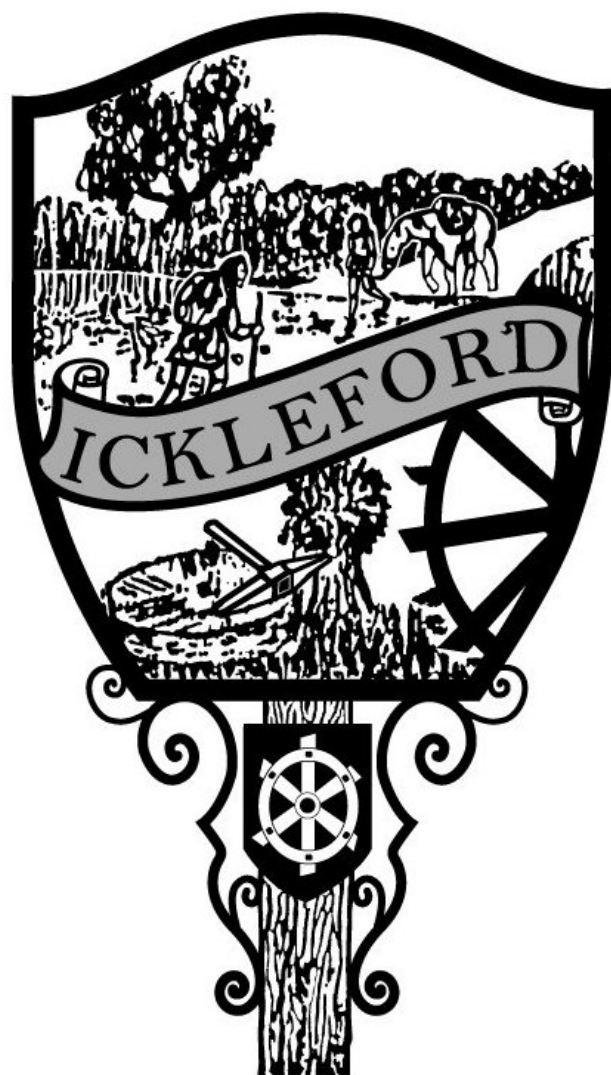


Ickleford Parish Plan Questionnaire



Results Summary

August 2006.

Dear Residents,

As I hope you already know, we had a terrific 86% response rate to the Ickleford Parish Plan questionnaire, for which I would like to thank you the residents and all the volunteers who helped us achieve this. This shows everyone's willingness to build on what is already a good place to live and make it even better.

With results from nearly 700 questionnaires we had a huge amount of data input to undertake, and we have spent the last few months on this and subsequently in summarising the output; I am pleased to enclose below an overview of the results. There is much more detailed information, and this is available on the Ickleford website (<http://www.icklefordpc.com/>). Alternatively for those who do not have internet access, we will be happy to provide more details on request.

When interpreting these, please bear in mind that they are the results for the whole village; there will be many issues that relate only to specific parts of Ickleford. These will be apparent when the committee examines the results in more detail, and may be addressed in the plan with a high priority if they are of sufficient importance to a specific street or location.

The next stage is for the steering committee to use the results from the questionnaire to devise the parish plan itself. The plan will comprise a series of specific recommendations which will be prioritised based on what you have told us. Each action will have a defined time by which we hope to achieve it, and will also be ranked in terms of feasibility. All of this will be done in consultation with the Parish Council (which will ultimately take ownership of the plan) and with groups within the village and external third parties such as the police, District and County Councils. We aim to have this completed by the end of the autumn, with publication as soon as possible thereafter.

If you have any thoughts or comments, please feed them back to me (miles.maxwell@icklefordpc.com or 434538 or 17 Witter Ave) or any other member of the parish plan steering committee.

