents your usage

b) Do you cycle within the village?

	A	B	C	D	E
Daily	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Occasionally	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

c) If you do cycle, to which local destinations would you like access?

A	
B	
C	
D	
E	



Tick the option that best represents your view

d) Would you cycle more often if there were better cycle routes in the Parish?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Tick the option that best represents your view

e) Would you support the creation of an off-road cycle route for families and children linking the villages of Ardington, West and East Hendred?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 28

Tick the option that best represents your view

a) Do you cycle more than a mile from West Hendred and Ginge?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) Please state if you have any suggestions for the improvement of the cycle routes that you use in and around the parish. Use your allotted row.

A	
B	
C	
D	
E	



AMENITIES

Communication

QUESTION 29

Please tick the option that best represents your view

a) Do you find the monthly newsletter useful and informative?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If you would like to suggest any changes, please do so here.

A	
B	
C	
D	
E	

Parish Website

The Parish Council has a legal obligation to provide certain information under the Freedom of Information Act and this is on the PC website. The Village Hall also has an existing website that covers a schedule of regular and one off events in the Village Hall.

QUESTION 30

Please tick all that apply to you

Do you visit any of these websites?

	A	B	C	D	E
Parish Council website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Village Hall website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Parish Plan website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



A website has been proposed by a number of people. This would be a communication facility for the villagers of West Hendred and Ginge providing information on:

- Village events for young and old, from concerts to parties
- Village organisations covering all ages (inc. Village Hall activities)
- Minutes and agendas for Parish Council meetings
- Business services in the village (plumbers, electricians, gardeners, cleaners, etc)
- Bus services, church services, library services, etc
- Swapping and recycling; maybe matchmaking
- History and geography of the village
- Footpaths, bridleways and cycle paths, etc

PLUS

A forum for questions, a blog for opinions and much more...

QUESTION 31

Do you think that a West Hendred and Ginge website of the kind described above would be a good idea?

Please tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If 'yes', please note your interest on the volunteering page at the end of the questionnaire.

QUESTION 32

Would you use the suggested website?

Please tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you would be interested in helping to run such a website please note your interest on the volunteering page at the end of this questionnaire.



Broadband

Super-fast fibre-optic broadband is not currently scheduled for connection in the parish.

QUESTION 33

Please tick the option that best represents your view

Would you pay more for faster broadband?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 34

Please tick the option that best represents your view

Are you happy with your current broadband speed?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 35

Please tick the option that best represents your view

Would you support a scheme to help get fast (fibre-optic) broadband in West Hendred?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 36

Please tick the option that applies to you

a) Do you currently have a broadband connection?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If 'No', are you planning to get broadband within the next 2 years?

Please tick the option that applies to you

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Fuel Schemes

QUESTION 37

Would you be interested in joining cooperative schemes to bulk buy any of the following?

Please tick the option(s) that best represents your view

Oil

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Propane

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Firewood

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you are interested in becoming involved with the bulk buying oil scheme, please note your interest on the last page of this questionnaire. For more information on the bulk buying oil scheme you can visit this website <http://www.oxonrcc.org.uk/home/bulk-oil-buying-scheme>

If mains gas were to be supplied to houses in the village, it would cost several thousand pounds to install, plus £750 per household connection charge and a minimum of 56 households will need to commit to it.

QUESTION 38

Would you be interested in signing up for a mains gas supply to those parts of West Hendred not yet connected, under such an agreement as stated above?

Please tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Yes, but this is too expensive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Yes, if my household were eligible for a fuel poverty grant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No, I don't want mains gas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



The Hare

Under the new Localism Act, greater powers have been given to local people. They will be able to nominate assets as an Asset of Community Value (e.g. shops, pubs, libraries etc.) that they feel are vital to their community, and have six months to raise the money to buy them should they come up for sale. If you would like more information please visit <http://www.whitehorsedc.gov.uk/services-and-advice/community-advice-and-support/assets-community-value>

QUESTION 39

Please tick the option that best represents your view

a) Is the Hare important to you as an amenity?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) Would you like to nominate the Hare as an Asset of Community Value?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The Church

QUESTION 40

Please tick the option that best represents you

How often do you visit the church? Please include any visit, not just church services

	A	B	C	D	E
Weekly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Monthly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Occasionally	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 41

Which of the following might encourage you to visit the church more often?

Please tick all that apply

	A	B	C	D	E
Clearer communication of events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More marked Christian calendar events other than Christmas, Easter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of the church for other non-religious events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If I understood more about church activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If there was a guided tour and presentation about the church	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you are interested in becoming involved with the Church activities or you would like to receive e-mails of up and coming events and festivals, please note your interest on the last page of this questionnaire.

The Village Hall

QUESTION 42

Please tick as appropriate

a) Would you like to see more events in the Village Hall?

	A	B	C	D	E
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) If yes, what kind of events would you like to see?

A	
B	
C	
D	
E	



QUESTION 43

Please tick the option that best represents your view

a) Do you think that there should be more fitness classes/sporting activities for all ages?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If yes, which fitness classes/sporting activities would you be interested in? (please state)

A	
B	
C	
D	
E	

QUESTION 44

Please tick the option that best represents your view

a) Do you think there should be more other classes in the village hall, such as adult learning, creative art, etc?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If yes, what sort of classes would you be interested in? (please state)

A	
B	
C	
D	
E	

If you are interested in becoming involved with the organisation of events/activities at the Village Hall, please note your interest on the last page of this questionnaire.



QUESTION 45

Please tick the option that best represents your view

Would you use a Wi-Fi facility in the village hall?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Recreation Ground

QUESTION 46

Please tick all those that are appropriate

a) Are you interested in adding more equipment to the recreation ground for older children and adults?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) Are you interested in the following pieces of play equipment that are for older children and adults being sited in the recreation ground?

	A	B	C	D	E
Outdoor fitness equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Climbing wall or block	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Turnfly or similar structure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aerial runway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
None of these	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Turnfly



Aerial runway



QUESTION 47

If you have any comments or suggestions about the use of the recreation ground, please note them here. Please use your allotted row.

A	
B	
C	
D	
E	

Help for senior, ill or disabled residents in the Parish

QUESTION 48

Do you need help from within the community with any of the following?

Please tick all those that are appropriate

	A	B	C	D	E
Help with my shopping (e.g. groceries, prescriptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport by car (doctor, day centre, friends)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Household tasks (cleaning, repairs, gardening)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dealing with information, filling forms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Somebody to talk to, check up on me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Using a computer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any other suggestions, please note them here

A	
B	
C	
D	
E	



QUESTION 49

Please tick the option that best represents your view

a) Do you consider that there are sufficient amenities/facilities in the Parish for senior, ill or disabled residents?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) If No, please say what other amenities or facilities you think should be available.

A	
B	
C	
D	
E	

Offering a little support to some of the frail and elderly residents in the village can help people to feel less lonely and isolated. It can also offer reassurance to other family members who may live some distance away as well as fostering a sense of community spirit.

If you are interested in becoming involved in the support of people within the Parish, please note your interest on the last page of this questionnaire.

QUESTION 50

Please tick the option that best represents your view

Are you concerned about on-road car parking in West Hendred?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Visitors to West Hendred and Ginge

QUESTION 51

Please tick the option that best represents your view

Would you welcome attempts to attract more visitors to the village (for example walking tours around the village)?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 52

Please tick the option that best represents your view

Would you support the installation of a printed village map and information board for visitors?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

ENVIRONMENT

Appearance of West Hendred and Ginge

Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. However, as guidance, open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.

QUESTION 53

Please tick the option that best represents your view

a) Do you value the open green spaces within West Hendred as part of the village environment?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Please tick the option that best represents your view

b) Do you value the open green spaces in the rest of the Parish as part of the Parish environment?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 54

Please tick the option that best represents your view

Would West Hendred gain or lose from the installation of street lighting?

	A	B	C	D	E
Gain	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lose	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 55

Please indicate your view in your allotted row

Do you think that any of the following are a problem in the parish?

	A	B	C	D	E
Litter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agricultural waste (straw, manure, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unmaintained ditches and drains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overgrown hedges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Damaged verges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Dogs

QUESTION 56

Please tick the option that best represents your view

Do you think that dog fouling is a problem in the Parish?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 57

The Parish Council have applied for two dog bins to be sited within the Parish.

Please tick the option that best represents your view

Do you support this plan?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Improving the natural environment

QUESTION 58

How important do you think it is to encourage the following within the parish?

Please indicate your view by ticking the option that best supports your view

a) The creation of pockets of wildlife habitat

	A	B	C	D	E
Very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

b) Boxes for bats and/or birds

	A	B	C	D	E
Very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

c) Planting of native trees and hedging

	A	B	C	D	E
Very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Moderately	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not very	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 59

Tick all that appeal to you

Which of the following community projects appeal to you?

	A	B	C	D	E
Orchard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Village pond	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife meadow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public access to the brook in West Hendred	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Woodland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nature Reserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allotments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land for cycle dirt tracks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A traditional style firewood copse for Parish use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental factors impacting on the parish

QUESTION 60

Please tick the option that best represents your view

a) Has your property suffered from flooding in the last ten years?

	A	B	C	D	E
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Are you concerned about the periodic low levels of water in Ginge Brook and the springs?

	A	B	C	D	E
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No opinion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



QUESTION 61

Please state any pests (plants or animals) you would like to see controlled in the parish.

A	
B	
C	
D	
E	

QUESTION 62

Are you concerned about the effect of traffic noise on the environment of West Hendred?

Please indicate your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 63

Would you like to know about how renewable energy could be generated within the Parish and how to save energy?

Please tick the option that best represents your view

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you would to know more please register your interest at the end of the questionnaire.

Policing and Security

QUESTION 64

Are you aware of the West Hendred Neighbourhood Watch scheme?

Please tick as appropriate

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



QUESTION 65

Please tick as appropriate

Do you know who your local Neighbourhood Watch coordinator is?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you are interested in becoming involved with the local Neighbourhood Watch Scheme, please note your interest on the last page of this questionnaire.

QUESTION 66

Please tick as appropriate

Are you concerned by the number of door-to-door traders and other unsolicited callers?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

QUESTION 67

Please tick the option that best represents your view

Do you think West Hendred should become a ‘No Cold Calling’ village with signs at the entrance to the village?

	A	B	C	D	E
Yes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No opinion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Demographics can be important when it comes to applying for funding for specific projects, it would be a great help if you could provide the following details.

QUESTION 68

Tick the option that represents you

What is your gender?

	A	B	C	D	E
Male	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Female	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Tick the option that represents you

What is your age?

	A	B	C	D	E
0-10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11-20	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
21-30	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
31-40	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
41-50	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
51-60	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
61-70	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
70+	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

OTHER

If you have any thoughts or ideas that have not been covered, please note them below.



YOUR PARISH NEEDS YOU!

A lot of work has been required to get the Parish Plan this far. Even more will be required to implement it. This means that we need the help of as many people as possible in the Parish. If everyone relies on someone else to do this work, it will not get done. We need YOUR help.

Please volunteer to give whatever help you can.

Detach this form from your questionnaire to ensure that your questionnaire answers remain anonymous. Then give it to your distributor or deliver it to Hill Farm.

Please tick the option(s) that apply to you;

- ☐ I would be interested in assisting in the running of the bulk oil/gas/wood scheme
- ☐ I would be able to help with the creation and running of a village website
- ☐ I would be interested in organising or helping to run some events in the Village Hall
- ☐ I would like to receive emails on Church services and major festivals
- ☐ I would be interested in helping to run some church activities
- ☐ I would be interested in becoming involved in Neighbourhood Watch
- ☐ I would be interested in helping people in the village with some of the needs that may be identified in this questionnaire
- ☐ I would like more information about renewable energy

Anything "other" you would like to do but we haven't mentioned? Note it here!

Your name:.....

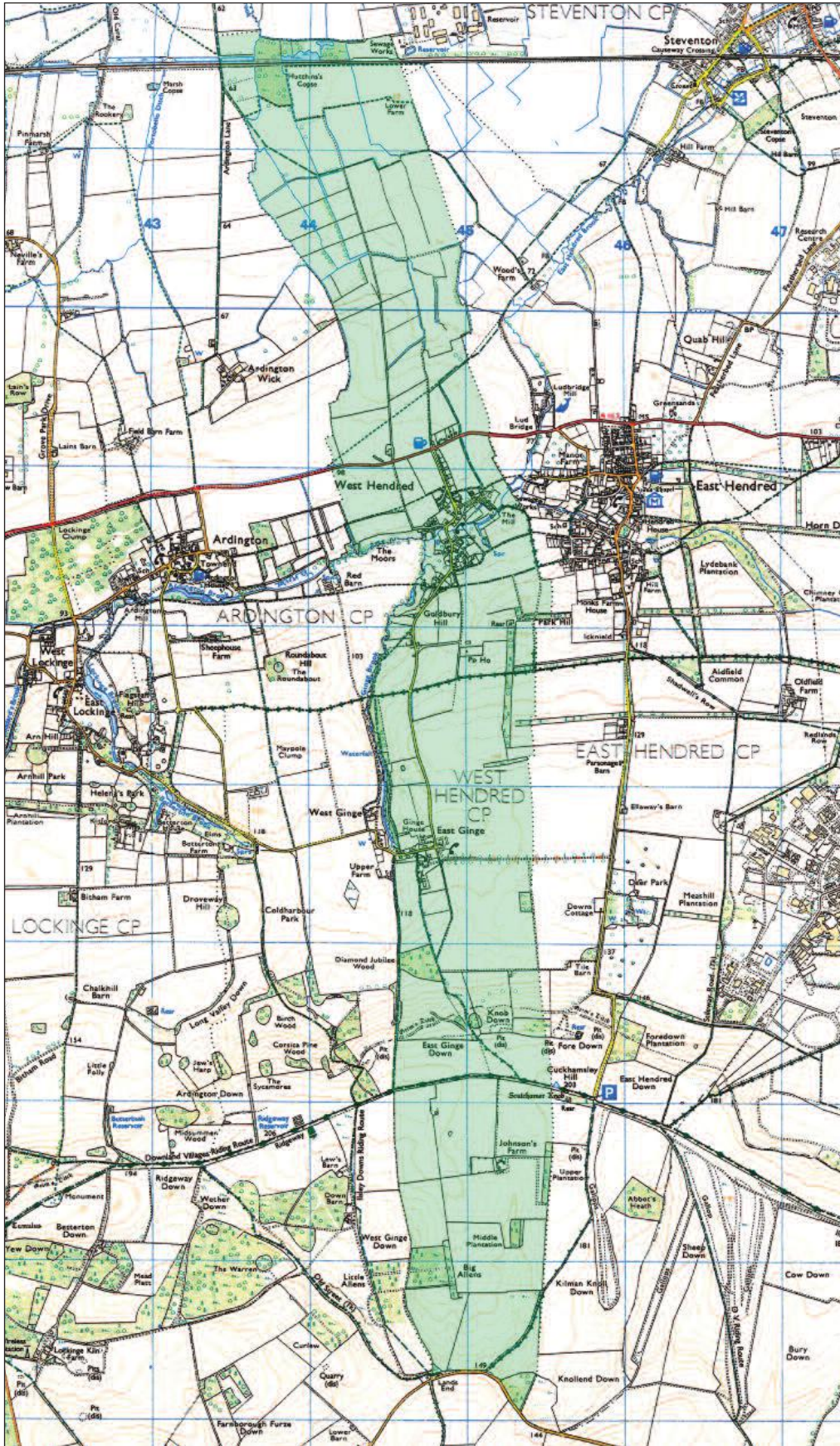
Address:.....

..... Postcode:.....

Telephone number:..... Email address:.....

THANK YOU!

West Hendred & East Ginge Parish Boundary





West Hendred & East Ginge

PARISH PLAN QUESTIONNAIRE ANALYSIS





HOUSING AND DEVELOPMENT

West Hendred & Ginge today and current planning controls

QUESTION 1

Which of the following statements do you most agree with?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Open spaces <u>are not</u> important to the character of West Hendred	2	1	1
Open spaces <u>are important</u> to the character of West Hendred and several need to be preserved	84	31	30
Open spaces <u>are vital</u> to the character of West Hendred and all need to be preserved	187	68	66
No opinion	0	0	0

QUESTION 2

Which of the following do you most agree with?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
The number of houses being developed is too low	24	9	9
The number of houses being developed is about right	178	67	63
The number of houses being developed is too high	49	18	17
No opinion	16	6	6

QUESTION 3

Would you support the building of new houses *outside* the existing built-up areas of the Parish (i.e. making the current housing area larger)?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	65	24	23
No	178	66	63
No opinion	27	10	10



QUESTION 4

Would you support, in principle, the building of new homes in the Parish by 'in-filling' between existing houses?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	116	43	41
No	135	50	48
No opinion	17	6	6

QUESTION 5

a) If new homes need to be built, what type of new houses do you think are needed?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Privately Owned Homes	190	100	67
Social Rented Homes ¹	68	100	24
Shared Ownership Homes ²	114	100	40

b) If you ticked 'shared ownership housing', which of the following do you agree with?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Shared ownership housing should be restricted to those currently living in the parish	4	3	1
Shared ownership housing should be restricted to those currently working in the parish	6	5	2
Shared ownership housing should be restricted to those with family connections to the parish	13	10	5
Shared ownership should be prioritised based on some or all of the above	93	72	33
No opinion	13	10	5

¹ Formerly known as 'Council Housing' - i.e. government subsidised housing.

² or 'Shared Ownership' - Houses are owned in part privately, and in part by government subsidised Housing Associations.



QUESTION 6

What would you expect your housing needs within the parish to be in....

5 years' time

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
More private homes	37	14	13
More social housing	7	3	2
More shared ownership	11	4	4
More housing for the elderly	17	6	6
More 'starter homes' for young people	73	28	26
No expected need	118	45	42

10 years' time

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
More private homes	43	17	15
More social housing	9	3	3
More shared ownership	13	5	5
More housing for the elderly	37	14	13
More 'starter homes' for young people	50	19	18
No expected need	106	41	38

BUSINESS

QUESTION 7

Would you encourage the creation of new businesses in the Parish?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	189	71	67
No	53	20	19
No opinion	24	9	9



QUESTION 8

Would you approve of the conversion of derelict buildings in the Parish to commercial or light industrial use?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	191	72	68
No	50	19	18
No opinion	25	9	9

QUESTION 9

Would you approve of the conversion of unused buildings or brown-field sites in the Parish to commercial or light industrial use?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	169	64	60
No	73	28	26
No opinion	22	8	8

TRAVEL AND TRAFFIC

A417 Junction

QUESTION 10

Do you think that the A417 is dangerous for children using school buses who have to cross the road?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very dangerous	198	72	70
Slightly dangerous	65	24	23
Not dangerous	6	2	2
No opinion	5	2	2



QUESTION 11

Do you think that the A417 is dangerous for adults who have to cross it?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very dangerous	141	52	50
Slightly dangerous	108	40	38
Not dangerous	22	8	8
No opinion	2	1	1

QUESTION 12

Are you concerned by the delay caused by cars queuing to turn onto the A417 from the Greenway?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very concerned	118	44	42
Slightly concerned	84	31	30
Not concerned	59	22	21
No opinion	8	3	3

QUESTION 13

Do you think that the A417 junction is dangerous for cars turning right onto the A417 from the Greenway?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very dangerous	112	41	40
Moderately dangerous	117	43	41
Not dangerous	37	14	13
No opinion	4	1	1

QUESTION 14

Do you think that the A417 junction is dangerous for cars turning left onto the A417 from the Greenway?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very dangerous	41	15	15
Moderately dangerous	109	40	39
Not dangerous	113	42	40
No opinion	7	3	2



QUESTION 15

Do you think that the A417 junction is dangerous for cars travelling east towards Rowstock on the A417 and turning right into the Greenway?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very dangerous	65	24	23
Moderately dangerous	117	43	41
Not dangerous	82	30	29
No opinion	6	2	2

QUESTION 16

A number of other options for the A417 junction have been proposed by residents (though we do not yet know whether they would be endorsed by the Council Highways Department).

