

Report from Waddington Parish Survey March 2018

A survey form, with reply paid envelope, was posted to every dwelling in the Parish boundary; a total of 482 homes. 202 replies were submitted. In round figures a return of about 40%. In terms of statistics gathered, this means that the results can be considered as significant, but not conclusive.

The survey was instigated as a result of planning changes, nationally, that encourage parishes to formulate their own strategic planning policies. The formal process to create that planning policy, as outlined in legislation, would take about 2 years and cost a significant amount of our Parish income. The resultant policy would have to be read by planners, but would not be binding on their decisions. The Parish Council, after much discussion, decided that for the projected financial outlay, the benefits would be minimal, for our village situation. The resultant policy would be valid for five years, when the process would need repeating.

At the same time the Parish Council is bound to reflect the wishes of their parishioners in the Council's decisions. This survey touches on a number of areas and the results will inform the Council on how to consider proposed planning issues, for example, or whether the Council should consider acting on an issue.

The questions did not go into depth on any subject but attempted to ascertain a 'flavour' of current opinion on a broad range of topics. Care has been taken to ensure the anonymity of the respondents.

Some additional written responses clearly would be better dealt with by personal contact and we would encourage contact with the Parish Council directly. Please remember that the Parish Council meet every second Monday of the month (except August) and all members of the public are welcome.

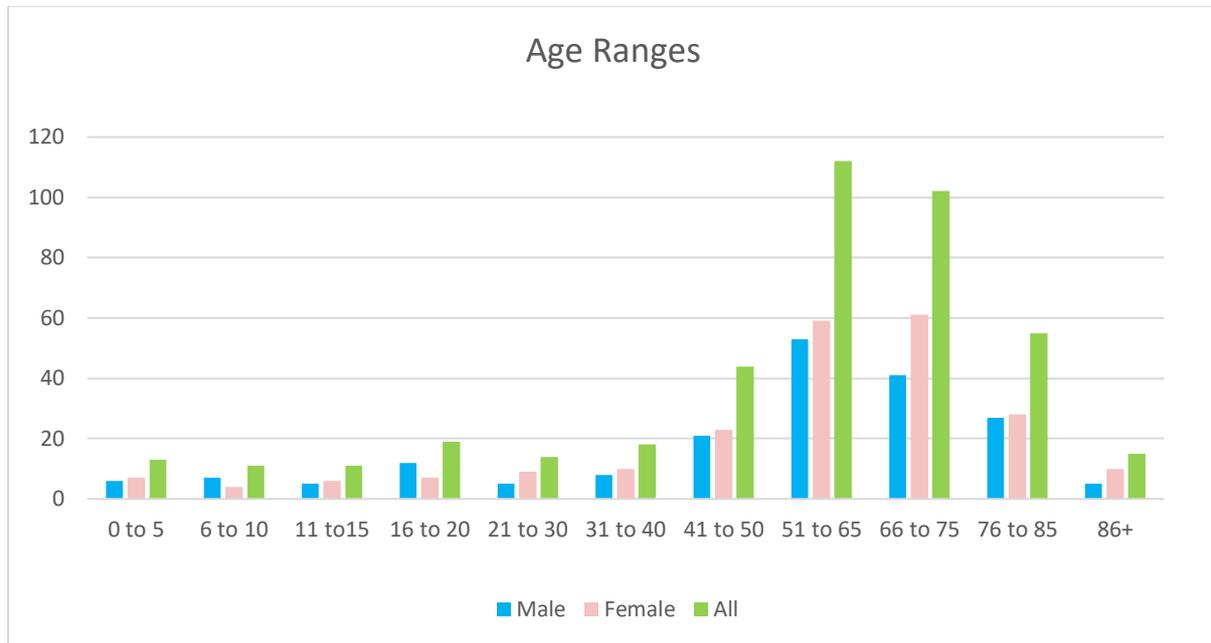
You can also email the Parish Clerk for items to be considered at the Parish Meetings, by email at info@waddingtonvillage.co.uk or in writing to The Parish Clerk, 3 Knuck Knowles Drive, Clitheroe, BB7 2JF. (Correct as of November 2018.)

The data has been collated, totalled up and where appropriate, processed. The written replies will be destroyed when they have been fully considered. The data and the derived results will be valid, as opinions, for about five years only and will then have to be discarded, or another survey taken. In the meantime, the Council may quote some of these results as evidence of the wishes of the community we endeavour to represent.

The following illustrations represent the raw data forming the basis of this report.

Basic Demographics

The first part was an attempt to gather some demographic information. The best source for this would be the last Census. But this is not readily available to us.

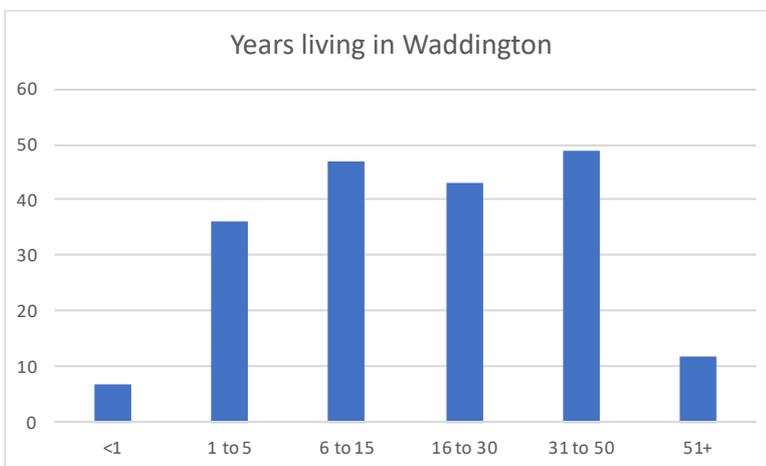


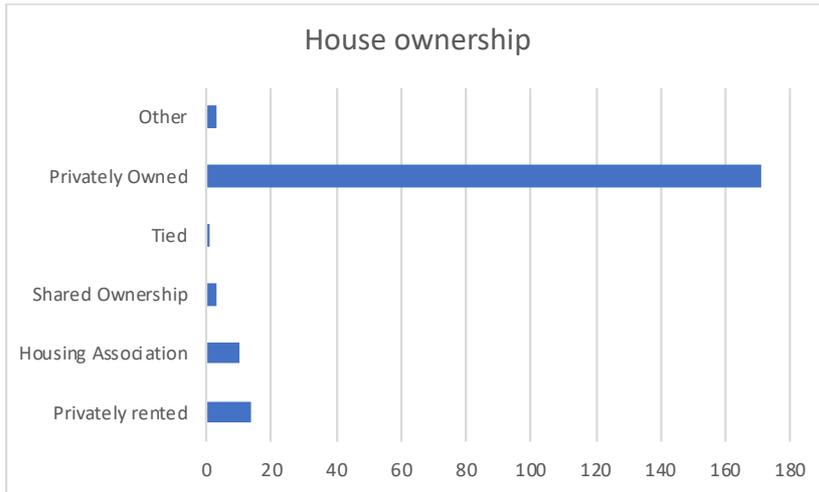
The above result would appear to show that Waddington has a high-end age range, with more females than males.

Not surprisingly, given the open rural nature of the parish, most respondents live within the main area of the village, rather than in the countryside.



The next section concerned how long the respondents had lived in the village. This would seem to show that the village is not a short-term home for most. Indeed, more than 7% of respondents have spent their whole life in the village.





Unlike some rural villages, there is no overall landlord. There are some estates within the parish boundary, with more privately owned, and then rented, properties. However, it is quite clear that the majority of respondents are owner-occupiers of their properties.

It can be appreciated that the owner occupiers, in particular but not exclusively, have a vested interest in looking after the village.



Only the person filling out the questionnaire was asked about their employment situation. Of the 202 replies, 79 persons were working, (39%). Whilst this may seem low, consider the age profile of the respondents on page 2.

Only 8 respondents worked either at home or in the parish. A further 30 worked within the Ribble Valley area. Most of the

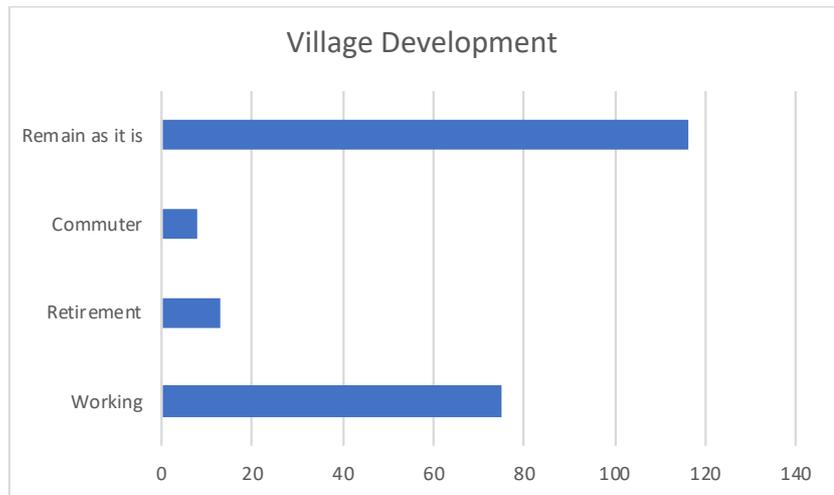
remaining respondents in employment (23) were active in the Lancashire area.

The above suggests that most workers have to commute to their place of work. This will relate to the transport section of the report on page 8.

We then canvassed opinions on village development.

We asked how the respondents wanted the village to develop, if at all.