Best wishes,



Miles Maxwell,
Chairman, Ickleford Parish Plan steering committee

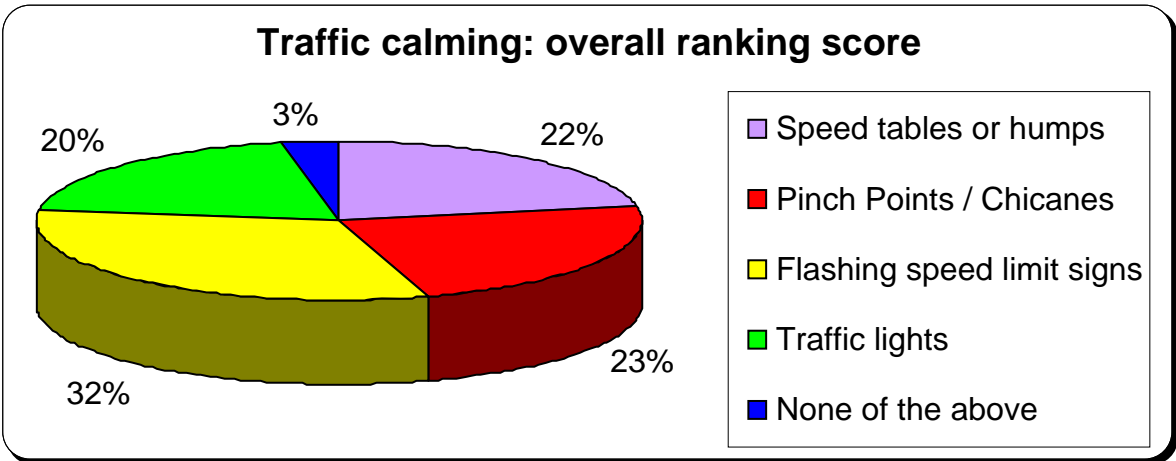
Ickleford Parish Plan – results summary

A total of 679 questionnaires were returned out of a possible maximum of 789 - an 86% response rate. The figures cited below are the absolute values and the percentage of those providing an answer (i.e. excluding those who did not complete that question or those who replied 'don't know').

Traffic & Transport

504 households (85%) expressed concern about the speed of vehicles through the village.

For speed restriction, flashing speed limits was the highest first preference option (176; 32%), with speed humps or tables (148; 27%) and chicanes (129; 24%) also strongly favoured. Only 36 (7%) didn't want any form of speed restriction. This graph (and all subsequent ones) is based on the *overall* ranking given to each option, not just first preferences.



The most popular locations for pedestrian crossings were outside the village shop (326; 48%) and outside the school (322; 47%).

Road surfaces were thought to be inadequate by 295 (57%), and 245 (57%) felt pavements should be improved.

462 (84%) supported traffic calming at Cadwell Bridge if it were safe and technically feasible. The only option to receive significant support to make Chambers Lane safer was the creation of a footpath (402; 60%).

A majority (281; 53%) were concerned about HGVs flouting the ban that exists in parts of the village.

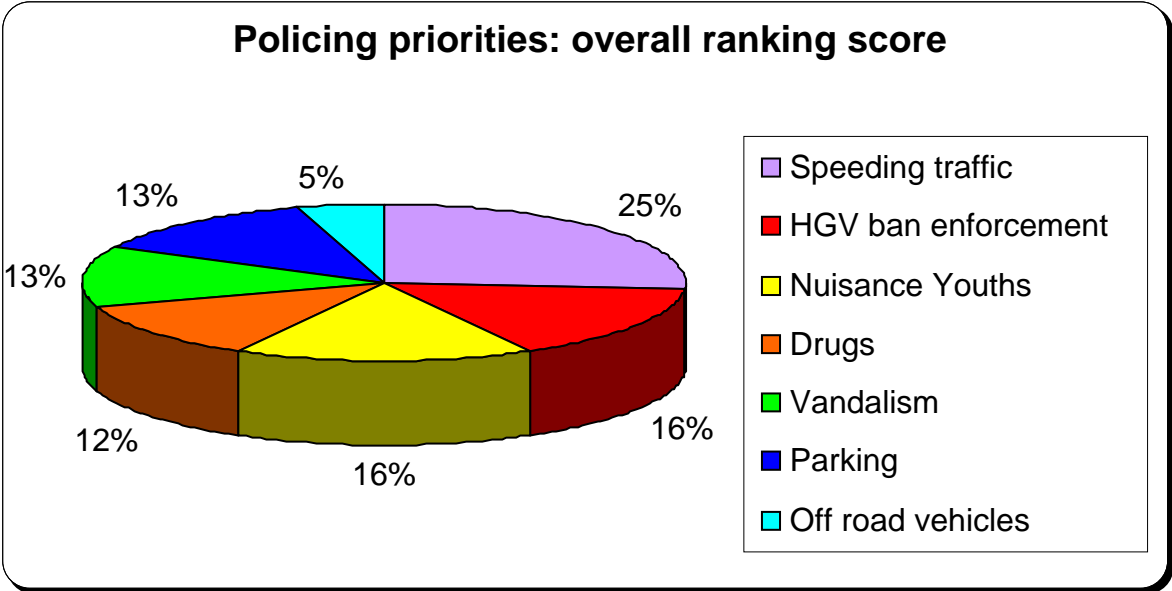
Few people (124; 20%) currently use buses. A service from Hitchin to Letchworth via Ickleford (223; 33%), and one to/ from Hitchin station (215; 32%) were the most popular options for new routes.