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
A 30 mph speed limit on the Greenway junction section of the A417.	180	100	64
A pedestrian refuge (traffic island) on the A417 adjacent to the bus stop.	136	100	48
A new passing lane for traffic going east towards Rowstock so that this traffic is not delayed by traffic turning right into the Greenway.	95	100	34
An additional filter lane at the top of the Greenway for traffic turning left so that this traffic is not delayed by traffic turning right	140	100	50

Buses

QUESTION 17

a) How often do you use the A417 bus service?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Daily	11	4	4
Weekly	12	4	4
Monthly	16	6	6
Less than monthly	43	16	15
Never	190	70	67



b) When do you currently need a bus?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Morning	49	100	17
Afternoon	30	100	11
Evening	24	100	9
Never	202	100	72

QUESTION 18

Do you believe that the location of the bus stops either side of the road is safe?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	87	33	31
No	131	49	46
No opinion	49	18	17

QUESTION 19

Should there be street lighting on the A417 to illuminate the bus stops?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	149	55	53
No	76	28	27
No opinion	46	17	16

Traffic through the villages

QUESTION 20

The current speed restrictions from the A417 to Ginge are 30 mph to Goldbury Hill and unrestricted thereafter.

Do you consider these appropriate?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	139	52	49
No	111	42	39
No opinion	17	6	6



QUESTION 21

Would you favour changing:

a) The current road signs and markings that warn of hazards?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	86	33	30
No	109	42	39
No opinion	65	25	23

b) Applying the Quiet Lane concept as described above?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	144	55	51
No	67	26	24
No opinion	51	19	18

c) Exploring a voluntary 20mph speed limit within West Hendred?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	162	60	57
No	80	30	28
No opinion	26	10	9



Rights of Way (bridleways and footpaths)

QUESTION 22

How often do you use the public Rights of Way around the parish?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Weekly	162	59	57
Fortnightly	21	8	7
Monthly	21	8	7
Occasionally	56	21	20
Never	13	5	5

QUESTION 23

Is the current access to Ardington via the churchyard adequate for your needs, or those of your family if appropriate?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	125	46	44
No	116	43	41
No opinion	28	10	10

QUESTION 24

Are you familiar with the footpaths and bridleways in the parish? (A map showing all Rights of Way can be seen on the Parish Plan website.)

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very	133	49	47
Fairly	127	47	45
Not at all	13	5	5



QUESTION 25

Would you like a map of all footpaths, bridleways and byways to be available?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	210	78	74
No	27	10	10
No opinion	33	12	12

QUESTION 26

Are there any Public Rights of Way in the Parish which are in an unsatisfactory condition?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Many of them	18	7	6
Some of them	140	58	50
No	85	35	30

Local cycling

QUESTION 27

a) Do you regularly ride a bicycle?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	106	39	38
No	164	61	58

b) Do you cycle within the village?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Daily	31	12	11
Weekly	31	12	11
Occasionally	101	39	36
Never	99	38	35



d) Would you cycle more often if there were better cycle routes in the Parish?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	131	49	46
No	102	38	36
No opinion	34	13	12

e) Would you support the creation of an off-road cycle route for families and children linking the villages of Ardington, West and East Hendred?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	228	84	81
No	22	8	8
No opinion	22	8	8

QUESTION 28

a) Do you cycle more than a mile from West Hendred and Ginge?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	112	42	40
No	154	58	55

AMENITIES

Communication

QUESTION 29

a) Do you find the monthly newsletter useful and informative?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	211	81	75
No	14	5	5
No opinion	36	14	13



Parish Website

QUESTION 30

Do you visit any of these websites?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Parish Council website	57	100	20
The Village Hall website	53	100	19
The Parish Plan website	36	100	13

QUESTION 31

Do you think that a West Hendred and Ginge website of the kind described above would be a good idea?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	189	75	67
No	16	6	6
No opinion	48	19	17

QUESTION 32

Would you use the suggested website?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	172	68	61
No	39	15	14
No opinion	43	17	15



Broadband

QUESTION 33

Would you pay more for faster broadband?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	141	54	50
No	94	36	33
No opinion	27	10	10

QUESTION 34

Are you happy with your current broadband speed?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	82	32	29
No	153	59	54
No opinion	24	9	9

QUESTION 35

Would you support a scheme to help get fast (fibre-optic) broadband in West Hendred?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	199	77	71
No	153	8	7
No opinion	24	15	14

QUESTION 36

a) Do you currently have a broadband connection?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	225	97	90
No	7	3	2

b) If 'No', are you planning to get broadband within the next 2 years?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	0	0	0
No	6	100	2



Fuel Schemes

QUESTION 37

Would you be interested in joining cooperative schemes to bulk buy any of the following?

Oil	No. of respondents	% of respondents	% of all respondents
Yes	50	20	18
No	194	80	69

Propane	No. of respondents	% of respondents	% of all respondents
Yes	22	9	8
No	210	91	74

Firewood	No. of respondents	% of respondents	% of all respondents
Yes	80	9	28
No	162	91	57

QUESTION 38

Would you be interested in signing up for a mains gas supply to those parts of West Hendred not yet connected, under such an agreement as stated above?

	No. of respondents	% of respondents	% of all respondents
Yes	41	25	15
Yes, but this is too expensive	39	24	14
Yes, if my household were eligible for a fuel poverty grant	9	5	3
No, I don't want mains gas	75	46	27



The Hare

QUESTION 39

a) Is the Hare important to you as an amenity?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	137	52	49
No	81	31	29
No opinion	43	16	15

b) Would you like to nominate the Hare as an Asset of Community Value?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	124	48	44
No	81	31	29
No opinion	54	21	19

The Church

QUESTION 40

How often do you visit the church? Please include any visit, not just church services

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Weekly	15	6	5
Monthly	23	9	8
Occasionally	158	59	56
Never	70	26	25



QUESTION 41

Which of the following might encourage you to visit the church more often?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Clearer communication of events	22	100	8
More marked Christian calendar events other than Christmas, Easter	15	100	5
Use of the church for other non-religious events	94	100	33
If I understood more about church activities	19	100	7
If there was a guided tour and presentation about the church	30	100	11

The Village Hall

QUESTION 42

a) Would you like to see more events in the Village Hall?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	130	51	46
No	20	8	7
No opinion	107	42	38

QUESTION 43

a) Do you think that there should be more fitness classes/ sporting activities for all ages?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	128	50	45
No	23	9	8
No opinion	107	41	38



QUESTION 44

a) Do you think there should be more other classes in the village hall, such as adult learning, creative art, etc?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	143	57	51
No	14	6	5
No opinion	96	38	34

QUESTION 45

Would you use a Wi-Fi facility in the village hall?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	71	28	25
No	129	50	46
No opinion	56	22	40

Recreation Ground

QUESTION 46

a) Are you interested in adding more equipment to the recreation ground for older children and adults?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	133	51	47
No	69	26	24
No opinion	61	23	22



b) Are you interested in the following pieces of play equipment that are for older children and adults being sited in the recreation ground?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Outdoor fitness equipment	107	100	38
Climbing wall or block	107	100	38
Turnfly or similar structure	87	100	31
Aerial runway	120	100	43
None of these	69	100	24

Help for senior, ill or disabled residents in the Parish

QUESTION 48

Do you need help from within the community with any of the following?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Help with my shopping (e.g. groceries, prescriptions)	8	100	3
Transport by car (doctor, day centre, friends)	10	100	4
Household tasks (cleaning, repairs, gardening)	9	100	3
Dealing with information, filling forms	4	100	1
Somebody to talk to, check up on me	8	100	3
Using a computer	4	100	1

QUESTION 49

a) Do you consider that there are sufficient amenities/facilities in the Parish for senior, ill or disabled residents?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	20	8	7
No	77	32	27
No opinion	142	59	50



QUESTION 50

Are you concerned about on-road car parking in West Hendred?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	112	44	40
No	113	44	40
No opinion	31	12	11

Visitors to West Hendred and Ginge

QUESTION 51

Would you welcome attempts to attract more visitors to the village (for example walking tours around the village)?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	69	27	24
No	108	42	38
No opinion	78	31	28

QUESTION 52

Would you support the installation of a printed village map and information board for visitors?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	176	69	62
No	49	19	17
No opinion	30	12	11

ENVIRONMENT

Appearance of West Hendred and Ginge

QUESTION 53

a) Do you value the open green spaces within West Hendred as part of the village environment?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	256	97	91
No	0	0	0
No opinion	8	3	3



b) Do you value the open green spaces in the rest of the Parish as part of the Parish environment?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	254	96	90
No	1	0	0
No opinion	9	3	3

QUESTION 54

Would West Hendred gain or lose from the installation of street lighting?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Gain	58	21	21
Lose	192	71	68
No opinion	21	8	7

QUESTION 55

Do you think that any of the following are a problem in the parish?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Litter	57	100	20
Agricultural waste (straw, manure, etc)	45	100	16
Unmaintained ditches and drains	88	100	31
Overgrown hedges	115	100	41
Damaged verges	79	100	28

Dogs

QUESTION 56

Do you think that dog fouling is a problem in the Parish?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	145	55	51
No	84	32	30
No opinion	33	13	12



QUESTION 57

The Parish Council have applied for two dog bins to be sited within the Parish.

Do you support this plan?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	236	89	84
No	10	4	4
No opinion	18	7	6

Improving the natural environment

QUESTION 58

How important do you think it is to encourage the following within the parish?

a) The creation of pockets of wildlife habitat

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very	163	62	58
Moderately	62	24	22
Not very	19	7	7
No opinion	17	7	6

b) Boxes for bats and/or birds

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very	138	52	49
Moderately	85	32	30
Not very	19	7	7
No opinion	21	8	7

c) Planting of native trees and hedging

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Very	191	73	68
Moderately	51	20	18
Not very	8	3	3
No opinion	11	4	4



QUESTION 59

Which of the following community projects appeal to you?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Orchard	108	100	38
Village pond	124	100	44
Wildlife meadow	148	100	52
Public access to the brook in West Hendred	180	100	64
Community Woodland	145	100	51
Nature Reserve	128	100	45
Allotments	98	100	35
Land for cycle dirt tracks	76	100	27
A traditional style firewood copse for Parish use	97	100	34

Environmental factors impacting on the parish

QUESTION 60

a) Has your property suffered from flooding in the last ten years?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	9	3	3
No	239	91	85
No opinion	16	6	6

b) Are you concerned about the periodic low levels of water in Ginge Brook and the springs?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	89	34	32
No	99	38	35
No opinion	71	27	25



QUESTION 62

Are you concerned about the effect of traffic noise on the environment of West Hendred?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	102	39	36
No	120	46	43
No opinion	38	15	13

QUESTION 63

Would you like to know about how renewable energy could be generated within the Parish and how to save energy?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	170	67	60
No	84	33	30

Policing and Security

QUESTION 64

Are you aware of the West Hendred Neighbourhood Watch scheme?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	172	66	61
No	89	34	32

QUESTION 65

Do you know who your local Neighbourhood Watch coordinator is?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	46	18	16
No	212	82	75



QUESTION 66

Are you concerned by the number of door-to-door traders and other unsolicited callers?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	104	40	37
No	157	60	56

QUESTION 67

Do you think West Hendred should become a 'No Cold Calling' village with signs at the entrance to the village?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Yes	146	56	52
No	46	18	16
No opinion	67	26	24

QUESTION 68

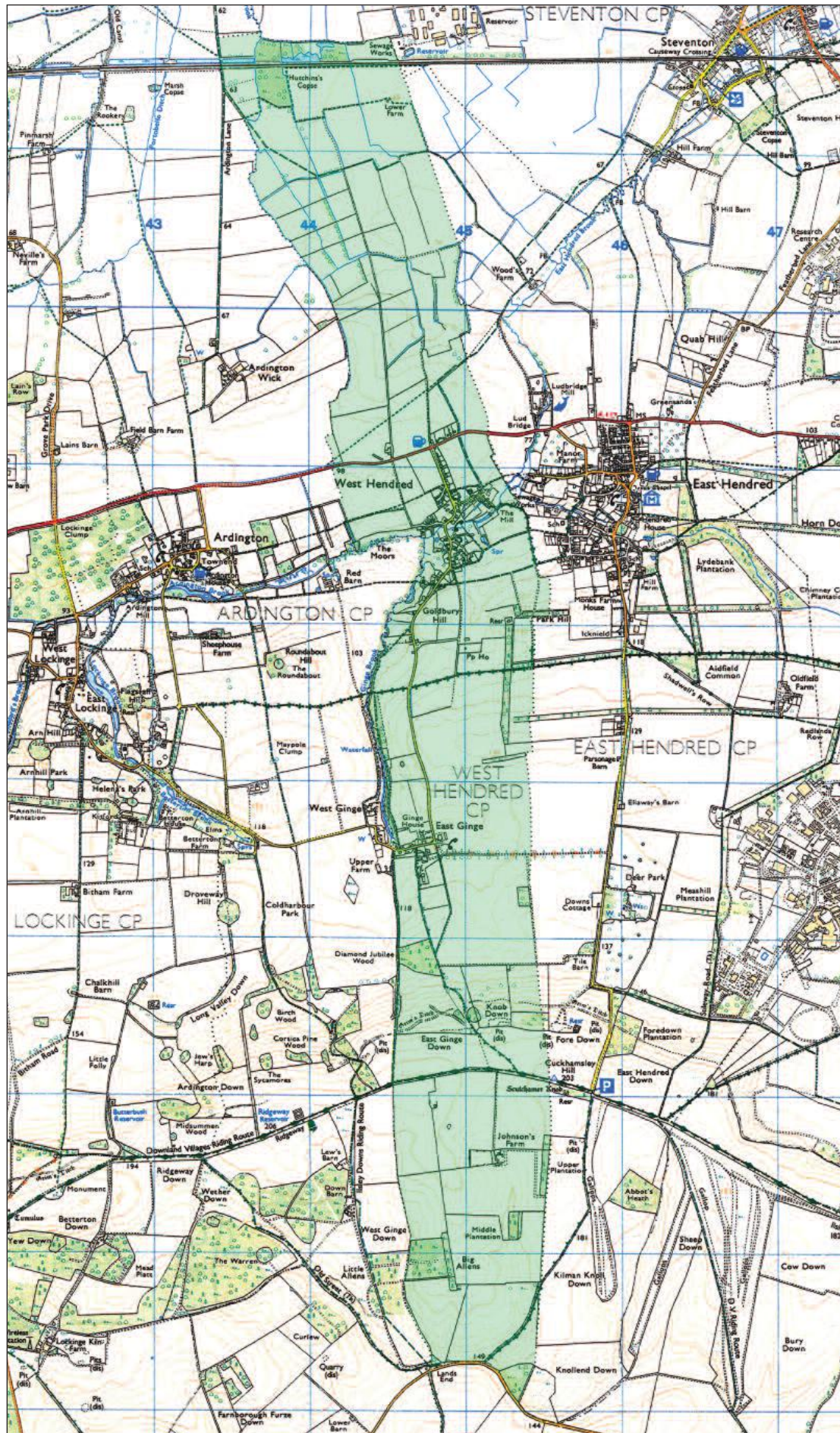
What is your gender?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
Male	131	48	46
Female	140	52	50

What is your age?