Most, (55%), indicated that they wanted the village to remain as it is. This left 45% indicating that some sort of development could be considered. This is not the same thing as agreeing to an increase in the size of the village.



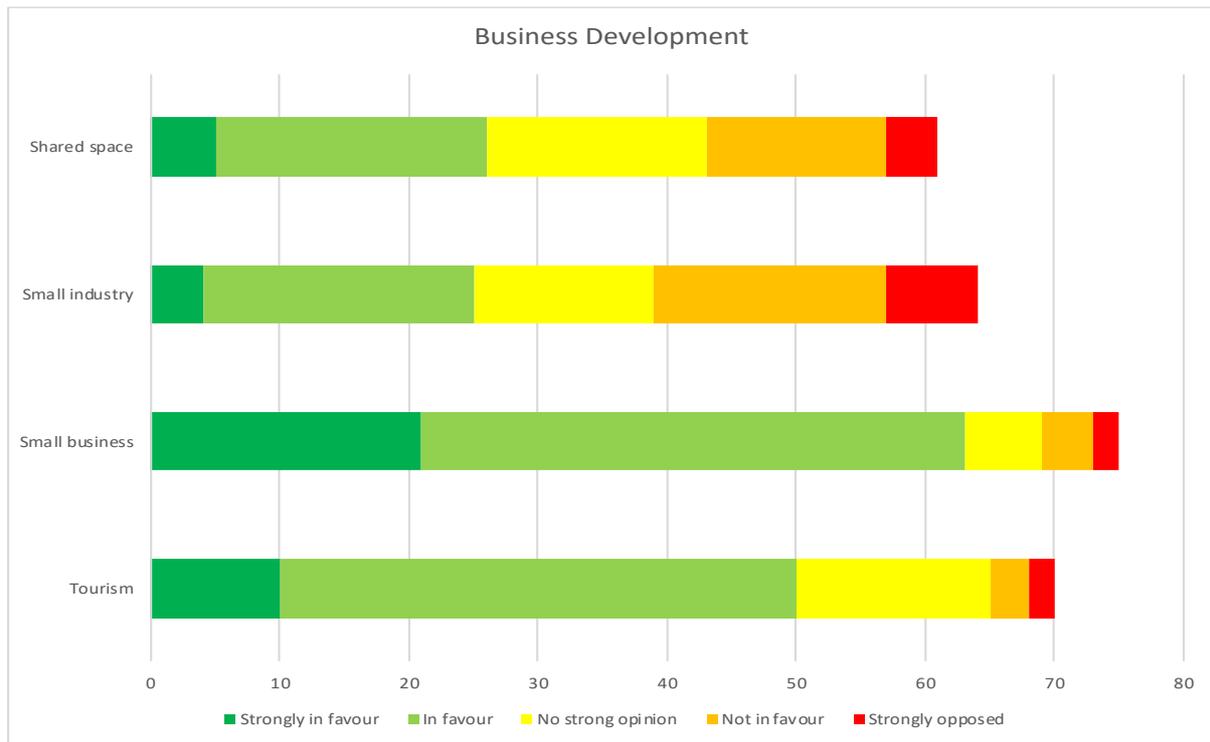
Only a few suggested that development along 'retirement' lines was a possibility. When considered against the age profile on page 2, this may appear surprising. But perhaps it could be considered as being partially a fact.

Of those prepared to consider development of the village, most were in favour of a working community. This encompasses a wide range of possible activities, most of which would have no, or minimal impact upon the village.

Some respondents (28) gave further indications:-

- The overwhelming majority indicated a balanced approach to any developments, to maintain the character of the village.
- Some reflected that house prices in the village effectively precluded young people and young families from affording to buy in the Parish.
- Only one person was adamant that no development should be allowed at all.

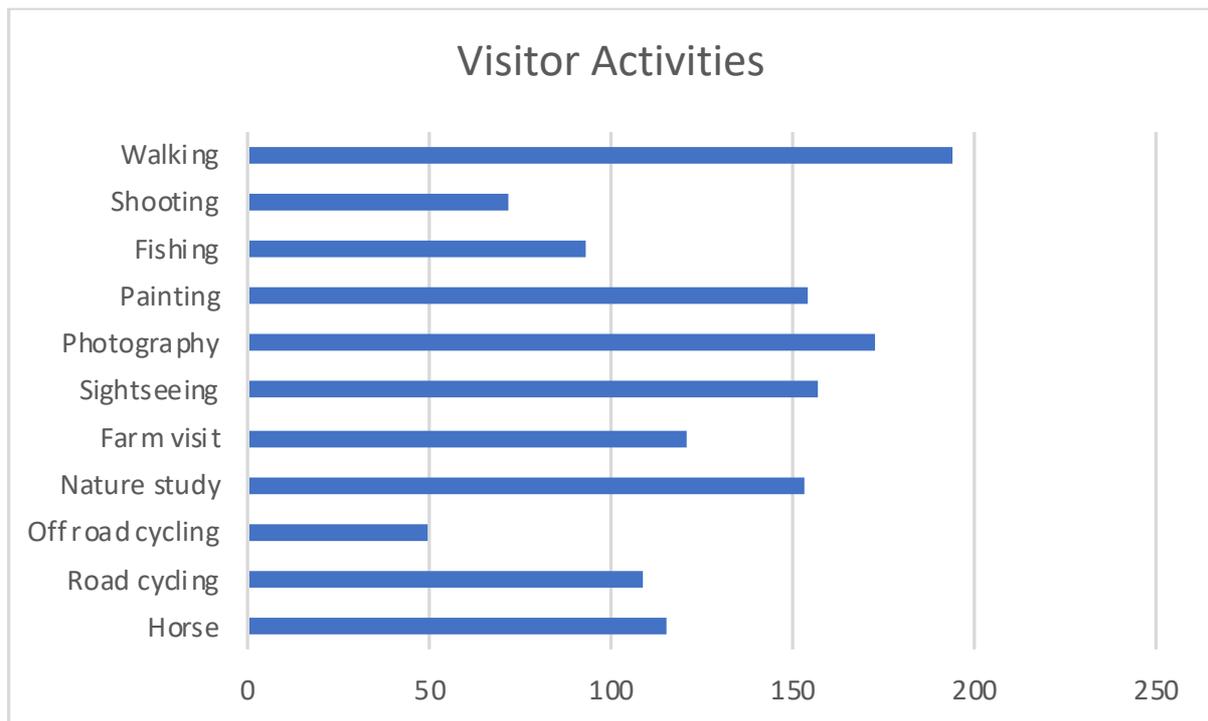
We enquired as to what sort of business development might be considered as acceptable. (As the legend is small; green in favour, red opposed.)



The overall preferred development type was 'small business'. The second for consideration was tourism. Both of these attracted little opposition.

Free comments submitted (12 in total) urge caution to retain the character of the village. This accords with the previous question. They also point out that parking is difficult in the village centre areas.

The next area covered acceptable activities for visitors.



The least favourite visitor activity was off-road biking, followed by shooting. Off-road biking usually requires large, typically, forested areas. The parish does not have a suitably large forested area.

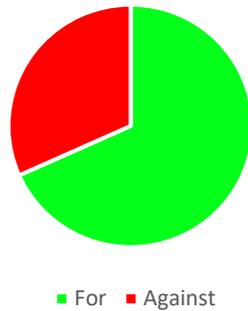
Shooting (both clay pigeon and game) is popularly perceived as the preserve of the well off. However, what may not be universally understood is that shooting does bring in a lot of money, both to land owners and local hostellers. This in turn employs people, frequently, young villagers. In any case, shooting events are held locally.

Fishing would depend upon suitable water being available. The river is private fishing, but there are some permit fishing areas, but not within Waddington Parish. Due to the sloping nature of the fell, static bodies of water tend to be too small for fishing.

Road Cycling and horse riding seem not to provoke strong opinions. Visiting cyclists do come in noticeable numbers and local businesses do profit from them. At this time there are no riding schools in the parish, but there are a number of private and livery stables.

The remaining possible activities can be seen as predominantly pedestrian based, low noise and low impact. They all have an effect on local businesses. However, expansion of some, such as walking, could result in damage or erosion to existing footpaths, as in high trafficked areas of the Lake District.. See page 22 for further comments on footpaths and bridleways.

For/Against an Electric Vehicle Charging Point

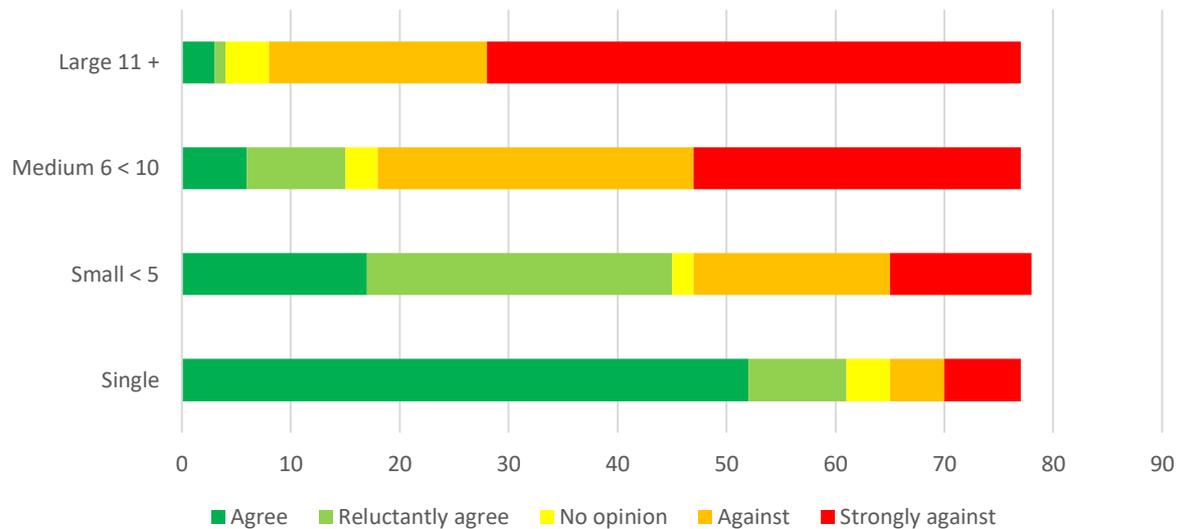


With the increasing number of electric vehicles on our roads, the question was posed as to whether an electric vehicle charging point was thought desirable for the village, 68% were in favour.