Crime & Disorder

139 (24%) felt that police presence in Ickleford was adequate, while 307 (52%) wanted more visible policing and a further 142 (24%) thought we needed a specific police officer for the village.

Anti-social behaviour (226; 42%), drug taking/ under-age drinking (155; 29%), vandalism (151; 30%) and illegal off-road motorbikes etc (170; 30%) were concerns for fewer than half of respondents. However, parking was a major concern throughout the village (407; 71%).

When asked what the main priority for policing in Ickleford should be speeding traffic was by far the highest ranked with 281 (54%) first place preferences. Targeting of nuisance youths (61), enforcing the HGV ban (53) and drugs (53) – all about 10% - were the next most popular first preferences. Despite parking being a major concern in Ickleford (see above), only 33 (6%) placed it as their first preference for police effort.



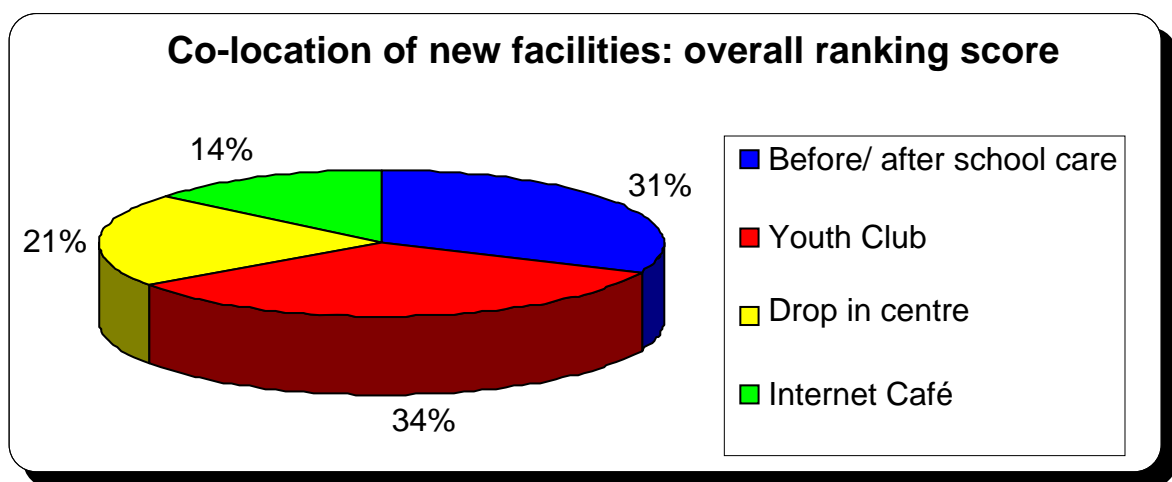
335 households (63%) would be prepared to pay more on their parish council tax for additional policing specifically for Ickleford, with an extra £1-2 per month being the most popular option (206; 39%). However, a significant minority (200; 37%) did not want to pay any more.