	<i>No. of respondents</i>	<i>% of respondents</i>	<i>% of all respondents</i>
0-10	6	2	2
11-20	33	13	12
21-30	25	10	9
31-40	30	11	11
41-50	45	17	16
51-60	50	19	18
61-70	38	15	13
70+	35	13	12

West Hendred & East Ginge Parish Boundary



QUESTIONNAIRE DATASHEET (ALL)

Seq	Obs	Area	Event	Source	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1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Total Respondents 2021	Number responding	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																								
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		Total	238	2292	2393	2009	1601	1114	761	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614	2614

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graph LR
    A[Enter initials] --> B[Insert 1, 2, 3, 4, 5, 6, 7, 8]
    B --> C[Insert 1 only]
    C --> D[Should be reassessed]
    D --> E[Automaticaly stop]
  
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No	Sex	Birth 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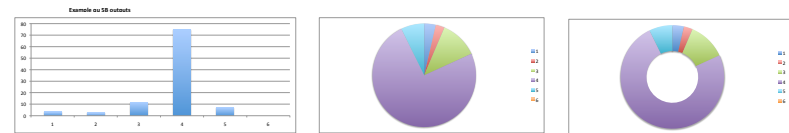
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Enter initials	Insert 1, 2, 3, 4, 5, 6, 7 or 8	Insert 1 only	Should be no numbers	Automatically fills
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Instructions:
Add in new rows for additional respondents
Add in Data Enterer and Distributor initials
Insert either a 1 or 1 - II in relevant columns
Summary of responses automatically counts responses



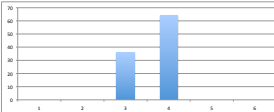
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[illegible]

Total Respondents	34
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[illegible]

[illegible][illegible]

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graph LR
    A[Enter initials] --> B[Insert 1, 2, 3, 4, 5, 6, 7 and 8]
    B --> C[Insert 1 code]
    C --> D[Should be no numbers]
    D --> E[Automaticity 8th]
  
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QUESTIONNAIRE COMMENTS DATASHEET

West Hendred and East Ginge Parish Plan Questionnaire 2013

Written responses - Database

Input No	Qu No	Letter	Topic	Resp Code	Transcriber	Response	Usefulness	Sub-Topic
862	1	A	Extra comments	16	RW	None of the suggested material changes to the junction will improve safety, they appear to be "time saving" measures. You know there will be a queue – get up and leave home 5 minutes earlier. We live in rural West Hendred not Milton Interchange.		
860	1	B	Extra comments	5b	RW	Shared ownership should not be restricted		
861	1	B	Extra comments	38	RW	No, I'm already connected to mains gas		
808	1		Other comments	1B	RW	Question 1 and question 53 significantly overlap	1	
851	2		Other comments	94	RJ	Question 2 – What does 'Developed' mean?		
864	3	A	Extra comments	3	RW	e.g. at Land's End at the southern end of Parish Boundary		
866	3	A	Extra comments	59	RW	Is there already a nature reserve at Hutchin's Copse by the railway line		
863	3	C	Extra comments	2	RW	Depends on type of housing		
865	3	D	Extra comments	45	RW	Maybe but I don't go there often		
847	4		Other comments	89	RJ	Q4: In-fill in some places; not others		
867	5	A	Extra comments	20	RD	Should be 30 mph or lower all the way		
807	5	B	Other comments	1B	RW	Question 5 b is biased		
868	5	B	Extra comments	38	RD	We already have it		
811	6		Other comments	3	RW	Some questions – I don't have enough knowledge of and feel to not answer than give a misguided answer – many questions are ambiguous, not a useful questionnaire! Eq Q6	1	
848	6		Other comments	89	RJ	Q6 (your housing needs): No change expected		
849	7		Other comments	89	RJ	Q7: Some types of business are more welcome than others		
869	8	A	Extra comments	21c	RD	We can't enforce the 30 mph!!		
873	8	A	Extra comments	37	RD	Oil and Propane– n/a we have mains gas		
870	8	B	Extra comments	21c	RD	But how!		
872	8	B	Extra comments	31	RD	But not at expense of existing ones – these could incorporate other elements mentioned		
871	8	D	Extra comments	21c	RD	30 mph is way too fast		
874	8		Extra comments	51	RD	But it shouldn't be turned into a tourist attraction place		
875	8		Extra comments	59	RD	(Ref: Public access to the brook in WH)		
1	16		A417 options	1A	RW	There should be a better road than the A417 linking Wantage /Grove to the A34,Didcot, Harwell		
2	16		A417 options	1B	RW	Any speed limit needs to be observed in practice – otherwise useless. The junction is deceptive, as A417 is not straight and Greenway is lower than A417		
3	16		A417 options	2A	RW	A pedestrian refuge would be much more dangerous bearing in mind school children getting halfway across and being stranded between two lanes of heavy traffic including large trucks		
4	16		A417 options	2B	RW	All of the measures to ease the flow from Greenway to A417make it a more dangerous junction for school children to negotiate on foot (unless there is a traffic light crossing)		
5	16		A417 options	3A	RW	There would be less congestion at the junction if people going to East Hendred schools would cycle or walk - they would be fitter too.		
6	16		A417 options	4A	RW	Prefer idea of central waiting area for traffic turning off		
7	16		A417 options	4B	RW	A passing place for easterly traffic would not make it any easier		
8	16		A417 options	7A	RD	What about a roundabout?		
9	16		A417 options	8B	RD	Peak hour traffic lights safest option – only turn right now when someone stops		
10	16		A417 options	8C	RD	A roundabout opposite the Greenway		
11	16		A417 options	10A	RD	Part time traffic lights activated by traffic waiting to join A417 to turn right towards Rowstock + filter lane to turn left		
12	16		A417 options	12A	RD	Needs traffic lights on the junction for rush hour traffic in the mornings and evenings and for school children		
13	16		A417 options	13A	RD	Be better to have a pull-in off the main road by bus shelter		
14	16		A417 options	16C	RD	Passing lane on A417 will only prevent right turn out of the Greenway		
15	16		A417 options	17B	RD	Better traffic visibility needed from Hare Pub + bus stop		
16	16		A417 options	18B	RD	Make A417 safer for the children getting off school bus		
17	16		A417 options	18C	RD	A417 junction should be optimized for safe crossing of road by children getting off bus		
18	16		A417 options	19A	RD	It seriously concerns me about my children and all children crossing. I would like the area at the top lit from dusk and have flashing 'Children Crossing' signs visible on both approaches. A proper crossing over is essential		
19	16		A417 options	19B	RD	Suggest a traffic light pedestrian crossing to enable children to cross		
20	16		A417 options	19C	RD	Agree with the other comments (19A and 19B understood)		
21	16		A417 options	19D	RD	Traffic light crossing please		
22	16		A417 options	20B	RD	Traffic lights		
23	16		A417 options	20D	RD	A pedestrian bridge or traffic lights. Better speed enforcement		
24	16		A417 options	22A	RD	(This respondent feels very strongly that a passing lane is not a good idea. Please see under 'Additional Comments' for complete text)		
25	16		A417 options	23A	RD	It is very dangerous and scary to cross every morning as it is so fast		
26	16		A417 options	23B	RD	Traffic on the A417 is both heavy and fast moving. Too dangerous for children to cross or cycle on.		
27	16		A417 options	25A	RJ	Traffic lights!		
28	16		A417 options	25B	RJ	Roundabout		
29	16		A417 options	30A	RJ	Roundabout would be the safe solution.		
30	16		A417 options	30B	RJ	I agree with the above suggestion of a roundabout		
31	16		A417 options	31A	RJ	Could we have a road that by-passes the villages, for Wantage traffic to the A34		
32	16		A417 options	33A	RJ	Traffic lights with filter		
33	16		A417 options	40A	RJ	You need something better		
34	16		A417 options	40B	RJ	Refuge would make it more dangerous for school children. Bridge needed.		
35	16		A417 options	40C	RJ	Refuge silly idea. Kids balancing in the middle of the road.		
36	16		A417 options	41A	RJ	Mini-roundabout/Pelican crossing/speed cameras needed		
37	16		A417 options	41B	RJ	Need more traffic calming, traffic needs to be going slower when it enters the village on the A417		
38	16		A417 options	43A	RJ	A traffic island could increase the risk to pedestrians crossing		
39	16		A417 options	43D	RJ	Second above comment		
40	16		A417 options	44A	RJ	The passing area and the filter lane would not improve the situation.		
41	16		A417 options	44B	RJ	Passing even makes Hare car park dangerous & refuge is very dangerous for children		
42	16		A417 options	47A	RJ	Flashing speed signs along graduated speed reduction signs near junction (sic)		
43	16		A417 options	49A	RJ	A passing lane for east bound traffic would significantly reduce the crossing opportunity for pedestrians.		
44	16		A417 options	50B	RJ	Why not a roundabout?		
45	16		A417 options	56A	RW	Traffic lights seem more appropriate		
46	16		A417 options	56B	RW	Traffic lights seem more appropriate		
47	16		A417 options	59A	RW	Traffic lights + pedestrian crossing		
48	16		A417 options	59B	RW	Traffic lights and pedestrian crossing		
49	16		A417 options	59C	RW	Traffic lights + pedestrian crossing or footbridge		
50	16		A417 options	59D	RW	Roundabout / Traffic Lights		

51	16		A417 options	59E	RW	Roundabout / Traffic Lights		
52	16		A417 options	60B	RW	The top of the Greenway should be widened		
53	16		A417 options	61A	RW	Or a pedestrian crossing would be better with traffic light controls for A417		
54	16		A417 options	64A	RW	I think a "passing area" could be dangerous for pedestrians		
55	16		A417 options	65C	RW	I think that the passing area could be dangerous for pedestrians.		
56	16		A417 options	68A	RW	The change in speed limit needs to be further from the junction		
57	16		A417 options	68D	RW	1. Markings on the road (e.g. stripes/bumps) to slow		
58	16		A417 options	68D	RW	2. Increase the view towards Rowstock by opening up the junction		
59	16		A417 options	74A	RW	This will assist the other measures put in place as it would make it safer to reach houses and The Hare on the far side of Greenway. A new passing place for traffic going East and an additional filter lane for traffic turning left would assist present frustration but could make it more dangerous for a 30 mph speed limit on the Greenway therefore traffic lights would be safer.		
60	16		A417 options	75A	RJ	Peak hour traffic lights/pedestrian crossing		
61	16		A417 options	76A	RJ	Lollipop person at school times		
62	16		A417 options	76B	RJ	A roundabout to break traffic stream		
63	16		A417 options	78A	RJ	40 mph limit sufficient with passing/feeder lanes		
64	16		A417 options	80A	RJ	Traffic lights across A417. Hedge cut back No. 1 Greenway		
65	16		A417 options	80B	RJ	Traffic lights across A417. Hedge cut back No. 1 Greenway		
66	16		A417 options	83A	RJ	There may need to be a crossing with lights		
67	16		A417 options	85B	RJ	Although it can be difficult getting out of the village during peak times, the introduction of 30 mph could lead to fewer gaps. Passing lane could be more dangerous than current situation.		
68	16		A417 options	92A	RJ	A small island with reduced speed limit and signage would help all.		
69	16		A417 options	92B	RJ	A small island with reduced speed limit and signage would help all.		
70	16		A417 options	94	RJ	The only really safe option for cars, motorcycles and bikes is a roundabout		
71	16		A417 options	95A	RJ	Crossing from the Hare to and crossing the road <i>[sic]</i>		
72	16		A417 options	95B	RJ	Zebra crossing or roundabout on junction		
73	16		A417 options	96A	RJ	Cars travel far too fast along this piece of road needs speed camera that works.		
74	16		A417 options	96B	RJ	Even a school traffic light system as well.		
75	16		A417 options	98A	RJ	The turn into WH gets worse every week.		
76	16		A417 options	100A	RJ	A passing lane would be a disaster – it is often only possible to turn right from the Greenway if a car travelling east on A417 stops to let you out. If this car could then be undertaken by another car travelling east it would lead to crashes.		
77	16		A417 options	107A	RJ	A 30 mph limit. Also possible Pelican Crossing		
78	16		A417 options	107B	RJ	Surprised no children have been injured at this point yet.		
79	16		A417 options	112A	RJ	We need one* or are the council going to wait till someone is killed trying to cross the road? * RJ: a pedestrian refuge		
80	16		A417 options	113A	RJ	We need a roundabout/traffic lights		
81	16		A417 options	113B	RJ	We need a roundabout/traffic lights		
82	16		A417 options	116A	RJ	Traffic lights may be safer instead of an island		
877	20	E	Extra comments	29	RD	(Ref: About the monthly newsletter)	1	
83	21	A	Road signs	1A	RW	A warning sign of children down Mill Lane		
84	21	A	Road signs	8A	RD	Road signs are a good idea e.g. 'slow' but this has been rejected as it makes the village too urban. Safety should take priority		
85	21	A	Road signs	8B	RD	Drivers need reminding of hazards. They tend to ignore them, drive too fast making village unsafe to all road users		
86	21	A	Road signs	8C	RD	Re-enforcement of speed limits – more than one sign plus electric 'slow down' signs		
87	21	A	Road signs	8D	RD	More speed checks + lower speed limit		
88	21	A	Road signs	13A	RD	Would be more appropriate to have hedges cut back so the speed limit can be seen clearly		
89	21	A	Road signs	17A	RD	Cyclists / horses sign		
90	21	A	Road signs	19A	RD	20 mph limit – Please respect our village and drive carefully		
91	21	A	Road signs	19B	RD	Caution please drive slowly. Thank you for driving carefully through our village		
92	21	A	Road signs	19D	RD	20 mph Children playing (near the park area) Signs made by children.		
93	21	A	Road signs	30A	RJ	Need more signs e.g. horses, animals, children		
94	21	A	Road signs	31A	RJ	Could we have a 20 mph speed limit.		
95	21	A	Road signs	33A	RJ	30 mph limit through Ginge plus beware horses sign		
96	21	A	Road signs	34A	RJ	Horses – slow down		
97	21	A	Road signs	34B	RJ	Deer – warning		
98	21	A	Road signs	34C	RJ	Tractors on narrow road		
99	21	A	Road signs	41A	RJ	Reduce the speed limit to 40 mph and adopt Quiet Lane signs		
100	21	A	Road signs	41B	RJ	Reduce the speed limit to 40 mph and adopt Quiet Lane signs		
101	21	A	Road signs	42A	RJ	False speed humps <i>(sic)</i>		
102	21	A	Road signs	42B	RJ	Speed camera sign		
103	21	A	Road signs	43A	RJ	More signs on blind corners.		
104	21	A	Road signs	43C	RJ	More signs + more clearly marked signage.		
105	21	A	Road signs	43D	RJ	Signs on blind corners + proper maintenance, i.e. making sure that trees etc. are cut sufficiently so as not to obscure visibility & signs.		
106	21	A	Road signs	46A	RJ	Quiet Lane entry/exit signs		
107	21	A	Road signs	46B	RJ	Quiet Lane entry/exit signs		
108	21	A	Road signs	47A	RJ	Slow warning signs and 'Children at Play' signs prior to the playground in both directions		
109	21	A	Road signs	47B	RJ	Ditto. Also there needs to be a footpath on the playground side of the road.		
110	21	A	Road signs	55A	RW	Bend in the road next to Sparsholt		
111	21	A	Road signs	55B	RW	Bend in the road next to Sparsholt		
112	21	A	Road signs	59A	RW	Re "quiet lanes" – very dangerous idea – as cars will continue to drive very fast but kids will think it's safe		
113	21	A	Road signs	59B	RW	Voluntary speed limits don't work		
114	21	A	Road signs	64D	RW	Just a few signs warning about children being around		
115	21	A	Road signs	65A	RW	Additional signs: warning of pedestrians and children "reminder to drive slowly"		
116	21	A	Road signs	68B	RW	More signs – possibly speed bumps		
117	21	A	Road signs	68D	RW	More road markings (e.g. raised stripes) and on edges to show narrowing roads		
118	21	A	Road signs	77A	RJ	Pedestrian Crossing/Children School bus		
119	21	A	Road signs	80B	RJ	Clearer signs		
120	21	A	Road signs	84A	RJ	Speed limit to 20 mph. If the speed limit 30 mph was adhered to by all traffic this would be O.K. However not all traffic keep to this speed.		
121	21	A	Road signs	92A	RJ	Slow down – farming and heavy inappropriate vehicles.		
122	21	A	Road signs	92B	RJ	Ditto – artics and long trailers		
123	21	A	Road signs	95A	RJ	30 mph through village then rising to 40 mph		
124	21	A	Road signs	95B	RJ	As above		
125	21	A	Road signs	96A	RJ	Free Zone Area for families to walk, ride enjoy our village without the danger of speeding vehicles.		
126	21	A	Road signs	96B	RJ	Safe place to walk the dogs with plenty of poo bins available.		
127	21	A	Road signs	97A	RJ	Flashing Speed Limited		
128	21	A	Road signs	98A	RJ	A Roundabout* * RJ: This response was written in this section but appears to be a suggestion for the A417 junction		
129	21	A	Road signs	104A	RJ	People crossing/children/cyclists present		

130	21	A	Road signs	106A	RJ	Along Goldbury Cottages – signage for “Children”		
131	21	A	Road signs	110A	RJ	More visible sign of “slow down”		
132	21	A	Road signs	113A	RJ	Reduce speed limit to 20mph all the way to Ginge. Narrow lane warning signs. Traffic calming barriers.		
133	21	A	Road signs	113B	RJ	Reduce speed limit to 20mph all the way to Ginge. Narrow lane warning signs. Traffic calming barriers.		
134	21	A	Road signs	114A	RJ	Change speed signs to 20 mph		
135	21	A	Road signs	114B	RJ	Children playing signs		
136	21	A	Road signs	115A	RJ	I think it should be 30 mph all the way through and signs should be more visible to drivers		
137	21	A	Road signs	120A	RJ	Quiet lane entry and exit signs		
138	21	A	Road signs	122A	RJ	30 mph all the way		
139	21	A	Road signs	123A	RJ	Warnings about cyclists/children etc; dangerous corner with limited visibility at bottom of Greenway.		
140	21	A	Road signs	123B	RJ	Warnings about cyclists/children etc; dangerous corner with limited visibility at bottom of Greenway.		
141	21	A	Road signs	123C	RJ	Warnings about cyclists/children etc; dangerous corner with limited visibility at bottom of Greenway.		
879	21		Extra comments	26	RD	(Ref: About the condition of the public rights of way)		
881	22	A	Extra comments	16	RD	(Ref: About a new passing lane for traffic going east)		
882	22	A	Extra comments	16	RD	This is the most absurd, ill thought out suggestion that will hinder exiting from The Greenway as opposed to improving it.		
883	22	A	Extra comments	16	RD	One of the ways of exiting The Greenway in the direction of Rowstock at busy times occurs when cars slow down to allow vehicles to exit. This can be done by kind motorists heading towards Rowstock but also it can be done by people turning right into The Greenway who effectively block traffic to allow vehicles to exit.		
884	22	A	Extra comments	16	RD	If this suggestion were to be implemented, this means of exit would be lost and waiting time to exit The Greenway would be increased.		
885	22	A	Extra comments	16	RD	A passing lane could also tempt drivers to increase their speed, adding to the danger.		
142	23		Church access	1A	RW	There should be a better cycle path from West Hendred to Ardington		
143	23		Church access	3B	RW	If cycling, have difficulty with stiles / kissing gate		
144	23		Church access	3C	RW	Should have cycle access....and pushchair		
145	23		Church access	4A	RW	Not pushchair friendly and especially in the winter when muddy		
146	23		Church access	4B	RW	As above		
147	23		Church access	8A	RD	No access for bikes but a cycle path through the churchyard would be unacceptable		
148	23		Church access	8B	RD	Short route for horses should be made between Ardington and WH because horses can't go through the church		
149	23		Church access	8D	RD	Very hard for bikes to use		
150	23		Church access	11A	RD	No disabled access		
151	23		Church access	16C	RD	Can not be used by young families with prams and cycles		
152	23		Church access	17A	RD	Pram access needed for walk to Ardington		
153	23		Church access	18B	RD	Not brilliant for cyclists and buggies		
154	23		Church access	18C	RD	The stiles to the churchyard cause a major problem for bicycles		
155	23		Church access	19A	RD	All ok, but very difficult when on a bike ride		
156	23		Church access	19C	RD	Can't get my bike through		
157	23		Church access	19D	RD	Can't get my bike over		
158	23		Church access	20A	RD	No current bike access		
159	23		Church access	20B	RD	No bike access		
160	23		Church access	20D	RD	No cycle access		
161	23		Church access	20E	RD	What they all say above (20A, B and D understood)		
162	23		Church access	22A	RD	There is access to Ardington via two routes. Three if you add the footpath between West Hendred and Ginge		
163	23		Church access	23A	RD	Can't get bikes through as too many gates		
164	23		Church access	23B	RD	Too difficult to get bikes through		
165	23		Church access	26B	RJ	It would be useful if there was a cycle route to Ardington		
166	23		Church access	30A	RJ	I would like to see easy access for my grandchildren + children of the village – mothers with push chairs, children on a bicycle		
167	23		Church access	30B	RJ	I would like access for a child in a pushchair – i.e. something other than a stile.		
168	23		Church access	34A	RJ	No, would be difficult to get a pushchair + small children down there.		
169	23		Church access	42A	RJ	Kissing gate installed instead of stile at bridge for ease of access for older/younger walkers.		
170	23		Church access	42B	RJ	Current access is okay for me but I don't see the point of the stile at the brook.		
171	23		Church access	46A	RJ	Access for dogs/pushchairs not good		
172	23		Church access	46B	RJ	Access for dogs/pushchairs not good		
173	23		Church access	47A	RJ	Can't quite cope with the stile; & the steep slopes in wet weather (slippery mud!)		
174	23		Church access	47B	RJ	Can't quite cope with the stile; & the steep slopes in wet weather (slippery mud!)		
175	23		Church access	48A	RJ	It is difficult for bikes to get through. They are therefore forced to use the road putting them at extra risk.		
176	23		Church access	48B	RJ	I agree with comment above and in particular bikes: discriminates against women and children who find it difficult to get bikes through. They are therefore forced to use the road putting them at extra risk.		
177	23		Church access	48C	RJ	I find it difficult to lift my bike over the stiles.		
178	23		Church access	50B	RJ	Better Bike Access would be good.		
179	23		Church access	51A	RJ	Bike access poor		
180	23		Church access	51B	RJ	Bike access poor		
181	23		Church access	51C	RJ	Bike access poor		
182	23		Church access	51D	RJ	Bike access poor		
183	23		Church access	55A	RW	Gates and stiles make bike access difficult esp. for families		
184	23		Church access	55B	RW	Better access between Ardington and West Hendred would mean more children could cycle to school		
185	23		Church access	59A	RW	Need access for bikes, previously needed access for pushchair		
186	23		Church access	59C	RW	Bike access – remove kissing gate		
187	23		Church access	59D	RW	Remove kissing gate		
188	23		Church access	59E	RW	Bike access		
189	23		Church access	61A	RW	It does not accommodate bicycles or pushchairs		
190	23		Church access	61B	RW	Need a circular gate like in airports or shopping centre to take bikes, pushchairs, wheelchairs through. Would still mean getting off bikes so wouldn't result in speeding through churchyard.		
191	23		Church access	64D	RW	Would be better if it became cycle and pushchair friendly		
192	23		Church access	65A	RW	I would like the stiles changed to gates suitable for bike access		
193	23		Church access	65B	RW	Better access for bicycles		
194	23		Church access	68C	RW	It is extremely hard for one person to cross with a bike		
195	23		Church access	68D	RW	The gate and stile prevent cycling & walking for families with buggies. Also difficult for elderly walkers.		
196	23		Church access	74A	RW	The churchyard is a lovely walk to ardington, but for children wanting to cycle to school a lane near the top of the Greenway would run parallel with the A417 and be safer – thus giving our youngsters a chance to get decent exercise and fresh air. I would definitely not cycle on the a417 as it is today knowing there have been fatalities over the years we have been here.		