Since the questionnaire was written, the Waddington Arms has had one installed.

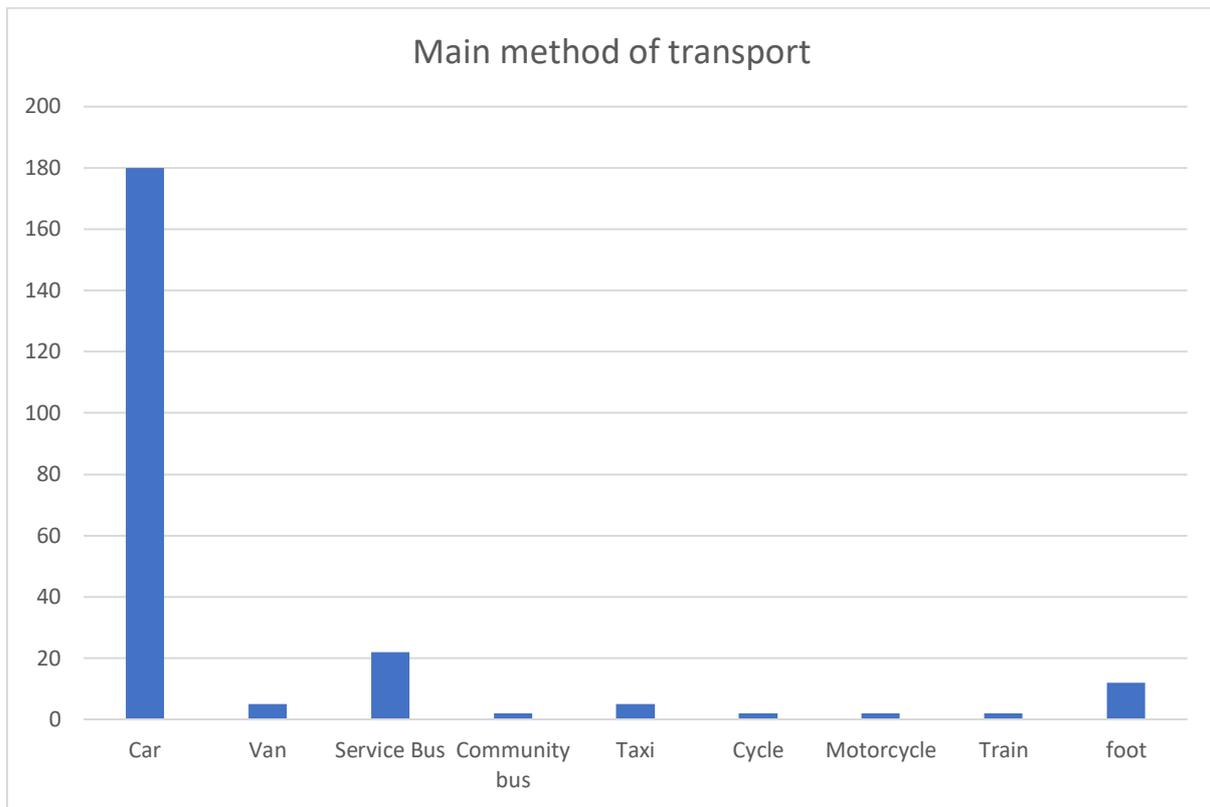
Over the centuries the village has evolved and grown. The most radical increase being in the last century with a number of housing developments in the village. Now there is a nationwide requirement for house building. The chart below shows the opinions gathered in our questionnaire regarding housing developments.

Opinions about possible housing development



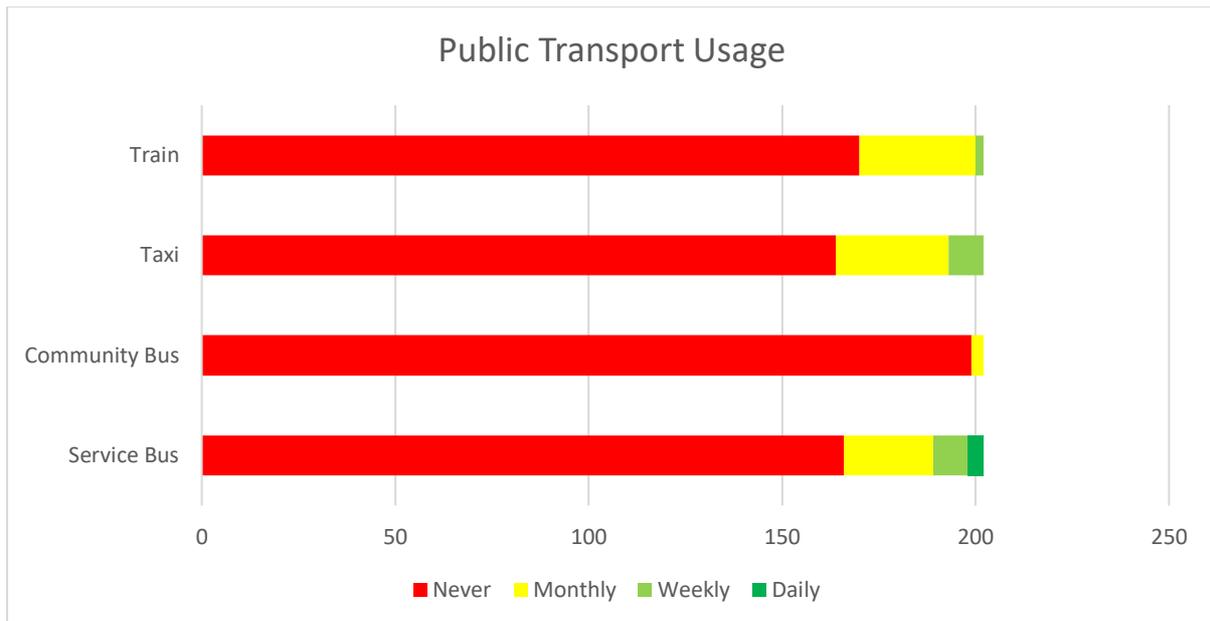
The results are understandable. In short, small-scale development is, in general, supported and not significantly opposed to, but larger (6 houses and greater) attract increasing opposition. At the time of writing there are no planning applications for any new builds within the Parish boundary. The results above will better inform the Parish Council on how to react to any new build planning applications that do come before it in the future, and provide evidence of a mandate for those reactions.

The next set of questions concerned transport issues.



The overwhelming method of transport used is a personal car. Overall, personal transport (car, van, cycle and motor cycle) accounts for 81% of the village requirements. The next most popular is the service bus, at 9.5%, with public transport, as a whole, providing 12.5% of the village's transport needs.

Not every villager has access to a private car or is able to drive. Thus, the next question focused on public transport usage.



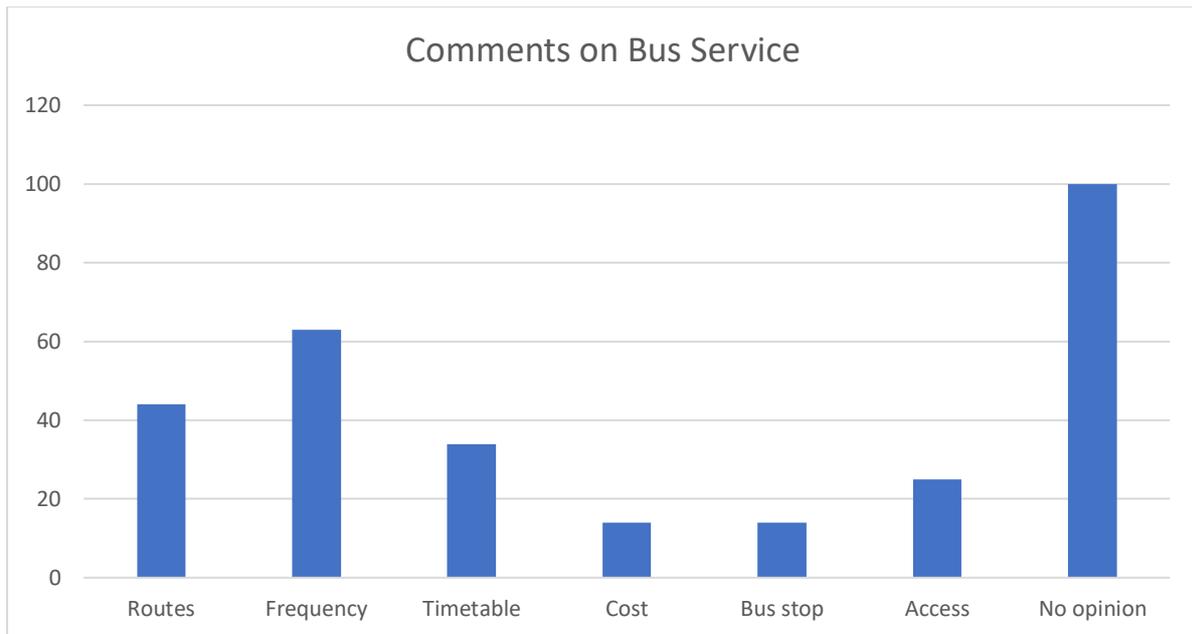
The above shows that the overwhelming majority of villagers do not use public transport.