Amenities & Facilities

A huge majority (532; 92%) thought that Ickleford needed a post office.

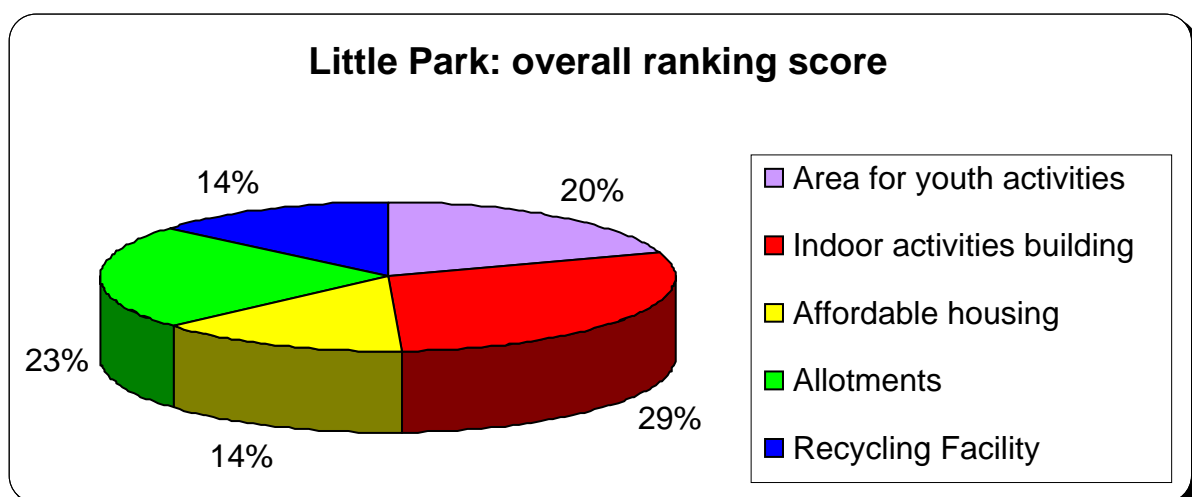
Many people expressed an interest in additional activities that might be provided in the village hall, sports club or in a possible venue at St Katharine's Church.

322 (82%) felt that a purpose-built venue for Ickleford pre-school would be an asset to the community. There was strong support for a youth club (313; 46%) and before- and after-school care (287; 42%) being co-located in any new community facility.



Environment

A building to house indoor activities (113; 27%) was the marginal first choice as a way to use/ improve the area between Turnpike Lane and St. Katherine's Close ('Little Park'). Use for youth outdoor activities (94; 22%), affordable housing (90; 21%) and allotments (85; 20%) all scored reasonably.



Only 178 (38%) thought there was a need for extra housing for local people.

Many households were supportive of Bowman's Mill; 278 (69%) felt that Bowman's had taken every precaution to minimise the environmental effects of the mill. However, a large number of households expressed an interest in further activities to minimise disruption to the village. Direct access via the Bedford Road (370; 55%) and fewer lorries along Turnpike Lane (289; 43%) were the most popular options.

Most people (239; 55%) did not feel that litter or fly-tipping was a general problem, and the village was evenly split over the need for a recycling centre – 243 for and 240 against.

Young People

118 (84%) households with young people felt that the village did not have good facilities for younger residents; 134 (94%) requesting more facilities. A youth centre (101; 72%) was the most requested new facility, but there was strong support for more sports facilities and additional groups and classes. Most respondents (59; 65%) felt that public transport was poor.

If promised one change in any aspect of the village, what would you choose?

The top 5 choices across the village were:

- Slower traffic (65 responses)
- Less traffic (48 responses)
- Resolution of parking issues (43 responses)
- More/ better shops and facilities (42 responses)
- To improve/ maintain the village environment (36 responses)

For younger residents the top 3 choices were:

- More/ better facilities (58 responses)
- Safer roads (18 responses)
- Improved public transport (9 responses)