197	23		Church access	75A	RJ	Both the stile and the kissing-gate are appropriate for this footpath – it is not a cycle track!		
198	23		Church access	76A	RJ	We cannot complete a bike ride to Ardington/Wantage		
199	23		Church access	78A	RJ	Cannot bike or walk with prams		
200	23		Church access	78B	RJ	Cannot bike or walk with prams		
201	23		Church access	80A	RJ	Have to pick up bicycles over gate and stile		
202	23		Church access	81A	RJ	The stile is wholly unnecessary.		
203	23		Church access	81B	RJ	I can't get over stile with a buggy. The kissing gate is fine.		
204	23		Church access	82B	RJ	It is difficult to negotiate the "bridge's" over the bridge – and would be impossible for any wheel-chair users		
205	23		Church access	84A	RJ	Bike access to Ardington would be appreciated. Changes to allow push-chair/bike access.		
206	23		Church access	94B	RJ	It would be nice to be able to use my bicycle between Ardington and West Hendred and it would be safer than going on the roads for adults and children.		
207	23		Church access	95A	RJ	Isn't very easy if you are elderly, bad back or with pushchair		
208	23		Church access	96A	RJ	Easier access to a cycle path to other villages		
209	23		Church access	96B	RJ	Cannot at this moment let children ride across too many obstacles in the way. Many King Alfred's pupils would use a good cycle path joining Ardington-Lockinge.		
210	23		Church access	100A	RJ	I appreciate that is is not appropriate to cycle though the churchyard, but it should still be possible to push a bike or a pushchair and the current stiles prohibit it.		
211	23		Church access	104A	RJ	You cannot cross with bicycles.		
212	23		Church access	105B	RJ	Bike (Push) movement is hindered		
213	23		Church access	108A	RJ	The stile makes it difficult to take pushchair + heavy bikes along this route.		
214	23		Church access	109A	RJ	But would also like to use more northerly path which is often overgrown.		
215	23		Church access	111A	RJ	Path needs to be wider		
216	23		Church access	113A	RJ	Footpath and bridge need improvement and better gate		
217	23		Church access	114B	RJ	I would like cycle access		
218	23		Church access	114C	RJ	I would like cycle access		
219	23		Church access	114D	RJ	I would like cycle access		
220	23		Church access	115A	RJ	The gate through the Church Yard is not accessible for pushchairs, wheel chairs and bikes		
221	23		Church access	118A	RJ	Not good for buggies/pushchairs/bikes etc. The kissing gate and stile make it awkward for these devices.		
222	23		Church access	120A	RJ	I am unable to lift a bike or child's chair easily over the stile but am fearful of a change "opening the floodgates".		
223	23		Church access	122A	RJ	Not suitable for cyclists		
224	23		Church access	123A	RJ	Make gates and stile user friendly for bikes and pushchairs.		
225	23		Church access	123B	RJ	Make gates and stile user friendly for bikes and pushchairs.		
226	23		Church access	123C	RJ	Make gates and stile user friendly for bikes and pushchairs.		
227	26		PROW	1A	RW	Restricted byway to East Hendred beyond Mill Lane		
228	26		PROW	1B	RW	(Footpath from Mill Lane to Mill Lane by Ginge Brook Pottery, East Hendred.		
229	26		PROW	1B	RW	(Restricted byway to East Hendred beyond Mill Lane		
230	26		PROW	3B	RW	Next to Biuna – often overgrown with nettles in summer.		
231	26		PROW	3C	RW	As above. A417 to Orchards, Mill Lane – not always clear for use.		
232	26		PROW	3D	RW	As above		
233	26		PROW	4A	RW	Road off the Greenway heading east towards E.Hendred		
234	26		PROW	5A	RD	From Mill Lane to East Hendred		
235	26		PROW	8A	RD	The Lynch during the winter, Icknield Way on West of Ginge Road		
236	26		PROW	8B	RD	Footpath from Greenway towards East – between bungalow and house horribly overgrown with nettles etc		
237	26		PROW	8C	RD	All along the Lynch + Furlong there is dog muck and in some places in Mill Lane		
238	26		PROW	14B	RD	The Furlong needs resurfacing and the footpath from Mill Lane is usually too muddy in winter		
239	26		PROW	16B	RD	The path by xxx (probably the name of a house ie 'Biuna')		
240	26		PROW	16C	RD	1) The footpath behind the church needs to have the stile removed		
241	26		PROW	16C	RD	2) The Icknield Way crossing the Brook needs improving		
242	26		PROW	16C	RD	3) Path by Biuna needs improving		
243	26		PROW	17A	RD	Track from WH church to EH very muddy in winter		
244	26		PROW	17B	RD	Track from WH church to EH and cycle path Mill Lane very muddy in winter		
245	26		PROW	18A	RD	The back of Brewers Row		
246	26		PROW	18B	RD	The steep path leading down to the Brook, at the top of the village by Goldbury Cottages		
247	26		PROW	18C	RD	Slope to Brook behind Goldbury Cottages is positively dangerous		
248	26		PROW	19A	RD	Some cutting back of hedges on main routes would be beneficial but overall they are footpaths and need to be kept natural		
249	26		PROW	19C	RD	The short cut onto the Furlong (off Manor Lane) is too overgrown		
250	26		PROW	19D	RD	The short cut onto the Furlong (off Manor Lane) is too overgrown		
251	26		PROW	20A	RD	Dangerous barbed wire on muddy path by Twilly Springs		
252	26		PROW	20B	RD	Bumpy pavement down Greenway		
253	26		PROW	20C	RD	Bridge at bottom of Goldbury Hill needs steps		
254	26		PROW	20D	RD	West Hendred to Ardington – overgrown		
255	26		PROW	20E	RD	Dangerous fences on Furlong		
256	26		PROW	22A	RD	The steep footpath above the village down to the Brook is always extremely slippery		
257	26		PROW	23B	RD	Path down side of house 'Biuna' is often overgrown		
258	26		PROW	24A	RD	From A417 across field to Mill Farm		
259	26		PROW	24B	RD	Route from Ardington to Steventon		
260	26		PROW	24C	RD	Mill Farm to East Hendred		
262	26		PROW	26A	RJ	From the Greenway across the farmer's fields to East Hendred. (Public footpath) past old post office.		
263	26		PROW	29A	RJ	The white way. (Ginge)		
264	26		PROW	30A	RJ	Some are allowed to become overgrown with nettles + briars and difficult to pass through		
265	26		PROW	30B	RJ	Some are allowed to become overgrown with nettles + briars and difficult to pass through		
266	26		PROW	33A	RJ	Past Ginge Manor		
267	26		PROW	34A	RJ	The Furlong!		
268	26		PROW	37A	RJ	From Icknield Way to Ginge		
269	26		PROW	38A	RJ	The Furlong needs resurfacing desperately		
270	26		PROW	40B	RJ	By streams.		
271	26		PROW	41A	RJ	From Goldbury Hill to Ginge Brook behind the cottage is impassable.		
272	26		PROW	42A	RJ	Footpath at side of Biunah.		
273	26		PROW	42B	RJ	Rope swing bridge/stile at the church		
274	26		PROW	43A	RJ	Footbridge across Brook towards East Hendred.		
275	26		PROW	43B	RJ	Icknield Way across the brook by the rope swing		
276	26		PROW	43C	RJ	Between Bankside + Ardington		
277	26		PROW	43D	RJ	Same as above. C needs better maintenance of greenery.		
278	26		PROW	45B	RJ	Path Mill Lane to East Hendred: Mill Lane has wobbly stile and bar missing on first (western) bridge.		
279	26		PROW	47A	RJ	Muddy slope beyond church toward Ardington; bridle path from Mill Lane to end of Furlong – mud & water; path next to Twilley Spring – Furlong; path from RHS end of the Millham that joins with Ardington path to Greenway		
280	26		PROW	47B	RJ	Ditto to all of the above		

281	26		PROW	48C	RJ	Some of the more muddy paths		
282	26		PROW	49A	RJ	Across field from Ardington to Greenway		
283	26		PROW	55B	RW	Overhanging branches and brambles on footpath opposite Village Hall and on the corner between College Farm and Curly Cottage.		
284	26		PROW	59A	RW	Across the field to Ardington / ploughed up		
285	26		PROW	59B	RW	Churchyard > Ardington		
286	26		PROW	61A	RW	Along Twilly Springs – bushes grow over + gets very muddy and narrow		
287	26		PROW	64D	RW	Towards end of summer several get too overgrown for use! E.g. footpath adjacent to A417 and paths adjacent adjacent to stream		
288	26		PROW	65A	RW	The path from Ginge to West Hendred by Ginge Brook		
289	26		PROW	65B	RW	The path from Ginge to West Hendred by Ginge Brook		
290	26		PROW	76A	RJ	Furlong over grown hedges		
291	26		PROW	76B	RJ	Twilly springs owner planted hedge now makes path very narrow		
292	26		PROW	76C		Thames House hedge pushes people off very high path into road		
293	26		PROW	81B	RJ	By Ginge brook is too overgrown.		
294	26		PROW	83A	RJ	The Hare to Steventon		
295	26		PROW	84A	RJ	The bridle way across the bridge on the Icknield Way is now very dangerous for horse use (pushchair etc) use – improvement would be good.		
296	26		PROW	88A	RJ	Ardington to West Hendred top track		
297	26		PROW	89B	RJ	The bridge for the Icknield Way over the Brook. (But I have not checked recently.)		
298	26		PROW	92A	RJ	Allotments below Goldbury Cottages		
299	26		PROW	94B	RJ	Footpath across allotments at Goldbury Cotts. V. overgrown in summer months.		
300	26		PROW	95A	RJ	Furlong overgrown		
301	26		PROW	95C	RJ	The Manor Lane access to Public Right of Way to Twilly Springs. Always flooded.		
302	26		PROW	95D	RJ	The farm track is always flooded by the brook.		
303	26		PROW	96A	RJ	Behind houses going to Ardington usually overgrown. Farmers ploughing right to edges of the field not leaving a suitable walk path.		
304	26		PROW	96B	RJ	Behind the Hare and houses on the A417 farmers again ploughing and blocking ways.		
305	26		PROW	98A	RJ	I personally would like to have of bridle and footpaths {sic}		
306	26		PROW	101A	RJ	Icknield Way to Ginge. Bankside to Ardington.		
307	26		PROW	107A	RJ	Footpath between West Hendred and Ardington with crops in summer. Also stinging nettles and bushes at stiles.		
308	26		PROW	109B	RJ	Path south of A417 going to Ardington often overgrown. Path heading to Ginge Brook from near Goldbury Hill impassable.		
309	26		PROW	113A	RJ	Footpath by church		
310	26		PROW	113B	RJ	The Icknield Way foot path and bridge		
311	26		PROW	114A	RJ	Public footpath before Goldbury Cottages to the allotments – brambles!		
312	26		PROW	114B	RJ	(ditto)		
313	26		PROW	116A	RJ	Behind Goldbury Cottages. Often overgrown.		
314	26		PROW	121A	RJ	From horse bridge to north of Goldbury Cottages.		
315	26		PROW	121B	RJ	Footpath to Ginge on the eastern edge.		
316	26		PROW	122A	RJ	Bridleway to E. Hendred, south side of The Furlong		
317	26		PROW	123A	RJ	The path to brook from Icknield Way very slippery in winter as used by motorbikes and horses.		
318	26		PROW	123B	RJ	The path to brook from Icknield Way very slippery in winter as used by motorbikes and horses.		
319	26		PROW	123C	RJ	The path to brook from Icknield Way very slippery in winter as used by motorbikes and horses.		
320	27	C	Bicycle access	1A	RW	East Hendred, Ardington and Wantage		
321	27	C	Bicycle access	1B	RW	Wantage and Steventon		
322	27	C	Bicycle access	2A	RW	School		
323	27	C	Bicycle access	3B	RW	To East Hendred and Ardington / Wantage		
324	27	C	Bicycle access	3C	RW	As above		
325	27	C	Bicycle access	3D	RW	I might cycle more if there was access to Ardington through the Churchyard		
326	27	C	Bicycle access	4A	RW	East Hendred, especially the primary school next year		
327	27	C	Bicycle access	8A	RD	Mostly East Hendred and Ridgeway		
328	27	C	Bicycle access	8B	RD	East Hendred, Ridgeway		
329	27	C	Bicycle access	8C	RD	EH, Ridgeway, Ginge, Ardington, etc. etc.		
330	27	C	Bicycle access	8D	RD	Ridgeway + East Hendred		
331	27	C	Bicycle access	11B	RD	Wantage East Hendred		
332	27	C	Bicycle access	13A	RD	Ardington		
333	27	C	Bicycle access	14A	RD	East Hendred, Ardington		
334	27	C	Bicycle access	14B	RD	East Hendred + Ardington		
335	27	C	Bicycle access	14C	RD	Ardington East Hendred		
336	27	C	Bicycle access	16C	RD	East Hendred, Wantage, Ardington, Milton Park, Harwell		
337	27	C	Bicycle access	17A	RD	East Hendred + Ardington		
338	27	C	Bicycle access	18B	RD	East Hendred, Ardington		
339	27	C	Bicycle access	18C	RD	East Hendred, Ardington		
340	27	C	Bicycle access	19A	RD	Ardington and on to Wantage would be great		
341	27	C	Bicycle access	19B	RD	Wantage		
342	27	C	Bicycle access	19C	RD	Wantage and easier access to Ardington		
343	27	C	Bicycle access	19D	RD	Get over the gate to Ardington		
344	27	C	Bicycle access	20A	RD	From W. Hendred to Ardington		
345	27	C	Bicycle access	20E	RD	From W. Hendred to Ardington		
346	27	C	Bicycle access	22A	RD	Ardington, Wantage, Harwell, East Hendred		
347	27	C	Bicycle access	22B	RD	Ardington, Wantage, Harwell, East Hendred		
348	27	C	Bicycle access	24A	RD	East Hendred		
349	27	C	Bicycle access	24B	RD	Ardington		
350	27	C	Bicycle access	24C	RD	Wantage		
351	27	C	Bicycle access	24D	RD	Cherwell		
352	27	C	Bicycle access	25A	RJ	Pub + Post Office		
353	27	C	Bicycle access	26A	RJ	The Ridgeway and other local villages around Wantage		
354	27	C	Bicycle access	34A	RJ	Hendreds School via Furlong		
355	27	C	Bicycle access	35A	RJ	The right of way crossing Ginge Brook. It is abused by youths on scrambler bikes.		
356	27	C	Bicycle access	35B	RJ	The right of way crossing Ginge Brook, going west to Flagstaff Hill		
357	27	C	Bicycle access	41A	RJ	Ardington & East Hendred		
358	27	C	Bicycle access	41B	RJ	Ardington & East Hendred, Ridgeway		
359	27	C	Bicycle access	41C	RJ	Ardington & East Hendred		
360	27	C	Bicycle access	41E	RJ	Wantage		
361	27	C	Bicycle access	43A	RJ	Wantage		
362	27	C	Bicycle access	43D	RJ	Wantage, East Hendred		
363	27	C	Bicycle access	48A	RJ	Ardington, through an easier route than there currently is.		
364	27	C	Bicycle access	48B	RJ	As above		
365	27	C	Bicycle access	48C	RJ	Ardington/Wantage		
366	27	C	Bicycle access	52B	RJ	Old Post Office lane to Claytons' field		
367	27	C	Bicycle access	53B	RJ	East Hendred, Ardington, Wantage		
368	27	C	Bicycle access	55B	RW	Ardington		
369	27	C	Bicycle access	59A	RW	I would cycle to Ardington/Wantage if there was a cycle route		
370	27	C	Bicycle access	59B	RW	I would cycle to Ardington/Wantage if there was a cycle route & East Hendred		
371	27	C	Bicycle access	59C	RW	East Hendred, Ardington, Wantage, Didcot, Harwell		