The usage of the Community Bus (The Little Green Bus) and service bus is predominantly by residents over 65 years of age. The service bus makes financial sense for this age group, as a free bus pass can be used at certain times. The service bus company receives a grant from Lancashire County Council to subsidise low usage routes (such as our village route) and a further set amount of money to cover bus pass usage. But this latter amount is not related to the number of passes presented. It remains the same whether 2 or 200 bus pass users ride the service bus. Together these grants do not fully cover the cost of providing a public bus service for the village. To make the service financially viable, the bus company makes revenue from fare paying passengers, only. In the current climate of austerity, the amounts provided by Lancashire County Council are being reduced, forcing the withdrawal of little revenue producing bus routes. Should the service bus through the village be withdrawn then this will impact most on non-car-owning residents.

The Parish Council does support The Little Green Bus financially, as do Ribble Valley Borough Council (RVBC). But again, austerity is forcing grant reductions from the borough council. The outlook for public transport to and from the village is not rosy in the long term.

The Parish Council does monitor the public transport situation. The transport providers should be better able to answer questions as to why villagers do not use the transport currently available.

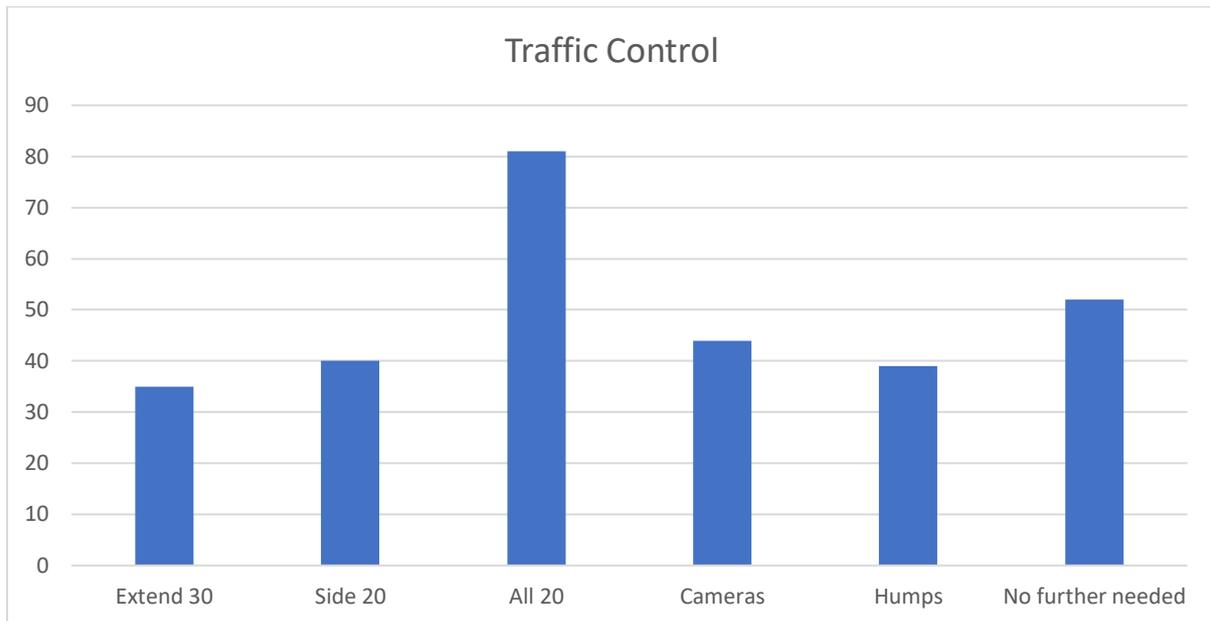
We have tried to focus on the service bus issue in the questionnaire, by asking for comments of the current service. The results are shown overleaf.



Half of the respondents had no opinion on how the bus service might be improved. In view of the high usage of private vehicles, there is an inference that the lack of opinion could be due to lack of knowledge about public transport provision.

The most obvious comment concerns the frequency of service. However, with the low usage of the service by fare paying (revenue producing) passengers, this would seem to preclude any improvement. The route currently connects a number of villages with Clitheroe. Connection to other villages would depend upon demand and as other villages have lost their bus services due to lack of usage, it would appear that the demand is low. Timetabling has a number of facets that impact. These include interfacing with other services in Clitheroe, both bus and train, and peak time demand. This latter item varies from user to user depending upon either job or school, starting and finishing times, or bus pass usage restrictions.

The next group of questions looked at how vehicles use roads in and around the parish.



Roughly 60% of respondents expressed a wish to have some 20mph limits imposed, either on side roads, or on all roads in the village. Most side roads/streets have a de facto speed limit of no more than 20mph as it is, due to narrow or winding roads and/or parked vehicles making faster driving impossible or too dangerous. The main routes through the village have similar problems, effectively limiting the possible top speed. It is apparent that at some times of the day, in the early hours of the morning, some users do exceed the current speed limit of 30mph through the village. There is a rolling programme by Lancashire County Council of introducing 20mph limits on side roads. At this time the Parish Council is unaware of any intention to include the village.

Allied to lower speed limits is the extension of the current 30mph limit. The limits are set at the edge of the village. Without proof of need (see paragraph below) for increasing this, there is little chance of this being considered. West Bradford Road is wholly 30mph, due to the school.

The second most desired traffic control was the introduction of speed cameras. These are now rarely introduced. In order to apply for one or more cameras, the village would have to show a consistently high incidence of fatal and serious injury road collisions over at least five years. Even then other solutions would be considered before cameras; particularly road engineering (introducing bends or chokes, for example) or even line painting. There is no history of serious collisions and the speed indicator device, used by the Parish, which records traffic and speed data, does not support allegations of excessive speeding by vehicles.

Finally, humps would not be placed on any of the main roads. This is due to the types of vehicles using the through routes; buses, large goods vehicles, coaches, farm vehicles and trailers, private cars (damage liability), cyclists, horse riders and wheel using pedestrians (push chairs, wheel chairs etc.). Humps may slow vehicles, but they irritate road users, can introduce dangers, and create noise and vibration to

nearby residents. Rumble strips on the approach to the 30mph limits might be a possibility, but there are inherent dangers for two-wheeled road users losing surface grip when cornering.

A number of comments were made regarding traffic control.

A lot restate the idea of 20mph limits.

There is an even split between those requesting humps and those that oppose their introduction.

There were a number of requests to enforce existing controls. Speeding has been covered above. There are some parking restrictions (Clitheroe Road, Waddow Grove junction) that are frequently flouted. The Parish Council is actively trying to have these enforced. It must be borne in mind that the older parts of the village were built before a time when vehicles and parking were issues. Even the newer parts were not designed or conceived with the current extensive use of vehicles in mind.

The village has developed without specific pedestrian footpaths along most of the main through route (Clitheroe Road). Currently a lot of residents park vehicles on that road, as there is no close alternative. This reduces the road width to an effective single lane working. This automatically reduces through traffic speed and with the lack of reported collisions, this is apparently adequate for safety (statistically speaking) – though not desirable. But it demonstrably works, at this time. If a footpath was introduced then all parking would need to be prohibited, and there is no alternative parking area. Furthermore, the available road width would increase and encourage concurrent two-way traffic, whether or not it would be safe, and probably an increase in overall traffic speed.

Comments have been made about large goods vehicles driving through the village. There is no feasible alternative route and tall vehicles are prohibited by the low railway bridge on Waddington Road in Clitheroe. The main perceived problem is with the quarry vehicles. The business provides local employment and revenue for the Ribble Valley. The vehicles need to be large to be financially viable. As virtually all the vehicles have to pass through the village, the drivers are instructed, by the parent company, to exercise great care when driving and reduce speed through the village, their nearest neighbours.

Parking on some side streets has deteriorated. For example, vehicles park inappropriately, on a small grassed area on Waddow View (Katy Lane) and use the central grassed area on Queensway. These situations require investigation by RVBC and Lancashire County Council Highways, to see if they should be allowed and formalised or prohibited and restricted.

A number of respondents requested that the traffic choke on Clitheroe Road at its junction with Waddow Grove (outside the Social Club), be removed. This was put in to ensure that traffic speed was reduced on entering the main part of the village; an engineering solution. There are occasional problems when drivers either do not see or ignore the requirement to give way to traffic already in the choke and inconsiderate parking. There should not be a problem with traffic getting stuck in the choke (as one respondent alleges), as it has priority to leave. There is no recorded history of any

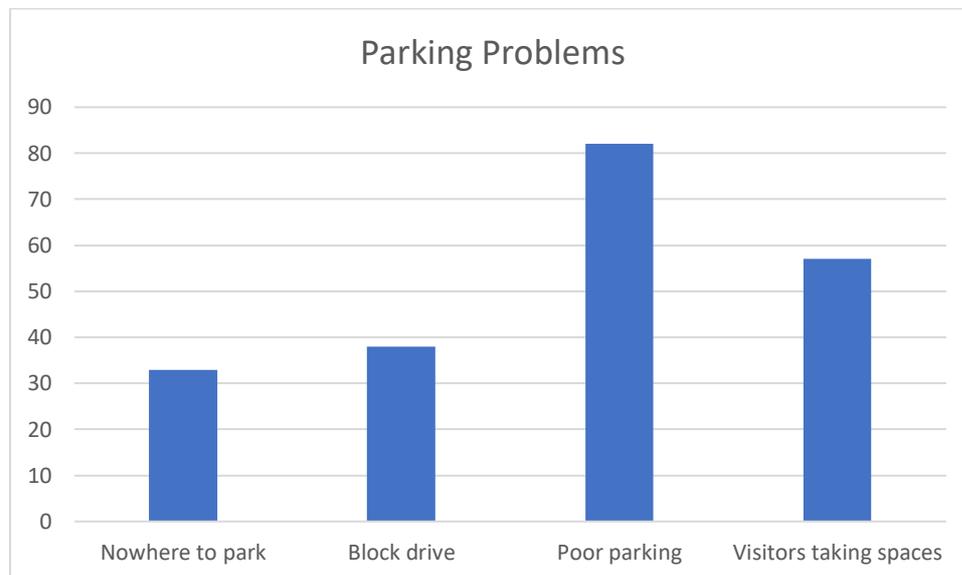
collision associated with the choke. Since the choke is a traffic calming feature, reducing through speed and improving safety, it is highly unlikely to be removed.

The areas considered by respondents to be dangerous mirror those listed above, plus some others.

There is concern regarding speeding on a number of roads. Disregarding the village centre, those mentioned include Edisford Road, Fell Road and Clitheroe Road. All these roads are subject to the National Speed limit of 60mph and proving speeding is a problem that can only be handled by the Police.

There are a number of mentions of inconsiderate parking by parents at drop off and pick up times at the school on West Bradford Road. It appears that as long as the road is not actually blocked and that there are no collisions, this is the penalty for having a rural school. On the plus side, the congestion does reduce traffic speed (often to zero) thus increasing the safety of the children.

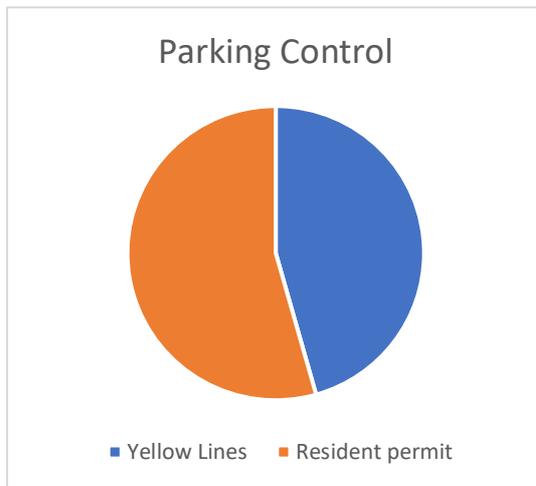
Another area receiving multiple mentions is Belle View Lane, past St Helen’s Church and the Lower Buck. The area does have a lot of residential properties with either no or poor off-road parking provision. The situation is exacerbated by attendees at the church or public house and visitors. Whilst there is parking at the playing fields, this will be “too far away” for most people. Again, until there is tangible evidence, in the form of injury collisions, no attention from the authorities can be expected.



When asked about any parking problems, most indicated that they had not experienced any. However, where a house has adequate off-road parking, this is to be expected. Although, a number of respondents complained of their drive access being blocked by parked vehicles.

The biggest problem appears to be ‘poor parking’. This being committed not only by visitors, but by residents. There are numerous complaints regarding residents parking inside the choke and on its approaches, in contravention of double yellow lines. There

are other areas mentioned, such as on Clitheroe Road, just north of the choke, and Belle View.



The problem caused by visitors taking available spaces can be most simply addressed by a 'residents only parking' scheme, which will involve charges and in the current climate, there will be no enforcement.

A number of comments were to the effect that the respondents would not pay to park outside their own house.

Introducing Residents Permits would cause displacement parking problems. Restricting visitor parking would affect local businesses and impact upon visitors to residents within

the scheme area; not being able to park – an unwanted side effect.

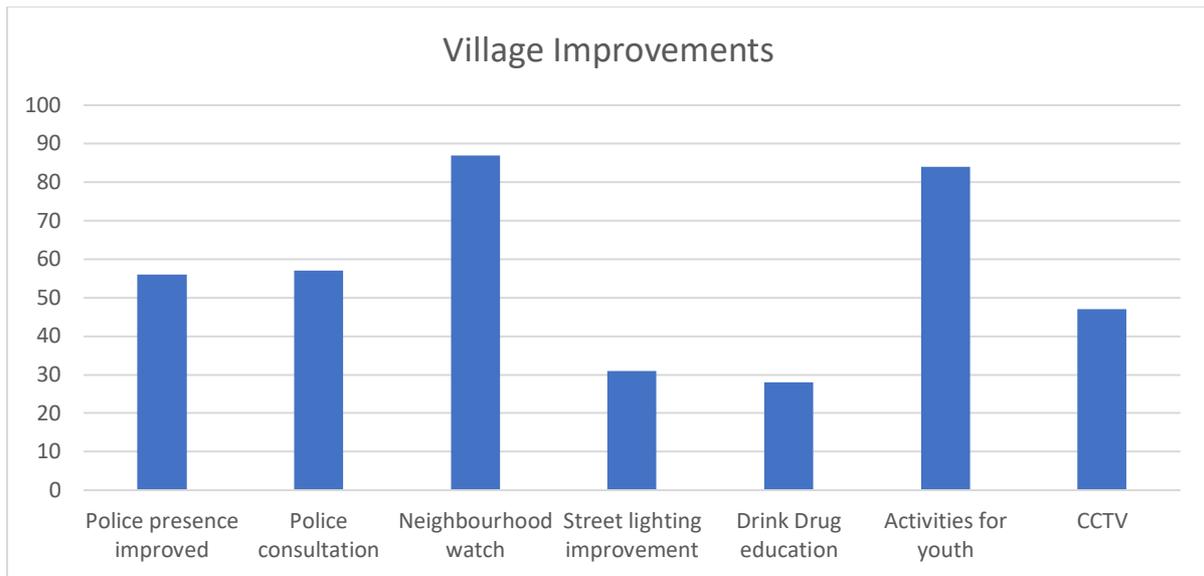
There is little possibility of introducing further yellow line systems. This is driven by need; and there is no collision evidence or substantial congestion incidents to back this up.

A lot of comments point out that existing parking controls are not being policed. As previously stated, the Council is attempting to address this issue. (page 12)

Some comments requested a central parking area. As the village centre is predominantly built on, this is not possible. There are some open areas, but these are privately owned and not accessible to provide car parks. A few years ago, the church's croft was used as a temporary car park when work on the main street was carried out. The croft is intended to extend the burial area, when needed, and therefore is not available for parking.

Some pragmatic respondents point out that living in an old village does bring problems with parking and these should be appreciated and accepted, with forbearance.

The questionnaire then went on to consider social matters.



The most popular looked for improvement was the introduction of Neighbourhood Watch schemes. These are partnerships with the Police. Essentially, an area, such as a small housing estate, or 2 to 3 adjacent streets, will form a group to easily distribute information. For example, one person getting a suspicious caller at their door selling fish will inform their neighbours, who inform theirs, etc.. In this way a small community will look after its own welfare. There are links with the Constabulary so that crime information, or advance warning of expected undesirable cold callers can be passed around to improve crime prevention. If any group of residents contact the Police, they can be guided through the process to set up a scheme.

The next most popular improvement was for activities for youth. This is a matter that will have to be considered by a number of organisations.

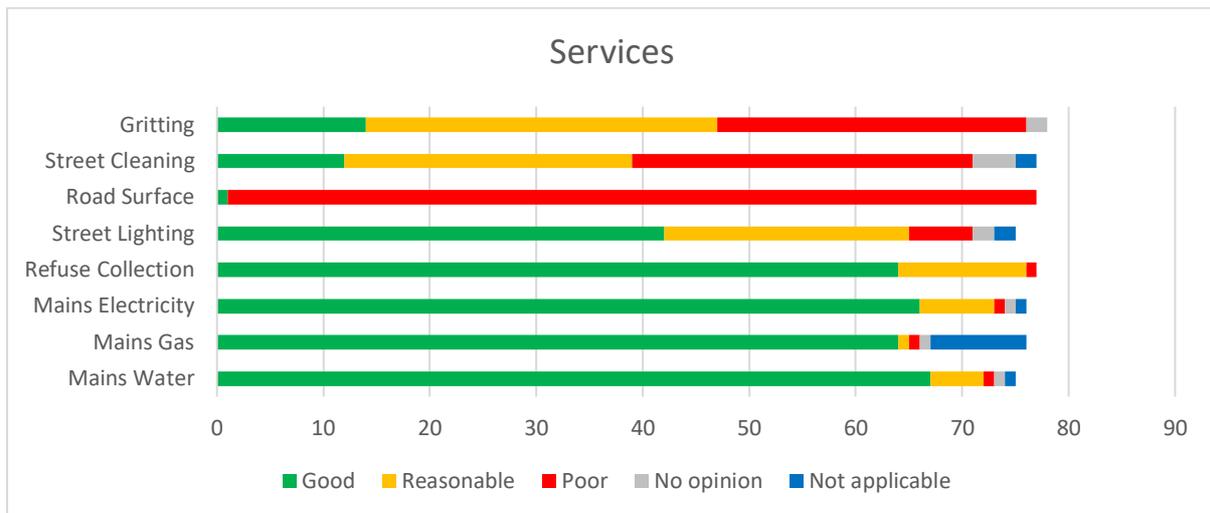
The Police presence and consultation options are unlikely. Due to severe budget cuts there is little probability of any extra police cover. Consultation meetings are rarely undertaken. It is intended to liaise with the local Police management regarding various issues raised in this survey, including these points.