372	27	C	Bicycle access	59D	RW	East Hendred, Ardington, Wantage, Didcot, Harwell		
373	27	C	Bicycle access	63A	RW	Ardington, Wantage		
374	27	C	Bicycle access	64D	RW	To East Hendred and Ardington		
375	27	C	Bicycle access	65A	RW	Ardington, Wantage, East Hendred, West Hendred		
376	27	C	Bicycle access	65B	RW	Ardington		
377	27	C	Bicycle access	68D	RW	Easier route to Ardington and Wantage		
378	27	C	Bicycle access	76A	RJ	School East Hendred. Ardington, Wantage – K.A.s [King Alfred's]		
379	27	C	Bicycle access	76B	RJ	Didcot		
380	27	C	Bicycle access	80A	RJ	Ardington		
381	27	C	Bicycle access	81A	RJ	Ardington		
382	27	C	Bicycle access	81B	RJ	Ardington		
383	27	C	Bicycle access	83A	RJ	East Hendred, Ardington, Wantage		
384	27	C	Bicycle access	88A	RJ	Ardington and East Hendred		
385	27	C	Bicycle access	94A	RJ	Wantage, E. Hendred, The Ridgeway, Ardington		
386	27	C	Bicycle access	94B	RJ	Ardington & East Hendred		
387	27	C	Bicycle access	100A-E	RJ	Ardington, Lockinge, Wantage, Didcot, East Hendred School		
388	27	C	Bicycle access	107A	RJ	East Hendred School		
389	27	C	Bicycle access	109B	RJ	Didcot		
390	27	C	Bicycle access	110A	RJ	East Hendred		
391	27	C	Bicycle access	114A	RJ	Wantage via Ardington		
392	27	C	Bicycle access	114B	RJ	Wantage via Ardington		
393	27	C	Bicycle access	114C	RJ	Didcot		
394	27	C	Bicycle access	116A	RJ	Ardington, Wantage, Ridgeway		
395	27	C	Bicycle access	120A	RJ	Ardington and East Hendred		
396	27	C	Bicycle access	122A	RJ	Wantage and Steventon		
397	27	C	Bicycle access	123A	RJ	Ardington/East Hendred/Steventon?		
398	27	C	Bicycle access	123B	RJ	Ardington/East Hendred/Steventon?		
399	27	C	Bicycle access	123C	RJ	Ardington/East Hendred/Steventon?		
400	28	B	cycle routes	1A	RW	A cycle path going from the Greenway to Ardington		
401	28	B	cycle routes	1B	RW	A cycle path on south side of A417 from Greenway to Ardington and also Greenway to East Hendred Turn by the Vineyard		
402	28	B	cycle routes	3B	RW	Churchyard to Ardington		
403	28	B	cycle routes	3D	RW	Access to Ardington through Churchyard		
404	28	B	cycle routes	4A	RW	Narrow tarmac path to East Hendred should be formalised as a cycle route and widened to provide safe travel to school (currently difficult for bikes and pushchairs to pass each other)		
405	28	B	cycle routes	5B	RD	I would love to cycle in and around the local area particularly to Wantage and Steventon etc but feel it is too dangerous under current conditions and have previously cycled regularly around London		
406	28	B	cycle routes	7A	RD	Safer route along the A417 or alternative to Wantage		
407	28	B	cycle routes	8A	RD	There needs to be an alternative route past the church		
408	28	B	cycle routes	8B	RD	Too many cyclists use the footpaths and travel too fast – even families and children. Cyclists need to be aware of all other users		
409	28	B	cycle routes	8C	RD	Too many cyclists use the Furlong – it's a footpath xxx (could mean 'and less') for use of families		
410	28	B	cycle routes	8D	RD	More of them!!!		
411	28	B	cycle routes	14A	RD	Cycle path next to or parallel to A417		
412	28	B	cycle routes	16C	RD	Need a cycle link to Ardington to allow children and families to cycle to Ardington and beyond. The Lynch also needs improvement		
413	28	B	cycle routes	17B	RD	Any new routes should not inconvenience walkers		
414	28	B	cycle routes	18B	RD	Better access to Ardington via church. Make the Furlong wider so feet don't have to tread on poo infested verges to let cyclists pass		
415	28	B	cycle routes	19B	RD	Cut back branches on cycle routes		
416	28	B	cycle routes	19D	RD	Cut branches, more often than they are done and cut the stinging nettles!		
417	28	B	cycle routes	20E	RD	Jumps		
418	28	B	cycle routes	22A	RD	A cycle path alongside the A417 would be a great improvement and give good access to Ardington and Wantage		
419	28	B	cycle routes	34A	RJ	Furlong is far too narrow making it very busy at school times		
420	28	B	cycle routes	35A	RJ	We need to find a satisfactory east/west route though or close to West Hendred to link Ardington and East Hendred.		
421	28	B	cycle routes	37A	RJ	Fewer potholes		
422	28	B	cycle routes	38A	RJ	A good cycle route to Wantage and Didcot station would be excellent		
423	28	B	cycle routes	47B	RJ	How about opening up the whole of Icknield Way as a cycle way from Wantage to Harwell and beyond		
424	28	B	cycle routes	59A	RW	Remove kissing gate at church + wall over bridge plus removal of stiles on top route to Ardington		
425	28	B	cycle routes	59C	RW	Remove kissing gate at church stiles, signs indicating cycle routes.		
426	28	B	cycle routes	59D	RW	Remove kissing gate at church stiles, signs indicating cycle routes smoother tarmac		
427	28	B	cycle routes	61A	RW	A bicycle walking route through the church and removal of the stiles to the west of the churchyard		
428	28	B	cycle routes	64D	RW	Essential to allow cycling access along furlong		
429	28	B	cycle routes	65A	RW	Gateways that are easy to get a bike through		
430	28	B	cycle routes	68A	RW	Bicycle lanes on roads would be good		
431	28	B	cycle routes	68D	RW	Cycle route to Wantage would be useful		
432	28	B	cycle routes	74A	RW	Link East Hendred to Wantage now!		
433	28	B	cycle routes	75A	RJ	There is an adequate cycle track from Ardington/Lockinge to Ginge and East Hendred		
434	28	B	cycle routes	76A	RJ	We need to be able to push bikes through churchyard and Sykes stile to access route to Ardington/Wantage		
435	28	B	cycle routes	76B	RJ	(ditto)		
436	28	B	cycle routes	76C	RJ	Would like to cycle to KA's School instead of getting on bus.		
437	28	B	cycle routes	94B	RJ	Cycling allowed along The Furlong and through churchyard		
438	28	B	cycle routes	100A	RJ	Cycling to school is only possible because we use the Furlong, which is actually a footpath!!		
439	28	B	cycle routes	106A	RJ	Generally having wider roads.		
440	28	B	cycle routes	120A	RJ	The route through the church yard is difficult and inappropriate. However I have NO idea as to where another route could sensibly be provided.		
441	28	B	cycle routes	120A	RJ	The Furlong is too narrow at busy times and although I appreciate this in not a cycle route, it is used informally.		
442	28	B	cycle routes	122A	RJ	By-passing W. Hendred churchyard completely.		
443	29	B	Newsletter	1A	RW	An advertisement page		
444	29	B	Newsletter	4A	RW	An online forum would be great! Perhaps via Facebook or similar to supplement the Newsletter		
445	29	B	Newsletter	22A	RD	Ardington, Lockinge, East and West Hendred have too many publications....2 x newsletters + Hinchman. Uniting them to become one publication could be an improvement		
446	29	B	Newsletter	22B	RD	Agree need to reduce duplication. Also could be more encouraging of village input e.g. general quizzes, competitions, drawings by local children etc		
447	29	B	Newsletter	30A	RJ	Ideally it needs some design (inc drawings/photos) to break up solid text which some people find difficult to cope with.		
448	29	B	Newsletter	34A	RJ	More info on what's going on locally and less of the minutes of every meeting that takes place.		
449	29	B	Newsletter	40B	RJ	More detail from PC meetings. Difficult to know what is being referred to.		
450	29	B	Newsletter	43C	RJ	Provide an emailed version		
451	29	B	Newsletter	47A	RJ	More short (and interesting) items by village residents?		

452	29	B	Newsletter	53B	RJ	Please could the newsletter be emailed out to those who prefer to get it that way.		
453	29	B	Newsletter	59A	RW	Please make it email not paper version		
454	29	B	Newsletter	59C	RW	Email version please		
455	29	B	Newsletter	59D	RW	Email – not paper		
456	29	B	Newsletter	68D	RW	Online newsletter for those who wish or via website		
457	29	B	Newsletter	89A	RJ	More narrative on the discussion of issues		
458	29	B	Newsletter	94A	RJ	I sent an article about the weather to the email address and never got any reaction good or bad – a better response to contributors		
459	29	B	Newsletter	108A	RJ	Would be great to have contact details for newsletter on the website.		
460	29	B	Newsletter	113A	RJ	Monthly recep (sic)		
461	29	B	Newsletter	115A	RJ	Online edition please		
462	29	B	Newsletter	115B	RJ	Online edition		
463	29	B	Newsletter	116A	RJ	Maybe have it quarterly. I find it repeats a lot each month.		
464	29	B	Newsletter	122A	RJ	Guest editors (very Radio 4!) Get more young people involved. Change the format occasionally.		
886	30		Extra comments	65	RJ	(Neighbourhood Watch) There isn't one.		
887	31		Extra comments	12	RJ	(A417 junction delay) How would you sort this problem anyway?		
888	31		Extra comments	19	RJ	(Street lights/bus stops) Only if night buses came about e.g. 11pm		
889	31		Extra comments	38	RJ	(Mains gas) We have mains gas, and did pay £750.		
846	34	A	Other comments	89	RJ	Q3: If new houses are needed in the Parish, I suggest locating them north of the A417.		
890	34	A	Extra comments	21c	RJ	(voluntary speed limit) + GINGE!!! At the moment it is 60 mph!		
891	34	B	Extra comments	27a	RJ	(Regularly ride bike?) Moderately		
809	38		Other comments	1B	RW	Question 38 options are insufficient	1	
465	42		Hall events	1A	RW	Exercise classes, performances and exhibitions		
466	42		Hall events	1B	RW	Exhibitions and theatrical events		
467	42		Hall events	4A	RW	Bonfire / fireworks / BBQ? Village Picnic		
468	42		Hall events	4B	RW	Bonfire / fireworks / BBQ? Village Picnic		
469	42		Hall events	6A	RD	Exercise classes in the evenings		
470	42		Hall events	7B	RD	Community leisure events		
471	42		Hall events	8B	RD	If anyone would organize them, but should not impinge on existing activities in the hall		
472	42		Hall events	8C	RD	Ones raising money for the hall/church, village, charity fund raising ones; children / teenagers' ones		
473	42		Hall events	8D	RD	Charity events – village hall, etc		
474	42		Hall events	10A	RD	Entertainment functions		
475	42		Hall events	10B	RD	Entertainment functions		
476	42		Hall events	16D	RD	Evening social events – theatre, music, dancing, perhaps a cinema (mobile)		
477	42		Hall events	18A	RD	Gardening events		
478	42		Hall events	18B	RD	Shows / entertainment, badminton		
479	42		Hall events	18C	RD	Badminton		
480	42		Hall events	20E	RD	Art, birthday, shops (yard sale)		
481	42		Hall events			(NB probably written by a 10 year old)		
482	42		Hall events	22A	RD	Entertainment that will encourage villagers to socialize		
483	42		Hall events	22B	RD	Quizzes, wine tastings, etc that could be organized within the village. Annual Beer Festival		
484	42		Hall events	23A	RD	More teenage activities that are better advertised. Getting the xxx (may be 'Circus') to visit again, etc.		
485	42		Hall events	23B	RD	Family entertainment – Visiting theatre companies, cinema nights		
486	42		Hall events	24A	RD	Music events		
487	42		Hall events	24B	RD	Fitness classes		
488	42		Hall events	24C	RD	Language classes		
489	42		Hall events	25B	RJ	Exercise classes, craft workshops		
490	42		Hall events	26A	RJ	Beer festivals!		
491	42		Hall events	26B	RJ	Baby/toddler classes and exercise classes		
492	42		Hall events	30A	RJ	Plays (childrens) + concerts + social events		
493	42		Hall events	30B	RJ	More social events.		
494	42		Hall events	34A	RJ	Fun days		
495	42		Hall events	35A	RJ	Pilates and village drama society		
496	42		Hall events	38A	RJ	Events like the circus or cinema screenings could be fun.		
497	42		Hall events	41A	RJ	Exercise classes, Art classes		
498	42		Hall events	42A	RJ	Live music weekly youth club		
499	42		Hall events	42B	RJ	More village gatherings		
500	42		Hall events	42C	RJ	Same as above		
501	42		Hall events	42D	RJ	Same as above		
502	42		Hall events	45A	RJ	Sporting, fitness, singing, dance		
503	42		Hall events	47A	RJ	Concerts. Drama. Educational meetings etc. Lectures.		
504	42		Hall events	47B	RJ	Concerts. Drama. Educational meetings etc. Lectures.		
505	42		Hall events	53B	RJ	Really enjoy the community events like The Beer Festival and C'mas Fair		
506	42		Hall events	53C	RJ	Any original event gets my vote		
507	42		Hall events	55A	RW	Bring and buy sales		
508	42		Hall events	55B	RW	Home baking sales		
509	42		Hall events	55C	RW	Vegetable market stalls		
510	42		Hall events	59A	RW	Party, music events		
511	42		Hall events	59C	RW	I would like to see the hall used as much as possible for local bands practicing, parties, village celebrations		
512	42		Hall events	59D	RW	Parties, plays, music, fetes		
513	42		Hall events	59E	RW	Parties but wouldn't want to book it because of noise restrictions + neighbor complaints		
514	42		Hall events	61A	RW	Art classes for children		
515	42		Hall events	62A	RW	Quizzes, film screenings, Parish parties		
516	42		Hall events	62B	RW	Talks, parties, craft + fairs, films, concerts		
517	42		Hall events	65A	RW	Dog training and clubs for children		
518	42		Hall events	65B	RW	More village social events – clubs/events for children		
519	42		Hall events	69A	RW	More third generation		
520	42		Hall events	69B	RW	Courses – accounts, technology and languages		
521	42		Hall events	74A	RW	Annual pantomime or similar – all so far been excellent. Also perhaps social.		
522	42		Hall events	94A	RJ	Barn dances. Table tennis.		
523	42		Hall events	77A	RJ	More activities for children		
524	42		Hall events	78A	RJ	Varied for all ages		
525	42		Hall events	80A	RJ	Keep fit aerobics		
526	42		Hall events	80B	RJ	Keep fit aerobics		
527	42		Hall events	81A	RJ	Curry night, ping pong tournament		
528	42		Hall events	81B	RJ	Guest speakers		
529	42		Hall events	84A	RJ	Evening keep fit. Possible film evening.		
530	42		Hall events	91A	RJ	Talks music social		
531	42		Hall events	95D	RJ	Car boots sales		
532	42		Hall events	96A	RJ	Basic Keep Fit Classes more in the evenings as most people work,		
533	42		Hall events	96A	RJ	Short (?) mat bowls for all ages.		
534	42		Hall events	96A	RJ	Whiz drive. Family events like Beetle drives etc. Many events held in hall are beyond some families budgets.		
535	42		Hall events	96B	RJ	Make it more of a village community hall not just the same thing all the time. Cheaper rates for villagers.		
536	42		Hall events	105A	RJ	Craft sales, Christmas Bazaar, Bric-a-Brac		
537	42		Hall events	105B	RJ	Ditto		
538	42		Hall events	106A	RJ	Children plays, music events, family plays, puppet shows, 'macrame'		
539	42		Hall events	108A	RJ	More after school activities		

540	42		Hall events	110A	RJ	Halloween party for kids		
541	42		Hall events	113A	RJ	Adult entertainment – cinema/plays		
542	42		Hall events	114A	RJ	Family events, open mike/spoken word/music nights		
543	42		Hall events	114B	RJ	Really enjoyed the theatre events we've had – more of those please! General social events i.e. beer fest, pub quiz, and children's events. Also lectures and talks please.		
544	42		Hall events	114C	RJ	Social events for teens. Chess Club!		
545	42		Hall events	115A	RJ	Musical (e.g. Bosnian Group, Piotr's [?] Evening		
546	42		Hall events	115B	RJ	Social functions (e.g. quiz nights), film shows		
547	42		Hall events	119A	RJ	Catholic faith [?]		
548	42		Hall events	120A	RJ	Concerts, exhibitions, more special interest classes		
549	42		Hall events	122A	RJ	Talks by local people. Musical events.		
550	42		Hall events	123A	RJ	Talks/lectures; music		
551	42		Hall events	123B	RJ	Talks/lectures; music		
552	43	B	Sports	1A	RW	Pilates and Yoga		
553	43	B	Sports	4A	RW	In the future, possibly football for kids? Zumba pilates		
554	43	B	Sports	4B	RW	As above		
555	43	B	Sports	6A	RD	Zumba / dance, Yoga, Pilates, Running group		
556	43	B	Sports	14A	RD	Badminton, circuits, aerobics		
557	43	B	Sports	14B	RD	Evening Yoga class		
558	43	B	Sports	18A	RD	Fitness for older people		
559	43	B	Sports	18B	RD	Badminton		
560	43	B	Sports	18C	RD	Badminton		
561	43	B	Sports	19A	RD	Exercise classes in the evenings		
562	43	B	Sports	19C	RD	Exercise, dance classes after school		
563	43	B	Sports	19D	RD	Football lessons or team in the park		
564	43	B	Sports	22A	RD	Walking		
565	43	B	Sports	22B	RD	Fitness / Yoga etc. Classes in the evenings		
566	43	B	Sports	23A	RD	Badminton, Yoga		
567	43	B	Sports	24A	RD	Fitness for the above 50s		
568	43	B	Sports	25B	RJ	Circuit training		
569	43	B	Sports	26B	RJ	Group classes - such as a running/buggy fit class to also make the most of our open outdoor space		
570	43	B	Sports	30B	RJ	Pilates		
571	43	B	Sports	34A	RJ	Dance for children + adults		
572	43	B	Sports	34B	RJ	Fitness for men		
573	43	B	Sports	35A	RJ	Cycling club		
574	43	B	Sports	36A	RJ	Pilates		
575	43	B	Sports	42A	RJ	Circuit training		
576	43	B	Sports	42B	RJ	Yoga, zumba		
577	43	B	Sports	43D	RJ	Running/cycling club		
578	43	B	Sports	45A	RJ	Pilates, Zumba Gold, more Yoga		
579	43	B	Sports	47A	RJ	Gentle keep fit for older people		
580	43	B	Sports	48A	RJ	Badminton		
581	43	B	Sports	48B	RJ	Badminton		
582	43	B	Sports	48C	RJ	Badminton		
583	43	B	Sports	53B	RJ	More youth activities: football in the Playpark eg.		
584	43	B	Sports	57A	RW	Fitness classes		
585	43	B	Sports	59C	RW	Karate		
586	43	B	Sports	59	RW	Karate, yoga		
587	43	B	Sports	63A	RW	Alexander technique, yoga (evenings), pilates (evenings)		
588	43	B	Sports	64D	RW	Sports / games activities for kids eg table tennis / badminton		
589	43	B	Sports	65A	RW	Badminton, table tennis, netball and dog training		
590	43	B	Sports	72A	RW	For elderly people		
591	43	B	Sports	75A	RJ	Badminton?		
592	43	B	Sports	76C	RJ	Badminton club.		
593	43	B	Sports	76D	RJ	Gymnastics		
594	43	B	Sports	76E	RJ	Trampolineing		
595	43	B	Sports	77A	RJ	Street Dance (children)		
596	43	B	Sports	78A	RJ	Youth teams		
597	43	B	Sports	80A	RJ	Aerobics Zumba		
598	43	B	Sports	81A	RJ	Circuit training, children's sports clubs, Badminton court		
599	43	B	Sports	81B	RJ	Exercise classes after 8.00 pm		
600	43	B	Sports	84A	RJ	More evening fitness classes. Especially if you are working all day.		
601	43	B	Sports	88A	RJ	Over 50s fitness. Pilates		
602	43	B	Sports	94A	RJ	Table tennis, squash, badminton		
603	43	B	Sports	95D	RJ	Spin/Dance/MMA		
604	43	B	Sports	96A	RJ	Zomba. Fun dance basic keep fit. Badminton.		
605	43	B	Sports	96B	RJ	Short mat bowls. Short tennis.		
606	43	B	Sports	104A	RJ	Aerobics, pilates		
607	43	B	Sports	105A	RJ	Yoga, pilates maybe		
608	43	B	Sports	105B	RJ	Tai Chi, Kick boxing, Judo, Karate		
609	43	B	Sports	105C	RJ	Yoga, pilates etc.		
610	43	B	Sports	110A	RJ	Zumba		
611	43	B	Sports	110B	RJ	Taekwondo* for kids (* RJ: a Korean martial art, apparently)		
612	43	B	Sports	114A	RJ	Table tennis		
613	43	B	Sports	114B	RJ	Pilates		
614	43	B	Sports	114C	RJ	Badminton, martial arts (kung fu), volleyball		
615	43	B	Sports	116A	RJ	Activities for children/fitness classes		
616	43	B	Sports	119A	RJ	OAP		
617	43	B	Sports	119B	RJ	OAP		
618	43	B	Sports	122A	RJ	T'ai chi		
619	44	B	Hall classes	1A	RW	Life drawing classes and adult classes		
620	44	B	Hall classes	1B	RW	Adult learning classes		
621	44	B	Hall classes	4A	RW	First Aid, day courses etc. Willow weaving		
622	44	B	Hall classes	4B	RW	As above		
623	44	B	Hall classes	5B	RD	Any arts + crafts + computer tuition – using creative skills (reads as 'suits' but probably meant 'skills') etc		
624	44	B	Hall classes	6A	RD	Art, Singing groups		
625	44	B	Hall classes	11B	RD	Computer training		
626	44	B	Hall classes	14B	RD	Photography, painting and drawing		
627	44	B	Hall classes	18A	RD	Computing / Art		
628	44	B	Hall classes	18B	RD	Computing		
629	44	B	Hall classes	22A	RD	? (Assume does not know)		
630	44	B	Hall classes	22B	RD	Needs a range but must be evenings		
631	44	B	Hall classes	23A	RD	Drawing lessons / art class		
632	44	B	Hall classes	24A	RD	Spanish / French lessons		
633	44	B	Hall classes	25B	RJ	Craft workshops etc.		
634	44	B	Hall classes	30B	RJ	Creative Art, Languages		
635	44	B	Hall classes	34A	RJ	Languages		
636	44	B	Hall classes	34B	RJ	Knitting and sewing for beginners		
637	44	B	Hall classes	35A	RJ	Art, history		
638	44	B	Hall classes	40B	RJ	Creative Arts, Adult learning, advice, support groups		
639	44	B	Hall classes	41B	RJ	Exercise, Art		
640	44	B	Hall classes	41E	RJ	Gym facility		
641	44	B	Hall classes	42A	RJ	As stated adult learning/creative art		
642	44	B	Hall classes	42B	RJ	As above		
643	44	B	Hall classes	42C	RJ	Adult learning		

644	44	B	Hall classes	45A	RJ	Drawing, watercolour painting, Spanish		
645	44	B	Hall classes	46A	RJ	Adult learning, craft		
646	44	B	Hall classes	46B	RJ	Adult learning, craft		
647	44	B	Hall classes	47A	RJ	Adult learning: drama, literature, music, creative arts etc.		
648	44	B	Hall classes	47B	RJ	Ditto		
649	44	B	Hall classes	48A	RJ	Occasional 2-12 yr old art sessions		
650	44	B	Hall classes	48C	RJ	Textiles classes		
651	44	B	Hall classes	53B	RJ	Talks/Art Classes		
652	44	B	Hall classes	54A	RJ	History of art		
653	44	B	Hall classes	61A	RW	Art classes for children		
654	44	B	Hall classes	62B	RW	Art + hobby		
655	44	B	Hall classes	65A	RW	Dog training, and pilates		
656	44	B	Hall classes	69A	RW	Courses – language, computer and accounts		
657	44	B	Hall classes	75A	RJ	Art classes?		
658	44	B	Hall classes	76A	RJ	Art for children		
659	44	B	Hall classes	76B	RJ	French		
660	44	B	Hall classes	84A	RJ	Learning a new language/craft classes!		
661	44	B	Hall classes	88A	RJ	Computer coaching		
662	44	B	Hall classes	95A	RJ	Computer classes		
663	44	B	Hall classes	95D	RJ	Computer/Craft/Knitting/Woodwork/Bingo		
664	44	B	Hall classes	96A	RJ	Computer. Any which King Alfred's Grove adult centre offer.		
665	44	B	Hall classes	96B	RJ	Gardening		
666	44	B	Hall classes	100B	RJ	Art class		
667	44	B	Hall classes	100E	RJ	Table tennis		
668	44	B	Hall classes	104A	RJ	Cookery/craft course		
669	44	B	Hall classes	105A	RJ	Craft workshops; knitting; painting		
670	44	B	Hall classes	105B	RJ	Ditto		
671	44	B	Hall classes	106A	RJ	Creative arts and crafts (evening)		
672	44	B	Hall classes	110A	RJ	Dressmaking		
673	44	B	Hall classes	111A	RJ	Writing classes, any learning classes		
674	44	B	Hall classes	113A	RJ	Adult learning		
675	44	B	Hall classes	113B	RJ	Crafts		
676	44	B	Hall classes	114A	RJ	Woodwork, choir, Brewers Club!		
677	44	B	Hall classes	114B	RJ	Bicycle repair, maintenance course. Crafts, sewing		
678	44	B	Hall classes	114C	RJ	Archery		
679	44	B	Hall classes	114D	RJ	Circus skills, drama club		
680	44	B	Hall classes	115A	RJ	Bridge, salsa		
681	44	B	Hall classes	120A	RJ	Computer technology, better use of tablets etc and anything to do with gardening		
682	44	B	Hall classes	122A	RJ	Learning or brushing up on foreign languages		
683	44	B	Hall classes	123A	RJ	Art history, gardening, local history, local wildlife, computer skills		
684	44	B	Hall classes	123B	RJ	Art history, gardening, local history, local wildlife, computer skills		
685	47		Recreation ground	3B	RW	Wouldn't want new equipment to be over a certain height as safety surfacing would need to be installed – not in keeping with field.		
686	47		Recreation ground	4A	RW	More for babies / toddler would be good – e.g. small slide		
687	47		Recreation ground	8A	RD	All equipment has to be maintained. Open space must be left for cricket / football etc		
688	47		Recreation ground	8B	RD	Something for older children would be good but need to ensure there is still space for more energetic team games and free play		
689	47		Recreation ground	8C	RD	More swings!!!		
690	47		Recreation ground	17B	RD	Improve football posts		
691	47		Recreation ground	18B	RD	Bins inside the park please		
692	47		Recreation ground	18C	RD	Bins in park. Grass cuttings removed		
693	47		Recreation ground	19D	RD	Improve the football goals and mark the football pitch		
694	47		Recreation ground	34A	RJ	More for very young children; benches		
695	47		Recreation ground	37A	RJ	Remove hedge between recreation ground and village hall to make village hall more amenable to bigger events		
696	47		Recreation ground	47A	RJ	People tell me there are stinging nettles there! Not enough seats. Looks sad & tired and should be a really nice place for families.		
697	47		Recreation ground	47B	RJ	Needs more apparatus for small children	3	
698	47		Recreation ground	48C	RJ	It would be good to have some kind of running track. A sandpit for younger children.		
699	47		Recreation ground	53B	RJ	Plant trees to replace those removed.		
700	47		Recreation ground	55A	RW	Smaller goalposts	3	
701	47		Recreation ground	55B	RW	Smaller goalposts	3	
702	47		Recreation ground	60B	RW	More to encourage active adults		
703	47		Recreation ground	61B	RW	See comment on page 24		
704	47		Recreation ground	74A	RW	Saw outdoor fitness equipment at another hall (not local) – thought it an excellent idea – we can't all afford the variety to use.		
705	47		Recreation ground	80A	RJ	More benches tables		
706	47		Recreation ground	95D	RJ	The ski machine in East is good		
707	47		Recreation ground	103A	RJ	The Recreation Ground has sufficient equipment		
708	47		Recreation ground	104	RJ	Use for outdoor fitness classes		
710	47		Recreation ground	106A	RJ	Picnic tables would be great	3	
711	47		Recreation ground	108	RJ	Children need to be informed about putting litter in the bin		
712	47		Recreation ground	114B	RJ	Mowing more often, as the grass gets a bit long	3	
894	48	A	Extra comments	38	RJ	No opinion		
893	48	C	Extra comments	27b	RJ	(Do you cycle with the village?) Fortnightly		
713	48		Community help	4A	RW	When stuck at home with sick children would be great to be able to ask someone to collect a prescription when not able to leave home. A facebook forum would be good for this,		
714	49		Help for elderly	1A	RW	Gardening club and art club		
715	49		Help for elderly	3C	RW	A village shop		
716	49		Help for elderly	8B	RD	There are currently no facilities except 'community spirit' – see what elderly would like		
717	49		Help for elderly	8C	RD	Should be activities for elderly – 'day care' in hall		
718	49		Help for elderly	13A	RD	A village shop would be nice		
719	49		Help for elderly	18A	RD	A community bus		
720	49		Help for elderly	19A	RD	Difficult in a small village. A shop or mobile shop with food supplies may be helpful		
721	49		Help for elderly	24A	RD	Village Store / Post Office		
722	49		Help for elderly	24B	RD	Farm Shop		
723	49		Help for elderly	30A	RJ	See what older people ask for		
724	49		Help for elderly	34A	RJ	Shop Bus		
725	49		Help for elderly	40B	RJ	Better transport, help with stuff – practical and emotional support.		
726	49		Help for elderly	41A	RJ	Better transport to Wantage/Didcot needed.		
727	49		Help for elderly	41B	RJ	More frequent bus service that runs 'til late.		
728	49		Help for elderly	43A	RJ	Transport.		
729	49		Help for elderly	43B	RJ	Transport/shopping		
730	49		Help for elderly	43D	RJ	Transport, someone to check on elderly living alone.		
731	49		Help for elderly	47B	RJ	I don't know of any. If I needed them I wouldn't know where to find them.		
732	49		Help for elderly	53A	RJ	A shop, bus into village, car collection		
733	49		Help for elderly	53B	RJ	Communal shopping/car service		
734	49		Help for elderly	59A	RW	Are there amenities?		
735	49		Help for elderly	65A	RW	Shop in West Hendred for emergency supplies		
736	49		Help for elderly	68A	RW	All those listed in 48		
737	49		Help for elderly	68D	RW	Care of elderly is often provided by friends + neighbours in our community but official support might be useful safety net.		
738	49		Help for elderly	74A	RW	Elderly and / or disabled down in the village, unless offered a lift, have no way out of the village as the bus is at the top – a long way to walk and dark at times.		
739	49		Help for elderly	78B	RJ	Meals on wheels/better bus service		
740	49		Help for elderly	79A	RJ	Community shop		

741	49		Help for elderly	80A	RJ	Don't know!		
742	49		Help for elderly	82B	RJ	It would help if the pavements were mended and the overgrowth cut back so they became more accessible		
743	49		Help for elderly	84A	RJ	Constructive pathways to Ardington, over the brook at the church and Icknield Way bridge.		
744	49		Help for elderly	95A	RJ	Improved bus service at the weekends and evenings		
745	49		Help for elderly	105A	RJ	I'm not fully aware of the amenities so can't comment.		
746	49		Help for elderly	105B	RJ	I'm not fully aware of the amenities so can't comment.		
747	49		Help for elderly	111A	RJ	As listed in preceding question		
748	49		Help for elderly	112A	RJ	No shop, no where for senior people to meet. It's terrible for the elderly. [RJ: this comment from a female aged 41-50]		
749	49		Help for elderly	113A	RJ	Transport rota – local runs		
750	49		Help for elderly	113B	RJ	Good Neighbour scheme		
751	49		Help for elderly	116A	RJ	Something as small as a good level foot path. A local shop. Some older people are stuck in their own house because of no good foot paths.		
895	52		Extra comments	38	RJ	Already have mains gas		
896	52		Extra comments	50	RJ	Use the drives they have		
812	56		Other comments	3	RW	Q56 –We have had problems with dog fouling in the past but at present most owners seem very responsible. Also people are probably either responsible dog owners or not, so addition of bins may make no difference but does cost money.		
850	58	A	Other comments	89	RJ	Q58a: The key thing is to retain the wildlife we already have		
810	58		Other comments	3	RW	Regarding Q 58/59 – we live in an area naturally full of wildlife so I see no point in creating an imitation area. Surely these projects are more for urban areas – I agree		
897	59		Extra comments		RW	Use school bus x 2 daily		
898	59		Extra comments		RW	Question 60.		
899	59		Extra comments		RW	Problems with flooding in the village are historical and more than 10 years old – so this questionnaire might not pick that up. Also problems with high levels of water in brook.		
900	59		Extra comments		RW	Reinstating the village ford is a priority.		
901	60		Extra comments		RW	It would be helpful to know of business in the village and groups that meet and support local business. I'm new to the village in the last two years and own a new business and am intrigued as to what other residents are doing in the sense of business. Are there any bonanza evenings etc.		
752	61		Pest control	1A	RW	Rats and mice		
753	61		Pest control	2B	RW	Ragwort and Oldman's Beard		
754	61		Pest control	4A	RW	Rats along rear boundary of the Greenway		
755	61		Pest control	4B	RW	Rats along rear boundary of the Greenway		
756	61		Pest control	5A	RD	Dogs		
757	61		Pest control	8B	RD	Leylandii – no place in village environment. Ragwort		
758	61		Pest control	8C	RD	Ragwort, Yew – Ones poisonous to horses		
759	61		Pest control	17B	RD	Wasps!		
760	61		Pest control	18A	RD	Dogs without leads / owners		
761	61		Pest control	18B	RD	Dogs let off their leads		
762	61		Pest control	30A	RJ	Cats!		
763	61		Pest control	33A	RJ	Old Man's Beard		
764	61		Pest control	34A	RJ	Old Man's Beard!		
765	61		Pest control	37B	RJ	Ragwort		
766	61		Pest control	39B	RJ	Ragwort		
767	61		Pest control	40B	RJ	Rats		
768	61		Pest control	40C	RJ	Cats, dogs		
769	61		Pest control	43C	RJ	(Individual's name)	1	
770	61		Pest control	44A	RJ	Muntjac, Grey Squirrels, Ragwort		
771	61		Pest control	44B	RJ	Badgers, ragwort, gypsies, (names of individuals)		
772	61		Pest control	45A	RJ	Dogs		
773	61		Pest control	47A	RJ	Rats		
774	61		Pest control	47B	RJ	Cats (because they kill birds)	1	
775	61		Pest control	48A	RJ	Rats		
776	61		Pest control	48C	RJ	Rats		
777	61		Pest control	53B	RJ	Foxes, Muntjac		
778	61		Pest control	59A	RW	Foxes		
779	61		Pest control	63A	RW	Dogs		
780	61		Pest control	64A	RW	Rats		
781	61		Pest control	65A	RW	Rats		
782	61		Pest control	68B	RW	Rats – dogs		
783	61		Pest control	68D	RW	Rats		
784	61		Pest control	74A	RW	Rats – too many coming off field after harvest. Pear tree blister mite. Access to disposal of garden waste i.e. Bonfire Night		
785	61		Pest control	78A	RJ	Ivy		
786	61		Pest control	80A	RJ	None		
787	61		Pest control	80B	RJ	None		
788	61		Pest control	81A	RJ	Cray fish		
789	61		Pest control	81B	RJ	Cray fish, squirrels		
790	61		Pest control	83A	RJ	Muntjac deer, dogs uncontrolled in my garden		
791	61		Pest control	85A	RJ	Dogs Unsupervised dogs cause much of the problems the village experiences with dog fouling		
792	61		Pest control	85B	RJ	Dogs Unsupervised dogs cause much of the problems the village experiences with dog fouling		
793	61		Pest control	88A	RJ	Muntjac and roe deer		
794	61		Pest control	92A	RJ	Squirrels and Rabbits, Pigeons		
795	61		Pest control	92A	RJ	Squirrels		
796	61		Pest control	94A	RJ	Cats and dogs		
797	61		Pest control	97A	RJ	Dogs		
798	61		Pest control	100A	RJ	The bullies who have stolen our ford!!		
799	61		Pest control	101A	RJ	Rats		
800	61		Pest control	111A	RJ	Rats!		
801	61		Pest control	113A	RJ	Rats		
802	61		Pest control	114A	RJ	Wasps!		
803	61		Pest control	114C	RJ	Rats		
804	61		Pest control	119A	RJ	Too many dogs for [?] some households and cats		
805	61		Pest control	121A	RJ	Wasps		
806	61		Pest control	122A	RJ	Pigeons (Wood) and squirrels (grey)		
902	61		Extra comments	46	RW	Fitness equipment in a play park doesn't work. No one enjoys exercising in public when they know their neighbours + children aren't meant to play on it. The fitness equipment in East Hendred playground is a waste of money in my opinion		
903	61		Extra comments	57	RW	Do you support this plan If they use them		
904	61		Extra comments	59	RW	Community Woodland that can be played in		
905	61		Extra comments	67	RW	It would look unfriendly		
906	64		Extra comments	1	RW	Should be most (to open spaces are important)		
907	64		Extra comments	41	RW	More fun, lighter hearted family services		
908	74	A	Extra comments	27	RW	Not now		
909	74	A	Extra comments	29	RW	Very		
910	74	A	Extra comments	35	RW	(Yes box ticked) depends on cost		
911	74	A	Extra comments	50	RW	(Yes box ticked) but it slows traffic down		
912	74	A	Extra comments	60	RW	(Allotments box ticked) not for me know, but for others		
913	75		Extra comments	30	RJ	(The Parish Plan website) Not working!		
914	76		Extra comments	21c	RJ	(20 mph speed limit?) They don't obey 30!		
915	76		Extra comments	59	RJ	(public access to the brook) At the ford		