An optimum CCTV system is costly to set up and even more expensive to monitor live. This solution is too costly for the Parish Council. There are other, less expensive, solutions that do not involve live monitoring. This would involve setting up CCTV cameras and recording to an online server. The recordings could then be examined following any incidents. At this time, there is not a large enough demand or requirement to consider this solution. But the situation will be reviewed periodically.

Street lighting improvement is currently limited to a programme of replacing existing street lighting with LED systems. Due to the current financial climate, unless a compelling case can be put forward, no extension to the current coverage will be undertaken.

The last option regarding drink/drug education would seem to be allied to Youth Activities and is covered in Secondary Education curricula.

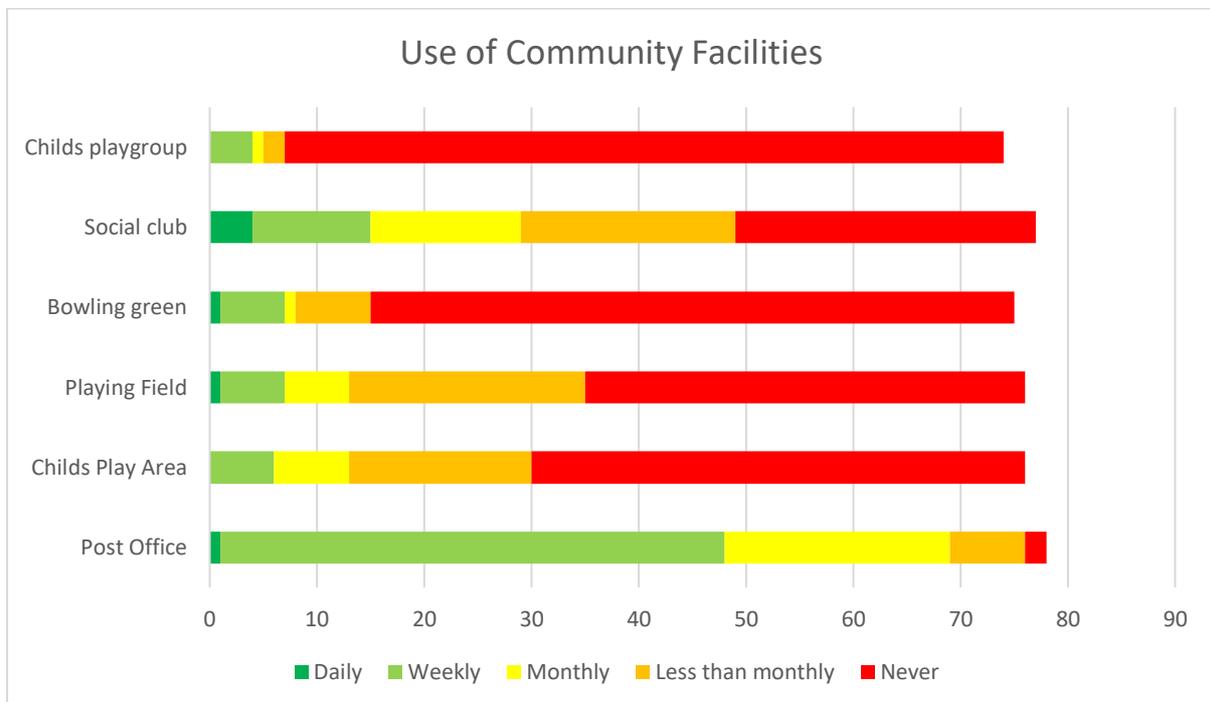
The opinion of respondents was sought on the main public services.



The main services of water, gas, electricity and refuse collection were good overall. Street lighting was good to reasonable.

Gritting and street cleaning services were adequate.

The road surface was rated as poor (at best). Shortly after the survey was sent out the Parish Council became aware that resurfacing was planned and since then, over summer 2018, this has been carried out. Hopefully to most people's satisfaction.



From information provided it would appear that the village Post Office is well used. Waddington is quite lucky in retaining its Post Office, as other villages have lost theirs.

The Social Club is the next most used community facility, with a range of facilities, including a bowling green. In order to use the club facilities, membership of the club is required. At the time of writing this was £10 per annum. On non-match evenings the green can be used for more social games.

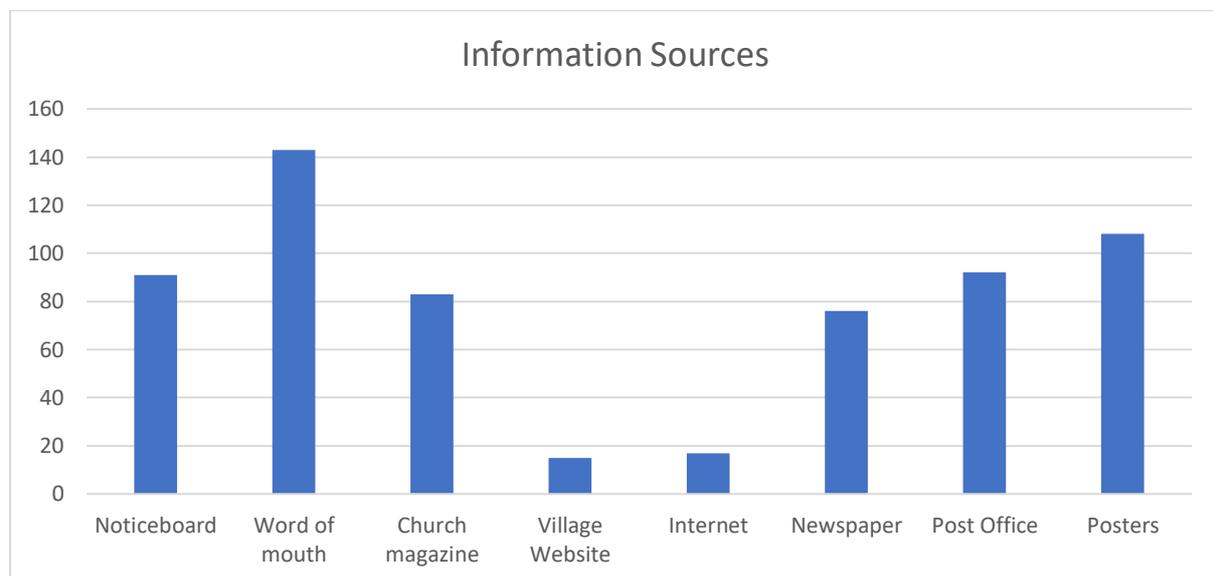
The playing fields and children’s play area seem to be equally used. The children’s play area is inspected by external engineers, annually, to ensure safety and the playing field has been upgraded to improve the drainage. At present there is a football team, who play in formal league games, and a cricket team who play ad hoc matches. Both would welcome any interested parties and will endeavour to accommodate all abilities.

There is a children’s playgroup that is used by qualifying families (i.e. with young children), but given the age demographic of the village (page 2) is not too large.

From further comments the Women’s Institute is well supported, but again would welcome new members.

There are also frequent mentions of using church and chapel facilities, including the Methodist Lunch Club.

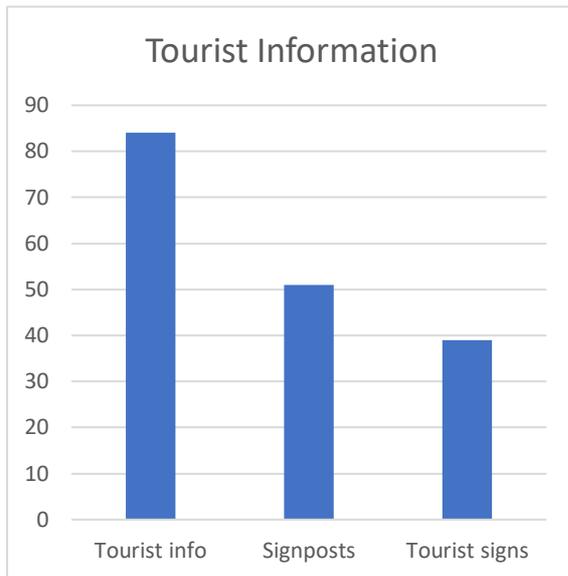
One respondent uses the gym facilities in our neighbouring village, West Bradford. It is understood that fees are very reasonable and they go towards the upkeep and acquisition of machines – non-profit.



When asked ‘where do you get your information from?’, the least popular methods were the village website and other Internet sources. Whilst an option for social media was not included, some respondents did suggest that method elsewhere. This is something that the Council will have to discuss.

The most common method is ‘by word of mouth’. This is a method that cannot be reliably used.

The remaining methods form the core of traditional means. They are already used, apart from liaison with the church magazines. Again, this needs action by the Council.