916	83		Extra comments	6	RJ	Question altered to read: What would you expect the housing needs within the parish to be in . . .		
917	89		Extra comments	Age	RJ	Both respondents are adults on the voting register		
918	92		Extra comments	57	RJ	(dog bins) if used		
919	95	D	Extra comments	62	RJ	(traffic noise) Mopeds		
920	95	D	Extra comments	67	RJ	(cold-calling) No Mormons		
921	100	A	Extra comments	39a	RJ	(The Hare) It was before it was turned into a poncy winebar!		
922	100	A	Extra comments	39b	RJ	(The Hare) If we can get "our" village pub back!!		
923	100	A	Extra comments	41	RJ	(additional option added and ticked) If I suddenly saw the light		
924	100		Extra comments	46a	RJ	(recreation ground additions) Not enough space		
925	100		Extra comments	46b	RJ	(recreation ground play equipment) But would need more space eg a separate area completely		
926	100		Extra comments	50	RJ	(car parking) Home helps parking on bend of Greenway (College Cottages) are a hazard!		
927	100		Extra comments	59	RJ	(public access to the brook) Yes!!		
928	111	A	Extra comments	2	RJ	No opinion: 'Insufficient information'		
929	111	A	Extra comments	6	RJ	'your housing needs' - 'your' has been ringed and, after options for 5 years' time, 'Question ambiguous' added. After '10 years' time', 'as above' added.		
930	111	A	Extra comments	12	RJ	'Slightly concerned' ticked and 'Mostly peak time' added		
931	111	A	Extra comments	21c	RJ	(voluntary 20 mph limit) 'Yes' ticked and note added: 'Nature of twisting road enforces it, except perhaps on Greenway'		
932	111	A	Extra comments	30	RJ	(Parish Plan website) Ticked with note added: 'Not working when I tried'		
933	111	A	Extra comments	37	RJ	(bulk-buy schemes) 'Yes' ticked for oil and note added: 'Already a member of Oxon-wide scheme' with arrow to website address in para below.		
934	113		Extra comments	21c	RJ	'voluntary' crossed out in 'voluntary 20 mph speed limit' and 'mandatory' inserted		
935	114	B	Extra comments	60	RJ	(Periodic low level of brook) 'Yes' ticked and 'I am now!' added		
936	123		Extra comments	6	RJ	A, B & C ticked 'No expected need' but with note added: '(over and above existing houses)'.		
813			Other comments	13	RD	People who live on the Greenway with garages but still park in the road should be fined. Straw and manure left on the roads by farmers and horse boxes overloading their wagons made to clear it up or slap a fine on them. Nothing like hitting their pockets as a deterrent		
814			Other comments	18C	RD	I don't think it is appropriate that children should be dropped off by the school bus on the opposite side of the road ie outside The Hare. It is highly dangerous that the children then need to cross a busy road at a busy time of day. Can the bus not come into the village to a drop off point in the Greenway?		
815			Other comments	19	RD	It would be helpful if there was some way of controlling youths in their cars parking for hours in the village hall car park.		
816			Other comments	19	RD	They play music, spin their cars round and around and throw rubbish and beer cans into our garden.		
817			Other comments	19	RD	This doesn't happen all the time but isn't pleasant. Not sure if gates that are closed by the last group leaving the hall each day is an option?		
818			Other comments	19	RD	The biggest 2 issues that impact us as a school going and home working family are:-		
819			Other comments	19	RD	1) Crossing the A417		
820			Other comments	19	RD	2) Lack of 3G and high speed broadband which makes working from home (which is a necessity) a real challenge		
821			Other comments	21	RD	No toxic bonfires – only garden waste.		
822			Other comments	21	RD	The original founder of the Neighborhood Watch resigned in March 2010, after 20+ years, so Bankside + The Greenway have never had a replacement.		
823			Other comments	21	RD	The police were informed of the hazards of parking across the T junction – Bankside / Greenway – but did absolutely nothing .		
824			Other comments	29	RJ	During cold icy winter spells sand OR GRIT BOXES, should be readily available to Residents needing to get about, in cars etc. Speed humps would also be a good idea in some areas.		
825			Other comments	34	RJ	I believe that Ginge has not really been included fairly.		
826			Other comments	34	RJ	A speed limit through Ginge needs to be put in place and some warning signs for horses.		
827			Other comments	34	RJ	I also can't understand why the area mapped out in West Hendred does not include the south of the village around Goldbury Hill.		
828			Other comments	34	RJ	We also think we need a village shop in West Hendred but it doesn't seem to have been discussed.		
829			Other comments	47A	RJ	I would just like to add that this is a marvellous piece of community work and makes me feel proud to live here – congratulations to everyone involved.		
830			Other comments	47B	RJ	We would also like people to plant more trees in the village. In particular, anyone who removes one should plant a new one. Preferably a native species.		
831			Other comments	57	RW	With all the interest shown in the restoration of the ford at the initial Village Plan meeting I'm disappointed and surprised that there was not a more direct question presented. The ford is an essential part of the character of the village, could be made to look so much better and should not be lost to the village for the short term gain of any one individual. Signed illegibly		
832			Other comments	61	RW	A football pitch (aged 10)		
833			Other comments	61	RW	A community woodland that you can play in without a "stupid path" in it like East Hendred (I) (aged 10)		
834			Other comments	65	RW	(We would fully support re-establishing the old ford		
835			Other comments	65	RW	(More rubbish / dog bins in strategically placed locations are needed		
836			Other comments	65	RW	(Many paths get overgrown in late summer – with stinging nettles making them unpleasant to use		
837			Other comments	65	RW	It would be great if church services could be made more family friendly, inspiring and light hearted, with more well-known hymns.		
838			Other comments	79	RJ	Public access to the brook in West Hendred where in West Hendred. (sic)		
839			Other comments	79	RJ	Why is there no mention of the restoration of the ford when there was a lot of requests for it at the first Public Meeting of the Village Plan? If the ford was reinstated there would not be any problem with water laying at the entrance of the Millham.		
840			Other comments	80	RJ	The hedge at No. 1 Greenway needs to be cut straight. It's on the A417 opposite the Hare. You cannot see traffic properly from Rowstock. Also bus users have to stand close to the road to see bus coming. Dangerous with young children. Bus shelter is useless. Can't see buses coming.		
841			Other comments	80	RJ	Vehicles parking on pavements also happening a lot. Have to take pushchair out onto the road to get round.		
842			Other comments	84A	RJ	Off road parking at Goldbury - perhaps using the green space between cottages and fenced area.		
843			Other comments	84A	RJ	Speed throughout the village (some dangerously fast).		
844			Other comments	84A	RJ	Easier access over Ginge Brook at Icknield Way site – for horses and elderly and pushchairs- very dangerous as it is, especially in wet conditions.		
845			Other comments	85	RJ	The traffic problems on the A417. In an ideal world, a set of traffic lights would help children and adults alike crossing the A417 and also aid traffic leaving the village. However, not sure this would be a viable option with current traffic levels BUT if the housing schemes proposed for the eastern edge of Wantage are approved, the residents of West Hendred need to be protected with a safer crossing/exit of the village.		
852			Other comments	94	RJ	The size of farm tractors etc are so big that they hardly fit the road. Can anything be done to ensure a more appropriate size or alternative routes?		

853			Other comments	95	RJ	More social housing would make the village less safe. I often think how lucky I am to live in a place where the streets are safe at night. The current social housing trend is to move those who are very anti-social in one area to a quieter area. Meaning there would be a strong chance of <u>very</u> anti-social people being moved to the village if more social housing was built. I would feel less safe with these people around.		
854			Other comments	96	RJ	Some villagers do not feel included in the village for instance houses up Goldbury Cottages and beyond and the houses along the A417. It is all centred around a few houses/families in and around the village hall most centred is the middle of the Village. (sic)		
855			Other comments	112A	RJ	Yes. Why are there no rock salt bins in the village (for icy paths and roads)?		
856			Other comments	120A	RJ	I am interested in participating in the bulk buying oil scheme.		
857			Other comments	120A	RJ	I'd like advice on how to save energy.		
858			Other comments	123	RJ	- - Parish Council to lobby on behalf of village for new rail station between Didcot and Swindon which would take many cars off the A417.		
859			Other comments	123	RJ	- - Local District Council to encourage car-share schemes and targetted bus schemes to Harwell Site and Milton Park, as both sites generate hundred of cars on A417.		
876			Extra comments			Better to maintain access we already have ie The Ford!		
878			Extra comments			I don't read it. I'm ten		
880			Extra comments			We do not know (where they are - understood)		
892			Extra comments	27b	RJ	(Do you cycle with the village?) Fortnightly		

QUESTIONNAIRE RESULTS FOR SUB-COMMITTEES

West Hendred & East Ginge PARISH PLAN QUESTIONNAIRE

HOUSING AND DEVELOPMENT

WEST HENDRED AND GINGE TODAY AND CURRENT PLANNING CONTROLS

Question 1

66% of all the respondents said that open spaces are vital to the character of West Hendred and all need to be preserved. 30% respondent that the open spaces are important and only 1% responded that they are not important.

Question 2

Most people, 63% of all respondents, felt that the number of houses being developed within the parish at the time of responding (2013) was about right. This was not a comment on the Vale housing plan which was published later. 9% felt that the number being developed was too low and 17% felt that it was too high.

Question 3

When asked if they supported the building of houses outside of the existing built-up areas of the Parish, 63% said no, 23% said yes, and 10% had no opinion.

Question 4

There was a divided response to the issue of building houses on in-fill plots in the Parish. 48% said nom, whilst 41% said yes.

Question 5

If new houses must be built, the majority of respondents (67%) opted for privately owned. Social rented homes¹ was popular with 24% of respondents and 40% said they thought shared ownership homes² were needed.

¹ Formerly known as 'Council Housing' – i.e. government subsidised housing.

² 'Shared Ownership' - houses are owned in part privately, and in part by government subsidised Housing Associations

Question 6

When respondents were asked how they foresaw their own housing needs in the future most people saw no expected need in five years' time (42%) or ten years' time (38%). Secondary expectations were for starter homes over the next five years (26%) and over the next 10 years (18%).

Business

Question 7

The majority of respondents (67%) said that they would encourage the creation of new businesses in the Parish.

Question 8

The majority of respondents (68%) said that they would approve of the conversion of derelict buildings in the Parish to commercial or light industrial use.

Question 9

60% of respondents reported that they would approve of the conversion of unused buildings or brown-field sites in the Parish to commercial or light industrial use.

Travel and Traffic

Question 10

70% of respondents agreed that the A417 is dangerous for children using school buses who have to cross the road. With 23% agreeing that it was "slightly" dangerous and only 2% saying that it was not dangerous.

Question 11

When asked if the A417 was dangerous for adults to cross, 50% agreed that it was very dangerous and 38% thought that it was slightly dangerous. 8% thought that it was not dangerous.

Question 12

The delays caused by cars queuing to turn onto the A417 from the Greenway received a mixed response. 42% were very concerned, 30% of respondents were slightly concerned, whilst 21% were not concerned.

Question 13

The vast majority of respondents felt that the A417 junction is dangerous for cars turning right onto the A417 from the Greenway was very dangerous (40%) or moderately dangerous (41%).

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Question 14

Most respondents were less concerned with the dangers of cars turning left onto the A417 from the Greenway. 40% reported it as 'not dangerous', 39% as moderately dangerous and 15% as dangerous.

Question 15

There was a spread of opinion when asked if the A417 junction is dangerous for cars travelling east towards Rowstock on the A417 and turning right into the Greenway. 29% reported it 'not dangerous', 41% as 'moderately dangerous' and 23% as 'very dangerous'.

Question 16

64% of respondents liked the idea of A 30 mph speed limit on the Greenway junction section of the A417. 48% agreed that a pedestrian refuge (traffic island) on the A417 adjacent to the bus stop would be helpful. 34% endorsed a new passing lane for traffic going east towards Rowstock so that this traffic is not delayed by traffic turning right into the Greenway. Whilst 50% thought that an additional filter lane at the top of the Greenway for traffic turning left would help ease delays.

Buses

Question 17

The majority of respondents never used the bus service (67%), whilst 15% reported using it less than monthly. It is unclear from the data if the bus is the only mode of transport available to the remaining 14% of regular users. For those who use the service the majority (17%) reported a need in the morning, 11% needed it in the afternoon and only 9% needed it in the evening.

Question 18

46% of respondents thought that the location of the bus stops either side of the road was not safe. 31% thought that it was safe and 17% had no opinion.

Question 19

53% of respondents thought that there should be street lighting on the A417 to illuminate the bus stops.

Traffic through the Villages

Question 20

49% of respondents thought that the current speed restrictions from the A417 to Ginge are 30 mph to Goldbury Hill and unrestricted thereafter was appropriate.

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Question 21

Opinion was divided as to whether the current road signs and markings that warn of hazards. 30% said yes, 39% said no and 23% has no opinion. 51% were in favour of applying the quiet lane concept and 57% were interested in exploring a voluntary 20mph speed limit within West Hendred.

Rights of Way (bridleways and footpaths)

Question 22

Most respondents (57%) reported using the public Rights of Way weekly.

Question 23

Opinion was divided as to whether the current access to Ardington via the churchyard was adequate for people's needs. 44% said yes and 41% said no.

Question 24

Nearly all respondents were very (47%) or fairly (45%) familiar with the footpaths and bridleways in the parish.

Question 25

The majority of people (74%) would like a map of all footpaths, bridleways and byways to be available.

Question 26

50% of respondents thought that some of the Public Rights of Way in the Parish were in an unsatisfactory condition.

Local cycling

Question 27

38% of respondents said that they regularly cycled and 58% said that they did not. 36% reported that they occasionally cycled within the village and 46% said they would cycle more often if the routes were better. 81% said that they would support the creation of an off-road cycle route for families and children linking the villages of Ardington, West and East Hendred.

Question 28

When asked if they cycled more than a mile from West Hendred and Ginge, 40% said yes and 55% said no.

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Amenities

Communication

Question 29

75% of all respondents said that they found the monthly newsletter helpful and informative.

Parish Website

Question 30

20% of all respondents said that they had visited the Parish Council website, 19% said that they had visited the Village Hall website and 13% had visited the Parish Plan website.

Question 31

67% of all respondents would like a website such as described in the questionnaire.

Question 32

61% said that they would use the suggested website.

Broadband

Question 33

50% of all respondents would pay more for faster broadband.

Question 34

54% of all respondents were not happy with their broadband speed.

Question 35

71% of all respondents would support a scheme to help get fast (fibre optic) broadband in West Hendred.

Question 36

7 people reported that they didn't already have broad band connection. 6 of those people said that they were not planning to get broadband in the next two years.

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Fuel Schemes

Question 37

20 people were interested in joining a bulk buy scheme for oil. 8 people were interested in joining a scheme for propane and 80 people were interested in joining a bulk buy scheme for fire wood.

Question 38

41 people were interested in a mains gas supply. 39 thought that it was too expensive, 9 would like to if they were eligible for a grant.

The Hare

Question 39

49% of all respondents said that the Hare was an important amenity. 44% would like to nominate it as an Asset of Community Value.

The Church

Question 40

56% of all respondents said that they visited the church occasionally, 5% attend weekly and 8% attend monthly.

Question 41

33% of all respondents said that they would attend more regularly if the church were used for non-religious events. 11% would like a guided tour and presentation. 8% wanted clearer communication.

The Village Hall

Question 42

46% of all respondents would like to see more events at the hall.

Question 43

45% thought that there should be more fitness classes/ sporting activities for all ages.

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Question 44

51% of all respondents thought that there should be more other classes in the village hall, such as adult learning, creative art, etc.

Question 45

46% of all respondents said that they would not use Wi-Fi at the village hall.

Recreation Ground

Question 46

47% of all respondents were you interested in adding more equipment to the recreation ground for older children and adults. 38% were interested in outdoor fitness equipment and a climbing wall. 43% of all respondents would like an aerial runway and 31% would like a Turnfly.

Help for senior, ill or disabled residents in the Parish

Question 48

8 residents reported wanting help with their shopping; 10 needed help with transport; 9 needed help with cleaning; 4 with dealing with information and using a computer. 8 people said that they would like someone to talk to and check up on them.

Question 49

27% of all respondents felt that there are insufficient amenities/facilities in the Parish for senior, ill or disabled residents. 50% of people did not have an opinion.

Question 50

40% of all respondents were concerned about on road parking, whilst 40% were not concerned.

Visitors to West Hendred and Ginge

Question 51

38% of all respondents would not welcome attempts to attract more visitors to the village. 24% would welcome them and 28% had no opinion.

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Question 52

176 people said that they would support the installation of a printed village map and information board for visitors.

Environment

Appearance of West Hendred and Ginge

Question 53

91% of all respondents said that they valued the open green spaces within West Hendred as part of the village environment.

90% said that they valued the open green spaces in the rest of the Parish as part of the Parish environment.

Question 54

68% of all respondents felt that West Hendred lose from the installation of street lighting.

Question 55

41% of all respondents felt that overgrown hedges were a problem in the parish. 31% felt that unmaintained ditches were an issue. Litter and agricultural waste was thought a problem by 20% and 16% respectively. 28% thought that damaged verges were a problem.

Dogs

Question 56

51% of all respondents felt that dog fouling is a problem in the Parish

Question 57

84% of all respondents supported the plan to site two dog bins within West Hendred.

Improving the natural environment

Question 58

58% of all respondents thought that it was very important to encourage creation of pockets of wildlife habitat within the Parish. 49% and 30% of all respondents felt that it was very important and moderately important respectively for boxes for bats and/or birds to be put up in the Parish. 68% and 18% of all respondents felt that it was very and moderately important respectively to plant native trees and hedges within the Parish.

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Question 59

108 respondents liked the idea of a community orchard. 124 people liked the idea of a village pond. A wildlife meadow was popular with 148 people. 180 people were interested in public access to the brook. A community woodland received 145 votes. 128 people liked the idea of a nature reserve. 98 people wanted allotments. Only 76 people wanted land for a cycle dirt track. 97 people were interested in a traditional style firewood copse.

Environmental factors impacting on the parish

Question 60

Only 9 people said that they had suffered from flooding in the last ten years. 32% of all respondents were concerned about the periodic low levels of water in Ginge Brook and the springs and 35% were not concerned.

Question 62

43% of all respondents are not concerned with the effect of traffic noise in west Hendred. 36% were concerned.

Question 63

170 people would like to know about how renewable energy could be generated within the Parish and how to save energy

Policing and Security

Question 64

61% of all respondents said that they were aware of the West Hendred Neighbourhood Watch scheme

Question 65

75% of all respondents did not know who the local Neighbourhood Watch coordinator is

Question 66

37% of all respondents were concerned by the number of door-to-door traders and other unsolicited callers

Question 67

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52% of all respondents thought that West Hendred should become a ‘No Cold Calling’ village with signs at the entrance to the village

Question 68

What is your gender?

What is your age?