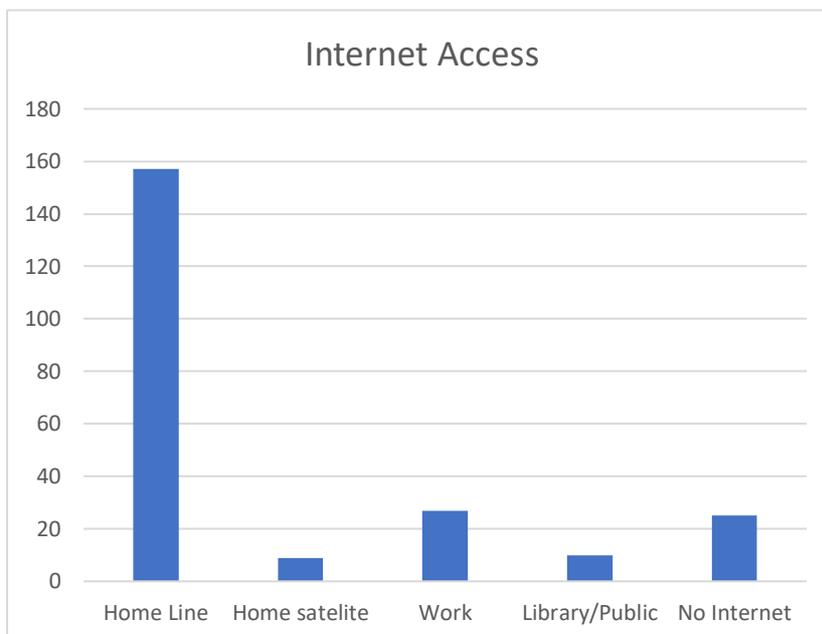
When asked what, if any, visitor information was required, less than half of the respondents thought it necessary.

The most popular was tourist information. This would probably take the form of a noticeboard, strategically placed, and well signed. The information displayed would cover any tourist type attraction/business in and around the village. The obvious candidates would be the licenced premises and café, together with the places of worship and accommodation. Logically, a map with reference points would be included.

It would also seem logical to mirror the information onto the village website, for remote visitor access.

As regards signposts, these are placed in public places, by businesses, with permission from Lancashire County Council and are not cheap. The Council is only consulted for planning purposes.

Information technology and communications are everyday requirements for most people. Thus, some information was requested.



Most people access the Internet at home by landline. Within the village, fibre optic is available, with speeds of up to 30 Mb/s available.

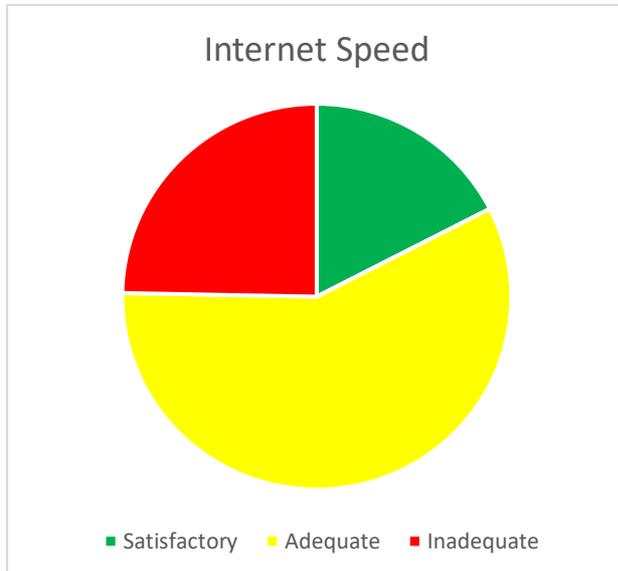
Outside the village, fibre is not available and landline speeds are poor, typically between 2 and 4 Mb/s.

There are wireless systems available, known as 'fibre to the mast'. A small dish is fitted to a chimney, for

example, and pointed to a transmitter mast. It is believed that this system can provide speeds of up to 100 Mb/s – but for a price. Whilst the system is slightly more expensive

than land-based fibre, it does offer a reasonably priced solution for most situations where landline-based systems are inadequate.

Whilst some respondents use public or work-based access, there are a significant number of residents without Internet access.

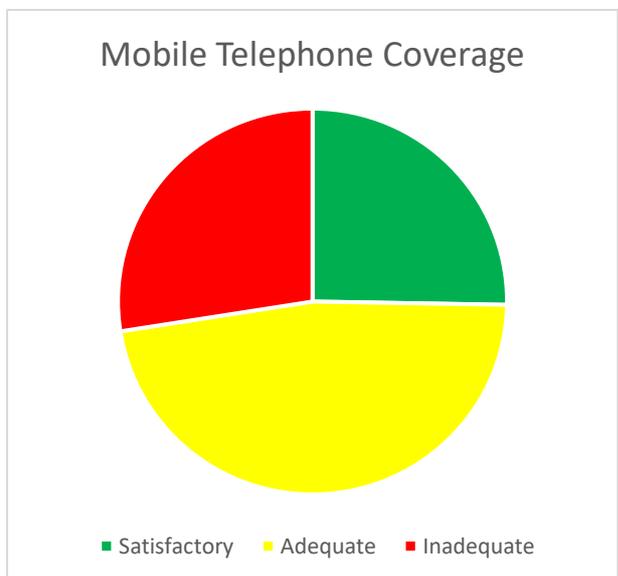


As regards Internet connection speeds, most found them adequate, about a fifth satisfactory, but a quarter inadequate.

Respondents with inadequate speeds should be able to upgrade to fibre landline or fibre-to-the-mast systems.

Of course, these options are dependent upon availability and costs.

As regards mobile telephone coverage, 8% of respondents did not have a mobile telephone.

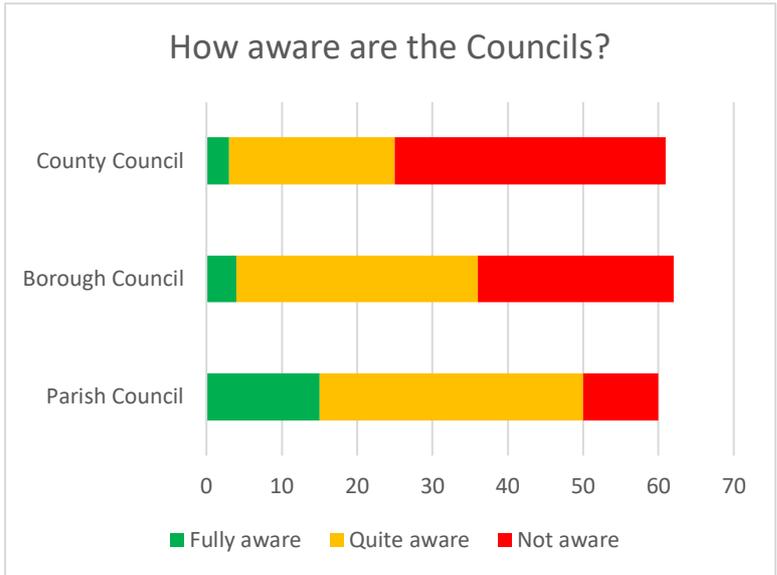


Respondents for mobile telephone coverage provided results quite similar to the Internet speed question.

Inadequate coverage could be due to geographical reasons. For example, no/poor line of sight to a mast.

There does not appear to be any one company providing better coverage than another.

The next area under consideration was local government and religious issues.



We asked respondents opinions on how aware the various councils were of local issues.

The result can be summed up as; the closer, the more aware.

Even so, the Parish Council needs to become more aware of local issues and feelings. This was one of the intended purposes of the questionnaire.

From the respondents' replies it seems that 35% of residents have attended at least one Parish Council meeting.

About 50% of respondents indicate that they actively practice a religion. Nobody indicated a faith other than a Christian based one. However, as stated earlier only the comprehensive Census can confirm or refute this finding.

The last formal section considered activities.

The question was asked whether there were any activities that respondents would like to see made available in the village.

Some mentioned snooker, pool, card clubs, darts and bowls. These are available at the Social Club (membership required, see page 17, first paragraph), with only small fees for lighting for the snooker and pool tables.

A few wanted to see keep fit and gym facilities. As mentioned previously, our neighbouring village, West Bradford has a well-equipped gym that provides these requirements at reasonable prices.

Nearly 20 respondents mentioned variations on keep fit, aerobic, yoga, pilates, Zumba and dancing. These would require a suitably large space. The obvious location being the Methodist Church Hall. The Parish Council will consider liaising with the church to sound out possibilities. Any results will be circulated as per the preferred contact methods that you have indicated (page 17).