	No. respondents	% respondents	% all respondents
Male	131	48	46
Female	140	52	50
0-10	6	2	2
11-20	33	13	12
21-30	25	10	9
31-40	30	11	11
41-50	45	17	16
51-60	50	19	18
61-70	38	15	13
70+	35	13	12

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EE ACTIONS AND OBJECTIVES

ID	Aim	Action	Who is responsible	Others involved	Review Frequency	Reviewed by
EE1	Keep hedges from obstructing	Overgrown hedges to be cut back	Parish Council to notify	Landowners	As necessary	
EE2	Prevent light pollution	Parish council to oppose street lighting plans if and when they arise	Parish Council			
EE3	Prevent road drains from flooding	Keep drains clear of debris	Parish council to maintain contact with relevant authorities	Possibly Thames Water	As necessary	
EE4	Prevent dog fouling	Dog bins to be maintained and regularly emptied	Parish Council to monitor and maintain contact with District Council	Reminders to dog owners to go in the village newsletter and website	Regularly	
EE5	Keep the brook flowing at an even level	Brook levels to be noted and monitored	Parish Council to keep in contact with landowners adjacent to the brook and monitor extraction	Landowners	As necessary	

POST IT NOTES 14 NOVEMBER 2011

CRIME + SAFETY

LACK OF 😊

NEED TO STOP CARS SPEEDING THROUGH VILLAGE 😞

LACK OF STREET LIGHTS EXCELLENT – POTENTIAL BURGLARS CAN'T SEE! 😊

PATROLS OF PCSOs WE LIKE CATHERINE 😊

? SECURITY. VISIBLE POLICING

IMPROVE STREET NIGHT LIGHTING

LOW CRIME 😊

SPEEDING CARS 😞

TRAFFIC SPEED TOO FAST 😞

COMMUNITY

BRING PUB AND TOP HOUSES INTO THE MAIN VILLAGE BY BUILDING MAIN (ROAD?) BEHIND PUB (sic) 😊

GOOD NEIGHBOURS 😊

NEIGHBOURS LOOKING OUT FOR EACH OTHER 😊

HELPFUL NEIGHBOURS 😊

V. FRIENDLY VILLAGE 😊

VILLAGE ORCHARD

LOVELY CHURCH + HALL

OPEN SPACES WITHIN VILLAGE 😊

PARK 😊

PARISH COUNCIL WEBSITE 😊

HIGH SPEED BROADBAND 😊

COMMUNITY SPIRIT 😊

I LOVE ENGLAND AND ESPECIALLY WEST HENDRED. PEOPLE COULD MIX MORE, + WE ARE ALL THE SAME NO ONE IS DIFFERENT

BABY SITTING TEAM ?

AGEING POPULATION CARING TEAM ?

THE PUB 😊

HIGH SPEED BROADBAND

STABILITY

LITTER

PLAN TO CARE FOR OLDER FRAIL RESIDENTS

NEED AMENITIES FOR OLDER CHILDREN IE TENNIS COURTS

MAINS GAS PLEASE FOR WHOLE VILLAGE

WORK BASED COMMUNITY PROJECTS THAT CAN DRAW IN STUDENTS FROM LOCAL SCHOOL – “MINI APPRENTICESHIPS” ?

MORE COMMUNITY EVENTS I.E. NOT GOING TO EAST TO CELEBRATE SEASONAL EVENTS (ROYAL WED ETC) SCARE CROWS 😞

LEISURE + RECREATION

VILLAGE STABLE

TEENAGE ACTIVITIES ?

THE PUB IS VERY FRIENDLY AND SERVES GOOD FOOD 😊

TENNIS COURTS WOULD BE GOOD

VILLAGE TENNIS COURT

WALKING + CYCLING TO EAST HEDRED SCHOOL 😊

NO ALLOTMENTS 😞

BICYCLE ACCESS THRO / PAST CHURCH TO ARDINGTON

VILLAGE ORCHARD COULD WORK WITH VILLAGE COMMUNITY STABLES

TENNIS COURT OPEN SPACE + FOOTPATHS 😊

PARK (PLAY GROUND) 😊

FIX FOOTBALL NETS IN PLAY PARK 😞

THE PLAYGROUND NEEDS TO BE BETTER MAINTAINED 😞

BROADBAND

IMPROVE FOOTPATH WITH EAST HENDRED VIA MILL LANE

CYCLE ACROSS TO ARDINGTON. NEED A PATH WITHOUT SO MANY STYLES

PARK 😊

MORE CHILDRENS FACILITIES

CHANGE CHURCH GATE FOR PRAMS + BIKES

WANT ACCESS TO RIVER FOR PICNICS + TADPOLING. PLACE WHERE WE ARE OFFICIALLY “ALLOWED”
NOT SNEAKING TO RIVER!

PUB (STEAK) 😊

HOUSING + PLANNING

CONTROL OF BUILDINGS

REDUCE INFLUENCE OF CORPUS CHRISTI COLLEGE 😞

CORPUS CHRISTI 😞

SMALL AFFORDABLE HOUSING UNITS 😊

AFFORDABLE HOUSING FOR YOUNG PEOPLE

NEED AFFORDABLE HOUSING 😞

VILLAGE SHOP WITH VILLAGE PRODUCE FARM SHOP

LOOK FOR OPPORTUNITIES OF LOW COST HOUSING

DITTO

SUPPORT FOR POOR FARMERS!!

HOUSING DEVELOPMENT PLAN ?

NEED A FEW AFFORDABLE HOUSES SO YOUNG VILLAGERS CAN STAY IN THE COMMUNITY

HOUSING DEVELOPMENT ?

PLAN FOR NEW HOUSES?

NOT MUCH NEW BUILDING / HOUSES – KEEP RURAL ENVIRONMENT

UGLY BUILDINGS

ANY LIMITED HOUSING BUILT MUST BE ATTRACTIVE

SMALLER (NON-ESTATE) HOUSES THAT LOCAL PEOPLE CAN AFFORD

“PRETTY”!!! LOW COST HOUSING

SMALL SIZE OF VILLAGE 😊

REDUCE THE POTENTIAL FOR COMMERCIAL DEVELOPMENT 😊

DEVISE HOUSING DEVELOPMENT PLAN

TENNIS COURT FOR WEST HENDRED

NEW HOUSES DON'T WANT 😞

ANY NEW HOUSING MUST BE BUILT SLOWLY SO VILLAGE CAN COPE

? LIMIT ON AMOUNT OF NEW HOUSES

AFFORDABLE HOUSING / SHELTERED HOUSING

GROWTH RATE? OF NEW HOUSING SO VILLAGE GROWS BUT AT A RATE THE VILLAGE CAN ABSORB

HOUSING DESIGN IN KEEPING WITH TRADITIONAL VERNACULAR STYLE OF ARCHITECTURE 😞

VERNACULAR ARCHITECTURE V BUILDING MATERIALS 😊

NEW + MODERN HOUSING NOT IN KEEPING 😞

TRAFFIC + TRANSPORT

CYCLE PATH TO GET ACROSS THE CHURCHYARD?

SPEED LIMITS

40 MPH SPEED LIMIT ON A417 😊

SLOWER TRAFFIC 😞

TRAFFIC CALMING IN GREENWAY 😞

SLOW TRAFFIC THROUGH GREENWAY 😞

PLAN TRAFFIC SLOWING MEASURE BY PLAYGROUND DANGEROUS CURRENTLY 😞

CYCLE PATH TO ARDINGTON

CYCLE PATHS TO TOWNS 😊

CYCLE PATHS 😊

CYCLE PATH NEEDED 😞

? CYCLE PATH TO ARDINGTON

“GOOD” DRIVING AT JUNCTION 😊

ROAD JUNCTION LEAVING VILLAGE

? IMPROVEMENT TO ROAD JUNCTION ON A417

ROAD JUNCTION ☹️

ROAD JUNCTION ☹️

IMPROVE JUNCTION – EASIER TO GET ONTO A417 ☹️

NO PEDESTRIAN CROSSING ON A417 ☹️

RESTORE THE OLD FORD 😊

BUS TIMETABLE THAT IS ACCURATE

SPEED LIMIT ON A417 (IF YOU DRIVE FROM FARINGDON TO READING THE ONLY VILLAGES THAT DON'T HAVE 30 MPH ARE E+W HENDRED) ☹️

IMPROVE BUS SERVICE

ROAD SURFACES ☹️

TRAFFIC NOISE

ROAD NOISE FROM A417 ☹️

CROSSING ON MAIN ROAD

NO PUBLIC TRANSPORT IN VILLAGE ☹️

IMPROVE JUNCTION INTO VILLAGE. CROSSING FOR KIDS

HUGE LORRIES BANNED

SPEEDING

LACK OF FOOTPATHS ON SOME ROADS, WHICH IS NOT SAFE TO YOUNG CHILDREN ☹️

PLAN ROUNDABOUT AT END OF GREENWAY ON TO MAIN ROAD ☹️

CYCLE PATH 😊

CROSSING ON MAIN ROAD!!!

KEEP THE LACK OF STREET LIGHTS – WE CAN SEE THE STARS AND PLANETS 😊

PEDESTRIAN CROSSING AT A417/GREENWAY JCT 😊

JUNCTION ON READING ROAD ☹️

NEED SAFE CROSSING ON A417

NO CYCLE PATH TO ARDINGTON ☹️

SPEED LIMIT THROUGH VILLAGE

SLOWER TRAFFIC (SLEEPING POLICEMEN) (?)

BUSINESS + ECONOMY

BETTER BROADBAND 😊

BETTER BROADBAND 😞

? BROADBAND

? BROADBAND

FAST BROADBAND (?)

VILLAGE SHOP/PRODUCE WOULD BE NICE ?

SUPPORT FOR RURAL JOBS 😊

? SHOP

HELP SMALL BUSINESS

DRAPES 😊

ENCOURAGE LOCAL BUSINESS 😊

HYDRO – ELECTRICITY?

LOCAL SMALL BUSINESS ?

A TEAROOM

ENCOURAGE SMALL COTTAGE INDUSTRIES?

BROADBAND SPEED (LACK OF INVESTMENT) 😞

FIBRE OPTIC BROADBAND NEEDED 😞

BETTER BROADBAND

? BRING ADSL 2+1 FIBRE TO THE VILLAGE

IMPROVE BROADBAND 😊

BROADBAND SPEEDS ARE SLOW 😞

SUPPORT FOR LOCAL BUSINESS

MORE SUPPORT FOR LOCAL BUSINESS

A VILLAGE SHOP WOULD BE NICE, TO STOCK LOCALLY SOURCED PRODUCE 😊

LOCAL BUSINESS SUPPORTING CHARITIES I.E. THE CHILDRENS PLAYBUS – AIR AMBULANCE – THE FIRE SERVICE – LOCAL SCHOOLS

ENVIRONMENT

FOOT PATHS + BRIDLEPATHS 😊

LIKED TO SEE BROOK CLEANED & RESTORED ORIGINAL WITH FORD

? SUSTAINABLE ENERGY GENERATION

HAVING NO STREET LIGHTS IS GOOD, NO LIGHT POLLUTION 😊

LIKE TREES ON THE GREENWAY

TRANQUILITY 😊

POT HOLES IN ROADS ☹️

? PRODUCE COMMUNITY WOODLAND

THE RIVER 😊

SIZE OF VILLAGE 😊

A VILLAGE POND 😊

GREEN SPACES IN + AROUND HOUSING 😊

DOG FOULING ☹️

ELIMINATE ELECTRIC + PHONE WIRES – PLACE UNDERGROUND

PLANT TREES FOR FUTURE GENERATIONS TO CUT FOR FUEL?

THE GREEN SPACES 😊

FEELS SAFE FOR MY CHILDREN TO PLAY (APART FROM A417!!)

NICE SIZE I.E. SMALL 😊

AREA OUTSTANDING BEAUTY

I LIKE THE PEACE + QUIET OF THE COUNTRYSIDE 😊

NO STREET LIGHTS IS BRILLIANT

I LIKE THE LOOSE STRAGGLY NATURE OF THE VILLAGE 😊

LOW LEVEL OF LIGHT POLLUTION ☺

RURAL LIFE

RURAL SCENERY. LOVELY WALKS

BINS FOR DOG MESS?

KEEP THE VILLAGE RURAL! ☺

WE WANT THE FORD BACK – WOULD BE GREAT ACCESS FOR CHILDREN TO DABBLE IN THE WATER

REINSTATEMENT OF THE FORD PLEASE ☺

OPEN FIELDS + STREAM ☺

RESTORE THE FORD

IMPROVED ACCESS ONTO A417 ☹

HEAVY TRAFFIC THROUGH THE VILLAGE ☹

QUIET MINIMAL TRAFFIC ☺

NO COCKERELS !!! (ADDED COMMENT) THIS IS THE COUNTRYSIDE! ☺

COUNTRYSIDE ON THE DOORSTEP ☺

RESTORE ELEMENTS OF VILLAGE CHARACTER EG FORD?

PROTECT / ENHANCE THE ENVIRONMENT

GREEN OPEN SPACES ☺

REMOVE TELEPHONE AND POWER LINES

POT HOLES ☹

+ GREEN SPACES

THE FURLONG ☺

MORE BINS FOR DOG MESS?

KEEP US FREE FROM STREETLIGHTS ☺

RESTORE THE FORD ☺

THE SURROUNDING (COUNTRYSIDE) ☺

NO STREET LIGHTS! DO NOT WANT

GREEN SPACE AND PASTURE FIELDS IN THE VILLAGE ☺

SPARSELY POPULATED 😊

OPEN SPACES + GREENERY 😊

LOVE RURAL LOCATION

COUNTRYSIDE + FIELDS ON MY DOORSTEP 😊

IMPROVE ACCESS AND AMENITY VALUE OF STREAM BY THE BRIDGE 😊

WIDEN PATH ALONG TWILLY SPRINGS – VERY NARROW, VERY MUDDY

TRADITIONAL RURAL PLANTING 😊

GREAT COUNTRYSIDE TO ENJOY

THE BYEWAYS 😊

LITTER + DOG FOULING ON FOOTPATHS

ROAD SURFACES 😞

JUNCTION 😞

😞 😞

10. AER ACTIONS AND OBJECTIVES

ID	Aim	Action	Who is responsible	Priority
Businesses In the Parish	More than two thirds would encourage the creation of new businesses in the Parish and approve of the conversion of derelict buildings to commercial or light industrial use. 60% also indicated that they would approve the conversion of unused buildings and brown-field sites in the parish to the same commercial or light industrial use.	This is a largely positive response from the community and suggests that the Parish Council should be doing some analysis of possible derelict and unused buildings, as well as brown-field sites, with a view to encouraging business use. We would also expect them to encourage new business in general.	Parish Council	
Rights of Way	Parish paths are well used but not all well known and there is support for a map of the paths and a continuing plan to maintain them in a good condition.	Plans include: <ul style="list-style-type: none"> • an audit of the conditions of the rights of way • an action plant of improvements needed to the rights of way - based on priority needs • to ensure that all rights of way are clearly signed • to identify the paths in the parish which are of primary importance and establish a set of standards for accessibility 	The Parish Council The Ramblers	
Newsletter & Website	To improve parish communications by <ul style="list-style-type: none"> • further development of the monthly newsletter for every household • establishing a community website which is a single source of information on all village news, events and activities including the Parish council • using email and social media effectively to distribute urgent messages and news items 	Plans: <ul style="list-style-type: none"> • To establish a working group to look at website requirements and design • To identify and agree the requirements for a community website • To establish a village email which complies with the data protection act • To connect and engage with social media 	The Parish Council	
Broadband	To get high speed broadband in the village	To monitor the progress of the installation of high speed broadband in the parish – expected spring 2016	BT	
The Hare	To see the Hare re-open as a vibrant community pub	To monitor the progress of the new owners (Star Pubs & Bars, a division of Heineken UK) in refurbishing the pub and planning its future – including the selection of a new tenant – and to influence their decision making as much as possible in the interests of the local community.	The Save the Hare Committee	

10. AER ACTIONS AND OBJECTIVES

Holy Trinity Church	<p>One third of respondents would like there to be non-religious events at the church, however there were no suggestions of what kind of events. A small percentage would like there to be a guided tour and presentation, while others suggested more marked Christian calendar events and talks to understand more about church activities.</p> <p>The matter of the public path through the churchyard and kissing gate (then going beyond the church across a stile and the Ginge brook to Ardington) raised many comments. These are reported in detail in two other sections relating to Cycling and Rights of Way in the parish. The path runs from the lych-gate through the churchyard, and immediately by the church's South door. On both sides there are graves that immediately abutt this path.</p>	<p>In summer 2014 the church provided a talk to a group from a nearby village, which was very well received. The Parochial Church Council has discussed the questionnaire results and is looking to provide similar talks for West Hendred residents. Work is currently in hand to provide an open space within the Church, which should help events. Further events are anticipated in summer 2015.</p>	The Church's representatives	
The Village Hall	<p>To look at building further on current provision in the village hall by providing new activities and events for the community. To involve as many members of the parish as possible.</p>	<p>To establish a working group in conjunction with the village hall committee to</p> <ul style="list-style-type: none"> • devise, plan and run new events and activities • involve as many new people as possible in running events for the benefit of all 	The Village Hall Committee	
Help for Senior, ill or disabled residents	<p>To monitor the need for provision of assistance with a range of potential issues including those connected with transport.</p>	<p>To establish a working group to</p> <ul style="list-style-type: none"> • consider co-ordinating transport provision and checks/visits for elderly people living alone • look at organising a regular event in the village hall for people to meet and talk • provide a community hub in the hare if purchased 	The Parish Council	
On-road parking in the Parish	<p>To identify areas of concern re on-road parking in the village and explore possible solutions</p>	<p>To consult with residents re potential solutions</p>	The Parish Council	
Visitors to West Hendred and Ginge	<p>To encourage responsible enjoyment of our rural environment</p> <p>To encourage and welcome visitors to village events.</p>	<p>To provide a notice-board and village map to enable visitors to make the most of our local area</p> <p>To encourage and promote visitors who are not using motor vehicles</p>	The Parish Council	

10. AER ACTIONS AND OBJECTIVES

Cycling	Establish a direct cycle route linking the three villages of Ardington, East and West Hendred. Such route would be usable all year round, replace the need for cyclists to use the Furlong and allow walkers and cyclists to bypass obstructions on the footpath to Ardington.	<p>Work with the parishes of East Hendred and Ardington to identify a potential route linking the three villages together.</p> <p>Promote the preferred route with the Local Authority to attract the necessary funding.</p> <p>Ensure the cycle route is installed to a standard that is useable all year round.</p> <p>Promote the new cycle route to stop cyclists using the Furlong and to encourage residents to walk or cycle for short journeys.</p>	Parish Council, OCC	High
	A cycle network across the Vale linking villages to towns, schools, leisure facilities and main areas of employment.	Identify and improve cycle routes in the wider area that would benefit the local and wider community.	Parish Council, OCC	Medium
Playing Field	The Playing Field is kept to a high standard of care.	<p>Replace aging equipment with similar or age appropriate items.</p> <p>Ensure all play equipment is maintained and safe to use.</p>	Parish Council	
	Play equipment for older children (10-14).	Install play equipment that is more suitable for the 10-14 age range.	Parish Council	
	Provide a sufficient number of benches and picnic tables in the Playing Field	Install where necessary more benches and picnic tables.	Parish Council	