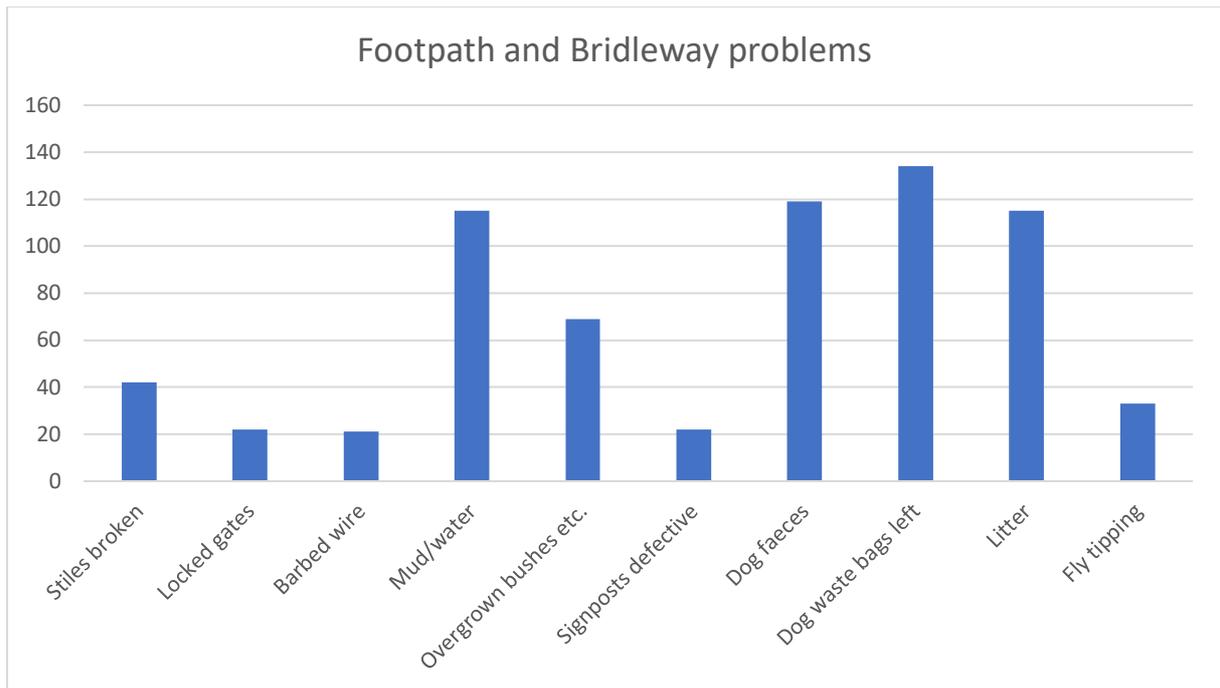
There were other suggestions, but as there were too few for each suggestion, the Council will be unable to pursue them as possibilities.

Nearly every respondent (93%) stated that they were aware that the village enters the Best Kept Village competition. The next part asked if respondents were prepared to help, and if so how they would wish to be informed. It is appreciated that some residents cannot help with tidying the village either due to health reasons or other commitments. At the same time other residents may think that the competition is a waste of time. The combined response allows both to indicate their unwillingness or inability to help, without discrimination. This amounted to roughly 30% of respondents.

Of those who indicated an interest, (about 40% of respondents) most suggested that the Parish noticeboards, were the best method of communicating any clean-up plans. Others suggested using the village website and the local paper.

Comments suggested that using flyers through doors was a good idea. However, this requires volunteers to actually visit every house, posting them. Other suggestions included church noticeboards and magazines, local hostellers' noticeboards, social club noticeboard and banners/posters in the village. Most of these latter suggestions are probably more practical.

The final formal question concerned problems on footpaths and bridleways.



The main reported problems concerned dog faeces and bags left by inconsiderate owners. The council is aware of the potential health risk problems this can create. A number of respondents suggested more dog waste bins. These can only be sited with the consent of the local authority and would need to be easily accessible for emptying. Signage may be a possible help and this will be taken up with Environmental Health at RVBC.

Allied to dog waste bins would be litter bins. The local authority has stated that dog waste bags can be disposed of in general waste bins. Again, signage may help.

Mud and water are a product of the area we live in; one of the wettest in the country. However, enquiries can be made to see if there are suitable schemes to assist with renovating and/or maintaining existing footpaths.

The remaining problems are of a much-reduced nature and do not appear to constitute a major concern. There were comments regarding Lancashire County Council, charging for disposing of inert waste at the local recycling centre, promoting fly tipping. This restriction/charge has been in place for more than two years and there has been no noticeable increase in fly tipping in the village.

Addenda

Throughout the responses on the questionnaire there has been a strong theme about the state of the pot-holed roads. At the time of writing this report, the main road through the village had been resurfaced and a number of surrounding roads and lanes have been receiving attention to their pot-holes. This is a matter that your Parish Council has raised over a long period of time with as many people of influence as we can. It seems to have worked. The Council will continue to monitor the road surface condition and take what action it can, if the situation requires.

For general information; problems with roads and pavements, such as pot-holes, blocked gullies, broken/missing or obscured signs, road gritting, overgrown vegetation, broken stiles and defective street lighting can be reported direct via the following website:-

<https://www.lancashire.gov.uk/roads-parking-and-travel/fault-search/>

The above can be found by searching (for example, using Google) "LCC report it"

Using the site does seem to work.

At the end of the questionnaire room was left for respondents to write freely about issues that they wanted to raise. There follows a synopsis of these issues.

Where the issue raised is beyond the remit or responsibility of the Parish Council, the issue has been passed on to the relevant person/body for their attention.

Where any of the remaining issues have been commented on elsewhere they are not listed below.

A number of comments were made regarding blocked drains.

Lancashire County Highways have told the Parish Council that they no longer routinely clean street drains. Instead, they deal with blocked drains that hazard property or safety, where appropriate, on a routine basis, otherwise when notified. As with road surface and signage problems, the best medium to report problems is via the Lancashire County Council Report It website. (Page 23 for details)

More bins for dog faeces bags was been raised.

Ribble Valley Borough Council have been contacted regarding this issue. Their reply can be summarised as below. Where there are existing dog waste bins, they are serviced by Ribble Valley Borough Council. Dog waste bags can also be disposed of in ordinary waste bins, thus increasing the number of disposal points. However, Ribble Valley Borough Council will not install any new dog waste bins. If we, in the Parish, want more bins, then we will have to pay for their installation and empty them ourselves. In short, we have to make do with the bins we have and utilise any public waste bins. The possibility of signage at hotspots is something that will be considered on an ad hoc basis by the Parish Council.

Comments were made on the loss of the public conveniences on Slaidburn Road.

The cost of operating public conveniences in an austerity environment forced their closure by Lancashire County Council. The Parish Council was not consulted, just informed of the decision to close them. When the plot was offered for sale the cost was beyond the means of the Parish Council to purchase the site, plus the necessary ongoing maintenance of the facility was not something that could be borne on the Parish Council's budget.

Twitter Lane Parking.

Signage around the village has become very worn and faded, and in some areas needs replacing/upgrading. This will be reported to Lancashire County Council for their attention. Hopefully, in time, this will persuade some of the visitors to the village to park away from the village centre. Knee high fencing will be installed to the edge of the playing field at Twitter Lane, to restrict vehicles to using the tarmacaded area and prevent unauthorised vehicles driving onto the playing fields. This has been made necessary due to damage to the new drainage installed under the playing fields, caused by the reckless driving of road vehicles on the grassed surface. The drainage was installed in a joint venture between the football club and the Parish Council. The Council needs to protect its investment.

Comments were made regarding litter in the park/play area on the playing fields.

There were suggestions that the Parish Council should employ a lengthsman to deal with this and other 'routine maintenance' problems in the village. The Parish Council has only a relatively small annual budget. For the Council to employ a Lengthsman would involve a lot of extra cost (to cover insurance for the employee and third-party cover, National Insurance, mandatory pensions, personal protection equipment, provision and upkeep of equipment to mention a few items) in addition to the salary paid. This would seem to put the Lengthsman solution beyond our budget, at this time. However, the Parish Council is researching and will consider any feasible solutions that come to notice.

Car Park at the entrance to the village from Clitheroe.

Some respondents suggested that 'Residents Only Parking' should be introduced on that area. Enquiries have been made and the car park is a public one and therefore cannot be made subject to selective restrictions.

Suggestions to resurrect a Parish Magazine delivered to every house.

A Parish Magazine has been found to be not feasible. This is partly due to the time and effort required to put one together. There are no persons coming forward offering to write the articles for publication. Publishing would need to be done on a regular basis. Thus, there would be a need for regular articles for publishing. There is a cost involved in printing any magazine. Whilst this cost would not be beyond the funds of the Parish Council, it would severely impact on the budget. Then comes the problem of delivering the finished article. There are over 500 dwellings in the village, some of which are not easily visited. Whilst the magazine was suggested, there are no volunteers to deliver it. This logistic would involve a team of around 20 persons prepared to devote 2 to 3 hours every month (for a monthly publication) to go around, mostly on foot, in all weathers to deliver the magazine. There is a village website already; would this be a better medium to use? For anyone wishing to have articles published or forthcoming events publicised, there is a Contact facility via the website:-

www.waddingtonvillage.co.uk

Complaints regarding the state of the footpath to the rear of Waddow Grove.

Enquiries and research are being undertaken to establish whose liability or responsibility the upkeep belongs to. Only when that is established can further action be determined upon.

Parking on grassed areas on Waddow View and Queensway.

When the above areas were built and/or developed the current level of car ownership was not envisaged. There are two distinct areas under consideration; Waddow View and Queensway. Waddow View involves a grassed verge being driven/parked on. Queensway involves the use of the central grassed area as additional car parking for residents. Each will need to be looked at individually and possible solutions identified. The Parish Council will not be able to implement any solution itself. This is due both to the costs involved and the fact that the Council has no power to implement any solution. The only recourse is for the Parish Council to identify a reasonable solution agreeable to the residents, or at least an overwhelming majority, and then promote it with the responsible authority. There is no quick fix for this and, again, costs will probably be the prime driving force.

This report has been made possible by the time taken by residents to complete and return the questionnaires. The Parish Council is aware that some of the comments do not represent desired solutions.

- Some are factual responses – this is the situation, there is nothing that can be done about it.
- Some are bounded by the current financial situations of all tiers of government, down to the Parish Council.
- Some responses are practical, such as the inconvenience of suggested works outweigh their perceived advantages.
- Some recommend self-implemented solutions, such as residents reporting road defects directly
- Other can be considered and solutions sought. These your Council have taken note of.

Overall, it has enlightened the workings of your Parish Council. It is now in a better position to take decisions for the benefit of all, or at least most, village residents.

Thank you for your assistance.

Waddington Parish Council